

LACKAWANNA-LUZERNE TRANSPORTATION STUDY
COORDINATING COMMITTEE MEETING
February 14, 2018

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 February 14, 2018 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, February 14, 2018 in Conference Room 233 of the Pennsylvania Department of Transportation District Office in Dunmore, Pennsylvania.

Mr. George Roberts, Chairman of the Coordinating Committee, called the meeting to order at 10:02 a.m. and asked for self-introductions. Mr. Roberts received a letter of proxy from Mr. James Arey stating that Mr. Dean Roberts will serve as his proxy; a letter of proxy from Mr. John Pocius stating that Mr. Eric Speicher will serve as his proxy; and a letter of proxy from Hazleton Mayor Jeffrey Cusat that Mr. Alan Wufsus will serve as his permanent proxy on the Coordinating Committee. (All permanent proxies are listed in the committee member list attached to these minutes.)

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

Mr. Roberts stated for the record that in accordance with the provisions of the Sunshine Law and Fixing America's Surface Transportation (FAST) Act, he submitted the required public meeting notice, which appeared in local papers.

ITEM #1 – OCTOBER 4, 2017 LLTS COMBINED TECHNICAL AND COORDINATING COMMITTEE MEETING MINUTES

Copies of the October 4, 2017 Lackawanna-Luzerne Transportation Study Combined Technical and Coordinating Committee meeting minutes were sent out to all committee members and are available on the LLTS website. It was noted that on page 6 the third to last paragraph should end with "...Kennedy Drive." The remainder of that sentence should be stricken from the minutes. Mr. Roberts asked for further additions, deletions or corrections. Hearing none, a motion to approve the October 4, 2017 Lackawanna-Luzerne Transportation Study Combined Technical and Coordinating Committee meeting minutes with the noted change was made by David Pedri, seconded by Butch Frati and carried.

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

Copies of the Transportation Improvement Program (TIP) Modifications were sent out to all committee members. Mr. Fisher highlighted some modifications and the amendment, which included:

Transportation Improvement Program (TIP) Modifications:

- Adding right-of-way phases to MPMS 8259 - Shady Lane Arch in Lackawanna and to MPMS 103653 - SR 4015 over Crooked Creek in Luzerne
- Decreasing construction phases on MPMS 91214 - SR 11 and SR 239 Paving in Luzerne and MPMS 93033 - SR 2036 over Mill Creek in Luzerne to low bid amounts
- Advancing the construction phase from FFY 18 to FFY 17 and converting funds to 100% state on MPMS 7838 - Harrison Avenue Bridge in Lackawanna County

Transportation Improvement Program (TIP) Modifications continued:

- Increasing construction phase to process work orders on MPMS 9165 - County Road #16 over Huntsville Creek in Luzerne
- Increasing final design phase in FFY 18 to process a supplement on MPMS 8868 - SR 3014 over Nescopeck Creek in Luzerne
- Adding the study phase in FFY 18 to process the agreement for a series of bridges on SR 309 over Toby Creek in Luzerne (MPMS 97942, 94743 and 56623)
- Adding the study phase FFY 17 to MPMS 97941 - SR 309 over SR 8039 Ramp in Luzerne
- Increasing preliminary engineering phase on MPMS 7924 - T-309 over Lehigh River to process a supplement
- Adding right-of-way phase for the negotiated claim settlement on MPMS 9223 - Coal Street Realignment in Luzerne
- Adding final design phase and construction phase in FFY 18 to MPMS 8239 - SR 307 over I-81 northbound in Lackawanna
- Adding preliminary engineering phase to FFY 18 on MPMS 110327 - SR 309 Signal Corridor in Luzerne
- Adding right-of-way phase in FFY 18 for MPMS 102011 - SR 315/2017 Intersection Improvement in Luzerne per claim estimate
- Increasing the construction phase on MPMS 89012 - SR 309 over SR 2004 and Railroad in Luzerne to the low bid amount
- Adding construction phase in FFY 18 per estimate on MPMS 110384 - SR 3020 Linden Street Emergency Bridge repairs in Lackawanna
- Increasing the final design to process a supplement on MPMS 9079 - SR 93 over Nescopeck Creek in Luzerne
- Adding right-of-way phase in FFY 18 for MPMS 95263 - Drinker Street Northbound Exit Signal in Lackawanna per claim estimate
- Adding right-of-way phase in FFY 18 for MPMS 67470 - SR 1038 over Obendorfers Creek in Luzerne per claim estimate

Mr. Pedri asked for clarification on the Coal Street modification since the project has been completed for some time. It was noted that this was to cover the claim with Inter Faith. This will finalize everything this project.

