

LACKAWANNA-LUZERNE TRANSPORTATION STUDY
TECHNICAL COMMITTEE MEETING

October 10, 2018

Member 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 October 10, 2018 at 10:00 A.M. in the Barry J. Centini Conference Room at the Wilkes Barre/Scranton Airport, Avoca, Pennsylvania.

Please check for errors or omissions.

Thank you.

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Lackawanna-Luzerne Transportation Study

Technical Committee Meeting
October 10, 2018 Technical Committee Meeting Summary and Minutes
10:00 a.m.

Meeting Location
The Barry J. Centini Conference Room
Wilkes Barre/Scranton Airport
Avoca, Pennsylvania

<u>ATTENDEES</u>	<u>ORGANIZATION</u>	<u>ATTENDEES</u>	<u>ORGANIZATION</u>
Steve Pitoniak*	Chairman, Lackawanna Co. Regional Planning Commission	Jim Brady, P.E.	STV
Gerry Babinski*	PennDOT District 4-0	Chris Chapman	Lackawanna Co. Dept. of Planning & Economic Development
Susan E. Hazelton*	PennDOT District 4-0	John Petrini	Luzerne Co. Planning Commission
Dean Roberts*	PennDOT Central Office	Larry West	Senator John Blake's Office
Carl Beardsley*	Wilkes Barre/Scranton Airport Director	Marie Bishop	PennDOT District 4-0
Gary Cavill, P.E.*	Greenman-Pedersen Inc. Lackawanna County	Steve Fisher	PennDOT District 4-0
Butch Frati*	Permanent Proxy for Mayor of Wilkes Barre	Julianne Lawson	PennDOT District 4-0
Norm Gavlick*	Luzerne Co. Transit Rep	John Frankosky	PennDOT District 4-0
Stephen Mykulyn, P.E.*	Lackawanna Co.-Wilkes Barre/Scranton Airport Aviation Rep	Emma Pugh	PennDOT District 4-0
David Osborne, P.E.*	Proxy for Permanent Proxy John Pocius for Mayor of Scranton	Sandy Sherotski	PennDOT District 4-0
Dave Skoronski*	Luzerne Co. Planning Commission		

*Voting Members

A meeting of the Lackawanna-Luzerne Transportation Study (LLTS) Technical Committee was held on Wednesday, October 10, 2018 in the Barry J. Centini Conference Room at the Wilkes Barre/Scranton Airport in Avoca, Pennsylvania.

Mr. Pitoniak called the meeting to order at 10:05 a.m. He informed the group that PennDOT's District 4-0 office is under construction, therefore it is no longer handicap accessible which necessitated moving the meeting to a building that is handicap accessible and accessible to a transit line in order for the LLTS to meet the ADA requirements.

Mr. Steve Pitoniak, Chairman of the Technical Committee asked for self-introductions. He stated for the record that he did advertise that this meeting as well as the Coordinating Committee meeting which will be held on October 17, 2018 at 10:00 a.m. was moved from the PennDOT District 4-0 office to the airport's Barry J. Centini conference room in accordance with the provisions of the Sunshine Law and Fixing America's Surface Transportation (FAST) Act, that Mr. Steve Pitoniak submitted the required public meeting notice, which appeared in local papers. Mr. Pitoniak received a letter of Proxy from Mr. John Pocius stating that Mr. David Osborne, P.E. will serve as his proxy for this meeting. (All permanent proxies are listed in the committee member list located above. He also noted that if any of the participants parked in the parking garage/lot they could go to the administrative office and have their parking ticket validated.

MEETING MINUTES:

ITEM #1 – APPROVAL OF THE JULY 18, 2018 COMBINED TECHNICAL AND COORDINATING COMMITTEE MEETING MINUTES

Mr. Pitoniak noted that copies of the July 18, 2018 Combined Technical Committee and Coordinating Committee minutes were distributed by email by Chris Chapman. He asked if there were any corrections, additions, or deletions to the minutes. Hearing none, a motion to approve the July 18, 2018 Combined Technical Committee and Coordinating Committee meeting minutes was made by Mr. Cavill and seconded by Mr. Babinski and the motion carried.

