

LACKAWANNA-LUZERNE TRANSPORTATION STUDY
COORDINATING COMMITTEE MEETING
October 17, 2018

Members of the Coordinating Committee:

Attached is a copy of the minutes of the Lackawanna-Luzerne Transportation Study (LLTS) Coordinating Committee meeting, held on July 18, 2018 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.

Mr. George Roberts, Chairman of the Coordinating Committee, called the Lackawanna-Luzerne Transportation Study (LLTS) Coordinating Committee meeting to order at 10:00 a.m.

Mr. Roberts received a letter of proxy from Mr. George Kelly stating that Mr. Steve Pitoniak will serve as his proxy; and a letter of proxy from Mr. James Arey stating that Mr. Dean Roberts will serve as his proxy. (All permanent proxies are listed in the committee member list attached to these minutes.)

Mr. Roberts 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), Steve Pitoniak submitted the required public meeting notice, which appeared in local papers.

Mr. Roberts asked the committee to observe a moment of silence for Representative Sid Michaels Kavulich who recently passed away.

In this document: Mr. Roberts identifies Mr. George Roberts, and Dean will identify Mr. Dean Roberts to avoid confusion.

**ITEM #1 – APPROVAL OF THE JULY 18, 2018 LACKAWANNA-LUZERNE
TRANSPORTATION STUDY (LLTS) COMBINED TECHNICAL-COORDINATING
COMMITTEE MEETING MINUTES**

Copies of the July 18, 2018 Lackawanna-Luzerne Transportation Study Combined Technical-Coordinating Committee meeting minutes were sent out to all committee members. Mr. Roberts asked for additions, deletions or corrections. Hearing none, a motion to approve the July 18, 2018 Lackawanna-Luzerne Transportation Study Combined Technical-Coordinating Committee meeting minutes was made by Steve Pitoniak, seconded by John Pocius, and carried.

**ITEM #2 – 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
MODIFICATIONS AND AMENDMENT**

Modifications

Copies of the 2017-2020 Transportation Improvement Program (TIP) modifications were sent out to all committee members. Mr. Fisher noted that as of October 1, 2018 TIP modifications would be under 2019 TIP funding, therefore the modifications in the 2017 packet have expired.

The TIP modifications for reflecting the fiscal constraints through the end of this past federal fiscal year included:

- Added the right of way phase for four projects (SR 3034 over Nescopeck Creek, SR 2013 over Pond Creek, T-309 over Lehigh River and SR 3019 over Hazel Creek)
- Added the preliminary engineering phase for SR 309 federal paving project
- Increased and converted the District Interstate construction phase from 100% federal to 100% state to advance the construction phase of SR 309 over Nescopeck creek to bid the project early
- Made a transit flex on two projects - one in Lackawanna County and one in Luzerne County

- Added a TAP project for updated bus stop signage
- Received added federal lands money to the TIP for the Lackawanna Heritage Trail

Amendment

Mr. Roberts asked for questions or comments. Hearing none, the committee reviewed the 2017-2020 TIP change allocating \$3.5 million for interstate bridge preservation. It was noted that technically the change would be an amendment; the request from the interstate presentation at the Technical Committee meeting was to place nine bridge substructures on the Interstate 81 paving project that will be from the Moosic area down to SR 502. Originally, part of the project was to resurface I-81 and resurface the bridges. The review of the bridges revealed that substructure work was needed. The request was brought to LLTS to do the interstate preservation project and remove the structural deficiencies on the nine bridges. It was noted that the project is MPMS 95486 in Lackawanna County I-18 northbound/southbound substructure. The funding is from a bridge line item for bridge preservation on the 2019 TIP. It was noted that as a line item this will not be a vote according to funding rules, but a vote is needed due to the expenditure on the interstate.

Mr. Pocius clarified that this was explained this project I-81 preservation project, as discussed at a public meeting, this was a mill and fill project that required the bridge repairs to maintain the interstate until the upcoming interstate reconstruction project will be under way. It was noted that reconstruction project is a five-year design project to get to construction.

Mr. Roberts asked for questions or comments. Hearing none, a motion for the Coordinating Committee to approve \$3.5 million for the substructure work to be added to the interstate management TIP as a companion project with the interstate preservation project MPMS 95486 was made by John Pocius, seconded by Butch Frati, and carried.

