

**Coordinated Public Transit-  
Human Services Transportation Plan**

**Lackawanna-Luzerne Transportation Study  
(LLTS)**

**January 2008**

## **INTRODUCTION**

The Lackawanna-Luzerne Transportation Study (LLTS) is the Metropolitan Planning Organization (MPO) for the Lackawanna and Luzerne County (Scranton/Wilkes-Barre Area) area of Northeastern Pennsylvania. It is located within District 4-0 of the Pennsylvania Department of Transportation that covers six counties in the northeast corner of the state. The MPO area encompasses both counties and is a mix of urban land use in the Wyoming and Lackawanna Valleys to rural in the northeastern portion of Lackawanna County and southern Luzerne County.

The LLTS was formed in 1964 as part of the requirements for the Federal Aid Highway Act of 1962. The agreements between the original parties (The Pennsylvania Department of Transportation, the County of Lackawanna, the County of Luzerne, the City of Scranton and the City of Wilkes-Barre) have been amended and updated through the years to include additional organizations and areas not originally part of the LLTS.

The LLTS is currently structured with three committees and is the coordinating agency for transportation planning in the two county areas. Its mission is to provide continuing, comprehensive and coordinated transportation planning for the Lackawanna-Luzerne county area. The LLTS is comprised of three separate committees: the Transportation Advisory Committee (TAC), the Technical Committee (Tech) and the Coordinating Committee (Coord). While membership on the Technical and Coordinating Committees are set by formal written agreements, the membership for the Transportation Advisory Committee is set by both counties to meet federal or state requirements and to assure representation by affected populations and transportation consumers.

The Transportation Advisory Committee is currently composed of 19 voting members from both counties. The members represent the following groups: trail, environmental, historic preservation, non-motorized transportation, motorized transportation (automobile club, interstate bus, and truckers association), rail interests, and freight shippers, Chambers of Commerce, the elderly, physically challenged, minorities and visitor's bureaus. The TAC acts as a facilitator for gathering information from transportation customers and as a clearinghouse and grass roots review agency for transportation plans in the MPO. They can also initiate action for new transportation related projects in the region. The LLTS believes that citizen's are sometimes overwhelmed by bureaucracy and this committee can be a contact for someone who may not know how to get input to the system.

The Technical Committee is the hands on working group for the LLTS. It is composed of 18 voting members including the PENNDOT District and Central Office planning staffs, both Lackawanna and Luzerne County Boards of Commissioners, the City of Scranton, City of Wilkes-Barre, Lackawanna County Regional Planning Commission, Luzerne County Planning Commission, Lackawanna and Luzerne County Engineers, the County of Lackawanna Transit System (COLTS), Luzerne County Transit Authority (LCTA), Hazleton Transportation Department, the Wilkes-Barre/Scranton

International Airport, The Lackawanna County Railroad Authority and the Northeast Pennsylvania Alliance.

The Coordinating Committee is the governing body for the LLTS and has final approval of all actions for the MPO. It is composed of 11 voting members including PENNDOT District and Central Office administrative staffs, the Lackawanna and Luzerne County Boards of Commissioners, the City of Scranton, The City of Wilkes-Barre, COLTS and the LCTA and the Wilkes-Barre/Scranton International Airport.

All three committees work in concert to analyze alternatives for transportation projects in the two county area, review projects to ensure safety/congestion and environmental concerns are addressed, evaluate and recommend Transportation Enhancement Projects for funding, prioritize highway and bridge projects, approve the Unified Planning Work Program (UPWP) for the region, review the Transportation Improvement Program and other planning documents such as the Congestion Management Plan and the Long Range Transportation Plan.

## **BACKGROUND**

In January, 2007 the Lackawanna-Luzerne Transportation Study (LLTS), the Metropolitan Planning Organization for all of Lackawanna and Luzerne Counties was informed that like all other MPO's in Pennsylvania, it would need to develop a Coordinated Public Transit-Human Services Transportation Plan by the end of June. This activity would take place coincident with preparation of the rankings of applicants for the Commonwealth's next round of Section 5310 funding. The plan would need to incorporate guidelines for the ranking and selection of applicants in the two-county region for the program.

Upon receiving some preliminary information on what would be needed in this interim plan from the Department, the Lackawanna and Luzerne County Planning Commissions began a series of teleconferences, phone calls and meetings with the County of Lackawanna Transit System (COLTS), the Luzerne County Transportation Authority (LCTA) and the Hazelton Transit Authority as well as the Lackawanna County Coordinated Transit System and the Luzerne/Wyoming Counties Coordinated Transit Authority.

In March, the group met at the LCTA headquarters to discuss the guidelines for the 5310 application review and items that would be needed to complete this planning effort. The group agreed to review the applications using the criteria developed at a meeting on May 2<sup>nd</sup> at which time a ranking of the applications would be made for each county.

This final plan incorporates the previous interim plan and adds information collected during the meetings, reviews and phone conversations since preparation of the

interim plan to meet the requirements of the Federal Transit Administration for the Coordinated Public Transit-Human Services Transportation Plan for the LLTS area.

## **REGIONAL DESCRIPTION**

The two county MPO is comprised of both Lackawanna and Luzerne Counties with staff provided by both county planning commissions.

Lackawanna County has a land area of 458 square miles. The municipal government structure of the county has two cities, one Class 2A and one Class 3, 17 boroughs and 21 townships of the second class along with all or part of 12 school districts. The 2000 Census showed the county population at 213,295, a slight drop from the 1990 Census. The 2006 Census population estimate showed the county population was at 209,622, a slight increase of 107 from the 2005 estimate. There are 1,536 linear miles of roadway in the county under PENNDOT, Turnpike, county and/or municipal jurisdiction. The county operates a Public Transit System, COLTS with 26 routes covering the entire county. The county also operates a coordinated transit system with a fleet of 24 vans and buses for the elderly and disabled populations of the county.

Luzerne County is approximately 891 square miles in area with 4 third class cities, 36 boroughs, 4 townships of the first class and 32 townships of the second class. There are twelve school districts located totally or partially in the county. The 2000 Census listed 319,250 residents in the county that was a slight decline from 1990. The 2006 estimate is 313,020, an increase of 225 over the 2005 estimates. There are 2,510 miles of State, Pennsylvania Turnpike, county and municipal roadways in the county. The LCTA has a fixed route system of 15 routes in Wilkes-Barre and the surrounding suburbs. The LCTA and COLTS have automatic transfers and interface in both Old Forge (Lackawanna County) and Pittston (Luzerne County). Hazelton Public Transit services the greater Hazleton Area with 9 bus routes. The Luzerne/Wyoming County Transportation Department operates a fleet of 55 vans and buses for the special populations.

Using the 2005 Census Bureau estimates, the latest available, the population of elderly in both counties (those 65 and over) is approximately 18%, minorities comprise about 4.5% of the population and the civilian non-institutionalized population of both counties with a disability is approximately 20.5% of the total population.

Interstates 80, 81, 84, 380 and 476 (the Pennsylvania Turnpike) along with US Routes 6 and 11 traverse the region. A number of important PA Routes, 115, 315, 307, 309 and 435 are located in the MPO. The region is also serviced by the Martz, Trailways and Greyhound Bus companies for both intra and interstate transit. The Canadian Pacific (CP) and Norfolk Southern (NS) mainline railroads along with a number of short line carriers serve the region.

