

LACKAWANNA-LUZERNE TRANSPORTATION STUDY
TECHNICAL COMMITTEE MEETING
April 4, 2018

Members of the Lackawanna-Luzerne Transportation Study Committees:

Attached is a copy of the minutes of the Lackawanna-Luzerne Transportation Study Technical Committee meeting, held on April 4, 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) Technical Committee was held on Wednesday, April 4, 2018, in Conference Room 233 of the Pennsylvania Department of Transportation District Office in Dunmore, Pennsylvania.

Mr. Steve Pitoniak, Chairman of the Technical Committee, called the meeting to order at 10:03 a.m. and asked for self-introductions.

Mr. Pitoniak 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 – JANUARY 3, 2018 LLTS TECHNICAL COMMITTEE MEETING MINUTES

Copies of the January 3, 2018 Lackawanna-Luzerne Transportation Study Technical Committee meeting minutes were sent out to all committee members and are available on the LLTS website. It was noted that on page 8 under the Transportation Alternatives item it should be clarified that stand-alone sidewalk projects are eligible for this type of funding, but were not considered for the program by the TAC because stand-alone sidewalk projects were considered as municipal initiatives for ranking. Mr. Pitoniak asked for further additions, deletions or corrections. Hearing none, a motion to approve the January 3, 2018 Lackawanna-Luzerne Transportation Study Technical Committee meeting minutes with the noted change was made by John Pocius, seconded by Susan Hazelton and carried.

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

Mr. Pitoniak noted that the LLTS Committee meeting format is being updated and changes include pre-meetings two weeks prior to the Technical Committee meetings. Attendees will include PennDOT and the County Planning Commissions. The meetings are to get more delineation and explanations in the agenda that are provided for the meetings. One of the items that will be covered in the pre-meetings are the TIP modifications. The TIP modifications do not require action by the LLTS Committees. Rather than viewing each line item, Mr. Fisher will review the highlights of the actions and detail why they are needed.

Mr. Fisher noted that there have been several discussions regarding reading the reports and putting them in an easier format to read. Mr. Fisher noted that the Department is working with Central Office to make these reports easier to read. Mr. Fisher made a presentation regarding TIP Modifications and how the report shows not only what has changed but also where changes are made to maintain the fiscal constraint requirements. Mr. Fisher reviewed three examples of modifications for project funding adjustments and actions to maintain a fiscal constraint balance of zero, which was illustrated in a presentation and included:

- Advancing Preliminary Engineering (PE) phase from FFY 2020 to FFY 2018 and increase to \$350,000. For MPMS 8312 SR 307 over Green Run in Lackawanna County, the advance was to begin design ahead of schedule. The report showed where the adjustment was taken to maintain the fiscal constraint balance of zero.

- Increasing the Construction (CON) in FFY 2018 for MPMS 8239 and MPMS 110384 to the PS&E (Plan Specification & Estimate) in FFY 2018. Funds coming from a cash flow of MPMS 106618 and MPMS 105115 and the reserve line item - again, showing where the fiscal constraint balance is maintained at zero.
- A corrective action to the TIP - to reduce the local reserve line items to fund a Luzerne County Local Project (MPMS 8605 - Chase Road) - Those funds are returned to the regional reserve line items to pay for other projects and/or phases. Again, showing where the fiscal constraint balance is maintained at zero.

Mr. Pitoniak noted that the purpose of the modifications is to give the Department the flexibility to move funding without going back to the committee for approvals while maintaining fiscal constraints and making time sensitive adjustments. It was noted that major modifications (greater than \$3 million dollars) are considered amendments and would require a vote. One of the best ways to see the adjustments is to review the TIPs from meeting to meeting.

It was noted that MPMS is a project identifier and stands for Multimodal Project Management System.

Mr. Pitoniak asked for questions or comments. Hearing none, the committee moved to the next order of business – Upcoming TIP Projects.