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

Transportation Improvement Program (TIP) Amendment

Mr. Fisher noted that the TIP Amendment is to increase the construction phase of MPMS 7838 - Harrison Avenue Bridge Project in 2018. The increase will be funded 80% federal and 20% state. There was a PMC approval on this project for an increase to cover various work orders. Mr. Roberts noted that PMC is PennDOT's Program Management Committee in Harrisburg making this approval. This increase needs to be approved by the MPO. Dean noted that the amendment threshold for projects on the TIP is \$3 million and the federal amount cost increase on this project is over that threshold. Mr. Roberts noted that the project had access issues and

retaining wall issues that needed to be constructed beyond what was designed and that is where the increases have been realized.

Mr. Pitoniak asked where the Scranton Expressway repairs and completion fall with the Harrison Avenue Bridge project. It was noted that two lanes of the expressway had to be removed for construction access and will be rebuilt after the remainder of the demolition is complete and access into the gorge is no longer needed. The expressway is on the TIP under the federal paving program to be completed next year. In the meantime, due to the cost increase on the bridge project, the District's Maintenance Forces will continue to patch and make interim repairs to minimize any further cost increases to the construction of the bridge project.

Mr. Roberts asked for questions or comments. Hearing none, a motion for the Coordinating Committee to approve the cost increase for the Harrison Avenue Bridge project TIP amendment was made by George Kelly, seconded by Dean Roberts and carried.

ITEM #3 – UPCOMING TIP PROJECTS

Mr. Chapman noted that there are 15 projects set to let dates in the first quarter of 2018 (seven projects in Lackawanna and eight projects in Luzerne). All the projects are resurfacing projects except one and the projects included:

Lackawanna

- SR 3015 Old Forge (Main Street, Moosic Road and Oak Street) - let March 15, 2018
- SR 3017 Old Forge (Bridge Street and Main Street) - let March 15, 2018
- SR 2008 Throop in Lackawanna (Marshwood Road and Sanderson Street)
- SR 8031 Wrong Way Ramp Upgrade on the North Scranton Expressway northbound at the Keyser Avenue Off Ramp - let March 29, 2018
- SR 3024 in Moosic (Main Street) - Let March 15, 2018
- SR 1019 (Wayne Street and Salem Avenue) in Carbondale and Jefferson Township - let March 15, 2018
- SR 3019 in Old Forge (Spring Street and Lonesome Road) - let March 15, 2018

Mr. Roberts added that several of the Lackawanna resurfacing projects are 100% state funded projects through the A-409 program. This funding is not part of the TIP funding process but comes from PennDOT's funding formula for paving that is provided statewide. Many of the roadway projects grouped together were not originally on the Decade of Investment listing and recently there has been some flexibility to move the funding to get these roadways paved. The Wrong Way Ramp project is a multiple location project. Initially the Department had done a Wrong Way Ramp project on all the ramps that were not signalized. This project addresses the signalized ramps. The reason for not doing the signalized ramps with non-signalized ramps was that much of the signing was included in signal upgrade projects. The District's Traffic Unit has been tasked to remove this signing from the ramp signal update project plans because this signing should not be under the signal project but under the Wrong Way Ramp project initiative.