The Wilkes-Barre Scranton International Airport along with the Wyoming Valley and Seamans Airports provide air access for the region.

## **THE PROCESS**

In Fiscal Year 2007 programs funded as part of the SAFETEA-LU legislation including the Job Access and Reverse Commute Program (JARC), Section 5316, New Freedom Section 5317 and Formula Program for Elderly Individuals and Individuals with Disabilities Section 5310 must be part of a locally produced Coordinated Public Transit-Human Services Transportation Plan.

The plan is to be developed to help state and local community leaders, organizations and agencies involved in the process to cooperate and coordinate programs and activities and develop action plans for delivery of services in a cost effective and program effective manner. The plan must include: an assessment of currently available services that identifies providers, an assessment of the transportation needs for individuals who are disabled, elderly or of low income, strategies to address gaps in service and priorities for implement any strategies.

After the March meeting, the Lackawanna County Regional Planning Commission (LCRPC) developed a questionnaire to determine the amount of vehicles currently in the inventory of the various entities that had received funds in the past, their levels of operation and client base. (See Appendix A and C). A review of the State “Section 5310 Grantees with Equipment in Services as of February 2007” showed the following providers in both Lackawanna and Luzerne Counties, including both counties’s coordinated transit systems:

### *Lackawanna County*

Allied Health Care Services	Clarks Summit
Marian Community Hospital	Carbondale
Scranton Counseling Center	Scranton
Telespond Senior Services	Scranton
Tri-County Human Services Center	Carbondale
United Cerebral Palsy of Lackawanna County	Scranton
United Neighborhood Centers of Lackawanna County	Scranton

### *Luzerne County*

Jewish Community Center	Wilkes-Barre
John Heinz Institute of Rehabilitation	Wilkes-Barre
Luzerne-Wyoming County MH/MR	Wilkes-Barre
Operation Overcome of the Anthracite Region	Hazleton
Rural Health Corporation of NE PA	Wilkes-Barre
United Cerebral Palsy of Luzerne County	Wilkes-Barre

Volunteers of America Pa

Wilkes-Barre

All of the above entities were sent questionnaires.

In addition, applications for funding in that last round were received from Keyser Van Service and St. Josephs Center, both located in the City of Scranton and not included in the above lists.

As noted earlier, both planning commissions sent out a questionnaire to develop a base line of services in existence in order to evaluate gaps in service. The following providers responded to the requests for information:

*Lackawanna County*

Allied Health Care Services	Clarks Summit
Keyser Van Service	Scranton
Marian Community Hospital	Carbondale
Mountain View Care Center	Scranton
Saint Joseph’s Center	Scranton
Scranton Counseling Center	Scranton
Telespond Senior Services	Scranton
Tri-County Human Services Center	Carbondale
United Neighborhood Centers of Lackawanna County	Scranton

*Luzerne County*

Jewish Community Center	Wilkes-Barre
John Heinz Institute of Rehabilitation	Wilkes-Barre
Luzerne-Wyoming County MH/MR	Wilkes-Barre
Rural Health Corporation of NE PA	Wilkes-Barre
Volunteers of America Pa	Wilkes-Barre

The LCRPC sent out fifteen questionnaires to those agencies listed on the PENNDOT provided list of past recipients. A note was made that anyone that was applying for funding in that year’s program would need to return the survey or it might affect the ranking of their application. The LCRPC received eight replies (54%) while the Luzerne County Planning Commission (LCPC) sent out six and received six returns (100%).

The Lackawanna County questionnaires that were returned showed a total of 86 vans, buses and automobiles used to transport clients. Most services only operate Monday to Friday with some limited Saturday service. Hours of operation consist mostly of normal 8:00 am to 5:00 pm business hours. Extrapolating the numbers to the questionnaires not returned would lead to over 125 vehicles servicing the county and only during normal business hours during the week. The Luzerne County questionnaires showed 94 vehicles in service, again mostly during the week with normal business hours.

These results due not include any previous award recipients that may not have been on the provided PENNDOT list.

With this information the LCRPC developed ranking criteria that was used by the TAC in their review of the applicants. (See Appendix B). The rankings were then sent to the TEC for concurrence and the COORD for approval.

During the review the TAC raised a number of issues and concerns with the process, including the small amount of funding available given the need, the procedures the department would utilize in funding the applications after the rankings were forwarded by the MPO and the lack of cooperation by the recipients of past awards and the statements of the current applicants via the process that they may not coordinate services in the future.

From the questionnaires and discussions with applicants in the review process it was also noted that most agencies operate their services only for their clients. The providers stated there were a number of reasons for this including liability, difficulty in coordinating with other transportation providers, difficulty in coordinating with other groups/agencies such as doctor's offices to group appointments in blocks and possible loss of reimbursement for trips.

## **COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN**

A number of areas were addressed by the committee in the 5310 review process and are part of the plan for the LLTS.

*Cooperation-* The committee felt that due to the limited financial resources available to it for providing funding for vans, cooperation is first and foremost the goal to be achieved through future applications. Any agency that does not or will not cooperate with other similar groups should not be awarded funding. The first step in the process would be to convene a meeting of all past and current recipients of funds through the program. This committee would work toward achieving cooperation and coordination of van/bus service in the area either formally through a memorandum of understanding or informally through letters stating cooperation and it would define the system. The cooperation could take a number of approaches. It could include coordination of use through a newly created agency or one already in existence, such as the county coordinated transportation departments. It could include a method of financing, such as a small administrative fee to be used to supplement the coordinated systems in undertaking the work they now do in operating their fleets or for whatever

entity takes over this role. This fee could come from the savings achieved by an agency not having to schedule a trip using one of its own vehicles when another agency may be more convenient for that trip. With the rising cost of fuel, maintenance and salaries for operators this can only achieve savings for all involved. Sharing of and applying for funds through joint applications might also be investigated increasing chances for funding as a group rather than an individual. The committee will look to PENNDOT's Bureau of Public Transit for assistance in developing the group and principles, either by revising existing information from a system where this strategy is being used or in developing a new system if there is no existing model in the Commonwealth.

*Services-*

The committee feels that with the number of vehicles and existing coverage areas, new service should not be instituted unless a need for the service is shown. The number of vehicles should be adequate for the number of clients of the participating agencies and through cooperation in scheduling the size of the present fleet along with its geographic location across the area should be sufficient. Therefore, only replacement vehicle should be considered for future funding. However, there is a need for off-hour and weekend service. A coordinated system could possibly provide this service through rotation of agencies or stipends for off-hour service availability. Again, this is an area for the coordination committee to pursue.

*Future Planning-*

As conditions warrant, this plan should be reviewed and updated on a two or three year cycle, coincident with the preparation and adoption of the LLTS Transportation Improvement Program (TIP) or the update of the long range plan. The LCRPC and LCPC are in the process of preparing a bi-county joint Comprehensive Plan and Long Range Transportation Plan as well as a Hazard Mitigation Plan. The Coordinated Public Transit-Human Services Transportation Plan should be incorporated and become part of the Long Range Transportation Planning Process. While the existing mass transit is utilized by some that do not currently use the coordinated system, with the changes taking place in mass transit due to limited funding and the possible decrease in service through route elimination and schedule consolidation, the use of this alternative transportation mode will face additional pressures. This special population will still need to be served.