ITEM #2 – 2017-2020 TIP MODIFICATIONS

Mr. Steve Fisher noted that the 2017 TIP expired at the end of September therefore we are now operating under the 2019 TIP update. He distributed a packet of information and noted that the actions in the packet were sent out prior to the meeting via email. Mr. Fisher reviewed the following highlights:

1. A Right of Way phase per claim estimate was added to the following:
 - MPMS 8434 SR 3034 over Nescopeck Creek.
 - MPMS 97105 SR 2013 over Pond Creek.
 - MPMS 7924 T-309 over Lehigh River.
 - MPMS 79534 SR 3019 over Hazle Creek.
2. A preliminary engineering phase is to begin on MPMS 102562 Federal aid paving SR 309.
3. The construction phase was increased and converted from 100% federal to 100% state on MPMS 106623 district interstate bridge joints.
4. An advanced construction phase is to bid early on MPMS 93006 SR 309 Nescopeck Creek.
5. Transit Flex on the following:
 - MPMS 111835 1 CNG Transit Bus.
 - MPMS 111837 1 CNG Transit Bus.
 - MPMS 111476 Updated bus stop signage.
6. Additional FLAP funds for region on:
 - MPMS 111472 Lackawanna River Heritage Trail.

Mr. Fisher opened the topic up to any questions or concerns. Mr. Pitoniak noted that modifications don't require action by the committee but there is one amendment Mrs. Hazelton will put before the committee which will require action. Mrs. Hazelton noted that the amendment hasn't been prepared yet since work is still being done on the final estimates. She reported that the I-81

corridor between the Central Scranton Expressway and the Luzerne County line will begin the design for reconstruction which will take approximately 10 years to complete. She advised that Maintenance is doing a lot of repairs on that roadway however the road needs to be resurfaced and we need to hold our bridges together until we get through reconstruction design. The interstate program will fund pavement and the surfaces of the bridges but we also need some substructure work on nine of the structures in that corridor, for this PennDOT will be asking for funding from the local LLTS program in the amount of \$3-\$3.5 million to complete the substructure work on those nine bridges. PennDOT will get the additional information together including a description and a request for an email vote within the next month. Mr. Stephen Mykulyn made a motion to recommend forwarding the amendment to the Coordinating Committee which was seconded by Mr. Norm Gavlick and carried.

Mr. Dean Roberts noted that he added the Hazelton Public Transit Facility onto the 2019 Tip Program so they could partake in the Compressed Natural Gas P3 project. He believes it is all state funds totaling several million dollars. He will obtain more details for the Coordinating Committee Meeting being held October 17, 2018.

ITEM #3 – PERFORMANCE MEASURES PM2 AND PM3 TARGET SETTING

Under the new transportation bill, all the MPO's across the state have to adopt performance measures for pavement and bridges and for trade movement and congestion. This is a requirement under the Federal Highway Act and the MPO's have the options of coming up with their own performance targets or adopting targets that were prepared by the state. Mr. Chris Chapman gave an overview presentation on the topic as follows:

- Defines a set of 21 transportation performance measures.
- PM 1 was completed earlier this year and covered safety performance measures. The committee voted to adopt the targets prepared by the state.
- We are now onto PM 2 (Pavement and Bridges) and PM 3 (Freight Movement, Traffic Congestion and Mobile Source Emissions).

Mr. Chapman continued with an explanation of each performance measure:

- PM 2 establishes measures for State Departments of Transportation (State DOT) to use to carry out the National Highway Performance Program (NHPP) and to assess performance and the condition of the following:
 - Pavements on the National Highway System (NHS) excluding the Interstate System.
 - Bridges carrying the NHS; which includes on-and off-ramps connected to the NHS.
 - Pavements of the Interstate System.
 - Conditions are good, fair and poor.
- PM 3 establishes measures to assess the following:
 - Freight movement on the Interstate System.
 - Traffic congestion.
 - Congestion Mitigation and Air Quality (CMAQ) Program.