Upcoming TIP Projects continued:

Luzerne

- Federal Aid Paving (SR 1009 Market Street, Mountain Boulevard, Wilkes-Barre Township Boulevard, Spring Street and Kidder Street) in Hanover, Wilkes-Barre and Plains Townships, the City of Wilkes-Barre, and Ashley and Kingston Boroughs - let March 1, 2018
- SR 415 Harvey's Lake (Memorial Highway and Lakeside Drive) - let March 15, 2018
- SR 1415 Harvey's Lake (Lakeside Drive) - let March 15, 2018
- SR 0011 (Salem Boulevard and South Main Street) - let March 15, 2018
- SR 0011 (East Front Street and Salem Boulevard) - let March 15, 2018
- SR 309 in Ashley Borough (Mountain Boulevard) - let March 1, 2018
- SR 3021 in Butler Township (Old Turnpike Road) Bridge Improvement - let March 29, 2018
- SR 115 in Bear Creek Township and Bear Creek Village Borough - let March 15, 2018

Mr. Roberts reiterated as with the Lackawanna resurfacing projects, several the Luzerne County resurfacing projects are funded with 100% state A-409 funding and are not funded through the TIP. Federally funded roads on the National Highway System (NHS) that the Department is striving to bring up to national standards are funded through the TIP.

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 #4 – SCRANTON AND WILKES-BARRE DOWNTOWN BICYCLE NETWORK STUDY

Mr. Ferry thanked Mr. Chapman and Mr. Butch for the work they had done to get two grants approved for the Scranton and Wilkes-Barre Downtown Bicycle Network Study (the Department for Community and Economic Development (DCED) - \$54,400.00 and the Department of Conservation and Natural Resources (DCNR) - \$75,000.00). It was noted that the MPO is waiting on official (written) notification from these agencies to start the RFQ/RFP process. The MPO wants to ensure that the grant requirements are included in the process. It was noted that originally the study was looking only at bicycle networks downtown, but with additional funding the study would also cover pedestrian traffic as well. And, moving forward the study will be expanded to cover the rest of the MPO area. Mr. Roberts noted that it was announced that PennDOT is updating the statewide bicycle plan. The last update was in 2007, the update will be an 18-month process and presented online through the PennDOT website (the Bicycle and Pedestrian Master Plan is at <http://www.penndot.gov/TravelInPA/RideaBike/Pages/Master-Plan.aspx>). The public is encouraged to participate through an online survey found at the project website. One question was if DCED or DCNR have DBE requirements connected to the funding. It was noted that the MPO will receive this information with the written approvals.

Mr. Kelly noted that the University of Scranton is looking at a walkability survey of downtown Scranton. The University has brought in speakers and has generated some funds for this survey which may be beneficial to coordinate with the bicycle network study.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business – MPO Freight Program Assessments.

ITEM #5 – MPO FREIGHT PROGRAM ASSESSMENTS

Mr. Smoker noted that since the passage of MAP-21 in 2012 the FHWA has been utilizing the Freight Program Assessments for a better understanding of the statewide and nationwide freight activities; this is the third round since 2012. This is for FHWA to get an understanding of how the MPOs are handling freight, some have stand-alone freight committees and what they are doing to incorporate freight movement into the planning process. It is a 24-question assessment to determine best practices as well as levels of funding and training still needed. This is done every other year between the Planning Organizations this year and the DOTs (PennDOT) next year, etc. The LLTS MPO Freight Program Assessment was completed earlier this year and Mr. Smoker thanked Lackawanna and Luzerne for their efforts and timeliness in completing the assessment. Mr. Pitoniak noted that the assessment process went very well.

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

ITEM #6 – TRANSIT CONSOLIDATION STUDY

Mr. Pitoniak noted that the Transit Consolidation Study was something originally completed through PennDOT about seven or eight years ago. The purpose of the study was to look at the two transit systems the counties operate and Hazleton Public Transit (HPT) to determine what economies of scale there might be in consolidation or merging. Looking at what has been done since the study; the Luzerne County Transit Authority (LCTA) and the County of Lackawanna Transit System (COLTS) have working on several issues including ridership joint passes. From this study LCTA, COLTS and HPT indicated interest in consolidation and began implementing changes. Questions on contracting and hourly wages remain, and the request for a consultant addendum was made at the last meeting through the office of PennDOT's Deputy Secretary for Multimodal Transportation Toby Fauver. Mr. Fiume noted that the transit authorities are waiting on the work order approval to move forward with the study and addendum. Mr. Roberts noted that the District will follow up on the status of the work order approval. Mr. Kelly noted that some of the information they are looking for the study to provide is a quantification of the savings that would benefit both counties with one organization. Mr. Fiume noted that since the original study COLTS and LCTA have been working on several updates which include the fare boxes in each county accepts both county bus passes and they are working on better connections for riders.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business – Transportation Alternative (TA) Set Aside Funding.