ITEM #3 – UPCOMING TIP PROJECTS

Mr. Butch noted that the upcoming projects are projects being let April through June in 2018, the projects included:

Lackawanna

- SR 11 (Joseph M. McDade Expressway) Retaining Wall Repair - let date May 24, 2018
- Cable Median Barrier Installation on I-380 and I-81 - Safety Improvement - let date May 10, 2018
- SR 3020 (Linden Street) Emergency Bridge Repairs - let date April 26, 2018
- SR 307 (Moosic Street) over I-81 - Bridge Rehab - let date April 26, 2018
- SR 3022 (Central Scranton Expressway) Resurfacing - let date April 26, 2018

Luzerne

- SR 4024 over Huntington Creek (Talcott Hill Road) Bridge Rehab - let May 24, 2018
- SR 4016 over Shickshinny Creek (Hunlock-Harveyville Road) Bridge Replacement - let May 24, 2018
- SR 309 over SR 1013 (Union Street) - Bridge Preservation projects on SR 309 (North Cross Valley Expressway) over SR 1013 and over Evans Street - let date June 7, 2018
- SR115 (Bear Creek Boulevard) Retaining Wall Repair - let date May 24, 2018

Mr. Pitoniak noted that as with the TIP modifications the committee working to improve the information provided on the upcoming projects presentations as well, showing the modification needed on the SR 307 project listed, in both modifications and upcoming projects.

Mr. Pitoniak 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. Butch noted that the Department for Community and Economic Development (DCED) awarded the MPO \$54,400.00 for the Scranton and Wilkes-Barre Downtown Bicycle Network Study. It was also noted that the Department of Conservation and Natural Resources (DCNR) has also awarded MPO \$75,000.00 for the Scranton and Wilkes-Barre Downtown Bicycle Network Study. The MPO has received the official contracts and will begin the Request for Proposal (RFP) process to submit back to DCNR for review (DCNR has a three-week window for review). The goal is to have the study completed by the end of the year and have proposed designation of routes for bicycles and items such as bike racks and repair stations.

Mr. Pitoniak noted that since being awarded the grants, the MPO has already received interest notifications from three consulting firms. If the study goes well and both downtown networks are completed, the next step would be to go through another round of grant requests and expand the study to both county lines and include the entire MPO.

Originally, the MPO was looking to use the study as a springboard to include any new projects on the current TIP update. The study being completed by the end of the year, projects will be added to the Long-Range Plan for next TYP and TIP updates. Mr. Williams asked if this study would connect the two downtowns. It was noted that the MPO will be looking at the downtown connection in the next phase of the study that will include the entire MPO region. Currently, the study will cover connecting Nau Aug Park to the trail system on the westside of the City of Scranton, as well as connecting Marywood College to north downtown. In the City of Wilkes-Barre, the study will look at tying the D&L Trail to Riverside Park which connects to the Levee Trail and south to connect the Warrior Run Trail.

It was noted that for the study, a steering committee will be needed. The MPO is looking to the TAC for members of the steering committee as well members outside the committee to ensure proper representation on the committee to meet funding requirements.

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

ITEM #5 – TRANSIT CONSOLIDATION STUDY

Mr. Gavlick noted the Transit Consolidation Task Force started last year with the intent to utilize a cost saving analysis study funded by PennDOT. PennDOT will not be funding the study and had asked the Transit Authorities to complete the study internally and independently.

Mr. Fiume, County of Lackawanna Transit System (COLTS), Mr. Gavlick, Luzerne County Transit Authority (LCTA) along with their finance directors, met and did an exercise to find realistic potential savings on a full consolidation model. The previous study in 2010 and the current discussions mainly revolve around the savings in administration and management. It was

noted that the operational considerations (busses, mechanics, drivers, and dispatchers) would not change regardless of consolidation. The transit authorities did look at three other areas for cost savings through consolidation: Fixed Ride Operations, Shared Ride Operations, and Administrative/Management Operations. It was noted that the Shared Ride Operation's savings were not part of the county match funding for transit and would only be realized by the transit authorities. Only savings through the Fixed Ride Operation and Administration / Management Operations would be realized by the counties in the match funds.

LCTA and COLTS looked at each division and drew up what it would look like if they were consolidated. Items of consideration on the administrative / management operations was that even though one office would be created, the size of the organization being managed would be doubled. The reductions in positions would not be clean cut, because the support staff would still be required as well as salary adjustments. A shared ride consolidation could result in significant cost savings, and it was reiterated that this savings would not affect the counties' match funding. Areas where the number of employees could be reduced in a consolidation would be the call center and the administration. Here, the workforce could be cut in half. Staffing reductions could not be made in the Operations and Fixed Ride arenas since these needs would remain the same or expand.