## CONCLUSIONS

While the existing service for special population groups seems to be adequate, the future increase in the elderly population with the resultant possible increase in the disabled population will lead to a need for review of the plan on a continuing basis. There is a need for off-hour and weekend service that is not currently available in most areas. Sharing of resources could help in this regard. And this is without taking into account the changes in mass transit in the future.

Once completed, this plan should be incorporated into the Long Range Transportation Plan update cycle to assure update of services as needs and conditions change.

Finally, the increasing cost of providing service (fuel, maintenance, salaries, cost of replacement of vehicles) will inevitably lead to some groups dropping service or seek out more cooperative agreements which will also need to be reflected in future planning.

The Coordinated System is adequate at present, but change is on the horizon.

APPENDIX A

Organization Name: \_\_\_\_\_

Organization Address: \_\_\_\_\_

Person completing form: \_\_\_\_\_

Contact's Phone #: \_\_\_\_\_

*Please complete the following general information.*

Service Area County(ies) or Municipality (ies):

\_\_\_\_\_  
\_\_\_\_\_

Is the area served primarily Urban or Rural?

Days and hours of operations: \_\_\_\_\_

Are the clients served primarily Elderly, Disabled, Low Income, etc.?

Other Agencies with you which you cooperate in providing services:

\_\_\_\_\_  
\_\_\_\_\_

At all times or during certain days/hours?

*Please complete the following Vehicle Fleet Information*

Make of Vehicle	Vehicle Model	Vehicle Year	Current Mileage	Capacity (include wheelchairs)
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_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

## APPENDIX B

### LLTS 5310 Applications Review Criteria

In ranking the applications the reviewer should keep these questions in mind. The applications should be ranked by county and will be submitted to PENNDOT for each county.

1. Did the applicant return the transit questionnaire?
2. Is the request to expand service or maintain the existing fleet?
3. Will the vehicles have wheelchair capability?
4. How many vehicles in the fleet (is this a large or small operation)?
5. What is the average age and mileage of the existing fleet?
6. Does it serve the entire county or only a portion of it?
7. Does the operator coordinate and cooperate with other transit providers?
8. What population(s) does it serve?
9. Is Saturday/Sunday service provided?
10. What is your personal knowledge of the applicant/service provided?

## Appendix C



**Allied Services  
Passenger Vehicle Inventory  
4-03-07**

Unit No.	Type	Spec Code	Make	Year	Current Mileage	Amb. Pass. Capacity	Max. No of W/C Positions
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<b>ALLIED REHAB (Scranton) AND OUTPATIENT CLINICS (Scranton, Honesdale, Carbondale, Dickson City, Taylor, Moscow, Scotrun)</b>							
3	E-350 VAN	A/C-G	FORD	1999	122,214	4	2
6	MINIBUS	A/U-G	FORD	2002	66,391	10	3
7	OMNIBUS	A/K-G	FORD	2005	39,791	12	5
9	MINIBUS	A/U-G	FORD	2005	53,041	8	3
16	OMNIBUS	A/C-G	DODGE	2002	113,808	7	1
45	VENTURE		CHEV	2004	60,245	7	0
52	MINIBUS	A/U-G	FORD	2000	154,360	10	3
57	MINIBUS	A/U-G	FORD	2005	48,488	8	3
60	E350	A/U-G	FORD	2004	80,484	8	3
61	E350	A/U-G	FORD	2004	87,814	10	3
74	1 TON VAN	A/C-G	FORD	1996	119,282	4	2
102	1 TON VAN	A/C-G	FORD	1998	143,640	6	2
117	MINIBUS	A/U-G	FORD	2001	104,525	10	3

<b>SKILLED NURSING CENTER (Scranton)</b>							
*5	MINIBUS	A/K-G	FORD	1998	135,073	10	3
32	1 TON VAN	A/C-G	FORD	1996	175,620	4	2
39	MINIBUS	A/K-G	FORD	2004	33283	12	5
83	1 TON VAN	A/C-G	FORD	1997	182,288	4	2
*Out of Service. Replacement pending (via BPT 5310)							

<b>JOHN HEINZ REHAB (Wilkes-Barre) &amp; OUTPATIENT CLINICS (Wilkes-Barre, Pittston, Forty-Forty, Dallas, Mountain Top, Hazleton, Nanticoke, Tunkhannock)</b>							
H-02	VAN	A/C-G	FORD	2003	79,307	8	3
H-03	VAN	A/C-G	FORD	2004	27,778	9	2
H-04	VAN	A/C-G	FORD	2001	142,644	8	3
H-05	VAN	A/C-G	FORD	2000	161,810	10	3
H-08	VAN	A/C-G	FORD	2006	13,565	8	3
H-06	VAN	A/C-G	FORD	2001	116,864	8	3
H-09	CAR		FORD	2005	30,270	3	0
H-10	VAN	A/C-G	FORD	2004	22,357	9	2
H-11	VAN	A/C-G	FORD	2006	17,444	8	3
H-13	VAN	A/C-G	FORD	2004	21,407	9	2
H-14	VAN	A/C-G	FORD	2003	78,274	8	3
H-15	VAN	A/C-G	FORD	2006	17,599	8	3
H-16	MINIBUS	A/K-G	FORD	2003	84,384	8	4
H-19	VAN	A/C-G	FORD	2001	119,302	8	3
H-20	VAN	A/C-G	FORD	2001	151,490	8	3

**Allied Services  
Passenger Vehicle Inventory  
4-03-07**

MR PROGRAMS, RESIDENTIAL AND VOCATIONAL (Lackawanna)							
4	Van	A/C-G	DODGE	2002	49,400	8	1
20	Van	A/C-G	DODGE	2002	55,927	7	1
21	Van	A/C-G	FORD	2001	34,925	3	3
27	Van	A/C-G	FORD	2002	40,267	7	0
62	LD Bus	A/U-G	FORD	2004	27,602	6	4
63	LD Bus	A/U-G	FORD	2004	24,659	10	2
103	LD Bus	A/K-G	FORD	1998	93,570	14	0
104	LD Bus	A/K-G	FORD	1998	64,830	4	4
106	LD Bus	A/L-G	FORD	2006	785	9	6
107	LD Bus	A/K-G	FORD	1999	96,679	12	2
114	Van	A/C-G	GMC	2001	80,017	6	0
118	LD Bus	A/U-G	FORD	2006	4,544	12	2