ITEM #7 – TRANSPORTATION ALTERNATIVE (TA) SET ASIDE FUNDING

Mr. Chapman noted that the MPO was approved for a \$1.4 million in funding for the current round of the Transportation Alternative (TA) Set Aside Funding program. The MPO could fund

three of 15 projects. The number one project is the Lackawanna River Heritage Trail - Marvine Section and the will be funded \$800,000; the next project submitted as a number one program priority the Pedestrian Bridge Connector Trail from 7th Avenue to Steamtown; the third project being funded is the Updated Bus Stop Signage for Safety and Wayfinding in Luzerne. The remaining allocation will partially fund Wilkes University Pedestrian Safety Improvements project. Mr. Roberts noted that each of the 15 projects was reviewed by the TAC and scored as listed below:

1. Lackawanna River Heritage Trail-Marvine Section	40.2857
2. Pedestrian Bridge Connector: Trail to Steamtown	36.5714
3. Updated Bus Stop Signage for Safety and Wayfinding	35.6250
4. Wilkes University Pedestrian Safety Improvements	33.0000
5. Keystone College Pedestrian and Trail Connections	32.6500
6. City of Pittston North Main St Streetscape Project	31.3750
7. Larksville Transportation Enhancement	30.5000
8. Main Street Dickson City Improvement Project	29.5000
9. White Haven Borough Main Street Connector Project	29.0000
10. Plains Township Health, Safety & Wellness Trail	28.2500
11. (Tie Score with 12) Archbald Borough Safe Sidewalks	27.3750
12. (Tie Score with 11) Sugar Notch Alternate Transportation Enhancements	27.3750
13. Newport Township Transportation	21.6250

There were no presentations for the Alter Street Streetscape Improvements or the Kingston Forty Fort Bike Path.

Mr. McGurl noted that there are a lot of good projects here. The ones with the greatest regional significance were chosen and the committee is looking forward to seeing the remaining projects updated and resubmitted for the next round of TA funding.

Mr. Roberts asked for further questions or comments. Hearing none, a motion for the Coordinating Committee to approve the funding of the three Transportation Alternative Projects with the partial funding allocation on the fourth project as chosen by the Transportation Advisory Committee (TAC) was made by George Roberts, seconded by Dean Roberts and carried.

ITEM #8 – SAFETY PERFORMANCE MEASURES

Mr. Pitoniak noted that the new transportation acts that have gone into effect over the last few years have required MPOs to come up with their own safety performance measures; projects and initiatives to improve traffic safety on the highway network and pedestrian network to eliminate serious injuries and deaths. MPOs can create their own criteria and methods for these measures, or adopt the state safety targets for the performance measures. The recommendation from the Technical Committee is that the MPO adopt the state performance measures. Mr. Roberts reiterated that each of the MPOs could look at the state measures and make the determination if they wanted to create their own or adopt the state performance measures. Mr. Pitoniak noted an anomaly with the data collection: there is a glitch in the measurement system and the target goals for the MPO are already below the performance measure’s target goal. Mr. Roberts noted

that prior to the updated safety measures; the Department looked at improving over a five-year average. Dean noted that on a statewide goal for the safety performance measures is a 2% reduction yearly in severe injuries and fatalities. Mr. Lynch noted that statewide the MPOs are trending to adopt the state safety targets for the performance measures. It was noted more performance measure are coming; safety was the first one. Mr. Smoker noted that the next measure will be bridge and pavement as well as travel time and reliability including freight and freight travel time. The state targets will need to be set by the end of May this year and will be offered to the MPOs for adoption or the MPOs can create their own targets as well for these measures.