The first year in savings, an estimate of \$200,000 could be realized that would be available in offsetting the county match funds. Not filling a vacant position is not considered a savings. Since the salary is not being spent, it cannot be saved or provided as an amount for saving. A major concern is that salary savings would only be reflected as a one-year (first year) savings instead of being carried over the five-year period of the study projections. The question remains if new savings need to be found every year to continue matching fund relief for the counties, or does that first-year savings carry through each of the following four years.

It was noted that items like fuel, which are bought through a consortium, are already below market price so it would not be a viable cost savings source to review. Looking at health care and insurances, LCTA is self-insured and COLTS has a state program for workers' compensation. All facets of transit need to be reviewed and considered for consolidation and cost savings. From the 2010 transit consolidation study, it was noted that the cost of consolidation would be approximately \$675,000 which may again negatively affect the counties' match fund balances.

ATU is the union in both LCTA and COLTS for drivers and mechanics. The contracts and benefits are very close. Looking at combining the local unions into one union; the transit agencies could be required to adopt the higher cost for benefits and salaries of the two unions. That increased cost would be nominal for the transit agencies. The initial reaction from LCTA's local union was that the Unions International is not prone to combine local unions. Another possibility would be maintaining the two separate local unions and work under one entity.

Mr. Kelly asked if Hazelton Public Transit (HPT) consolidation was considered and included for cost saving possibilities. It was noted that the HPT is not a separate transit authority. It is a city department and all their services are contracted out. Mr. Sharp from Hazelton Public Transit (HPT) noted that although HPT is not part of the current consolidation review, the three agencies

can still work together on shared improvements matching hardware updates. Mr. Gavlick noted that there is a PennDOT IT project for statewide updates in the transit arena so all processes are covered by the same hardware systems, GPS, smart card payment system, and camera systems. LCTA, COLTS, and HPT have tried to be in the group of initial agencies on this project at one time. PennDOT has indicated that the northeast will be in the first grouping out of the 32 agencies across the state that will be receiving the updates through this project.

Mr. Pitoniak noted that LCTA and COLTS have been, and will continue working on initiatives that came out of the 2010 study. The transit agencies are not starting from scratch. This is an ongoing effort to bring better operations for the taxpayers in both counties. Mr. Pitoniak thanked Mr. Gavlick and Mr. Fiume for the work they put forward. Mr. Gavlick noted that part of that progress is that LCTA is adding night service. COLTS has night service, and is looking to expand that service next year, which can be another area of consolidation the agencies can consider.

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

ITEM #6 – EQUITABLE TRANSIT PLANNING COUNCIL

Mr. Pitoniak noted that the Equitable Transit Planning Council was created originally through a partnership of the Scranton Area Community Foundation and the Federal Reserve Bank of Philadelphia. It was formed to address transportation inequities between Scranton and Wilkes-Barre. Originally there was about 10 groups involved and now there are about 80 groups. It is a consortium of people that use the transit systems, people who are a part of the transit network agencies. In October 2017, a workshop was held with over 200 attendees and from that workshop a transit model was built. One of the concerns found with transportation equity is night services for ridership for second and third shift workers. Another concern is missed medical appointments. Recently, Geisinger Health System has begun working on the latter and has two pilot projects, one in the Danville area and one in the Scranton / Wilkes-Barre area to transport their clients to and from appointments. This is a public / private partnership that has come out of the Equitable Transit Planning Council. The Council meets about every two or three months. The group chairperson and director will be making a presentation for funding through a national funding organization. This has been worked on concurrently with the transit consolidation effort. COLTS and LCTA have been part of these efforts.

Mr. Ferry noted that some of the council partners were the chambers of commerce for Scranton and Wilkes-Barre along with COLTS and LCTA. The concern is that the City of Hazleton is being excluded from the council. There has been no resistance from the council to reaching out to the Hazleton Chamber and Transit Authority, which would be a positive resource for the industrial park employees to benefit through equitable transit.

