

**LACKAWANNA-LUZERNE TRANSPORTATION STUDY**  
**COORDINATING COMMITTEE MEETING**  
**January 18, 2017**

Members of the Lackawanna-Luzerne Transportation Study Committees:

Attached is a copy of the minutes of the Lackawanna-Luzerne Transportation Study Coordinating Committee meeting, held on January 18, 2017 at 10:00 a.m. in Room 233 at the Pennsylvania Department of Transportation Engineering District 4-0 Office, Dunmore, Pennsylvania.

Please check for errors or omissions.

Thank you.

A meeting of the Lackawanna-Luzerne Transportation Study (LLTS) Coordinating Committee was held on Wednesday, January 18, 20147 in Conference Room 233 of the Pennsylvania Department of Transportation District Office in Dunmore, Pennsylvania.

Mr. James Arey, PennDOT Central Office Planning of the Coordinating Committee, called the meeting to order 10:00 a.m. Mr. Arey received a letter of proxy from Mr. George Roberts stating that Ms. Susan Hazelton will serve as his proxy. (All permanent proxies are listed in the committee member list attached to these minutes.)

### **ITEM #1 – OCTOBER 19, 2016 LLTS COORDINATING COMMITTEE MEETING MINUTES**

Copies of the October 19, 2016 Lackawanna-Luzerne Transportation Study Coordinating Committee meeting minutes were sent out to all committee members and are available on the new LLTS website. Mr. Arey asked for additions, deletions or corrections. Hearing none, a motion to approve the October 19, 2016 Lackawanna-Luzerne Transportation Study Coordinating Committee meeting minutes was made by John Pocius, seconded by Susan Hazelton, and carried.

### **ITEM #2 – 2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) MODIFICATIONS & REAFFIRMATION OF NOVEMBER 16, 2016 EMAIL BALLOT**

#### **2017-2020 Transportation Improvement Program (TIP) Modifications**

Copies of the 2017-2020 Transportation Improvement Program (TIP) modifications were sent out to all committee members. Mr. Fisher highlighted the modifications to the 2017-2020 TIP, which included:

- MPMS 89012 increase is the amendment that was voted on at the October meeting. This is to add the construction phase to MPMS 89012 (SR 309 over SR 2004, L&S RR, Susquehanna River) in Luzerne to the FFY 2017 TIP. There have been delays due to railroad coordination and additional deterioration.
- Increasing the utility phase of MPMS 7838 (Harrison Avenue Bridge) in Lackawanna for railroad and PPL pole relocation.
- Increasing the final design and utility phase of MPMS 8776 (Mary Street Bridge T-349 Fairview) in Luzerne to process the agreement.
- Increasing the construction phase of MPMS 67344 (SR 3021 over Nescopeck Creek) in Luzerne to low the bid amount.
- Decreasing the construction phase of MPMS 93002 (SR 239 over Pine Creek) in Luzerne because it was partially obligated on the previous TIP.
- Adding the study phase of MPMS 84368 (SR 6011 Green Ridge Street) in Lackawanna. It was obligated as advance construct on the previous TIP.
- Adding the PE phase of MPMS 7924 (T-309, Fourth Street over Lehigh River) in Lackawanna. It was obligated as advance construct on the previous TIP.
- Increasing the construction phase of MPMS 50800 (Upper Demunds/Hildebrandt) in Luzerne. This is to increase the current TIP to match the advance construct obligation carried from the previous TIP.

### **2017-2020 Transportation Improvement Program (TIP) Modifications continued:**

- Small increase on MPMS 70249 (Dallas Intersection 5 Leg) in Luzerne to the low bid amount. Obligated on previous TIP.
- Adding the right of way phase of MPMS 67343 (SR 3021 over Nescopeck Creek) in Luzerne per the right of way claim estimate.
- Adding the utility phase of MPMS 93033 (SR 2036 over Mill Creek) in Luzerne to the FFY 2017 TIP.
- Adding the PE phase of MPMS 106372 (Sanderson/Dunmore and Cypress Signal) in Lackawanna to the FFY 2017 TIP to begin design.

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

### **Reaffirmation of the November 16, 2016 Email Ballot**

It was noted that the Technical Committee had voted to reaffirm the results of the November 16, 2016 email ballot for the increase to the construction phase of MPMS 95435 (Fed Aid Paving 4-16-FP 2). This project was partially obligated on the previous TIP. This is to increase the current TIP to match the advance construct obligation carried from the previous TIP.

