

LACKAWANNA-LUZERNE TRANSPORTATION STUDY
PUBLIC MEETING AND THE COMBINED TECHNICAL COMMITTEE AND
COORDINATING COMMITTEE MEETING

July 17, 2019

Members of the Coordinating Committee:

Attached is a copy of the minutes of the Lackawanna-Luzerne Transportation Study (LLTS) Combined Technical Committee and Coordinating Committee meeting, held July 17, 2019 at 10:00 a.m. in the Barry J. Centini Conference Room at the Wilkes-Barre/Scranton International Airport in Avoca, Pennsylvania.

Please check for errors or omissions.

Thank you.

The Lackawanna-Luzerne Transportation Study Combined Technical-Coordinating Committee meeting was held on Wednesday, July 17, 2019 in the Barry J. Centini Conference Room at the Wilkes-Barre/Scranton International Airport in Avoca, Pennsylvania.

Mr. Robert Fiume, Chairman of the Coordinating Committee, called the Lackawanna-Luzerne Transportation Study (LLTS) Combined Technical-Coordinating Committee meeting to order at 10:01 a.m. Mr. Fiume turned the meeting over to Mr. Pitoniak, the Chair of the Technical Committee.

Mr. Pitoniak stated for the record that in accordance with the provisions of the Sunshine Law and the Moving Ahead for Progress in the 21st Century Act (MAP-21), he submitted the required public meeting notice, which appeared in local papers. Mr. Pitoniak asked for self-introductions.

Mr. Pitoniak received a letter of proxy from Mr. Richard Roman stating that Ms. Susan Hazelton will serve as his proxy on the Coordinating Committee for this meeting; a letter of proxy from Mr. Davide Pedri stating that Mr. Heath Eddy will serve as his proxy on the Coordinating Committee for this meeting; letter of proxy from Mr. Bob Fiume stating that Mr. Bob Lesh will serve as his proxy on the Technical Committee for this meeting; a letter of proxy from the City of Scranton's Acting Mayor Pat Rogan that Mr. John Pocius will serve as his proxy on both the Technical and Coordinating Committees for this meeting; and a letter appointing Luzerne County Planners, Mr. John Petrini and Mr. Christopher Chapman, as the representatives on the Technical Committee. (All permanent proxies are listed in the committee member list attached to these minutes.)

**ITEM #1 – APRIL 3, 2019 LACKAWANNA-LUZERNE TRANSPORTATION STUDY
TECHNICAL COMMITTEE MEETING MINUTES**

Copies of the April 3, 2019 Lackawanna-Luzerne Transportation Study Technical Committee meeting minutes were sent out to all committee members. Mr. Pitoniak asked for additions, deletions, or corrections. Mr. Eddy noted that on the front page he should be identified as a voting member. Mr. Pitoniak asked for further additions, deletions, or corrections. Hearing none, a motion to approve the April 3, 2019 Lackawanna-Luzerne Transportation Study Technical Committee meeting minutes was made by John Pocius, seconded by Norm Gavlick, and carried.

**ITEM #2 – APRIL 17, 2019 LACKAWANNA-LUZERNE TRANSPORTATION STUDY
COORDINATING COMMITTEE MEETING MINUTES**

Copies of the April 17, 2019 Lackawanna-Luzerne Transportation Study Coordinating Committee meeting minutes were sent out to all committee members. Mr. Fiume asked for additions, deletions, or corrections. Hearing none, a motion to approve the April 17, 2019 Lackawanna-Luzerne Transportation Study Coordinating Committee meeting minutes was made by Norm Gavlick, seconded by Alan Wufsus, and carried.

ITEM #3 – 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) MODIFICATIONS AND AMENDMENT

Modifications

Copies of the 2019-2022 Transportation Improvement Program (TIP) modifications were sent out to all committee members. Mr. Fisher highlighted some TIP modifications which included:

- MPMS 68746 - SR 11 over Theodore Street in Lackawanna; added preliminary engineering phase to begin design
- MPMS 93945 - SR 2002 San Souci Parkway Paving in Luzerne; added preliminary engineering phase to begin design
- MPMS 8308 - SR 3006 over Gardner Creek in Lackawanna; added right-of-way phase to process agreement and decreased construction phase to low bid amount
- MPMS 8257 - SR 8008 over I-84 / I-380 in Lackawanna; shifted construction phase from Federal Fiscal Year (FFY) 2019-2020 to FFY 2020-2021 for balancing
- MPMS 112832 - SR 6309 over SR 2007 Bridge Preservation in Luzerne; added construction phase
- MPMS 112811 - SR 92 Emergency Roadway Depression in Luzerne; increased construction phase to low bid amount
- MPMS 111043 - SR 924 / I-80 Median Barrier in Luzerne; decreased construction phase to low bid amount
- MPMS 100487 (SR 632 over Tributary Lily Lake) in Lackawanna; decreased construction phase to low bid amount

Mr. Fisher noted that the TIP changes were modifications not amendments and would not require a vote.