Mr. Gavlick noted that one of the pilot projects from the Equitable Transit Planning Council is a partnership with Geisinger Health Care. Geisinger is working with Rabbit Transit out of York to ensure patients make their appointments. It was noted that Geisinger patients were missing approximately 100,000 appointments per year, mostly because they needed transportation. The

Rabbit Transit is a type of ride broker for Geisinger. Geisinger set up funding through the Scranton Foundation. Rabbit Transit will be managing the program and working with COLTS and LCTA to handle transporting patients to appointments or from the ER. It was noted that Rabbit Transit has a system in place that requires a general information form to be filled out. Geisinger connects the client with Rabbit Transit, who in turn determines the client services eligibility from the information collected. If the client is not eligible for the program, Geisinger will fund the trip. Geisinger is running this pilot with two of its facilities (within a 50-mile radius in Danville and within a 25-mile radius in Scranton). The process starts with Geisinger and goes to Rabbit Transit, who then contacts the share ride provider (COLTS or LCTA), who then schedules and dispatches the ride for that client. Again, this comes from the Equitable Transit Planning Council in which Geisinger, COLTS, and LCTA participate. The pilot program will be starting Monday, April 9, 2018 in Lackawanna County. There are not many private employers currently represented on this council, and one of the areas of potential growth in the use of public transit is with employees. That is where the push is to get the industrial parks and private employers involved in use of public transit.

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

ITEM #7 – PENNDOT CONNECTS UPDATE

Mr. Fisher gave a brief update on the status PennDOT Connects in the regions. It was noted that the Lackawanna County regional meetings for the 2017 TYP updates are nearly complete (meaning this round as the program is a cyclical program and will continue to be ongoing). There were five regional meetings for municipalities to attend, and Mr. Fisher has been available for individual municipal meetings. Luzerne County is two-thirds of the way through the first wave of the 2017 TYP. In addition to the regional meetings being held, Central Office has offered module trainings for municipalities and they will continue to be offered to ensure all municipalities have been reached and are able to participate. Soon the 2019 TYP updates will begin. Projects not necessarily hit on the 2017 program will be hit on the 2019 program. Moving forward, it has been determined that 409 maintenance operation projects will be limited. If the municipality does have a 409-maintenance project, they will meet on it, but the scope of work on these types of projects does not fit into the PennDOT Connects initiatives. Currently, there are twenty new projects to be introduced (9 in Lackawanna County and 11 in Luzerne County). The first wave of PennDOT Connects has been significant in the LLTS region. Mr. Pitoniak noted that the training held here at the District Office had approximately 70 attendees. The system registration was overwhelmed indicating the venue was sold out. Mr. Ferry noted that next time a large space would be needed, places like the EMA building could be available free of charge. Mr. Pitoniak noted that workshops for the municipalities may require room for over 100 people and the MPO is looking at other venues to hold these meetings. It was also noted that PennDOT Engineering District 4-0 Office is set for renovations and the MPO will have to find another place to hold the LLTS committee meetings in the near future.

Mr. Pitoniak asked for questions or comments. Hearing none, the committee moved to the next order of business – Interstate Steering Committee Presentation.

ITEM #8 – INTERSTATE STEERING COMMITTEE PRESENTATION

Ms. Hazelton noted that back in 2005 a statewide interstate program was formed. Prior to that time all interstate funding was funded from each individual RPO and MPO. Ms. Hazelton is on the Interstate Steering Committee and gave a presentation on the Interstate Steering Committee and the funding requirements to maintain the interstate statewide and regionally. The committee is comprised of PennDOT personnel from across the state, two District Executives, three Assistant District Executives (one from Design, one from Maintenance and one from Construction) and representatives from the Bureau of Project Delivery (BOPD), the Bureau of Maintenance Operations (BOMO), and the Planning Management Center of Central Office.

The committee evaluates the interstate as a statewide system. The goal is not to look at projects ending at district or county boundaries but to collaborate with adjoining districts as projects are going out the door. Monthly PMC (Program Management Committee) meetings are held so the Secretary and Deputy Secretaries meet to review and approve projects submitted for the interstate program.