Hazleton Public Transit (HPT) TIP Modifications

Dean noted that at the request of Hazleton Public Transit (HPT), state funded \$15 million grant for a garage and service center. This will allow HPT to partake in the statewide P3 project for the compressed natural gas refueling station. These are all Section 14 and 15 funds. Dean also noted that this was for informational purposes and as 100% state funding does not require a vote. Mr. Gavlick noted this project would also benefit the Luzerne County Transportation Authority since LCTA's shared ride operations will also be able to run out of HPT's new facility with no addition charge to LCTA. Mr. Pocius noted that the City of Scranton has met regarding the process for the proposed compressed natural gas system for the County of Lackawanna Transit System (COLTS) facility on Northwest Road. This is a parallel project with the project in Luzerne County, this station will include service not only for the busses but also for the public. Mr. Smoker asked if the CMAQ adjustments in the one handout would be discussed under the TIP modifications. It was noted that there is an agenda item that will cover that information later in the meeting.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business - Performance Measures PM2 and PM3 Target Setting.

ITEM #3 – PERFORMANCE MEASURES PM2 AND PM3 TARGET SETTING

Mr. Roberts noted that this is the same process that was used in choosing/adopting the target setting for the PM1 measures. The MPO can put together its performance measure target settings or the MPO can commit to utilizing the statewide performance measure target settings that have been put together by PennDOT. It was noted that PM2 measures cover bridges and pavement, and PM3 measures cover freight movement and congestion.

Mr. Pitoniak noted that this is part of the process for the updates that are required under the federal highway regulation and PM2 and PM3 target settings need to be adopted by November 16, 2018. The performance measure target settings for PM2 and PM3 were reviewed at the LLTS Technical Committee meeting and the recommendation was made that the Coordinating Committee adopt the statewide measures established by PennDOT.

It was noted that state PM2 measures are for the Department of Transportation (DOT) to carry out National Highway System (NHS) performance program (including: conditions of pavement on the NHS, bridges on the NHS, it also includes on and off ramps, and paving on the interstate). The state PM3 measures establish freight movement on the interstate system, traffic congestion and on-road mobile source emissions for CMAQ. Mr. Pitoniak noted that there are six criteria being looked at under the PM2 measures for the NHS, which are the percentage of interstate in good condition, percentage of interstate in poor condition, percentage of non-interstate in good condition, percentage of non-interstate in poor condition, the percentage bridge and deck areas classified in good condition, percentage of bridge and deck areas classified in poor condition.

It was noted that the PM3 measures for freight and congestion. The performance period for PM3 is January 2018 to December of 2021. Every four years the PM3 target settings are adjusted using the annual performance reports on the NHS. The PM3 measures are interstate reliability, non-interstate reliability, and truck reliability index.

Mr. Roberts asked for questions or comments. Hearing none, a motion for the Coordinating Committee to utilize the statewide PM2 and PM3 performance measures target settings was made by David Pedri, seconded by Alan Wufsus, and carried.

Dean noted that in line with the performance-based requirements of FAST Act for transit and tier 2 transit providers there will be knowledge-sharing with the MPO on a statewide transit asset management program through the PennDOT Bureau of Public Transit for informational purposes. Mr. Gavlick noted that LCTA had undergone the project planning to fulfill the federal requirement a year before the deadline. LCTA's plan received both state and federal accolades for their plan. Not only was LCTA's plan completed one year prior to the deadline it has also been included on the state and federal websites as a model plan for use across the state and across the country.

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

ITEM #4 – UPCOMING TIP PROJECTS (FALL PROJECT COMMENCEMENT)

Mr. Petrini noted that these projects will be let October through December 2018 which included:

- MPMS 67205, SR 2001 over Outlet Kizer Pond in Lackawanna - bridge replacement on SR 2001 (Maplewood Road) in Jefferson Township - let date October 18, 2018
- MPMS 8259, Shady Lane Arch in Lane in Lackawanna - bridge rehabilitation on SR 307 (Morgan Highway) at Shady Lane Road over Outlet of Summit Lake in South Abington Township - let date December 6, 2018
- MPMS 97105, SR 2013 over Pond Creek in Lackawanna - bridge rehabilitation on SR 2013 (River Road) in Thornhurst Township - let date December 6, 2018
- MPMS 89913, SR 4025 over Roaring Brook in Luzerne - bridge replacement on SR 4025 (Gravel Road) Hunlock Township - Let date November 1, 2018
- MPMS 9087, SR 2010 over SR 29 in Luzerne - bridge rehabilitation on SR 2010 (Main Street) over SR 29 (south cross Valley Expressway in Hanover - let date December 6, 2018
- MPMS 93006, SR 309 over Nescopeck Creek in Luzerne - bridge replacement on SR 309 (Hunter Highway) in Butler Township - let date December 6, 2018
- MPMS 102562, SR 309 federal aid paving in Luzerne through various municipalities - let date December 6, 2018
- MPMS 674470, SR 1038 over Obendorfers Creek in Luzerne - bridge rehabilitation on SR 1038 (Obendorfer Road) in Exeter Township - let date December 6, 2018
- MPMS 101387, SR 4015 over Kitchen Creek in Luzerne - bridge rehabilitation on SR 4015 (Bethel Hill Road) in Fairmont Township - let date December 6, 2018
- MPMS 84374, SR 309 over Laurel Run Creek in Luzerne - bridge rehabilitation on SR 309 (North Cross Valley Expressway) - let date December 13, 2018