Mr. Arey asked for questions or comments. Hearing none, a motion to reaffirm the November 16, 2016 email ballot, was made by Robert Fiume, seconded by Butch Frati, and carried.

### **ITEM #3 – UPCOMING TIP PROJECTS**

Mr. Chapman noted that the upcoming projects to be let later this year. Providing a map of projects let from late January through March. These projects included:

- MPMS 93027 – SR 2035 Bridge replacement over Meadow Run, Luzerne – Let date January 12, 2017
- MPMS 102002 – PA 115 edge line rumble strips safety improvement, Luzerne – Let date February 16, 2017
- MPMS 97220 – SR 11, SR 307 and SR 6006 paving, Lackawanna – Let date March 9, 2017
- MPMS 93000 – SR 438 Bridge replacement over Elm Brook, Lackawanna – Let date March 9, 2017
- MPMS 102114 – SR 502, Lackawanna and Luzerne and SR 3020, Luzerne resurfacing – Let date March 9, 2017
- MPMS 91214 – SR 11 and SR 239 paving, Luzerne – Let date March 9, 2017
- MPMS 93018 – SR 437 Bridge replacement over Creasy Creek – Let date March 9, 2017
- MPMS 107727 – Guiderail maintenance for Lackawanna – Let date March 23, 2017
- MPMS 107660 – SR 171, SR 1005, SR 1008, SR 1012, SR 1014, SR 1023, SR 3025 resurfacing, Lackawanna – Let date March 23, 2017
- MPMS 94465 – Interstate 80 reconstruction over SR 2015, Luzerne – Let date March 23, 2017
- MPMS 107664 – SR 93, SR 3004 and SR 92 resurfacing, Luzerne – Let date March 23, 2017
- MPMS 93045 – SR 4037 Bridge replacement over Salem Creek, Luzerne – Let date March 23, 2017

Mr. Arey asked for questions or comments. Hearing none, the committee moved to the next order of business – Updating Functional Classification and Urban Boundary Maps.

**ITEM #4 – UPDATING FUNCTIONAL CLASSIFICATION AND URBAN BOUNDARY MAPS FHWA GUIDANCE**

Mr. Smoker handed out copies of his presentation on FHWA’s 2013 Functional Classification and Urban Area Boundary Guidance attached to these meeting minutes. Mr. Smoker noted that the latest guidelines prior to 2013 were from 1989 and that the current guidelines are a refresh of the 1989 information. It was noted that in the guidance as well as policy the use of “local road” refers to the road function not the road ownership. The guidance includes funding eligibility for different levels of functional classification which also pivots on roadway mobility versus accessibility. Rural and Urban distinctions are also made and updated with the 10-year census information. It was recommended that planning regions look at their functional classification and urban boundary updates at that time to make the appropriate updates to their programs. The existing funding programs for the different classifications of roadways were also reviewed.

The policy is online at <https://www.fhwa.dot.gov/policyinformation/hpms/hfcccpcfm>.

Mr. Smoker provided his contact information ([Matt.Smoker@dot.gov](mailto:Matt.Smoker@dot.gov)) for questions regarding the policy.

Mr. Chapman noted that part of the principle arterials would include Route 11 and Route 6006; not currently listed in Mr. Smoker’s presentation but fall within the appropriate criteria and will be among the updates to the program to ensure proper classification.

Mr. Pitoniak noted that the last time the MPO looked at functional classification was around 2001 or 2002. LLTS will be meeting with Norther Tier (NTier) and Northeast Pennsylvania Alliance (NEPA) to ensure functional classifications of roadways are the same across the regional boundaries. Many areas that are now considered urban will be put through a smoothing process to ensure roadways in those areas are properly classified such as US Route 6 and the roadways previously mentioned by Mr. Chapman.

Mr. Arey noted that these updates require much effort and time to review and classify changes and non-changes for the system. This will also help with project additions to the TIP as it clarifies eligibility for different types of funding. It was noted that this helps to show how all of the work is tied together with TIP updates, federal aid and project viability throughout the region and state.

Mr. Arey asked for questions or comments. Hearing none, the committee moved to the next order of business – Updating Critical Urban Freight Corridors (CUFC) and Critical Rural Freight Corridors (CRFC).