Statewide there are 2,747 miles of interstate with 2,191 bridges. The interstates are 6% of the total state-owned miles and holds about 24% of the traffic volumes across the state. The combined average age of the interstate highways is about 36 years. The combined average age of the interstate bridges is about 44 years. The oldest sections of the interstate were formed in 1956. Pennsylvania's interstate system is the fourth largest in the country. Lackawanna and Luzerne Counties hold 237 miles of interstate roadways which is approximately 8% of the total statewide. The region also holds 195 bridges which is approximately 9% of the total statewide. The LLTS region has the largest amount of interstate miles in the state. The average age of the interstate highways in the region is 33 years and the average age of the region's interstate bridges is 45 years. The oldest interstate in the LLTS is I-81 in Lackawanna County near the mall. It is over 55 years old. IRI (Interstate Roughness Index) pavement conditions - the rideability of a roadway by simulating a vehicle's response to the roadway stresses from a passenger's viewpoint. Statewide the average IRI is 77 which is good, and the median IRI is 70 which is excellent. The lower number in this measure is better. In LLTS the average IRI is 91 which is good and the median IRI is 86 which is good. The worst and best locations have been identified. The OPI (Overall Pavement Index) is a more comprehensive measure of rideability which includes roughness and paving distress on a scale of zero to 100 with 100 being perfect condition. In LLTS the average OPI is 90 which is good and the median OPI is 90 which is also good. Looking at the age of the interstate charted with the years the sections were constructed starting in 1956. Roadways listed prior to the interstate construction date are roadways that were already built and became part of the interstate. In 1960 Lackawanna and Luzerne Counties had 75 miles of interstate constructed. In 2010 the chart showed where the region has 73 segment miles of interstate reconstructed. Along with the statewide boom in 1990, the region had 177 segment miles reconstructed.

Pennsylvania has 25,000 state-owned bridges (third largest in the nation). Interstate bridges make 8.8% of that total. The interstate bridges as well as all bridges are inspected and given a NBI (Nation Bridge Index) rating. The NBI rating scale is from 1 to 10. A zero rating on a

bridge inspection report would indicate a closed bridge, and the lower ratings (1 through 4) require bridge posting. It was noted that interstate bridges do not get posted. The state strives to ensure that the interstate bridges are maintained or its components are maintained in order have a rating of 5 or better.

The presentation included a chart showing the percentages of the levels of bridge ratings across the region, noting that the state has 559 bridges one step away from rating 4. LLTS makes up for 35% of the state owned structurally deficient (SD) bridge count. Bridges are measured for structural deficiency on the deck area as well as for a structure's support components. LLTS has approximately 15% of the statewide SD deck area. The interstate bridge construction follows the same timeline as the interstate roadways with the 1960 boom in construction and the subsequent reconstructions.

The presentation included information denoting the AADT (Average Annual Daily Traffic) for each of the interstates. In the region, the AADT for I-81 is 76000. The high volume of traffic shows the purpose of entities like Focus 81. Managing the Interstate Program has been ongoing since the first 5-year program in 1959. Statewide, each District has developed priority lists of projects including: preservation, replacement, rehabilitation, or reconstruction type projects. In May/June of last year, all the interstates were driven and assessed. Each District presented their priorities, challenges, best practices, capacity needs, and safety needs to Central Office.

Ms. Hazelton reviewed several issues across the interstates noting some of the needs statewide. For example, a map of the Bellefonte area plan to make a better connection between I-80 and I-99; this project was stopped in 1999 and the District (D-2) has been unable to get the project started again. This project is not a high priority. It is a capacity adding project and capacity adding projects are not funded on the Interstate Program. District 4 has the I-84 Twin Bridges that are currently under design and they are programmed. They are structurally deficient and it is a \$110 million project. Ms. Hazelton noted other structures statewide that are in need of funding like pavement failures in District 1 where a recently paved section of the interstate is failing and repairs will be precast slab placement, I-95 in District 6 with utilizes \$200 million per year to maintain this project on the interstate program; and District 8 has \$187 million project to reconstruct I-83; District 9 has slab failures on I-99; District 10 a structure on I79 with deck failures and patching needs; District 11 has Commercial Street Bridge that has been funded and received multiple grant applications over the years for preservation; and in District 12 has non-standard interstate ramps (stop signs).

Some interstates have no money on the TIP. Some SD bridges are unfunded. Critical preservation is not funded or critical preservation is not lasting because reconstruction is what is needed in that area. Capacity and freight issues are unfunded and rest areas are unfunded. The statewide interstate priority meetings (that take under consideration the Districts' priorities) show that the statewide needs are \$13.8 billion. Approximately \$7.3 billion of that is funded. The funding on the program is \$5.5 billion which comes to about \$415 million per year and most of that allocation is being used by I-95 as previously stated.