Unit No.	Max. Amb. Pass. Capacity	Max. No. of W/C Positions	2-Way Comm. Equip.	Vehicle Owner	Source(s) of Funding Used for Purchase	% Time Used in: 5311 Project	S-R Service	Service Utilization	Est. Avg. Daily Hrs. of Use	Avg. Daily 1-Way Pass. Trips	Years/ Miles EUL
T-20	14	3	RADIO	LACK CO	SHARED RIDE	100	100	DEMAND RESP	8	16	5 YEARS
T-21	14	3	RADIO	LACK CO	SHARED RIDE	100	100	DEMAND RESP	8	16	5 YEARS
T-22	16	2	RADIO	LACK CO	S5310/S.R.	100	100	DEMAND RESP	8	16	5 YEARS
T-23	14	2	RADIO	LACK CO	SHARED RIDE	100	100	DEMAND RESP	8	16	5 YEARS
T-24	18	2	RADIO	COLTS	COLTS	100	100	DEMAND RESP	8	18	5 YEARS
T-25	16	2	RADIO	LACK CO	S5310/S.R.	100	100	DEMAND RESP	8	14	5 YEARS
T-26	18	2	RADIO	COLTS	COLTS	100	100	DEMAND RESP	8	14	5 YEARS
T-27	14	3	RADIO	LACK CO	S5310/S.R.	100	100	DEMAND RESP	8	16	5 YEARS
T-28	14	3	RADIO	LACK CO	S5310/S.R.	100	100	DEMAND RESP	8	16	5 YEARS
T-38	12	2	RADIO	COLTS	COLTS	100	100	DEMAND RESP	4	4	5 YEARS
T-42	18	2	RADIO	LACK CO	S.16/ACT26	100	100	DEMAND RESP	4	4	5 YEARS
T-43	18	2	RADIO	LACK CO	S.16/ACT26	100	100	DEMAND RESP	4	4	5 YEARS
T-44	18	2	RADIO	LACK CO	SHARED RIDE	100	100	DEMAND RESP	8	12	5 YEARS
T-45	16	2	RADIO	LACK CO	S5310/S.R.	100	100	DEMAND RESP	4	4	5 YEARS
T-46	16	2	RADIO	LACK CO	S5310/S.R.	100	100	DEMAND RESP	4	4	5 YEARS
T-47	18	2	RADIO	LACK CO	S5310/S.R.	100	100	DEMAND RESP	8	12	5 YEARS
T-48	18	2	RADIO	LACK CO	S5310/S.R.	100	100	DEMAND RESP	8	12	5 YEARS
T-49	18	2	RADIO	LACK CO	S5310/S.R.	100	100	DEMAND RESP	8	12	5 YEARS
T-50	18	2	RADIO	LACK CO	S5310/S.R.	100	100	DEMAND RESP	8	14	5 YEARS
T-51	18	2	RADIO	LACK CO	S5310/S.R.	100	100	DEMAND RESP	8	12	5 YEARS
T-52	9	1	RADIO	COLTS	COLTS	100	100	DEMAND RESP	8	12	5 YEARS
T-60	9	1	RADIO	LACK CO	S6310/C.T.	100	100	DEMAND RESP	8	12	5 YEARS
T-61	9	1	RADIO	LACK CO	S5310/C.T.	100	100	DEMAND RESP	8	12	5 YEARS
T-62	9	1	RADIO	LACK CO	S6310/C.T.	100	100	DEMAND RESP	8	12	5 YEARS

FIXED ROUTE ONLY: TOTAL NO. OF PEAK HOUR FIXED ROUTE VEHICLES N/A  
 FIXED ROUTE ONLY: TOTAL NO. OF FIXED ROUTE SPARE VEHICLES N/A

EXHIBIT F  
VEHICLE INVENTORY

Vehicle Inventory as of December 31, 2006

Unit No.	Complete Vehicle ID # (Serial No.)	Request to Replace Now <input checked="" type="checkbox"/>	Type	Spec Code	Make	Year	Price	Current Mileage	Date Put In Service (Mo./Yr.)	Fuel Type	Condition	BPT Pipeline Funding
T-20	1FDXE45F82JA94258	<input checked="" type="checkbox"/>	BUS	AVL	FORD	2002	\$ 48,231	119083	06-02	DIESEL	3	
T-21	1FDXE45F82HA04259		BUS	AVL	FORD	2003	\$ 48,231	104,961	06-02	DIESEL	3	
T-22	1FDWE45F53HA68487		BUS	AVL	FORD	2003	\$ 44,299	83,127	08-03	DIESEL	3	
T-23	1FDW335F33HA77909		BUS	AVL	FORD	2003	\$ 43,499	64,962	08-03	DIESEL	3	
T-24	1FDXE45P05HA51760		BUS	AVL	FORD	2005	\$ 51,777	51,993	10-05	DIESEL	4	
T-25	1FDW34F33HA68486		BUS	AVL	FORD	2003	\$ 43,499	64,962	08-03	DIESEL	3	
T-26	1FDW345F43JB54437		BUS	AVL	FORD	2003	\$ 45,699	71,850	11-03	DIESEL	3	
T-27	1FDX345S64HA07913		BUS	AVL	FORD	2004	\$ 42,756	51,848	04-04	GAS	4	
T-28	1FDWE45S24HA03339		BUS	AVL	FORD	2004	\$ 42,756	69,671	04-04	GAS	3	
T-38	1FDW330F7WHB74672		BUS		FORD	1998		163,670	7-98	DIESEL	1	
T-42	1FDXE40F3XHB13847	<input checked="" type="checkbox"/>	BUS	AVL	FORD	1999	\$ 45,358	144,594	9-99	DIESEL	1	07-08
T-43	1FDXE40S0XHC10369		BUS	AVL	FORD	1999	\$ 42,158	164,173	9-99	GAS	1	06-07
T-44	1FDXE40S6XHC10361	<input checked="" type="checkbox"/>	BUS	AVL	FORD	1999	\$ 42,158	162,361	9-99	GAS	1	07-08
T-45	1FDXE45XYHA18115	<input checked="" type="checkbox"/>	BUS	AVK	FORD	2000	\$ 43,144	158,160	4-00	DIESEL	2	07-08
T-46	1FDX345S1YHA80726		BUS	AVK	FORD	2000	\$ 39,444	144,963	4-00	GAS	2	07-08
T-47	1FDX345S5YHA80728	<input checked="" type="checkbox"/>	BUS	AVK	FORD	2000	\$ 39,444	145,943	4-00	GAS	2	07-08
T-48	1FDXE45S9QHB21903		BUS	AVL	FORD	2002	\$ 45,367	123,200	11-01	GAS	3	
T-49	1FDXE45S01HB21904		BUS	AVL	FORD	2002	\$ 45,367	120,740	11-01	GAS	3	
T-50	1FDXE45S65HA89087		BUS	AVL	FORD	2005	\$ 49,714	35,690	5-05	GAS	5	
T-51	1FDX345S85HA88088		BUS	AVL	FORD	2005	\$ 49,714	34,424	5-05	GAS	5	
T-52	1FDWE35PX5HA55708		BUS	AJJ	FORD	2005	\$ 51,777	39,902	10-05	DIESEL	5	
T-60	1FDWE35L06DA10122		BUS	AJJ	FORD	2005	\$ 45,998	13,248	2-06	GAS	5	
T-61	1FDWE34L76DA06164		BUS	AJJ	FORD	2005	\$ 45,998	11,250	2-06	GAS	5	
T-62	1FDWE35L85DA06156		BUS	AJJ	FORD	2005	\$ 45,998	13,821	2-06	GAS	5	





## Lackawanna/Luzerne Transportation Study 5310 Applicant /Recipient Questionnaire

Organization Name: SCRANTON COUNSELING CENTER

Organization Address: 326 ADAMS AVE. SCRANTON PA 18503

Person completing form: GARY MALACHOUKI Contact's Phone #: 947-1332  
348-6100 x3201  
JOHN BAKES.

Please complete the following general information.

Service Area County(ies) or Municipality (ies): SCRANTON, OLD FORGE, DUNMORE  
TOWNSHIP, CLARKSUMMIT, EYBROU, JESSUP. (LALMA)

Is the area served primarily Urban or Rural? URBAN

Days and hours of operations: MON THRU FRIDAY 7:30AM TO 4:30PM.

Are the clients served primarily Elderly, Disabled, Low Income, etc.? ELDERLY, DISABLED LOW INCOME.