Mr. Roberts noted that the South Valley Parkway is near completion and almost fully open. Middle Road is the last roundabout for installation near Prospect Street. It was noted that the contractor is almost one year ahead of schedule. One of the reasons the contractor is so far ahead of schedule was because of the amount of earth he was able to move with off road equipment with the special haul roads the contractor had gotten approved versus the way the project requirements drove the project design. Mr. Pedri noted that the area is nicely opened with area near the development where the group Hanover 9 is holding announcement for development projects.

Mr. Pitoniak commended PennDOT on Kennedy Drive and Main Street project in Archbald. The intersection had a gas station with multiple access points, a grocery store with no access restrictions. It was a T-intersection with two Y-legs. It is now a straight T-intersection with a signal and it is a significant improvement.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business - Metropolitan Planning Organization (MPO) Staffing Update.

ITEM #5 – METROPOLITAN PLANNING ORGANIZATION STAFFING UPDATE

Mr. Pitoniak noted that most of the Metropolitan Planning Organization (MPO) Staffing updates have been in Luzerne County. Mr. Pitoniak, Mr. Chapman and Mr. Petrini have been doing the MPO planning in Lackawanna County. Luzerne County staff had a major change over and Mr. Petrini has changed over to Luzerne County Planning. Mr. Skoronski noted that Luzerne County has a new Planning and Zoning Analyst coming. And, a new Luzerne County Director will be starting in November; the new director will be taking over Mr. Skoronski's responsibilities with the MPO and Luzerne County Planning and Zoning. Mr. Pedri commended Mr. Skoronski for all the work he had taken on with the quick turnaround in the Luzerne County staffing. Luzerne County Planning is ready to move forward and prioritize the MPO and ensure the county is invested in the planning processes, etc. Mr. Pitoniak noted that with the staffing changes in Luzerne County, Lackawanna County Planning assisted with information and invoicing to help keep them current with the planning programs. Mr. Pedri thanked Mr. Pitoniak, Mr. Chapman and Mr. Petrini for all the help they provided. Mr. Skoronski also thanked Mr. Pitoniak and Mr. Chapman for their help and guidance. Mr. Roberts recognized the teamwork between the two counties and commended them on their efforts.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business - Scranton and Wilkes-Barre Downtown Bicycle Network Study.

ITEM #6 – SCRANTON AND WILKES-BARRE DOWNTOWN BICYCLE NETWORK STUDY

Mr. Petrini noted that the steering committee reviewed the top three consultant presentations for the Scranton and Wilkes-Barre Downtown Bicycle Network Study proposals. All three consultants did excellent presentations. There were eight RFQ received for the study, two of which were disqualified because they did not meet DCED requirements. It was noted that 13 out of 14 committee members ranked the consultants. The steering committee chose Barry Isett and Associates. Ms. Milewski noted that the sub-consultant will be Campbell, Thomas and Company out of Philadelphia, and that Mr. Bob Thomas is their boots on the ground person for this study as he does not own a car, he bicycles everywhere or uses public transportation. Mr. Thomas has a good understanding of what it takes to get from point A to point B, whether it's in a big city like Philadelphia or coming to Scranton and Wilkes-Barre or going into a small town. The first public meeting for the study will be held after the first of the year. The entire study timeframe is estimated to take a full year. The MPO hopes to have a draft report from the study by October 2019.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business - Transit Consolidation Study.

ITEM #7 – TRANSIT CONSOLIDATION STUDY

Mr. Gavlick noted that LCTA and COLTS completed the savings analysis to consolidate the transit authorities and sent the report to the Central Office Task Force for review. The savings that would be realized may not be as significant as expected or hoped for, from the analysis.

Currently, the Transit Authorities are waiting on the results of Central Office's review and guidance as to the next steps for consolidation. Mr. Gavlick also noted that the initial review by the study revealed that consolidation of the Shared Ride Operations showed more potential savings than a combined consolidation of the entire operations of the transit agencies. LCTA and COLTS is considering moving ahead with the Shared Ride consolidation discussion with their board members and may move ahead with the process independently of the Task Force. Mr. Gavlick also noted that this may benefit from the project LCTA has underway (Murray Complex Project) which could provide the space needed to combine these operations into one location. LCTA and COLTS will continue to discuss consolidation options and implementation.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business - Equitable Transit Planning Council.