Amendment

Copies of the amendment for the addition of MPMS 112837 - SR 29 over the Susquehanna River and RR Bridge Preservation in Luzerne County to the TIP in FFY 2019-2020 for approximately \$8.2 million. Mr. Babinski noted that this is the John S. Fine Bridge, which is a 16-span bridge and has been identified as the sixth most important bridge in the District. Deficiencies identified by last year's inspection include: 28 rocker bearings, cover plates that rust is forcing off the bottom flange of the bridge, and cracks that have been identified at some of the welds, all of these items need to be addressed. This is a large structure, and now is the time to make these repairs before conditions worsen. Mr. Pitoniak asked if the bridge will be closed to traffic during repairs. It was noted that all the work will be underneath the structure, and any closures would be single lane closures for staging and setup. No lane closures should occur while the bridge is being worked on.

Mr. Pitoniak asked for questions or comments regarding the TIP modifications. Hearing none, Mr. Pitoniak asked for questions or comments on the amendment. Hearing none, a motion for the Technical Committee to recommend that the Coordinating Committee approve the addition

of MPMS 112837 - SR 29 over the Susquehanna River and RR Bridge Preservation to the 2019-2022 TIP, was made by Butch Frati, seconded by John Pocius, and carried.

Mr. Fiume asked for further questions or comments. Hearing none, a motion for the Coordinating Committee to approve the addition of MPMS 112837 - SR 29 over the Susquehanna River and RR Bridge Preservation to the 2019-2022 TIP, was made by Butch Frati, seconded by Norm Gavlick, and carried.

ITEM #4 – CITY OF SCRANTON WALKABILITY STUDY

Mr. Wayne Evans of Scranton City Council noted that the RFP has been let for the walkability study. The City is aware of the MPO's Scranton and Wilkes-Barre Downtown Bicycle Network Study and hope that the two consultants would be able to work together as both studies move forward. The City of Scranton's walkability study will include: walkability, pedestrian safety, on-street parking, turning lanes, and removal of one-way streets in the core of the City of Scranton. Mr. Kyle Donahue of the Scranton City Council noted that this was not only to let the MPO know what the City is planning but also to open the lines of communication to coordinate with the downtown bicycle network study. Mr. Evans noted that walkability is a major enhancement to urban areas. Throughout the country where areas are more walkable, there are better business districts and tourism.

Mr. Gavlick asked if the study would include the interaction with transit and the walkability of pedestrians to utilize busses. It was noted that this study will include bus stops with the bus lanes leading up to the stops, but the study outcome would not dictate changes for COLTS. It was noted that the bus stops are well-defined well on the larger streets in the city, but changes will need to be addressed with the possible removal of one-way streets for passengers. It was noted that the walkability study covers mainly the core of downtown Scranton; Mulberry Street to Lackawanna Avenue and Mifflin Avenue to Jefferson Avenue. Mr. Pitoniak noted that the MPO's bicycle study does have spines that extend out to Marywood, the University, and to Penn State. Mr. Evans noted that would be beneficial to coordinate with the walkability study to help connect the trail and the universities through the downtown.

Mr. Pitoniak asked for questions or comments. Hearing none, the committee moved to the next order of business - Summer Project Commencement.