Other Agencies with you which you cooperate in providing services: HARRISON HOUSE  
HARRISON HOUSE, (PERSONAL CARE HOMES)

At all times or during certain days/hours? ALL TIMES

Please complete the following Vehicle Fleet Information

Make of Vehicle	Vehicle Model	Vehicle Year	Current Mileage	Capacity (include wheelchairs)
CHEVY ELDOBRADO BUS	AERODELITE	2007	3440	26 (24 WITH 2 WHEELCHAIRS)
FORD	FREESTAR.	2006	16,073	8
FORD (SILVER)	F-350 PASSENGER VAN	2004		15
FORD (SILVER)	F-350 PASSENGER VAN	2002	44,492	15
FORD (BLUE)	WINDSTAR.	2002	81,864	8
CHEVY	LS3500	2001	68,852	15
INTERNATIONAL	BUS	2001	69,295	25 (2) WITH 2 WHEELCHAIRS
FORD	WINDSTAR. (MINI)	1999	81,394	8
FORD (GREEN)	F-350 PASSENGER VAN	1997	134,547	15
BUS INTERNATIONAL	BUS	1995	69,295	25 PASS

**Lackawanna/Luzerne Transportation Study  
5310 Applicant/Recipient Questionnaire**

**Organization Name:** Telespond Senior Services, Inc.

**Organization Address:** 1200 Saginaw Street, Scranton PA 18505

**Person completing form:** Sharon Martin      **Contact's Phone #:** (570) 961-1950

*Please complete the following general information.*

**Service Area County(ies) or Municipality(ies):** Lackawanna County

**Is the area served primarily Urban or Rural?** Urban

**Days and hours of operations:** Monday through Friday from 7 am until 5 pm; Saturday: once a month from 9 am until 4 pm; and Evening/Weekend Recreation: as per the request from the Office for the Physically Disabled

**Are the clients servered primarily Elderly, Disabled, Low income, etc.?** Yes

**Other Agencies with you which you cooperate in providing services:** Lackawanna County Coordinated Transportation and Office for the Physically Disabled

**At all times or during certain days/hours?** Cooperation with Lackawanna County is at all times and with the Office for Physically Disabled it is at certain times as per their request.

*Please complete the following Vehicle Fleet Information*

Make of Vehicle	Vehicle Model	Vehicle Year	Current Mileage	Capacity (include wheelchairs)
Ford	Van	1999	86,491	1 W/C 6 ambulatory
Ford	Small Bus	2000	70,224	2 W/C 12 ambulatory
Ford	Small Bus	2004	27,513	1 W/C 8 ambulatory



Tri-County Human Services  
Active Vehicle List  
4-Apr-07

Make	Model	Year	Current Mileage	Capacity(including wheelchairs)
Chevy	Van	2006	18,131	6
Ford	Focus	2006	16,175	4
Chevy	Van	2005	21,044	11
Ford	Taurus	2005	45,559	5
w/c	Bus	2004	17,054	16
w/c	Bus	2004	18,109	10
w/c	International Bus	2002	13,316	14
w/c	Bus	2000	58,906	12
w/c	Bus	1998	92,939	10
w/c	Bus	1997	90,125	10
w/c	Dodge Van	2002	15,558	8
w/c	Dodge Van	2001	45,771	7
Chevy	Van	2000	105,768	6
Chevy	Malibu	2000	142,151	5
Chevy	Malibu	2000	140,183	5
Chevy	Van	1999	78,639	10
Chevy	Van	1999	88,186	10
Chevy	Van	1997	150,968	6
Chevy	Van	1997	111,775	6
w/c	Dodge Van	1994	99,989	8
Chevy	Van	1994	150,522	7
Chevy	Van	1994	140,550	7
Chevy	Van	1994	136,614	7
Chevy	Van	1993	138,319	7
Chevy	Van	1993	175,154	7
Chevy	Van	1992	123,000	10
Chevy	Van	1992	103,404	10

(Out of Service)

(Seats out, used for maintenance)

\*\* w/c - wheel chair equipped









**EXHIBIT K  
LUZERNE WYOMING COUNTIES TRANSPORTATION DEPARTMENT  
VEHICLE INVENTORY**

Vehicle Inventory as of Dec.31, 2006

Unit No.	Complete Vehicle ID# (Serial No.)	Request to Replace Now	Type	Spec Code	Make	Year	Price	Current Mileage	Date Put in Service (Mo./Yr.)	Fuel Type	Condition	BPT Pipeline Funding
1	MG-1390A	1FDWE35L16HA88966	X	AY	FORD	2006	\$ 38,837	31813	Dec-05	GAS	4	
2	MG-6391B	1FDWE35L46HA88962		AY	FORD	2006	\$ 38,837	45505	Dec-05	GAS	4	
3	MG-1385A	1FBSS31L46HA68331		F	FORD	2006	\$ 18,795	43,187	Sep-05	GAS	4	
4	MG-1383A	1FDWE35L74HB08879		AY	FORD	2004	\$ 36,321	44,432	Oct-04	GAS	4	
5	MG-1382A	1FDWE35L74HB36928		AY	FORD	2004	\$ 36,321	63,178	Oct-04	GAS	3	
6	MG-1381A	1FDWE35L54HB38927		AY	FORD	2004	\$36,321.00	58,348	Oct-04	GAS	3	
7	MG-1380A	1FDWE35L34HB38926		AY	FORD	2004	\$36,321.00	67,087	Oct-04	GAS	3	
8	MG-1378A	1FDWE35L33HB58611		AY	FORD	2003	\$33,900.00	103,539	Oct-03	GAS	1	
9	MG-1377A	1FDWE35LX3HB48772		AY	FORD	2003	\$33,900.00	84,342	Oct-03	GAS	2	
10	MG-1376A	1FDWE35LX3HB79729		AY	FORD	2003	\$33,900.00	97,111	Oct-03	GAS	2	

Unit No.	Max.Amb. Pass. Capacity	Max. No of W/C Positions	2-Way Comm. Equip.	Vehicle Owner	Sources(s) of Funding Used for Purchase	% Time Used In: 5311 Project	S-R Service	Service Utilization	Est. Avg. Daily Hrs. of Use	Avg. Daily 1-Way Pass. Trips	Years/ Miles EUL
1	10	2	Yes	Luzerne County	04-5310	0%	100%	Demand Response	8	34	4yrs-100,000Miles
2	10	2	Yes	Luzerne County	04-5310	0%	100%	Demand Response	8	31	4yrs-100,000Miles
3	10	2	Yes	Luzerne County	LOCAL	0%	100%	Demand Response	8	35	4yrs-100,000Miles
4	10	2	Yes	Luzerne County	2003BEC5310 627183	0%	100%	Demand Response	8	46	4yrs-100,000Miles
5	10	2	Yes	Luzerne County	2003BEC5310 627183	0%	100%	Demand Response	8	39	4yrs-100,000Miles
6	10	2	Yes	Luzerne County	2003BEC5310 627183	0%	100%	Demand Response	8	38	4yrs-100,000Miles
7	10	2	Yes	Luzerne County	2003BEC5310 627183	0%	100%	Demand Response	8	29	4yrs-100,000Miles
8	10	2	Yes	Luzerne County	02/03 ACT 26	0%	100%	Demand Response	8	19	4yrs-100,000Miles
9	10	2	Yes	Luzerne County	02/03 ACT 26	0%	100%	Demand Response	8	50	4yrs-100,000Miles
10	10	2	Yes	Luzerne County	02/03 ACT 26	0%	100%	Demand Response	8	25	4yrs-100,000Miles