ITEM #8 – EQUITABLE TRANSIT PLANNING COUNCIL

Mr. Pitoniak noted that the Equitable Transit Planning Council is now NEPA Moves and their new tagline is "Because Every Life Has a Destination." One item that is prevalent coming out of the council is getting transit to employers - getting people from where they live to where they work and getting transit out during off hours. Mr. Gavlick noted that LCTA began night service (resumed night service after 22 years) on September 24, 2018. The council has been very helpful getting employers on board to incorporate transit considerations in their building and hiring. An example where the council and transit has been working with industry is with Valley Distributing in Laflin. LCTA has a route into the offset road which is just across from the Valley Distribution complex. Valley Distribution has agreed to supplement funding for LCTA to provide a route extension into their complex. Another example is with Fed Ex in the Center Point Development. LCTA and Fed Ex are working to contract the shared ride division for van transports to and from bus stops closer to Fed Ex facilities. It was noted that Fed Ex currently works with transit agencies and provides this type of shuttle service for employees in other areas around the state. Another project LCTA is working on is putting an express route to Hazleton. The route would run five days a week, three trips per day. The express route would run from downtown Wilkes-Barre, through the Hanover Industrial Park the LCCC Campus, near Humboldt and then to downtown Hazleton. This would allow Hanover and Humboldt to more avenues in competing for employees from Wilkes-Barre and Hazleton and the surrounding areas for dayshift work. It will also provide LCCC students transportation from Hazleton to and from the school each day. This would be a funded route and the initial cost would be approximately \$300,000.00. There are ten parties who have shown interest in the express route, and LCTA has proposed each provide \$25,000.00 to \$30,000 for the first year. In exchange for the funding their employees would be provided bus passes for that year as well as advertising perks that could be provided. The initial year of service would provide the ridership numbers and show if there is a need for the express route continuation.

Mr. Gavlick noted that in the past employers would call the transit agency and give them the number of employees they have and the shift hours and ask if they could get a route. In addition, Humboldt Business Owners were asked to stagger their work ours because of traffic congestion, but this is counter intuitive for transit and scheduling busses. More employers are looking to transit to get employees to and from work. In areas where there is transit accessibility, the

agencies have noted that employees had missed a bus going home were still happier to wait an hour and a half (for the next scheduled bus) for a ride than having to walk home. NEPA Moves has been very beneficial to bring the employers to the table and share needs and find solutions for improvements.

Mr. Pitoniak noted that the Planning Commissions will be updating their Long-Range Plan and Regional Comprehensive Plan where changes need to be made to the current design layout for industrial parks which is large tracts of land with building separated by parking lots with no sidewalks, or considerations for transit. Updating the plans these issues will be looked to remedy on planning stages for transit hubs, sidewalks and trail systems to get to different buildings. Mr. Gavlick added that at Center Point, Sky Zoom's driveway from the main road to the building is a couple hundred yards long. A bus cannot get to the door and there is no lighting, so bus passengers would be walking from the main road to that building in the dark. This type of accessibility issues are things that need to be addressed. LCTA is working with the Center Point Developer on plans utilizing a DCED grant to build an outdoor bus transfer station on the corner of Route 315 at the light where 84 Lumber is. This station would service the larger busses as well as vans. It would be designed so that the vans would pull up to one side of an island and the busses would pull up to the opposite side of the island and no one would have to be in the road to transfer to another vehicle. This would enable LCTA and COLTS to run their routes more efficiently between the counties, cities and then run shuttle systems through all industrial parks for better access and more frequency to employers. The developer is providing the land for the transfer station, and match funding for design and construction. LCTA is also putting bus shelters in the industrial park. The Center Point developer realizes that transit was not taken into consideration in building the industrial park and is installing sidewalks and walking trails to connect to the industrial facilities and bus amenities. LCTA is hoping to begin construction late next spring or early next summer. COLTS and LCTA will coordinate route adjustments and shuttle services to accommodate the industrial park and its employees' needs. It was noted a future developer moving into the old Walmart will also be working to ensure pedestrian and transit access and the hope is to re-open access behind the park-and-ride to Oak Street.

It was noted that NEPA Moves has brought diverse types of agencies to the table and informing them that the logistics for a new bus routes is more complicated than just telling a driver to stop someplace new on their route. These agencies also bring fresh ideas to table to implement improvements in transportation.

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

ITEM #9 – PENNDOT CONNECTS UPDATE

Mr. Fisher noted that PennDOT Connects continues to evolve. At training this past September, where the Districts and Planning Partners were given type of LTAP (Local Technical Assistance Program) training of PennDOT Connects Initiatives to be provided to municipalities. Municipalities contacted in the initial PennDOT Connects outreach, they will be provided the additional information. Remaining municipalities (ones that didn't have PennDOT Connects eligible projects) will be provided the initiative information as well as this additional training.