ITEM #5 – UPCOMING TIP PROJECTS (SUMMER PROJECT COMMENCEMENT)

Mr. Petrini and Mr. Jones gave a brief overview of projects with let dates from the beginning of July to the end of September which included:

- MPMS 102011 SR 315 (Dupont Highway) and SR 2017 (Pittston Avenue / Yatesville Road) Intersection Improvements in Luzerne County
- MPMS 101498 SR 1019 (Wayne Street) over SR 6 in Carbondale in Lackawanna County
- MPMS 112800 I-81 over SR 8011 Ramp A - in Hanover - Bridge Preservation in Luzerne County

- MPMS 112801 I-81 over SR 6309 (Wilkes-Barre Twp. Boulevard) in Ashley - Bridge Preservation in Luzerne County.
- MPMS 112802 I-81 SB over Luzerne County Rail Authority in Ashley - Bridge Preservation
- MPMS 112803 I-81 NB over Luzerne County Rail Authority in Ashley - Bridge Preservation
- MPMS 112813 SR 115 (Bear Creek Boulevard) over I-81 NB / SB in Plains - Bridge Preservation
- MPMS 112814 SR 115 over I-81 NB / SB in Plains - Bridge Preservation
- MPMS 112816 SR 309 (Cross Valley) over SR 2022 (RR, N. Washington) in the City of Wilkes-Barre Bridge Preservation
- MPMS 112822 SR 309 (Cross Valley) over SR 2022 (RR, N. Washington) in the City of Wilkes-Barre Bridge Preservation
- MPMS 112823 SR 309 (Cross Valley) over SR 1002 (Courtdale Avenue) in Courtdale Bridge Preservation
- MPMS 112824 SR 309 over Toby Creek in Courtdale - Bridge Preservation
- MPMS 112832 SR 6309 over SR 2007 in Wilkes-Barre Township - Bridge Preservation
- MPMS 95263 Drinker Street NB Exit Signal and intersection Improvements in Lackawanna County - this ramp has traffic backups onto the I-81 mainline; the ramp will be closed for month beginning in August for I-81 mainline repairs

It was noted that many of the aforementioned projects were funded through Act 89 which also includes the projects currently underway on Interstate 81. It was also noted that I-81, in Luzerne County from the blacktop section up to the project under construction, has bridge work underway and will also get resurfaced. Mr. Baranski asked if the bridge preservation projects were deck replacements. It was noted that the work includes joint and bearing repairs, which are interim repairs to the maintain the bridges for the next contract for bridge replacement.

Mr. Pitoniak asked for questions or comments. Hearing none, the committee moved to the next order of business - MPO Staffing Update.

ITEM #6 – MPO STAFFING UPDATE

Mr. Pitoniak noted that changes have occurred in both Lackawanna and Luzerne Counties. Two planners, John Petrini and Chris Chapman, who originally worked for Lackawanna County Planning; now work for Luzerne County Planning. The hiring of Matthew Jones and Justin Pekarovsky, by the Lackawanna County Regional Planning Commission, and the addition of Heath Eddy to the Luzerne County Planning and Zoning brings both Planning Commissions to full complement. It was noted that many projects that have been set aside will now start moving forward. Needed updates include: the Long-Range Plan, the Regional Plan, and bylaws and organizational structure. It was noted that the staffs for the county planning commissions are the staffs for the MPO. PennDOT personnel have been utilized for the meeting minutes for the MPO. Now with the full complement, the Lackawanna and Luzerne County Planning Commissions will be able to take on that responsibility. Project submission procedures are still the same. The new PennDOT Connects system is in place and workshops are set for training.

Mr. Pitoniak asked for questions or comments. Hearing none, the committee moved to the next order of business - Scranton and Wilkes-Barre Bicycle / Pedestrian Network Plan.

ITEM #7 – SCRANTON AND WILKES-BARRE BICYCLE / PEDESTRIAN NETWORK PLAN

Ms. Milewski reintroduced herself to the committees noting that she is with Barry Isett and Associates. Ms. Milewski gave a summary of the project with information on WikiMapping (an interactive online mapping tool) they are asking cyclists and pedestrians to use and provide feedback of their experiences on trails, walking, or riding. There is an online tutorial on how to navigate the site at [Https://vimeo.com/332250262](https://vimeo.com/332250262) and there is also an online survey at <http://wikimappin.com/swb-plan.html>. The following is the summary of the project and of public involvement to date. It was noted that photos can also be added in WikiMapping to show situations on difficult streets.

Barry Isett and Associates has teamed up with Campbell Thomas and Company, and Steven Spindler Cartography to conduct a bicycle study for the downtown business districts of Scranton and Wilkes-Barre. The goal of the project is to reduce vehicle congestion by providing a cohesive bicycle and pedestrian network in the central business districts. We are evaluating where cyclists are coming from, where they want to go, and how they want to get there. Campbell Thomas is an environmentally and community-oriented firm of architects and planners with an award-winning record for "green" transportation. Steve Spindler is a nationally recognized cartographer that promotes bicycling, walking, and public transportation through his public engagement mapping tool, WikiMapping. More specifically, WikiMapping is an interactive online mapping tool that allows the public to enter their destinations, barriers, existing routes, and wish list routes on a map.