**FIXED ROUTE ONLY:**  
TOTAL NUMBER OF PEAK HOUR TRANSIT VEHICLES 44

**FIXED ROUTE ONLY:**  
TOTAL NUMBER OF PEAK HOUR TRANSIT VEHICLES 9

**EXHIBIT K  
LUZERNE WYOMING COUNTIES TRANSPORTATION DEPARTMENT  
VEHICLE INVENTORY**

Vehicle inventory as of Dec.31, 2006

Unit No.	Complete Vehicle ID# (Serial No.)	Request to Replace Now X	Type	Spec Code	Make	Year	Price	Current Mileage	Date Put in Service (Mo./Yr.)	Fuel Type	Condition	BPT Pipeline Funding
1	MG-6394B 1FDWE35L56DA96169		Bus	AY	FORD	2006	\$40,820	6746	NOV-06	GAS	5	
2	MG-6395B 1FDWE35LX6DA96168		Bus	AY	FORD	2006	\$40,820	7110	NOV-06	GAS	5	
3	MG-6396B 1FDWE35L36DA96168		Bus	AY	FORD	2006	\$40,820	4225	NOV-06	GAS	5	
4	MG-6397B 1FDWE35L16DA96167		Bus	AY	FORD	2006	\$40,820	9737	NOV-06	GAS	5	
5	MG-6398B 1FDWE35L56D000156		Bus	AY	FORD	2005	\$40,820	9898	NOV-06	GAS	5	
6	MG-1388A 1FDWE35L46HB01791		WideBodyBus	AK	FORD	2006	\$ 41,376	37467	Dec-05	GAS	4	
7	MG1386A 1FDWE35L36HA98009		WideBodyBus	AK	FORD	2006	\$ 41,376	35809	Dec-05	GAS	4	
8	MG-6390B 1FDWE35L76HA88969		WideBodyBus	AK	FORD	2006	\$ 41,376	31006	Dec-05	GAS	4	
9	MG-1387A 1FDWE35L26HB01790		Bus	AY	FORD	2006	\$ 38,837	27530	Dec-05	GAS	4	
10	MG-1389A 1FDWE35L86HA88964		Bus	AY	FORD	2006	\$ 38,837	42364	Dec-05	GAS	4	

  

Unit No.	Max.Amb. Pass. Capacity	Max. No of W/C Positions	2-Way Comm. Equip.	Vehicle	Owner	Source(s) of Funding Used for Purchase	% Time Used In: 5311 Project	S-R Service	Service Utilization	Est. Avg. Daily Hrs. of Use	Avg. Daily 1-Way Pass. Trips	Years/ Miles EUL
1	MG-6394B 10	2	Yes	Luzerne	County	26/5310-05/06	0%	100%	Demand Response			
2	MG-6395B 10	2	Yes	Luzerne	County	26/5310-05/06	0%	100%	Demand Response			
3	MG-6396B 10	2	Yes	Luzerne	County	26/5310-05/06	0%	100%	Demand Response			
4	MG-6397B 10	2	Yes	Luzerne	County	26/5310-05/06	0%	100%	Demand Response			
5	MG-6398B 10	2	Yes	Luzerne	County	26/5310-05/06	0%	100%	Demand Response			
6	MG-1388A 14	2	Yes	Luzerne	County	04/05 act 26	0%	100%	Demand Response	8	38	4yrs-100,000Miles
7	MG1386A 14	2	Yes	Luzerne	County	04/05 act 26	0%	100%	Demand Response	8	37	4yrs-100,000Miles
8	MG-6390B 14	2	Yes	Luzerne	County	04/05 act 26	0%	100%	Demand Response	8	47	4yrs-100,000Miles
9	MG-1387A 10	2	Yes	Luzerne	County	04-5310	0%	100%	Demand Response	8	25	4yrs-100,000Miles
10	MG-1389A 10	2	Yes	Luzerne	County	04-5310	0%	100%	Demand Response	8	36	4yrs-100,000Miles

**FIXED ROUTE ONLY:**  
TOTAL NUMBER OF PEAK HOUR TRANSIT VEHICLES 44

**FIXED ROUTE ONLY:**  
TOTAL NUMBER OF SPARE VEHICLES 9

**EXHIBIT K  
LUZERNE WYOMING COUNTIES TRANSPORTATION DEPARTMENT  
VEHICLE INVENTORY**

Vehicle Inventory as of Dec.31, 2006

Unit No.	Completes Vehicle ID# (Serial No.)	Request to Replace Now	Type	Spec Code	Make	Year	Price	Current Mileage	Date Put In Service (Mo./Yr.)	Fuel Type	Condition	BPT Pipeline Funding
1	87364-MG 2B7LB31Z22K130083	X	VAN	AC-7	DODGE	2002	\$ 34,280	209,135	Jul-02	Gas	1	
2	87365-MG 2B7LB31Z72K130090		VAN	AC-7	DODGE	2002	\$ 34,280	138,077	Aug-02	Gas	1	
3	87363-MG 2B7LB31Z92K130091	X	VAN	AC-7	DODGE	2002	\$ 34,280	191,722	Jul-02	Gas	1	
4	87362-MG 2B5WB35Y92K133105		VAN	F	DODGE	2002	\$ 19,542	147,166	Jul-02	Gas	1	
5	87358-MG 2B5WB35Y22K121370		VAN	F	DODGE	2002	\$ 19,542	169,734	Mar-02	Gas	1	
6	96512-MG 1FDWE35L02HA20300		VAN	AY	FORD	2002	\$40,155	161,311	Jan-02	Gas	1	
7	96511-MG 1FDWE35L92HA20284		VAN	AY	FORD	2002	\$40,155	152,831	Jan-02	Gas	1	
8	96509-MG 1FDWE35L52HA20292	X	VAN	AY	FORD	2002	\$40,155	185,702	Jan-02	Gas	1	
9	96510-MG 1FDWE35L72HA20293		VAN	AY	FORD	2002	\$40,155	147,055	Jan-02	Gas	1	
10	96508-MG 1FDWE35L32HA20291		VAN	AY	FORD	2002	\$40,155	155,972	Jan-02	Gas	1	

Unit No.	Max.Amb. Pass. Capacity	Max. No of W/C Positions	2-Way Comm. Equip.	Vehicle Owner	Source(s) of Funding Used for Purchase	% Time Used in: 5311 Project	S-R Service	Service Utilization	Est. Avg. Daily Hrs. of Use	Avg. Daily 1-Way Pass. Trips	Years/ Miles EUJ
1	10	2	Yes	Luzerne County	2001sec531062R137	0%	100%	Demand Response	8	18	4yrs-100,000Miles
2	10	2	Yes	Luzerne County	2001sec531062R137	0%	100%	Demand Response	8	36	4yrs-100,000Miles
3	10	2	Yes	Luzerne County	2001sec531062R137	0%	100%	Demand Response	8	34	4yrs-100,000Miles
4	14	0	Yes	Luzerne County	LOCAL	0%	100%	Demand Response	8	71	4yrs-100,000Miles
5	14	0	Yes	Luzerne County	LOCAL	0%	100%	Demand Response	8	27	4yrs-100,000Miles
6	10	2	Yes	Luzerne County	99/00 ACT 26	0%	100%	Demand Response	8	38	4yrs-100,000Miles
7	10	2	Yes	Luzerne County	99/00 ACT 26	0%	100%	Demand Response	8	35	4yrs-100,000Miles
8	10	2	Yes	Luzerne County	99/00 ACT 26	0%	100%	Demand Response	8	28	4yrs-100,000Miles
9	10	2	Yes	Luzerne County	99/00 ACT 26	0%	100%	Demand Response	8	38	4yrs-100,000Miles
10	10	2	Yes	Luzerne County	99/00 ACT 26	0%	100%	Demand Response	8	28	4yrs-100,000Miles