Mr. Roberts asked for further questions or comments. Hearing none, a motion for the Coordinating Committee to adopt the statewide targets for the Safety Performance Measures as presented was made by Butch Frati, seconded by David Pedri and carried.

ITEM #9 – TRANSPORTATION ADVISORY COMMITTEE (TAC) MEMBERS

Mr. Ferry noted that the MPO has been reaching out to freight service providers, as well as, other special interest groups and transportation stakeholders for membership to the Transportation Advisory Committee (TAC). Mr. Pitoniak noted that the MPO has works to maintain the TAC with 20 to 25 members (at least 10 from each county) to include a diversified representation of transportation users. A councilman from Clarks Summit has shown interest in participating as a government representative and there are representatives from trail associations, AAA, and other partnering state agencies but, the TAC is lacking in representatives from the freight industry. When the committee was first started there were three freight representatives (one from railroad). There are still openings on the committee if anyone is interested, or knows someone please contact the MPO. Mr. Roberts reiterated that diversity on the TAC including the freight industry would be a benefit to the MPO.

It was noted that the committee was meeting on a quarterly basis, but as membership has waned, it has only been meeting when updates are being made (project scoring and ranking). LLTS is looking to get the TAC membership increased so it would be able to form subcommittees to be more involved in the planning processes. The TAC will again meet quarterly one to two weeks prior to the Technical Committee meetings.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business – 2018-2020 Unified Planning Work Program (UPWP).

ITEM #10 – 2018-2020 UNIFIED PLANNING WORK PROGRAM (UPWP)

Mr. Ferry noted that the counties did meet to discuss the 2018-2020 Unified Planning Work Program (UPWP). Mr. Pitoniak noted that the narrative for the UPWP is nearly complete and the budget portion of the UPWP will be completed within the next two weeks. It was noted that the committees do not vote on the draft submission of the UPWP. Once FHWA and PennDOT provide the MPO authorization to final the UPWP; the program will be put to vote. The deadline for the completion and approvals is June 30, 2018. It was noted the document should be ready to be voted on at the April meetings.

Mr. Roberts asked for questions or comments. Hearing none, the committee moved to the next order of business – the Draft 2019-2022 Transportation Improvement Program (TIP).

ITEM #11 – DRAFT 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Mr. Pitoniak noted that the MPO had a conference call meeting with Central Office and District Office personnel. Projects were reviewed on the current TIP and many were carried over to the new TIP there were very few new projects to be added because of funding constraints. The 2019-2022 TIP is with the District Office for submission. Mr. Roberts noted that the District has reviewed the TIP to ensure it is in line with the Transportation Investment Plan to make sure we spend the right amount of funding on bridges on each of the three networks (not counting the interstate) as well appropriate funding for roadway surfaces. It was noted that the 2019-2022 TIP is on schedule for timely approvals. Dean noted that a couple of transit TIPs are still needed for review and approvals. It was noted that Central Office should have all the information for approvals in time to be voted on at the April meetings for public review. In addition, this will give the MPO ample time for the public comment period and final vote to adopt the final 2019-2022 TIP at the July meetings.

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

ITEM #12 – OTHER BUSINESS

T-795 Old Route 115 in Lehman Township, Luzerne County

Mr. Ryan Doughton with the Lehman Township Engineers office reviewed the condition of the T-795 Old Route 115. It was noted that the engineer's estimate for repairs is approximately \$750,000.00. The roadway is 2 ½ miles long within the township which connects into Hillside Road (a county road) and is a major connector between SR 118 and SR 309 with an estimated traffic count of 7,000 vehicles a day. The roadway needs extensive base repairs, drainage improvements, and wearing course overlay. Unfortunately, the cost for these repairs is over half of the township's annual budget. The township has been making incremental improvement over the years, spending \$150,00.00 to reconstruct about a mile of the roadway ten years ago.