The project is funded by the PA Department of Conservation and Natural Resources (DCNR), Department of Community and Economic Development (DCED), and Lackawanna and Luzerne Counties. We are approximately 50% through the planning process which includes a heavy public participation input. The public participation component includes a 30-member steering committee, public meetings and input sessions, guided walks, key person interviews, and WikiMapping. Currently the WikiMapping is open to the public for input and will remain open through the end of the month. Through August, the bike study team will be conducting key person interviews and begin evaluating all the data gathered from the public participation process and field views.

The following is a summary of the public involvement and activities to date:

- Kicked off project. Internal research and gathering of data.
- Held kick off meeting with client. Finalized project details. Outlined project timeline. Gathered and reviewed existing studies in project area. Previewed WikiMapping.
- Held first committee meeting in Scranton.
- Conducted field work in Scranton and Wilkes-Barre. Confirmed width of streets, sidewalks, and building-to-building width. Noted challenges for pedestrians & cyclists, opportunities for bicycle facilities, occupancy of buildings, and level of welcoming character for the pedestrian / cyclist.
- Walked Scranton with Steve Pitoniak, Lackawanna County Planning Office.

- Walked Wilkes-Barre with John Petrini, Luzerne County Planning Office and Mike Wood, Assistant to the President for External Affairs, Wilkes University.
- Held second committee meeting in Wilkes-Barre.
- Provided participants of the NEPA Trails Forum Annual Symposium with information about the study and links to the WikiMapping.
- Alerted Roy Gothie to the project during PennDOT Open House on the Pennsylvania Bicycle and Pedestrian Master Plan.
- Held public input session in Scranton.
- Conducted guided walk in Wilkes-Barre.
- Held public input session in Wilkes-Barre.
- Conducted guided walk in Scranton.

Mr. Pitoniak asked for questions or comments. Hearing none, the committee moved to the next order of business - PennDOT Connects.

ITEM #8 – PENNDOT CONNECTS

Mr. Fisher noted that, as with any new system, some bugs need to be worked out of the PennDOT Connects system. There is a workshop scheduled for July 23, 2019. The workshop is to see how the system will work best in the area and to get users more familiar with the system. Local meetings continue to be held throughout the region. Discussions include different projects like the 409-fund paving which is part of Act 89. Municipalities are making an effort providing responses and the need for technical support. Mr. Pitoniak noted that the first meetings held have already produced projects or have initiated project items and have shown construction activities that conflict with municipal processes on some projects. An example of local input for an addition to a project under construction is at a recent PennDOT Connects meeting; Jefferson Township requested the incorporation of dry hydrants into a bridge project that was already underway. This shows that PennDOT Connects is working and gives the Department the ability to do these types of updates in a timely manner.

Mr. Pitoniak asked for questions or comments. Hearing none, the committee moved to the next order of business - Function Class Update.

ITEM #9 – FUNCTIONAL CLASS UPDATE

Mr. Pitoniak noted that FHWA wants to see the Functional Class Update done periodically, normally after the census. Because of staffing issues, over the years Lackawanna and Luzerne have not been able to keep the Functional Class Update current. Now, the LLTS will be looking at every state and local route in the counties.

Mr. Petrini noted that all roadways on the functional classification system in Luzerne County have been reviewed. Luzerne County has been doing road counts and making recommendations for updates. Luzerne County is nearly half way done, excluding Wilkes-Barre and Hazelton. Once the outlying municipalities are completed the goal is to complete Wilkes-Barre and Hazelton and then have a complete project by the end of this year or early next year.

Mr. Jones noted that in Lackawanna County, data was being collected prior to he and Mr. Pekarovsky becoming part of the Planning Commission. In April and May they have collected data on 45 stretches of roadways that had either not been done in years or at all. Currently, they are working to format and present the data in a logical way for consideration for changes in functional class. Lackawanna County is also looking to complete this project by the end of this year.