**FIXED ROUTE ONLY:**  
TOTAL NUMBER OF PEAK HOUR TRANSIT VEHICLES 44

**FIXED ROUTE ONLY:**  
TOTAL NUMBER OF SPARE VEHICLES 9

EXHIBIT K  
LUZERNE WYOMING COUNTIES TRANSPORTATION DEPARTMENT  
VEHICLE INVENTORY

Vehicle inventory as of Dec.31, 2006

C	Unit No.	Complete Vehicle ID# (Serial No.)	Request to Replace Now X	Type	Spec Code	Make	Year	Price	Current Mileage	Date Put In Service (Mo./Yr.)	Fuel Type	Condition	BPT Pipeline Funding
1	MG-1375A	1FDWE35L83HB79728		VAN	AY	FORD	2003	\$33,900	117,230	Oct-03	GAS	1	
2	MG-1374A	1FDWE35L43HB79728		VAN	AY	FORD	2003	\$33,900	93,534	Oct-03	GAS	2	
3	MG-1373A	1FDWE35L83HB79730		VAN	AY	FORD	2003	\$33,900	80,199	Oct-03	GAS	2	
4	MG-1372A	1FDWE35L13HB79733		VAN	AY	FORD	2003	\$33,900	105,419	Oct-03	GAS	1	
5	MG-1371A	1FDWE35L83HB48788		VAN	AY	FORD	2003	\$33,900	85,363	Oct-03	GAS	2	
6	MG-6915A	1GJHG39U031233972		VAN	F	GMC	2003	\$ 20,974	104,690	Aug-03	GAS	1	
7	MG-1369A	2B7LB31ZB2K129848		VAN	AC-7	DODGE	2002	\$ 34,273	113,279	Jun-03	GAS	1	
8	87374-MG	1FBSS31L83HA56081		VAN	F	FORD	2003	\$ 21,321	111,802	Jan. 02	Gas	1	
9	87367-MG	2B7LB31Z02K130089		VAN	AC-7	DODGE	2002	\$ 34,280	160,318	Aug-02	Gas	1	
10	87368-MG	2B7LB31Z02K130092		VAN	AC-7	DODGE	2002	\$ 34,280	134,457	Aug-02	Gas	1	

Unit No.	Max.Amb. Pass. Capacity	Max. No of W/C Positions	2-Way Comm. Equip.	Vehicle Owner	Source(s) of Funding Used for Purchase	% Time Used in: 5311 Project	S-R Service	Service Utilization	Est. Avg. Daily Hrs. of Use	Avg. Daily 1-Way Pass. Trips	Years/ Miles EUL
1 MG-1375A	10	2	Yes	Luzerne County	2002BEC5310 02B333	0%	100%	Demand Response	8	27	4yrs-100,000Miles
2 MG-1374A	10	2	Yes	Luzerne County	2002BEC5310 02B333	0%	100%	Demand Response	8	32	4yrs-100,000Miles
3 MG-1373A	10	2	Yes	Luzerne County	2002BEC5310 02B333	0%	100%	Demand Response	8	44	4yrs-100,000Miles
4 MG-1372A	10	2	Yes	Luzerne County	2002BEC5310 02B333	0%	100%	Demand Response	8	28	4yrs-100,000Miles
5 MG-1371A	10	2	Yes	Luzerne County	2002BEC5310 02B333	0%	100%	Demand Response	8	57	4yrs-100,000Miles
6 MG-6915A	14	0	Yes	Luzerne County	LOCAL	0%	100%	Demand Response	8	39	4yrs-100,000Miles
7 MG-1369A	8	3	Yes	Luzerne County	LOCAL	0%	100%	Demand Response	8	26	4yrs-100,000Miles
8 87374-MG	14	0	Yes	Luzerne County	LOCAL	0%	100%	Demand Response	8	46	4yrs-100,000Miles
9 87367-MG	10	2	Yes	Luzerne County	2001sec531062R137	0%	100%	Demand Response	8	26	4yrs-100,000Miles
10 87368-MG	10	2	Yes	Luzerne County	2001sec531062R137	0%	100%	Demand Response	8	28	4yrs-100,000Miles

FIXED ROUTE ONLY:

TOTAL NUMBER OF PEAK HOUR TRANSIT VEHICLES 44

FIXED ROUTE ONLY:  
TOTAL NUMBER OF SPARE VEHICLES 9

EXHIBIT K  
LUZERNE WYOMING COUNTIES TRANSPORTATION DEPARTMENT  
VEHICLE INVENTORY

Vehicle Inventory as of JDec.31, 2006 Unit No.	Complete Vehicle ID# (Serial No.)	Request to Replace Now	Type	Spec Code	Make	Year	Price	Current Mileage	Date Put In Service (Mo./Yr.)	Fuel Type	Condition	BPT Pipeline Funding
1	93357-MG 2B6LB31Z11K526759	X	VAN	AC-7	DODGE	2001	\$34,511	187,547	Jun-01	GAS	1	
2	93354-MG 2B6LB31Z11K526762	X	VAN	AC-7	DODGE	2001	\$34,511	178,253	Jun-01	GAS	1	
3	93356-MG 2B6LB31Z81K527312	X	VAN	AC-7	DODGE	2001	\$34,511	180,737	Jun-01	GAS	1	
6	93355-MG 2B6LB31Z81K527309	X	VAN	AC-7	DODGE	2001	\$34,511	174,898	Jun-01	GAS	1	
6	93353-MG 2B6LB31Z61K527311	X	VAN	AC-7	DODGE	2001	\$34,511	204,980	Jun-01	GAS	1	
7	94109-MG 2B5WB35Y51K55393	X	VAN	F	DODGE	2001	\$19,835	187,680	Jul-01	GAS	1	
7	93352-MG 2B6LB31Z1K528758	X	VAN	AC-7	DODGE	2001	\$189,253	174,498	Jun-01	GAS	1	
8	93276-MG 2B5WB35Z31K546393	X	VAN	F	DODGE	2001	\$20,374	178,659	Jun-01	GAS	1	
9	87353-MG 2B5WB35Y7YK170041		VAN	F	DODGE	2000	\$24,099	179,201	June-00	Gas	1	
10	86970-MG 2B6LB31Z4YK160967		VAN	AC-7	DODGE	2000	\$36,625	191,930	August-00	Gas	1	
1	93354-MG		Luzerne County		00/01 ACT 26	0%	100%	Demand Response		7	17	4yrs-100,000Miles
2	93357-MG	Yes	Luzerne County		00/01 ACT 26	0%	100%	Demand Response		8	29	4yrs-100,000Miles
3	93356-MG	Yes	Luzerne County		2000sec5310620136	0%	100%	Demand Response		8	22	4yrs-100,000Miles
4	93355-MG	Yes	Luzerne County		00/01 ACT 26	0%	100%	Demand Response		8	20	4yrs-100,000Miles
5	93353-MG	Yes	Luzerne County		2000sec5310620136	0%	100%	Demand Response		7	16	4yrs-100,000Miles
6	94109-MG	Yes	Luzerne County		Local	0%	100%	Demand Response		8	46	4yrs-100,000Miles
7	93352-MG	Yes	Luzerne County		00/01 ACT 26	0%	100%	Demand Response		7	11	4yrs-100,000Miles
8	93276-MG	Yes	Luzerne County		Local	0%	100%	Demand Response		7	22	4yrs-100,000Miles
9	87601-MG	Yes	Luzerne County		Local	0%	100%	Demand Response		8	31	4yrs-100,000Miles
10	86158-MG	Yes	Luzerne County		Local	0%	100%	Demand Response		8	35	4yrs-100,000Miles