Mr. Pitoniak noted originally the LLTS MPO is coordinating with NEPA MPO to hold at least two meetings / training for the municipalities before the end of the year.

Mr. Pocius commented on the PennDOT Connects process noting that the benefit in the municipality's early involvement in roadway projects. Mr. Pocius cited the Greenridge Street Bridge project. It is a major project, the public officials meeting set for next Monday is the already the third or fourth meeting on the project. The process is an excellent process, the pre-planning for projects takes surprises out of the equation for projects. The process provides the big picture scenario, so designers and contractors are not scrambling to resolve conflicts that normally that were not initially brought to light because of the limited communication of project requirements and time restrictions. Mr. Pitoniak noted in addition, the trail association was included in the planning and the project team was able to ensure the bridge abutment did not fall in the trail. Mr. Pocius reiterated that this is a great process and in the end this project will be a better product for the community.

Mr. Smoker noted that in a later agenda item on planning and funding there are commendations to PennDOT from FHWA and FTA recognizing the value and importance of PennDOT Connects. The outreach and the comprehensive plan with involvement of economic development makes good planning sense.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business - Functional Classification Update.

ITEM #10 – FUNCTIONAL CLASSIFICATION UPDATE

Mr. Petrini noted that the majority of Lackawanna County traffic counts are complete and Luzerne County traffic counts are well underway. Hopefully, traffic counts for both counties will be completed by the summer of 2019. Once complete, the impacts that roadways like the Casey Highway can be tabulated for reclassification of federal aid routes throughout the region.

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

ITEM #11 – SCRANTON TO HOBOKEN RAIL RESUMPTION ANALYSIS

Mr. Pitoniak noted that the study completed over the summer for cost estimates on replacing the viaducts over the Delaware River and the Paulinskill, New Jersey was \$500 million. The county had hired a consultant to review the two structures. The consultant estimated both structures could be rehabilitated for \$70 million. The committee is preparing their RFQ to look at the railyards to determine what upgrades are needed for passenger use. This will also look at an upgrade for the station site at the Delaware Water Gap where it would be beneficial to use the visitors' center, which needs to be looked with the improvements coming to interstate 80. It was noted that the visitors' center is on one side of the highway and the tracks are on the other side of the highway and pedestrian accessibility is one of the challenges that will need to be taken into consideration. Funding will be coming from ARC from both counties (Lackawanna and Monroe), PennDOT Multi-Modal and they are looking at applying for LSA monies in both

counties to continue the study. The immediate goal is to complete the preliminary engineering done to the point where the committee can start looking at going after other funding and to start putting rails back where they have been removed because of non-use in the past. Currently, the Andover Station in New Jersey is being constructed which is the end of the first phase of the project (seven-miles). There are still twenty miles to go to get to the Delaware Water Gap. It was noted that all the right-of-way is under public ownership, and there is active rail service on the Pennsylvania side down to Portland (the rail authority).

Dean asked if there was enough money to complete the study. It was noted the committee is waiting for the cost break down of the phases of the study. The available funding will cover the next phase of the study and as noted the committee continues to pursue different avenues and funding applications.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business - Traffic Signal / Intersection Discussion.

ITEM #12 – TRAFFIC SIGNAL/INTERSECTION DISCUSSION

Mr. Pitoniak noted that Lackawanna County Planning received a couple requests one from a representative for a signal in the City of Scranton and one from Jefferson Township for upgrading an intersection that was signalized (the signals were upgraded with the I-84 project with ramp improvements). Lackawanna County has been assisting communities with applying for funding under ARLE and Green Light Go programs. The reason for bringing the signal update discussion to LLTS MPO meeting is the type of upgrades needed the Jefferson Township request may be shoulder improvements or curbing. These improvements may only require restriping the intersection or refreshing turn arrows. This would be something that something that the MPO could bring to the Department for evaluation. Dean added that the LLTS MPO was awarded three projects under the last round of Green Light Go funding (one in the City of Carbondale along Main Street and Church Street; one in the City of Hazleton at Church Street and Fifth Street; and one in West Pittston Borough along Wyoming Avenue). The next round for Green Light Go funding application submission runs from October 15, 2018 to January 11, 2019.

Dean also noted that LLTS MPO was also awarded projects in the latest round of Multimodal Funding (North and South Beisel Road Improvements; Hanover Township Loomis Park Bridge; and PA 309 Mundy Crossroads Improvement project). Mr. Pedri noted that Beisel Road is a county road and that thanks to the multimodal funding; they will be adding bike lanes, and this is a significant effort. Mr. Wufsus agreed that the bike lanes are needed on Beisel Road and would greatly benefit pedestrian movement also.