## **ITEM #5 – UPDATING CRITICAL URBAN FREIGHT CORRIDORS (CUFC) AND CRITICAL RURAL FREIGHT CORRIDORS (CRFC)**

Mr. Butch noted the definition of Critical Urban Freight Corridors (CUFC) and Critical Rural Freight Corridors (CRFC) is the designation of freight corridors that provide critical connectivity to the national highway freight network. The Fixing America's Surface Transportation (FAST) Act requires the FHWA Administrator to establish a National Highway Freight Network (NHFN). Within the NHFN are four subdivisions: Primary Highway Freight System (PHFS), Non-Primary Highway Freight System Interstates, Critical Urban Freight Corridors (CUFC) and Critical Rural Freight Corridors (CRFC). The purpose is for the designation captured by Planning Partners to recommend a priority list of freight carrying segments and corridors to expand the NHFN. PennDOT provided a [Freight Analysis Tool](#) (FAT) to help us in the process of designation which in data format allows us to review corridors for CRFCs or CUFCs that meet the criteria.

The cap for CUFC miles in Pennsylvania statewide is 141.26 miles. The cap for CRFC miles in Pennsylvania statewide is 282.53 miles. It was noted that the mileage for the LLTS region would be between five to seven miles so the list needs to be prioritized. Mr. Smoker noted that what is added for these corridors is actually a new system, there is not a system in place that requires removal of roadways to accommodate these submissions. It was also noted that the interstate system is the core and interim network for these corridors, and is not included in the mileage caps.

Mr. Ferry reminded everyone to contact the MPO with input for the corridor prioritization. It was noted that the prioritized list would be submitted soon for review and approvals. It was also noted that criteria for the corridors is not only the average daily truck traffic but also the roadway function and needs in the region and includes data through the Freight Analysis Tool. For example the South Valley Parkway completion and what it will add to the area. It was noted that some figures on the Freight Analysis Tool were unclear as to what they signify. Mr. Arey noted that PennDOT Central Office Planning will get clarification and share the information with the committee.

Mr. Butch and Mr. Chapman reviewed a candidate list of urban and rural freight corridors in their respective counties. Moving forward the data should be reviewed every five years. The guidance for these of corridors and funding are for current roadway figures or qualifying data. It was noted that some MPOs are looking at segments or portions of roadways, but LLTS is keeping to corridors to help ensure consistency at regional boundaries and to ensure they are connected in some way to an interstate or major arterial roadway. LLTS will prioritize the roadways so the top candidates fit in the five to seven mile allotment. LLTS will be submitting over 25 miles of corridors from the candidate lists (CUFC in Luzerne – 9.92 miles, CRFC in Luzerne – 0.99 mile; CUFC in Lackawanna – 18.3 miles, CRFC in Lackawanna 16.9 miles) to show additional corridor designation and funding needs for future or upcoming programs. The prioritized list of candidates will be put to vote by the committees via email ballot.

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

### **ITEM #6 – PENNDOT CONNECTS**

Mr. Arey noted that PennDOT Connects is an initiative to increase, enhance and improve collaborative planning with planning partners, PennDOT districts and local officials.

Mr. Roberts noted the guidance for PennDOT Connects was issued on December 19, 2016. It is all inclusive transportation process for collaboration in the planning process earlier in project development. It will aid in local feedback to address pedestrians, freight, transit, storm water, etc. Since the Technical Committee meeting PennDOT had and executive session with the Planning Partners.

Mr. Pitoniak noted that the MPO has always had a good relationship with the District and this will move that relationship one step further. The MPO has attended scopings and field views this will have the MPO out in the project development process earlier. One of the items PennDOT will be looking for projects to go onto the TIP is documentation of project need for that particular project. This would include a community's comprehensive plan or transportation corridor plan or local improvement plans. PennDOT would look at this early in the process. This documentation could also be projects submitted for TAP or multimodal funding in the past that were not successful recipients of funding, could be looked at with PennDOT Connects process. The process will be more hands on for local communities so education and training will be needed to help get the communities more involved.

In the long term it will provided better projects in the area. Items that reviewed within a project that cannot be funded by PennDOT through the project can be looked in the future and ensure the engineer on the current project will not hinder the local project moving forward when funding becomes available.

Mr. Ferry noted that Luzerne County has met with PennDOT regarding Hanover Township Development as well as Crestwood Development to look ahead at the projects and planning possibilities. There will be quarterly meeting updates. Mr. Ferry will provide the meeting dates to the Lackawanna County Planning Commission for participation.