Mr. Pitoniak noted that the final step, after both counties have completed the data compilation for function class update recommendations, is to contact Northern Tier, NEPA, and SEDA-COG to ensure that the LLTS classifications are compatible with the adjacent roadways in these adjacent MPO areas. Mr. Baranski reiterated the need to coordinate with the adjacent MPO and make sure the classifications do make sense across counties, planning regions, and political districts.

Mr. Pitoniak asked for questions or comments. Hearing none, the committee moved to the next order of business - Scranton to Hoboken Rail Resumption Analysis.

ITEM #10 – SCRANTON TO HOBOKEN RAIL RESUMPTION ANALYSIS

Mr. Pitoniak noted that the committee for the Scranton to Hoboken Rail Resumption Analysis has been meeting regularly. The committee has been meeting with their counterpart from New Jersey. A meeting is set between the two states with federal officials, state officials, and local officials for July 24, 2019 at 01:00 PM in Sussex County, New Jersey. The meeting is a meet and greet for the Pennsylvania and New Jersey members and to reconstitute the committee whose members have been working on this rail resumption for the past 30 years. Funding through LSA grants obtained by Lackawanna and Monroe Counties provide the funding to continue to the next phase of the study. The original study that was done was mainly in Pennsylvania (Monroe County) and some work in New Jersey. The study included the viaduct over the Delaware River which is owned by Pennsylvania Northeast Rail Authority which is Lackawanna and Monroe Counties. Another viaduct under the study is in New Jersey, the Paulinskill viaduct. Replacing these structures would cost over \$500 million. The consultant hired to review the structures indicated both could be rehabilitated for \$70 to \$80 million, this includes a 20% contingency.

New Jersey has reestablished part of the rail line and the LSA funding will go to reestablishing the rest of the rail line in New Jersey.

Mr. Frati submitted a letter from Wilkes-Barre City requesting a feasibility study from Wilkes-Barre / Allentown to Philadelphia. Mr. Pitoniak noted that there was a study done back in the 1980's and should be in the archive with EDCNP. Mr. Gavlick will be checking the transit files for rail studies in Luzerne County. Mr. Pitoniak noted that, in that study one issue was right-of-way ownership and who to contact to attain different parcels for the rail. It was noted that the Reading and Northern Rail would participate in a study, but it does not have rail going to Philadelphia. It was also noted that much of the existing rail belongs to Norfolk Southern, and Norfolk Southern does not want passengers on its freight lines. Mr. Baranski noted that to reestablish the lines this study would need to measure demand for the rail line and how people

are getting to and from these places now. Mr. Pitoniak noted that funding for this study would have to go through PennDOT's Multimodal program and a line item for the study through the MPO. The study needs to be added to the Long-Range Plan. Mr. Frati noted that he will do more research and bring this request back to the MPO.

Mr. Pocius noted that last year the statewide Transportation Advisory Committee reviewed rail extension possibilities across the Commonwealth. This corridor was not part of the study. The committee discussed rail extensions from Allentown to Philadelphia, but rail extensions to Wilkes-Barre were not part of the study. There is a report regarding the rail study on the website (<https://talkpatransportation.com/advisory-committees/tac-reports-studies>). This report would be a good starting point for the City of Wilkes-Barre to look at the type of data collected and what information was taken from that data for the report.

Mr. Pitoniak asked for questions or comments. Hearing none, the committee moved to the next order of business - Summer Planning Partners' Meeting.

ITEM #11 – SUMMER PLANNING PARTNERS’ MEETING

Mr. Roberts noted that the Summer Planning Partners' meeting was held yesterday in Grantville. The meeting released not only financial guidance but also general procedural guidance and planning work plan guidance.

Financial Guidance

All areas across the state will be trimmed in the amount of funding they are receiving. It was noted that this is because revenues are coming in slowly or have flatlined completely. Coupling this with the underfunded needs of the interstate, funding is severely cut across all areas.

Ms. Hazelton reiterated that statewide funding levels are down. The goal of the state is to move towards different investment strategies. The state is working to address lower life cycle costs to keep what is good - good and prioritizing projects across the state to maintain roads that are in good or fair condition and then progress to the poor condition roads and bridges. Funding is also affected by the additional needs for the aging interstate system that has a tremendous need of funding allocations.

Mr. Baranski noted that with the "State of the Interstate" presentation last year and FHWA's requirements to get the interstate up to proper levels of service, the MPO's have provided more funding for the interstate at the cost of the rest of the roadway networks which will be reflected in the second two years of the TIP.