Mr. Pocius noted that request for the City of Scranton came from Representative Marty Flynn for a signal at Orchard and Pittston Avenue. That intersection is controlled by stop signs on the side streets and there are, no parking here to corner signs on the state route (Pittston Avenue). This request is a repeat request, which in the past the intersection was reviewed by the Department for a four-way stop sign. The intersection did not warrant a four-way stop sign which is a next step to warranting a signal. Issues include funding, the last signal upgrade through ARLE was a significant improvement to Main Avenue and Parker Street intersection that cost over \$400,000

to complete. Currently, the City of Scranton is providing the representative the process steps for a signal request with the Department but the determination if one is warranted since the last review. Mr. Pitoniak noted there seems to be several signals in the City of Scranton at intersections that no longer warrant signals. Mr. McGurl noted that the signal at Main Avenue and the Scranton Expressway needs to be reviewed since the green arrow for the left turn onto the expressway going towards Scranton does not work consistently. Mr. Pocius noted that there is a project under design from Eynon Street to Wood Street and Providence to address the signals and intersections. There isn't a fix or funding in the interim to address this signal, but the city will look at the timing to see if it can be reset. Mr. Corcoran noted that the timing at Seventh Street and Providence needs to be look at also. It was noted that that signal may be affected by the Sheetz project, and the city will look at the timing at this intersection and along the corridor by the stadium also.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business - K-Route TIP Request - City of Hazleton.

ITEM #13 – K-ROUTE TIP REQUEST - CITY OF HAZLETON

Mr. Wufsus read a letter from the City of Hazleton requesting support and funding for projects and K-Routes in the city. The letter is attached to the end of these minutes and included:

- Alter Street Streetscape which entails new sidewalks, curbing, Handicap ramps, storm inlets, milling and overlay. Phase I estimate is \$1.4 million, and the city has \$400,000.00 secured in grants.
- Wyoming Street Streetscape is similar in scope to the Alter Street Streetscape. The project estimate is \$1.2 million, and the city has \$300,000.00 secured in grants.
- K-Routes in the northeast quadrant of the city as part of the partnership with UGI regarding the limits of the pavement repairs the utility makes once they have upgraded the gas lines. Funding is in issue once the full width paving is being done the handicap ramps must be addressed which is approximately \$12,000 per intersection.

The City of Hazleton is looking for help with match funding and funding the ADA requirements. It was recommended to the city to apply for multimodal funding or transportation alternatives for the streetscape projects. LLTS has \$400,000 in line items for each county that can be utilized on K-Routes these funds are for all county roadways. It was noted that the state requires curb to curb repairs for many utility cuts on state roads. Mr. Frati noted that the City of Wilkes-Barre handles utility pavement cuts with curb to curb repairs and will share the wording used in their pave cut ordinance with the City of Hazleton to amend its pave cut ordinance. The City of Scranton is being sued by UGI because it disputes portions of the pave cut ordinance. It was noted that the full allocation is available in 2019. It was also noted that as federal aid funding there is 20% local match and all the environmental permits federal requirements must be met to utilize the funding.

It was noted other challenges with the utilities is that emergency cuts are done as needed without prior permitting. The permits are put together after the emergency work is done. Utilities are required to get 100% compaction on their patches. Mr. Pocius and Mr. Corcoran noted some

pave cuts that have not been properly patched on Keyser Avenue that the Department will review and discuss with the utility to repair properly.

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

ITEM #14 – FALL PLANNING PARTNERS' MEETING

Dean noted the annual Fall Planning Partners' meeting is this Monday and a major change is that the Planning Partners' will lead the meetings and the Mr. Pitoniak has agreed to take a significant role in the development of the agenda. Topics will include: freight transportation performance-based planning, diversity and PennDOT Connects. Mr. Pitoniak noted that he along with planning partners from York and Lancaster Counties are putting together the agenda. The meeting format will be changed from mainly lectures and include panel discussions, tabletop discussions with problem solving forums. Other items will include issues that are held in interim meetings and on teleconferences.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business - Congestion Mitigation and Air Quality Projects.

ITEM #15 – CONGESTION MITIGATION AND AIR QUALITY PROJECTS

Congestion Mitigation and Air Quality Projects

Dean noted that when the fiscal guidance for the 2019 program was developed all the planning partners approved that any area considered attainment or air quality determination would no longer be receiving CMAQ funding passed the 2021 update. In developing the 2019 program this approval was missed when programming several projects with CMAQ funds. As a result, CMAQ funding was assigned to the construction phases in 2021 and 2022 of the Union Street - Route 309 Park and Ride and the PA 247 Jessup Borough Park and Ride Expansion. These phases need to come off the program since there is no CMAQ funding for these projects. Until CMAQ requirements have changed these projects cannot be programmed with CMAQ funding. The projects can be moved to the Long-Range Plan while keeping preliminary engineering programmed in 2019 and 2020. Maintaining the projects 2019 and 2020 programs will align with what was available for public comment for the TIP adoption. It was noted that if the construction phases remain in 10-year timeframe for air quality conformity a second determination would not be needed for that construction.