Priority needs address most of the needs, but not all needs because capacity adding needs are not being funded through the program. Asset management funding needs cyclically are

approximately \$1.1 billion per year. This does not include calculations for capacity expansion or year-end expenditure. Most of the region project spending would be on interstate reconstruction. The presentation included interstate priority needs by corridor and it was noted that shortfalls in the region are \$1.3 billion on the I-81 corridor alone. The reconstruction projects (in total) in the LLTS region have a shortfall of \$1.5 billion.

The next steps for the Interstate Steering Committee is to update and finalize the draft Interstate Management (IM) TIP. These steps have been taken. It was noted that the LLTS region fared well in attaining funding for its interstate asset priorities. Projects include I-81 from the blacktop section to the Luzerne County line. Bidding for resurfacing will be later this year. This is the same section that will be designed for full reconstruction of six miles each way. It is currently estimated at \$377 million. Additional funding was received for the I-81 northbound concrete section in Luzerne County - diamond grinding to be bid early next year. Ongoing in design is the I-81 interchange area (Scranton/Dunmore). There are pavement failures that will get slab replacements in the interim for the permanent repairs.

The Interstate Steering Committee will continue to meet and review the statewide needs and priorities. The committee will be rewriting interstate guidelines policy. Currently, they are looking at funding options for the shortfalls. The options include: P3 options, toll options, bond funding, and best practices across the state.

Mr. Pitoniak noted that from the presentation more funding is needed. Lackawanna County is looking at the \$5 registration fee for local bridge funding. Funding needs at the local level are just as bad as they are at the state level. The public doesn't realize the needs because they do not get to see the issues as presented here. Mr. Wufsus asked if the additional funding need was a result of green cars, and if PennDOT is looking for other sources since funds are not being generated consistently through the gas tax. Ms. Hazelton noted that the states are waiting to see where the federal funding will go, and reiterated that they are looking at statewide options to make up the funding shortfall (P3, tolling, or bonding). Preservation of interstate traffic miles is only as good as the underlying pavement. When you have a 60-year old underlying pavement, you can put a mill fill treatment on top of it, but that will deteriorate rapidly. Also, preservation projects are being completed on the aging bridges in the interim of permanent repairs. LLTS has received \$735 million on the new program but there are still needs and a lack of funding on the interstate. Across the state, in the interstate presentations, almost all other planning regions support the interstate program with additional funding. The District is looking at bidding a contract at the end of year; a joint contract to remove approach slabs, improving the joints on the structure, and improving approach slabs of the structure. The District is seeking assistance from LLTS to fund that contract. The need is there to preserve these structures and these structures do not have funding available in the current years. The interstate program provided funding on I-81 and I-80 to work on 15 structures that originally were unreachable prior to the 2019 TIP, but now design can begin on these structures.

Mr. Pitoniak referred to the alternative funding options, and noted that PennDOT is considering a pilot project with the counties or authorities of large municipal governments to look at mileage tolling. For every mile you drive you pay a certain amount of money rather than the fuel tax.

This is due to the better fuel economy of cars and the hybrid cars using less gasoline to fuel a vehicle.

Mr. Pitoniak asked for further questions or comments. Hearing none, a motion for the Technical Committee to recommend to the Coordinating Committee provide additional interstate funding from the LLTS TIP for current needs on the interstate was made by James Ferry, seconded by Butch Frati and carried.

ITEM #9 – TRANSPORTATION ADVISORY COMMITTEE (TAC) MEMBERS

Mr. Pitoniak noted that at the last meeting the request was for bolstering the membership to the Transportation Advisory Committee (TAC). There have been a couple inquiries from both Lackawanna and Luzerne Counties, but there is still room, and the LLTS is soliciting to fill the opening. Mr. Ferry noted that an alternative may be to have the TAC move into and become a part of the Tech Committee which may bring more stakeholders to the table and keep members more engaged. Mr. Pitoniak noted that the MPO's memorandums of understanding and organizational agreements date back to the late 60's. Federal Highways has asked the MPO to update the bylaws which still have the Department of Housing and Community Development as a member. That federal agency disappeared 30 years ago. Mr. Pitoniak, Mr. Ferry, Central Office, and District Office personnel have been looking at updating the bylaws. It was noted that there is no federal mandate for an advisory committee, a tech committee, and a coordinating committee. Some MPOs have just a coordinating committee. Currently, the MPO is looking to revise its organizational structure and combining the TAC and Tech into one committee. In doing so, this would increase the membership and subcommittees would be formed including, freight, trails, etc. Mr. Pitoniak asked that both committees keep the update needs in mind to help with an organizational chart that would be beneficial as the MPO moves forward. The MPO is looking to have an outline or updated committee changes for the committees to review at the October meeting.