Mr. Fiume noted that the truckers' lawsuit against the Turnpike was thrown out by a judge, but this will be appealed. It was noted that that \$450 million per year is provided to public transit from the Turnpike. Most projects funded with that money are capital projects, but with the absence of that money, transit operations will also be affected. PennDOT notified the transit agencies that there will only be a slight increase to operations funding next year because of some bonds that have been released. This increase is just a band-aid because in 2021 the funding is not going to go to the Turnpike for public transit. It will put in the general fund. The local

legislators and the state and local transit associations are working to find other funding sources to meet transit agency needs.

It was noted that another issue that affects public transit is the Medical Assistance Transportation program. Agencies like COLTS and LCTA and other agencies across the state already provide for medical assistance transportation. Last year state legislation sent out a Request for Applications (RFA) for a statewide broker. The transit agencies fought this for a year. The legislators gave the transit agencies a reprieve of 180 days to study the need and analyze the medical transportation programs statewide and then bring the findings to DHS and PennDOT. If the legislation was allowed to go through, starting July 1, 2019 a broker would have a statewide contract for the Medical Assistance Transportation. This would have been detrimental to the transit agencies. It was noted that if this had been successful it would affect over 30% of COLTS shared ride program. Mr. Gavlick reiterated that there will be a 2% increase this year granted to the transit agencies but there is no telling what will be happening in future years.

General Procedural Guidance

It was noted that the process is as important as the product. FHWA would like to see more documentation on project selection, public participation, and a number of other items. The guidance is on SharePoint which can be linked to LLTS MPO.

Mr. Jones noted that the due date for the guidelines for the UPWP update bumped up from February 28th to January 31st so both PennDOT and FHWA have 30 days to review the document before it is finalized. This change also affects the out-year budgeting process and the updated deadlines will require the LLTS to adjust its regular meeting schedule throughout the year.

Mr. Pitoniak asked for questions or comments. Hearing none, the committee moved to the next order of business - Long-Range and Comprehensive Plan Update.

ITEM #12 – LONG-RANGE AND COMPREHENSIVE PLAN UPDATE

Mr. Pitoniak note that both Lackawanna and Luzerne Counties will be meeting next Thursday, July 25, 2019 regarding the Long-Range and Comprehensive Plan Update. Discussions will include how to complete the joint county work being done, and funding sources which include PennDOT, DCNR, and DCED who funded the MPO's three-part plan (Long-Range, Comprehensive and Hazard Mitigation Plan) 10 years ago. These plans include requirements that need to be addressed from agencies including FHWA, FTA, FEMA and PEMA.

Mr. Pitoniak asked for questions or comments. Hearing none, the committee moved to the next order of business - I-81 Regional Planning Study.

ITEM #13 – I-81 REGIONAL PLANNING STUDY

Representatives of AECOM, Project Manager Mr. Jim Hess, Lead Traffic Engineer Ms. Rachel Brownley, and Lead Highway Engineer Mr. Aaron Yorkonis gave a presentation on the I-81 Reginal Planning Study. The presentation gave background on the project, analysis and assessment of future conditions, the potential improvements, and future mobility assessment. It

was noted that the study started with a focus on the interchange of I-81 and Route 924 (Exit 143) near the Humboldt Industrial Park in Hazle Township. As the study of this interchange progressed, it became clear that a broader assessment was needed to advance any potential improvements. The main purpose is to focus on what future conditions would be like with future development, traffic impacts, potential improvements and their feasibility, as well as getting the improvement projects programmed on the TIP. The study includes safety assessment and potential safety improvements, traffic conditions and congestion, and future development. There are 30 different locations and they are being assessed out to 2030 and 2050. Potential improvements were discussed which included transitions to downtowns, a comprehensive multi-modal approach, and cost analysis for the improvements of the four locations assessed (I-81 / 924 Interchange, Exits 145 and 143, SR 924 and SR 93 intersection, SR 924 and SR 309 intersection). This study also included the cost estimates for all alternative improvements and plans to work with developer and transportation stakeholders on different congestion mitigation projects.

It was noted that the one improvement alternative, the Divergent Diamond, may not be well received in the area because of the ill-reception of recent roundabouts built in the region. Ms. Brownley noted that the Divergent Diamond in Pittsburgh was avoided by her sister because she did not want to navigate the diamond. One day she didn't even realize she had used the diamond until she was already through it. Ms. Brownley noted that, to a certain extent, the diamond may be less intimidating than a roundabout.