Mr. Arey noted that Central Office and the Districts are working on the process to ensure the PennDOT Connects initiative is properly launch across the Commonwealth and guidance will be share with the planning partners. Also, Secretary Richards is planning local visits to help kick-off the initiative in every region, if her calendar does not coincide with one of the planning meetings Deputy Secretary for Planning James Ritzman, P.E. will attend in her place. It was noted that three planning sessions are coming up in 2017 (spring, summer and fall).

Mr. Arey asked for questions or comments. Hearing none, the committee moved to the next order of business – 2017 Meeting Schedule.

## **ITEM #7 – 2017 MEETING SCHEDULE**

- Technical Committee Wednesday April 5, 2017
- Coordinating Committee Wednesday April 19, 2017
- Combined Technical & Coordinating Committee Wednesday July 19, 2017
- Technical Committee Wednesday October 4, 2017
- Coordinating Committee Wednesday October 18, 2017

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

## **ITEM #8 – OTHER BUSINESS**

### **Transportation Alternatives Program (TAP)**

The Governor announced 51 PennDOT project statewide under the Transportation Alternatives Program (TAP). LLTS Region has the following:

- **Lackawanna County:** Keystone College - \$732,146 to develop two critical safe access pedestrian/bike trail connectors that fill gaps in a community trail system in La Plume Township. Improvements include two ADA-compliant trailheads with bike parking, crosswalks and a small bike share program.
- **Luzerne County:** Wilkes University - \$1 million for pedestrian and streetscape improvements on South Franklin Street and South Main Street in the City of Wilkes-Barre.

It was noted that the next round will be coming soon and the MPO will need to submit their list of candidates.

### **MPO Website – [www.lltsmpo.com](http://www.lltsmpo.com)**

Everyone is reminded that all updates are on the MPO website ([www.lltsmpo.com](http://www.lltsmpo.com)) upcoming meeting dates as well as the minutes and other planning documents are available at the website.

### **Certification Review**

It was noted that the Certification Review comments have been returned to FHWA. There was one corrective action that the MPO is currently working on. There were four commendations and there were nine comments for future actions. Most are being address or have been address both Lackawanna and Luzerne County have additional planning personnel Brian Flick and Tanis Manseau respectively. Documentation sharing timeliness has been addressed through the website. The MPO continues to address comments and work towards the fulfilling recommendations.

### **Adjournment**

Mr. Arey asked for questions or comments. Hearing none, a motion to adjourn the LLTS Coordinating Committee meeting was made by Bob Fiume, seconded by Susan Hazelton and the meeting adjourned at 11:25 a.m.

LACKAWANNA-LUZERNE TRANSPORTATION  
STUDY MEETING - COORDINATING COMMITTEE  
January 18, 2017

<u>COORDINATING COMMITTEE MEMBERS</u>	<u>MEMBER PRESENT</u>	<u>ABSENT &amp; NO PROXY</u>	<u>PROXY PRESENT</u>
<u>PENNDOT</u>			
George J. Roberts, P.E., Chairman			X
James Arey, Central Office	X		
<u>LACKAWANNA COUNTY</u>			
George Kelly	X		
Patrick O'Malley		X	
<u>LUZERNE COUNTY PLANNING COMMISSION</u>			
C. David Pedri, County Manager – (James Ferry – Permanent Proxy)			X
<u>CITY OF HAZLETON</u>			
Jeffrey L. Cusat, Mayor - (Dominic Yannuzzi – Permanent Proxy & Committee Vice-Chair)			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 Bednarik – Permanent Proxy)			X
<u>AVIATION REPRESENTATIVE</u>			
Carl Beardsley		X	
<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  
Daniel Butch, Luzerne County Planning and Zoning  
Susan Hazelton, PennDOT District 4-0 Design  
Ralph Sharp, Hazleton Public Transit  
Norm Gavlick, Luzerne County Transit Authority

Non-Members Present:

Frank Paczewski, State Transportation Commission  
Joe Zeller, City of Hazleton / Hazleton Public Transit  
Carmen Libassi, County of Lackawanna Transit System (COLTS)  
Mark Grochocki, Senator John Yudichak's Office  
Chris Chapman, Lackawanna County Regional Planning Commission  
Tanis Manseau, Luzerne County Planning  
Brian Flick, Lackawanna County Regional Planning Commission  
Christine Wooding, PennDOT Central Office Planning  
Julianne Lawson, PennDOT District 4-0 Planning  
Steve Fisher, PennDOT District 4-0 Planning  
John Frankosky, PennDOT District 4-0 Planning  
Anna Fuhr, PennDOT District 4-0 Administration