Federal Certification Review Findings Update - STIP Approval

Mr. Smoker noted the 2019-2022 STIP is being worked on across the Commonwealth has gotten the STIP Approval letter. There was one corrective action identified, seven recommendations and five commendations. One of the commendations as mentioned was PennDOT Connects. Now that the regulatory process is done the MPO needs to move toward performance based, data-driven outcome-based approach. This will change how business is done with long-range transportation plans. It is a very documented process of knowing what existing conditions are of

assets and knowing from an operational standpoint that they fall within the national goal areas. The next step would be projecting what the asset conditions would be like in a minimum of ten years in the future through the life of the long-range plan. Take that projection to develop a list of projects to run analytics on to show whether the performance metrics are being set.

Mr. Smoker encourages everyone to utilize the link in the agenda (<http://www.ltsmpo.com/wp-content/uploads/2018/10/FY2019-2022-STIP-TIP-FINAL-aprvl.pdf>) to review the Pennsylvania FFY 2019-2022 Statewide Transportation Improvement Program and Air Quality Conformity Determinations.

Dean noted that the one corrective action the MPO had was list of obligations and executed federal grants that have not been addressed in the area. Mr. Smoker noted that these have not been addressed statewide.

Mr. Pitoniak noted another issue from the statewide certification is updating the MPO's bylaws and organizational structure. The MPO has been working on updating but with the changes in Luzerne County planning; these efforts have been delayed. But with the new director in place these updates will be reviewed and include Hazelton's membership on the committee; and if the MPO wants to continue with the Technical and Coordinating Committees or if one committee with subcommittees be a better organization.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business - 2019 MPO Meetings.

ITEM #16 – 2019 MPO MEETINGS

Mr. Pitoniak noted that in the upcoming months PennDOT District 4-0 Office will be under renovations. Mr. Roberts added that renovations are scheduled under a full two-year project and may not be completed until 2020. Mr. Pitoniak noted the normal meeting dates fall in January, April, June or July, and October. It was noted that the meetings can be held throughout the region. The Committee was asked for suggestions for locations. The airport is a viable change of venue and members are asked for their venue choices before the end of December, so the location can be properly advertised with the meeting dates.

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

ITEM #17 – OTHER BUSINESS

Luzerne County Projects

Mr. Pedri asked for the status of Chase Road and the 424 Extension. It was noted that Chase Road was bid and patching to winter over is part of the contract. It was also noted that the local match for the 424 Extension was tied into work on White Birch Road. The Department will follow up with Mr. Pedri on roadway schedules.

Congested Corridors

Mr. Pocius noted that Congested Corridors have been discussed and there are two in Lackawanna County that need to be reviewed to alleviate traffic congestions. One is Davis Street between I-81 to Main Avenue in Taylor and one is Keyser Avenue. It was noted that at peak hours in the afternoon the backup is beyond the Aztec Company to the Scranton Expressway. Davis Street backs up from Main Street to Pittston Avenue. It was noted that Davis Street may need an additional turning lane between the one-way couplets that could be a project consideration. Keyser Avenue may have signal timing issues since the backups are up to 15 to 20 minutes long. The Department will follow up with the City of Scranton to review the signal timings and coordination.

Bicycle Pedestrian Use Survey

Central Office Multimodal has compiled much of the data from the Bicycle Pedestrian Use Survey completed early this year. They are looking at having the results of the survey completed early next year.

Communications

Mr. Smoker noted that over the years attending the MPO meetings he has seen the MPO and PennDOT sharing more information and providing information well ahead of meeting dates for review and improved group discussions. Mr. Smoker thanked the Committee, Central Office and the District Office for the improvements in communications.

Adjournment

Mr. Roberts asked for further questions or comments. Hearing none, a motion to adjourn the LLTS Coordinating Committee meeting was made by John Pocius, seconded by Alan Wufsus and the meeting adjourned at 12:05 p.m.