There are six measures in PM 2 aimed at the National Highway System. They are the percentage of pavements that are in Good or Poor condition based on Interstate or Non-Interstate and the percentage of NHS bridges that are in Good or Poor condition. PennDOT established their target on May 20, 2018. The LLTS MPO needs to establish targets by November 16, 2018.

Mr. Chapman went on to give additional information on the PM 3. He noted that the target setting frequency for PM 3 is every 4 years with adjustments optional at midpoint. We are presently in the January 2018 to December 2021 performance period. The National Highway System's performance reporting is every 2 years. The area aggregation for the targets are by state, by urbanized area and by state and MPO. He noted that SOV (single occupancy vehicles) is not applicable to our MPO yet. It is presently applicable to Pittsburgh and Philadelphia but will move statewide in the future. There are four measures in PM 3 that are aimed at the NHS – the percent of person miles travelled on the interstate and non-interstate that are reliable; the interstate system truck travel time reliability index; and the annual hours of peak hour excessive delay. In addition, there are two measures aimed at traffic congestion and on road mobile source emissions – the percent of non-SOV travel and on road mobile source emissions for CMAQ. Once again, PennDOT established their targets for PM3 on May 20, 2018 and the MPO will need to establish their targets by November 16, 2018.

Mr. Chapman ended the presentation by noting that our MPO would have to decide on adopting the State's performance measure targets or establishing their own quantifiable performance targets. Mr. Dean Roberts noted that all the MPO's across the state including Philadelphia and Pittsburgh have been adopting the State's performance measure targets since it is a lot of data crunching to establish our own and the numbers may be the same or close to the state targets. Mr. Dean Roberts made a motion to recommend adopting the State's performance measure targets to the Coordinating Committee which was seconded by Mr. Butch Frati and carried.

ITEM #4 – FALL PROJECT COMMENCEMENT

Mr. Chapman gave a review presentation on ten upcoming TIP projects which are expected to let between October and December of this year. There are three projects in Lackawanna County and seven in Luzerne County. The review information is as follows:

1. ECMS# 67205 - Bridge replacement on State Route 2001 (Maplewood Road) over Outlet Kizer Pond in Jefferson Township, Lackawanna County. Let date: 10/18/2018.
2. ECMS# 8259 - Bridge rehabilitation on State Route 307 (Morgan Highway) at Shady Lane Road over Outlet of Summit Lake in South Abington Township, Lackawanna County. Let date: 12/6/2018.
3. ECMS# 97105 - Bridge rehabilitation on State Route 2013 (River Road) over Pond Creek in Thornhurst Township, Lackawanna County. Let date: 12/6/18.
4. ECMS# 89913 - Bridge replacement on State Route 4025 (Gravel Road) over Roaring Brook in Hunlock Township, Luzerne County. Let date: 11/1/2018.
5. ECMS# 9087 - Bridge rehabilitation on State Route 2010 (Main Street) over State Route 29 (South Cross Valley Expressway) in Hanover Township and Sugar Notch Borough, Luzerne County. Design Build delivery. Let date: 12/6/2018.
6. ECMS# 93006 - Bridge replacement on State Route 309 (Hunter Highway) over Nescopeck Creek, in Butler Township, Luzerne County. Design Build delivery. Let date: originally 12/6/18, has since moved to 7/11/19.
7. ECMS# 102562 – Federal Aid Paving on State Route 309 (Memorial Highway), in various Municipalities, Luzerne County (Kingston Twp., Courtdale Boro, Dallas Boro, Dallas Twp., Luzerne Borough) . Let date: 12/6/2018.
8. ECMS# 67470 – Bridge rehabilitation on State Route 1038 (Obendorfer Road) over Obendorfers Creek in Exeter Township, Luzerne County. Let date: 12/6/18.