FIXED ROUTE ONLY:  
TOTAL NUMBER OF PEAK HOUR TRANSIT VEHICLES 44

FIXED ROUTE ONLY:  
TOTAL NUMBER OF PEAK HOUR TRANSIT VEHICLES 9



**EXHIBIT K  
LUZERNE WYOMING COUNTIES TRANSPORTATION DEPARTMENT  
VEHICLE INVENTORY**

Vehicle inventory as of Dec.31,2006

Unit No.	Complete Vehicle ID# (Serial No.)	Request to Replace Now	Type	Spec Code	Make	Year	Price	Current Mileage	Date Put In Service (Mo./Yr.)	Fuel Type	Condition	BPT Pipeline Funding
8	76021MG 2B4GP2431WFB18875	X	VAN	C	DODGE	1998	\$32,705	65,729	August-98	Gas	3	
9	83620MG 1FDSE3518YHA07642		VAN	AY	FORD	2000	\$45,968	193,111	March-00	Gas	1	
10	86969-MG 2B6LB31Z6YK160968		VAN	AC-7	DODGE	2000	\$36,625	194,640	August-00	Gas	1	
4	87601-MG 2B5WB85Z01K510323		VAN	F	DODGE	2001	\$21,381	189,812	Nov-00	Gas	1	20005-26/5310
5	80159-MG 2B5WB35Y9YK170042		VAN	F	DODGE	2000	\$24,089	230,818	June-00	Gas	1	20005-26/5310
4	40072MG 2CJG39K7N4503169		County Recreation		GMC	1992		57,119		GAS		
Vans sold before replacements received												
79146MG	2B71B31Z4WK163053		VAN	AC-7	DODGE	1998	\$34,982	107,360	October-98	GAS	1	
80893MG	1GATG33R69J1049404		VAN	F	CHEVY	1998	\$23,937	205,990	August-98	Gas	1	2004 SEC.5310
58619MG	1FJJS314M1371095		VAN	F	FORD	1997	\$26,132	208,535	June-97	Gas	1	2004 SEC.5310
To be SOLD												
5	83222MG 2B3V3B5Y4YK124702		VAN	F	DODGE	2000	\$23,909	151,604	December-99	Gas	1	
6	83619MG 1FDSE3518YHA02110		VAN	AY	FORD	2000	\$45,968	169,612	March-00	Gas	1	2004:05 ACT25
7	83621MG 1FDSE3518YHA07639		VAN	AY	FORD	2000	\$45,968	175,280	March-00	Gas	1	2004:05 ACT26
8	79145MG 2B7LB31ZOWK163051		VAN	AC-7	DODGE	1998	\$34,902	196,156	October-98	Gas	1	2004 SEC.5310
9	78960MG 2B7LB31Z1WK163074		VAN	AC-7	DODGE	1998	\$34,306	181,955	October-98	Gas	1	2004:05 ACT26

Unit	Max.Amb. Pass.	Max. No of W/C	2-Way Comm.	Source(s) of Funding Used for	% Time Used In: 5311 S-R	Service	Est. Avg. Daily Hrs.	Avg. Daily 1-Way Pass.	Years/ Miles
6 87353-MG	14	0	Yes	Local	0%	Demand Response	8	36	4yrs-100,000Miles
7 86870-MG	10	2	Yes	Section 16-99-62P382	100%	Demand Response	8	16	4yrs-100,000Miles
8 86869-MG	10	2	Yes	Section 16-99-62P382	100%	Demand Response	8	12	4yrs-100,000Miles
9 83620MG	11	2	Yes	88/99 Act.28 - 62N353	100%	Demand Response	8	12	4yrs-100,000Miles
10 76021MG	5	2	Yes	Local	100%	Demand Response	4	5	4yrs-100,000Miles
4 40072MG	14	0	Yes	County Recreation		Demand Response			
Vans sold before replacements received									
79146MG	10	2	Yes	Section 16-99-62P382	100%	Demand Response	Vehicle off Road		
80893MG	14	0	Yes	Section 16-99-62P382	100%	Demand Response	Vehicle off Road		
68619MG	14	0	Yes	Section 16-99-62P382	100%	Demand Response	Vehicle off Road		
To be SOLD									
5 83222MG	14	0	Yes	Local	100%	Demand Response	13ACK	UP	
6 83619MG	11	2	Yes	Section 16-99-62P382	100%	Demand Response	8	16	
7 83621MG	11	2	Yes	Section 16-99-62P382	100%	Demand Response	8	12	
8 79145MG	10	2	Yes	Section 16-99-62P382	100%	Demand Response	8	13	
9 78960MG	10	2	Yes	Section 16-99-62P382	100%	Demand Response	8	14	

**FIXED ROUTE ONLY:**

**TOTAL NUMBER OF PEAK HOUR TRANSIT VEHICLES 44**

**FIXED ROUT ONLY:**  
**TOTAL NUMBER OF PEAK HOUR TRANSIT VEHICLES 9**



**Lackawanna/Luzerne Transportation Study  
5310 Applicant /Recipient Questionnaire**

Organization Name: Volunteers of America  
 Organization Address: 130 E. Division St. Wilkes-Barre PA 18706  
 Person completing form: Terri Hogan Contact's Phone #: 570-825-5261

*Please complete the following general information.*

Service Area County(ies) or Municipality (ies): Wyoming Valley Areas: Wilkes-Barre, Kingston, Plains, Fort Wyoming, Plymouth, Exeter, Ford Edwardsville

Is the area served primarily Urban or Rural? URBAN

Days and hours of operations: MON-Fri 8:00am to 4:00pm

Are the clients served primarily Elderly, Disabled, Low Income, etc.? Yes

Other Agencies with you which you cooperate in providing services: Luzerne/Wyoming County Transportation, URS, CCS, Assoc. for the Blind, ACS, hi-rises

At all times or during certain days/hours? Mon-Fri - 8:00am - 4:00pm

*Please complete the following Vehicle Fleet Information*

Make of Vehicle	Vehicle Model	Vehicle Year	Current Mileage	Capacity (include wheelchairs)
Dodge	RAM 350	94	135909	10 pass 2 w/c
Dodge	RAM 350	02	30162	10 pass 2 w/c
FORD	F350	04	32594	12 pass 2 w/c
FORD	E450	05	18814	14 pass 2 w/c
FORD	E450	05	57141	14 pass 2 w/c