Mr. Baranski asked if the projections for development in the area and on the I-81 corridor, included the amount of warehouse distribution and freight and fulfillment centers that impact the network system. It was noted that as part of the analysis, a truck count was done for the region in order to have real-time numbers and ensure the model projections are accurate. It was noted the presentation will be added to the project website as well as to the LLTS MPO website.

Mr. Pitoniak asked for questions or comments. Hearing none, the committee moved to the next order of business - Other Business.

ITEM #14 – OTHER BUSINESS

Exeter Borough K-Route Presentation

Representatives from Exeter Borough Council noted that in the mid 2000's Exeter Borough had K-Route funding for a project on Susquehanna Avenue. The Borough is making a selection on the part of Susquehanna Avenue to complete. The cost to fix the chosen section was approximately \$290,000. The portion of Susquehanna Avenue under design had sewer issues. The K-Route project was delayed for repairs the sewer system. The sewer repairs were completed within the last month.

Susquehanna Avenue is one of the major thoroughfares in the Borough; it runs from Wyoming Avenue along the Susquehanna River, through Wyoming Borough, through Exeter Borough, and into West Pittston. It is one of three major thoroughfares, (SR 1010 Slocum Avenue, SR 11 Wyoming Avenue and Susquehanna Avenue) on the western side of the river. Susquehanna

Avenue serves residential and businesses in the borough. For years Exeter Borough has been able to accomplish repaving and reconstructing certain sections of Susquehanna Avenue. Currently there are two sections of roadway that need repairs (from Penn Avenue to Erie Street and from Trayor Street to Barber Street). The K-Route funding was going to be used to repair the area where the storm water and sanitary systems were put in. Temporary resurfacing would be too costly for 1,250 feet of roadway. Roadway reconstruction was done with the storm water and sanitary systems repairs. Exeter Borough would like to move the K-Route funding from the sections that are already completed to the remaining sections. It was noted when Exeter Borough contacted PennDOT to move the funding they were informed that the funding was pulled from the K-Route allocation and redirected the funding elsewhere.

Exeter Borough has come to the LLTS MPO to see if they can get funding for the K-Route project. The survey and field work are complete, and the design is underway for roadway reconstruction. The estimate for this work is approximately \$280,000, which includes inspection. Exeter Borough reached out to their legislators who told them to come to the planning meeting, to present the project and ask if there was any available funding to complete this project. It was noted that this was on Exeter's roadway plans since 2000. Engineering work is complete for the project which is 1,400 to 1,500 linear feet and 24 to 25 feet wide. Mr. Roberts asked if the borough had the funding match. It was noted that the borough has a funding match and will be able to utilize the design costs as part of the match. Exeter Borough was never informed the money was being reallocated elsewhere. Mr. Pitoniak noted that each county has allocations in the budget for K-Routes and each county maintains its own project listing for K-Routes. Exeter Borough will follow up with Luzerne County Planning to request to have Susquehanna Avenue added under Luzerne County's K-Route budget.

Upcoming MPO Meetings

The next LLTS MPO meeting will be a combined meeting and is set for October 2, 2019 in Hazleton. Parking permits will be provided as well as details on the location.

Adjournment

Mr. Pitoniak asked for questions or comments. Hearing none, a motion to adjourn the LLTS Technical Committee meeting was made by Norm Gavlick, seconded by Alan Baranski and the meeting adjourned.

Mr. Fiume asked for further questions or comments. Hearing none, a motion to adjourn the LLTS Coordinating Committee meeting was made by Alan Wufsus, seconded by John Pocius and the meeting adjourned at 11:50 p.m.