Mr. Roberts noted that the roadway is termed Old 115 because Route 115 crossed the valley and tied into Route 118 before SR 309 and SR 415 were built; this is when the Department built these they vacated or abandoned Old 115 in 1952. It was noted that the roadway continues to be shortcut for many motorists. The roadway is Township Road 795 (T-795) it is a federal aid road and is eligible for federal funding. The township has submitted a request to the MPO to consider funding the roadway repairs. It was noted the next step would be to fill out the Linking Planning and NEPA form for the committee to review. It was noted that Lackawanna and Luzerne County each receive \$800,000.00 per year to split for county roadways and local municipality roadways for consideration. That funding is utilized on the local roadways with a 20% local match.

Ms. Hazelton noted that once the proper forms are filled out and submitted for approvals the MPO would look at other project priorities and determine where T-795 would fall on the TIP. It was noted that the project estimate does not include inspection and generally inspection costs are an additional 15% of the construction costs. This additional funding would also need to be included in the local 20% match funds.

Mr. Pedri noted that this is a worthy project especially since the roadway is utilized daily by college students from the Penn State Campus and the roadway also has the Lake Lehman Junior Senior High School on it. Mr. Pedri noted that he hopes this is something the Luzerne County Planning Commission will have ready to bring to MPO for vote in April.

Mr. Ferry noted that part of the roadway has cement overlay; Mr. Doughton added that the roadway has not been cored but the estimate does include the portions where the concrete is exposed and will need to be replaced.

Permits Meetings

Mr. Pitoniak noted that the county planners have been meeting with District Permits personnel over the past few months. H.O.P. applications the Department gets and the subdivision land development plans that the counties receive are reviewed. Mr. Pitoniak noted that the coordination between the agencies has been very good and the information sharing has informed the District of upcoming new projects as well as the counties of project planned that they have not been informed of either. The counties would like to expand the meetings which are scheduled for the prior the LLTS meetings, noting the need for more time to cover all issues.

Main Avenue, Dickson City, Lackawanna County

Mr. Pitoniak noted that Main Avenue through Dickson City is a county road being repaved in phases from Blakely to Scranton. The county has been working with the Department for a number of years on this roadway. People are asking why the paving has slowed down since a portion is paved and a portion has been left untreated. It was noted that paving has been delayed around the intersections of Boulevard and Main, and Dundaff and Main because the planning commission is looking at updating these intersections. Improvements would include left turn lanes and signal upgrades with advance turn arrows. Last winter the lot at Boulevard and Main became available and the county is looking to realign the intersection and Dickson City has requested a signal at Eagle Lane which would require widening. Lackawanna is working with the Department but some issues include funding for the additional signal and signal upgrades. Lackawanna is working with Dickson City and PennDOT to have the infrastructure updated so when more funding becomes available the signals can be installed and upgraded with minimal reworking since the roadway will be set for these upgrades when it has been realigned and resurfaced.

Local Bridge Bundling Program

Ms. Hazelton noted that in Act 89 authorization was provided for local bridges to be part of the Bundling Program. Currently, the District is working with the City of Scranton, for example, has four bridges on the program and these bridge projects will be packaged into one agreement. The state would take over ownership of the city bridges, hire the consultant, design the project and once complete will hand ownership back to the city. Act 89 also allows the local funding to be up to 100% state funding. This funding is not additional discretionary funding it would come from the local MPO in supporting that allocation of funding. The bundling program itself is a cost savings and time savings for the municipality.

The proposal is whether or not the MPO wants to further support the local program by providing the additional funding (local match 5% or 20% match) or leave it as funded without providing the local match. It was noted that a drawback in providing the local match would take away from other local projects. It was also noted that an item in the Governor's proposed budget that would provide funding to pick up the local match on bridge projects in the bundling program instead of seeking the MPO funding. Mr. Roberts noted that the motor license fund is doing better than originally estimated over the last couple of years. The Department of Revenue re-projected what the Department of Transportation would be getting \$300 million more over the next five years. That \$60 million per year is why they can do some of the different programs. Lower cost road improvements such as RAP resurfacing are also part the savings being realized.

Mr. Pitoniak noted that one of the bridges in this package for the City of Scranton is the Main Avenue Bridge over Leggett's Creek a 120-year old stone arch that is a critical bridge in the city. Currently, the Scranton Bridges are under agreement for 80/20 funding split and are not being funded through the MPO. The bridges are W. Lackawanna, Elm, Parker Street and the Main Avenue Bridge for approximately \$8 million making the local match (5%) approximately \$400,000.