LACKAWANNA-LUZERNE TRANSPORTATION
STUDY MEETING - COORDINATING COMMITTEE
October 17, 2018

<u>COORDINATING COMMITTEE MEMBERS</u>	<u>MEMBER PRESENT</u>	<u>ABSENT & NO PROXY</u>	<u>PROXY PRESENT</u>
<u>PENNDOT</u> George J. Roberts, P.E., Chairman James Arey, Central Office	X		X
<u>LACKAWANNA COUNTY</u> George Kelly Patrick O'Malley		X	X
<u>LUZERNE COUNTY PLANNING COMMISSION</u> C. David Pedri, County Manager – (Dave Skoronski – Permanent Proxy)	X		
<u>CITY OF HAZLETON</u> Jeffrey L. Cusat, Mayor - (Alan Wufsus – Permanent Proxy)			X
<u>CITY OF SCRANTON</u> William Courtright, Mayor – (John Pocius – Permanent Proxy)			X
<u>CITY OF WILKES-BARRE</u> Anthony George, Mayor – (Attilio “Butch” Frati – Permanent Proxy)			X
<u>TRANSIT REPRESENTATIVE – LACKAWANNA COUNTY</u> Robert Fiume		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
Dean Roberts, PennDOT Central Office Planning
Dave Skoronski, Interim Director Luzerne County Planning and Zoning
Norm Gavlick, Luzerne County Transit Authority
Attilio "Butch" Frati, City of Wilkes-Barre, Permanent Proxy for Mayor Anthony George
John Pocius, LaBella Associates, Permanent Proxy for Mayor William Courtright
Steve Mykulyn, Wilkes-Barre/Scranton International Airport

Lackawanna-Luzerne Transportation Study Meeting Transportation Advisory Committee Members Present:

Stephani Milewski, North Pocono Trails Association
Bernie McGurl, Lackawanna River Conservation Association
Owen Worozbyt, Lackawanna Heritage Valley Authority

Non-Members Present:

Steve Wilver Larson Design Group
Joe Corcoran, Lackawanna Heritage Valley Authority
John Petrini, Luzerne County Planning
Marie Bishop, PennDOT District 4-0 Planning and Programming
Steve Fisher, PennDOT District 4-0 Planning and Programming
John Frankosky, PennDOT District 4-0 Planning and Programming
Emma Pugh, PennDOT District 4-0 Planning and Programming
Anna Fuhr, PennDOT District 4-0 Administration



JEFFREY CUSAT
Mayor

City of Hazleton
OFFICE OF THE MAYOR

October 17, 2018

Dear M.P.O. Members,

The City of Hazleton is generously seeking the Metropolitan Planning Committee's consideration for funding either in whole or partially, one or more projects in the City of Hazleton. The City is requesting an allotment of funds from the Federal "K" Route Program. Hazleton has approximately 112 miles of roads, of which approximately 55% are Federal "K" routes. The City of Hazleton is currently under Act 47, which deems the City financially distressed. As such, our funding for infrastructure maintenance, repairs, or upgrades is extremely limited.

Currently, the City has several projects we are seeking funding from various resources. Those projects are as follows:

- **Alter Street:** This is a full Streetscape project which entails new sidewalk, curbing, handicap ramps, storm inlets, milling and overlay. The entire scope of the project is from Diamond Avenue to 15th Street. Phase I is from Diamond to 6th Street. This section is currently in preliminary design phase. The project area consists of a mixed retail, business, and residential districts. It contains a high crime area, where several murders have occurred and drug activity is persistent. Revitalizing this area would greatly enhance business investment and development. In addition, provide a more secure environment for the residents. The total cost for Phase I is \$1.4 million. The City currently has approximately \$400,000.00 secured in grants for this phase.
- **Wyoming Street:** This is a full streetscape project similar in scope to Alter Street. This project area is from Broad Street (Rt.93) to Holly Street. This project is currently sponsored by the Hazleton Downtown Alliance and currently has \$300,000.00 in grant funding. The estimated project cost is \$1.2 million. This area is contiguous with the Broad Street and is considered a commercial/business corridor. Similar to Alter Street this area is considered a high crime area and has experienced several murders.
- **U.G.I./City of Hazleton Partnership:** These projects consist of an ongoing partnership between U.G.I and the City of Hazleton. Through extensive planning and coordination of utility upgrade projects we developed a shared cost plan for milling and paving streets. This program eliminates partial paving restoration, thereby enhancing the integrity of the roadway. Our plan provides a safer environment for motorists and preserves the Cities' infrastructure. The 2019 project area consists of several "K" route streets located in the N.E. quadrant of the City. Consideration for funding this project will enable Hazleton to continue to preserve the integrity, and enhance the safety of these "K" routes.

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Consideration for supplying funding towards these projects would greatly enhance the infrastructure of the City of Hazleton. Our current financial situation precludes us from dedicating 100% of funding towards these projects. Please contact my office at (570)459-4910 if you have questions or require additional information.

Sincerely,


Mayor Jeff Cusat