LACKAWANNA-LUZERNE TRANSPORTATION
STUDY MEETING - COORDINATING COMMITTEE
July 17, 2019

<u>COORDINATING COMMITTEE MEMBERS</u>	<u>MEMBER PRESENT</u>	<u>ABSENT & NO PROXY</u>	<u>PROXY PRESENT</u>
<u>PENNDOT</u> Richard N. Roman, P.E. Vacant, Central Office			X
<u>LACKAWANNA COUNTY</u> George Kelly Patrick O'Malley		X X	
<u>LUZERNE COUNTY PLANNING COMMISSION</u> C. David Pedri, County Manager, Chairman			X
<u>CITY OF HAZLETON</u> Jeffrey L. Cusat, Mayor - (Alan Wufsus – Permanent Proxy)			X
<u>CITY OF SCRANTON</u> Pat Rogan, Acting Mayor			X
<u>CITY OF WILKES-BARRE</u> Anthony George, Mayor – (Attilio “Butch” Frati – Permanent Proxy)			X
<u>TRANSIT REPRESENTATIVE – LACKAWANNA COUNTY</u> Robert Fiume, Vice Chair	X		
<u>TRANSIT REPRESENTATIVE – LUZERNE COUNTY</u> Norm Gavlick – (Kathy Bednarek – Permanent Proxy)	X		
<u>AVIATION REPRESENTATIVE</u> Carl Beardsley	X		
<u>*PA NORTHEAST REGIONAL RAILROAD AUTHORITY</u> Larry Malski			
<u>*FEDERAL HIGHWAY ADMINISTRATION</u> Matthew Smoker		X	
<u>*FEDERAL TRANSIT ADMINISTRATION (FTA)</u> Timothy Lidiak		X	
<u>*FEDERAL AVIATION ADMINISTRATION</u> Lori Pagnanelli		X	
<u>*SENATOR BLAKE’S OFFICE (LACKAWANNA)</u> Larry West, Regional Director		X	
*Non-Voting Members			

Lackawanna-Luzerne Transportation Study Meeting Technical Committee Members Present:

Steve Pitoniak, Lackawanna County Regional Planning Commission, Tech. Comm. Chair

Susan Hazelton, P.E., PennDOT District 4-0 Design - Proxy for Richard N. Roman, P.E.

Dean Roberts, PennDOT Central Office Planning

Gerard Babinski, PennDOT District 4-0 Bridge

Norm Gavlick, Luzerne County Transit Authority

Heath Eddy, Luzerne County Director of Planning and Zoning - Proxy for David Pedri

Attilio "Butch" Frati, City of Wilkes-Barre, Permanent Proxy for Mayor Anthony George

John Pocius, LaBella Associates, Proxy for Acting Mayor Pat Rogan

Alan Wufsus, City of Hazleton, Permanent Proxy for Mayor Jeffrey Cusat

Alan Baranski, Northeast Pennsylvania Alliance (NEPA), Permanent Proxy for Jeff Box

Bob Lesh, COLTS proxy for Robert Fiume, COLTS

Steve Mykulyn, Wilkes-Barre Scranton International Airport (Lackawanna)

Carl Beardsley, Wilkes-Barre Scranton International Airport (Luzerne)

John Petrini, Luzerne County Planning

Chris Chapman, Luzerne County Planning

Lackawanna-Luzerne Transportation Study Meeting Transportation Advisory Committee

Members Present:

Stephanie Milewski, North Pocono Trails Association, Barry Isett

Owen Worozbyt, Lackawanna Heritage Valley Authority

Kate McMahan, NEPA Alliance

Bernie McGurl, Lackawanna River Conservation Association, Northeast Rail-Trail Commission

Non-Members Present:

James Cerolli, Reading and Northern Railroad

Kyle Donahue, Scranton City Council

Tyler Glass, Reading Northern and Railroad

Wayne Evans, Scranton City Council

Joe Pizano, Exeter Borough Council

John Morgan, Exeter Borough Council

Debra Serbin, Exeter Borough

Harold Ash, Penneastern Engineers, Exeter Borough

Linda Rowe, Wilkes-Barre Citizen

Joe Corcoran, Lackawanna Heritage Valley Authority

Rachel Brownley, AECOM, I-81 Presentation

Aaron Yorkonis, AECOM, I-81 Presentation

Jim Hess, AECOM, I-81 Presentation

Matthew Jones, Lackawanna County Planning

Justin Pekarovsky, Lackawanna County Planning

Kate McMahon, NEPA MPO

Gene Heyman, PennDOT Central Office Planning

Julianne Lawson, P.E. PennDOT District 4-0 Design

Marie Bishop, PennDOT District 4-0 Planning and Programming

Steve Fisher, PennDOT Connects - District 4-0 Planning and Programming

John Frankosky, PennDOT District 4-0 Planning and Programming

Emma Pugh, PennDOT District 4-0 Planning and Programming

Michael Taluto, PennDOT District 4-0 Press Office

Anna Fuhr, PennDOT District 4-0 Administration

Ethan MacDonald, District 4-0 Planning and Programming