Vehicle Registration Fee

Dean noted that Lackawanna and Luzerne Counties were not part of the \$5 Vehicle Registration Fee program which is also a part of Act 89. Funds would go directly to the counties twice a year and the funds must be used on their bridge and highway improvements. Currently, the Secretary of Transportation is using discretionary funding to match the county fee collections dollar for dollar up to \$2 million. Mr. Kelly note that Lackawanna County tabled the fee because of push back. Mr. Pedri noted that Luzerne County also tabled the fee because of public push back. It was noted that as motorists have the option for a 2-year registration the credit is still only \$5.00 per registration. Mr. Baranski noted that other funding aside from the registration fee can be leveraged to build to the match the dollar for dollar up to the \$2 million threshold, for example applying general funds to local bridge improvements would also generate towards the funding match appropriation.

Mr. Pedri and Mr. Kelly asked to coordinate a meeting to include PennDOT, Luzerne County Council and the Lackawanna County Commissioners to review the Vehicle Registration Fee program to provide this information for better decision making on the program. Mr. Smoker

suggested that the counties reach out to their counterparts in other counties that were successful in implementing the fee for information on how they handled push back or bolstered the program in their areas. Center County took a year to go out to the public and show what needs were on the infrastructure and what could not be done without the vehicle registration fee. Mr. McGurl noted that the Jefferson Avenue Bridge in Lackawanna County would be a good example to support the need for the vehicle registration fee. The bridge has a metal box spring with concrete patching installed by DPW about 20 years ago and the bridge is down to one lane. There are many citizens concerned with these issues that the commissioners can work with for support of the program.

Chase Road, Luzerne County

Mr. Ferry asked when Chase Road would be let. It was noted that PennDOT was meeting with the Luzerne County engineers to discuss the design criteria and plan preparation, which will probably put the let date out another year.

MPO Website

Mr. Pitoniak noted that if anyone was having difficulties with the MPO Website it was hacked. The service provider told the MPO that it was more of a nuisance hack than a virus and it was taken care of.

Meeting Schedule

The next Technical Committee meeting is scheduled for April 4, 2018 at 10:00 a.m.
The next Coordinating Committee meeting is scheduled for April 18, 2018 at 10:00 a.m.

Adjournment

Mr. Roberts asked for questions or comments. Hearing none, a motion to adjourn the LLTS Coordinating Committee meeting was made by David Pedri, seconded by George Kelly and the meeting adjourned at 11:08 a.m.

LACKAWANNA-LUZERNE TRANSPORTATION
STUDY MEETING - COORDINATING COMMITTEE
February 14, 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	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 - (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>*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 Technical Committee Members Present:

Steve Pitoniak, Lackawanna County Regional Planning Commission, Tech. Comm. Chair
Susan Hazelton, P.E., PennDOT District 4-0 Design
Dean Roberts, PennDOT Central Office Planning
Tanis Manseau, Luzerne County Planning and Zoning
Attilio “Butch” Frati, City of Wilkes-Barre, Permanent Proxy for Mayor Anthony George
Alan Baranski, Northeast Pennsylvania Alliance (NEPA), Permanent Proxy for Jeff Box
Eric J. Speicher, City of Scranton, proxy for John Pocius, LaBella Associates, Permanent Proxy
for Scranton Mayor William Courtright
Jim Ferry, Luzerne County Planning Commission
Daniel Butch, Luzerne County Planning Commission

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

Aaron Whitney, Greater Scranton Chamber of Commerce
Stephanie Milewski, North Pocono Trails Association
Bernie McGurl, Lackawanna River Corridor Association

Non-Members Present:

Keith Lynch, Director of Program Development FHWA, Pennsylvania Division
Doug Ide, Lehman Township Supervisors, Road Master
Ryan Doughton, Lehman Township Engineer
Ann Slack, Lackawanna County Regional Planning Commission
Chris Chapman, Lackawanna County Regional Planning Commission
John Petrini, Lackawanna County Regional Planning Commission
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