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

ITEM #10 – OTHER BUSINESS

2017 Annual Obligation Report

Mr. Pitoniak noted that Mr. Chapman distributed an update to the Annual Obligation Report for 2017 originally sent out a few months ago. This version contains the transit authorities as requested by Federal Highways and PennDOT. This will continue yearly to include transit and it may one day expand to include aviation and rails.

Multi-Modal Long-Term Efforts

Mr. Williams noted that there continues to be a need for multi-modal long-term planning effort to help understand and lower congestion and improve on the safety needs for I-81 and other areas. Mr. Williams noted these needs should be added to the TYP when the opportunities to do

so arise. Focus 81 and the larger 81 organization need to think about integrating transportation modes as well as widening. Mr. Williams asked for a list of acronym definitions for the public for future presentations. This would be helpful for the public to better understand what is being presented.

K-Routes

Mr. Pocius noted that recently PennDOT's Municipal Services Supervisor met with Scranton's City Planner and the Acting City Administrator to discuss K-Route funding. Along with the DPW Director, they put together list of roads to request funding. The list was emailed to Mr. Chapman, copies are available for the committee members, and copies will be brought to the Coordinating Committee. Mr. Pocius asked that any funding availability that could be utilized or funding through upcoming K-Route programs be applied to this list of roadways. Mr. Pitoniak noted that the list will be included in the packet for the next committee meetings in July. K-Routes in such disrepair like Boulevard Avenue will be completed under the city's paving program. The level of deterioration on Boulevard Avenue needs to be addressed this season which may not be true of funding opportunities and construction timing. Mr. Pitoniak noted that K-Routes are locally owned roads that are on the federal aid system and qualify for federal funding. LLTS and NEPA are in the process of looking at and reevaluating their functional classification maps. Normally this is done after every census, but the MPO has not done this since 1990. Some of the roads not on the federal aid system may be added and some roads on the federal aid system may be removed.

Lackawanna County is looking at the local roads and the worst segments. Since these are local roads, traffic counts are not available so the county is looking at getting traffic counts on the high priority areas first. Luzerne County is also reviewing and prioritizing its network. Mr. Pitoniak noted that they hope to complete the reviews and prioritization by the end of the year.

Mr. Pocius noted that any help from the MPO to have the K-Routes addressed within the city would be appreciated.

Meeting Schedule

The next committee meeting is a combined Technical and Coordinating Committee meeting scheduled for July 18, 2018 at 10:00 a.m.

Adjournment

Mr. Pitoniak asked for questions or comments. Hearing none, a motion to adjourn the LLTS Technical Committee meeting was made by John Pocius, seconded by Susan Hazelton and the meeting adjourned at 11:35 a.m.

Lackawanna-Luzerne Transportation Study Technical Committee Meeting Attendance

April 4, 2018

Voting 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
Norm Gavlick, Luzerne County Transit Authority (LCTA)
Attilio “Butch” Frati, City of Wilkes-Barre, Permanent Proxy for Mayor Anthony George
Alan Baranski, Northeast Pennsylvania Alliance (NEPA), Permanent Proxy for Jeff Box
John Pocius, LaBella Associates, Permanent Proxy for Scranton Mayor William Courtright
Gary Cavill, Greeman Pedersen, Lackawanna County Engineer
Daniel Butch, Luzerne County Planning and Zoning
Jim Ferry, Luzerne County Planning Commission
Doug Hein, County of Lackawanna Transit System (COLTS)
Ralph Sharp, Hazelton Public Transit (HPT), Permanent Proxy for Mayor Jeffrey Cusat

Non-Voting Members Present

Larry West, Regional Director, Senator John Blake’s Office

Non-Members Present:

Steph Milewski, North Pocono Trails Association, TAC
George Kelly, Lackawanna County Department of Planning and Economic Development
Alan F. Wufsus, City of Hazleton
Rick Williams, Kingston Township
John Petrini, Lackawanna County Regional Planning Commission
Eric Daniels, PennDOT District 4-0 CET
Julianne Lawson, P.E. PennDOT District 4-0 Design
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