9. ECMS# 101387 – Bridge rehabilitation on State Route 4015 (Bethel Hill Road) over Kitchen Creek in Fairmont Township, Luzerne County. Let date: 12/6/2018.
10. ECMS# 84374 – Bridge rehabilitation on State Route 309 (North Cross Valley Expressway) over Laurel Run Creek in Plains Township, Luzerne County. Let date: 12/13/18.

Mr. Gavlick asked when the construction would start for ECMS# 9087 Main St. in Luzerne Co. Mrs. Hazelton advised that the project will be bidding this December. It is a design build delivery project and the construction time period has not been determined. She noted that there are some utility complications that still need to be worked out. She advised the project will be phased with signals therefore there should be no impact on traffic. Mr. Pitoniak asked if there were any questions or concerns. Mr. Petrini pointed out that the Talcott Hill bridge which is approximately one mile up the road from the Kitchen Creek on Bethel Road project had a let date in May which was placed on hold. They started clearing for the project and then stopped. He noted that the Talcott Hill Bridge is another major bridge. He wanted to know if both bridge projects would be occurring at the same time or if the project was a resurface project. Ms. Lawson confirmed that the Talcott Hill Bridge Project (ECMS 93043) let in May and is in construction status and the project will include a detour.

ITEM #5 – MPO STAFFING UPDATE

Mr. Pitoniak noted that over the course of the last several months there have been some major changes: Mr. Dave Skoronski is interim Director Planning and Zoning for Luzerne County. He has been attending most of our meetings and has had a lot of interaction with Lackawanna County to get up to speed. Mr. John Petrini who was a Transportation Planner with Lackawanna County transferred to Luzerne County. Mr. Petrini noted that two invoices have been sent to Mr. Dean Roberts and another one will be sent next week. Mr. Petrini reported that he is close to the 4th quarter of 2017 with the invoicing process. Mr. Pitoniak noted that Luzerne County is in the process of hiring another person and a full-time director. He also advised that the Lackawanna County will be advertising for a new transportation planner. He would like to have up to 6 people doing transportation planning between the two counties since understaffing was a certification review finding from Federal Highway 5 years ago. He noted that the committee received kudos at the last certification review for having six transportation planners, hence the goal for the next certification period is six.

ITEM #6 – SCRANTON AND WILKES BARRE BICYCLE PEDESTRIAN NETWORK PLAN

Mr. Pitoniak noted that the committee met with the consultants that were chosen for the scoring matrix approximately three weeks ago. There were eight proposals submitted however two were thrown out because they did not meet the requirements of the process. The remaining six were taken through the scoring matrix with 16 members of the committee scoring the applicants; three were chosen to go on to the presentation phase. The steering committee chose Barry Isett & Associates Inc. as the consultant group. The committee met with Barry Isett & Associates Inc. to discuss the contract. Mr. Pitoniak advised that he anticipates the contract will be in place by the end of the week. Once in place the contract will go to the approval process which starts with the Luzerne County Solicitor then goes to the Lackawanna County Solicitor for final adoption by the Lackawanna County Commissioners by mid-December. Mr. Pitoniak noted that the project is set to begin in January but Isett advised they could work around the weather component. Therefore, it is anticipated that the project will have started by the time the committees meet again in January.

Mr. Chapman added that there was no bad choice between the three presenters. All three proposals were very good, and Barry Isett came out on top by a very slim margin. Mr. Pitoniak noted that pieces of the other presentations where technology was being integrated were worked into the contract negotiations with Barry Isett which made it a total win. He also noted that 15 of the 16 committee members were present for the presentations which demonstrates the strong interest in this project. It is anticipated that a bike project will be added in the next round of TIP funding under existing highway projects or rolled into the process as a standalone project.

ITEM #7 – TRANSIT CONSOLIDATION STUDY

Mr. Gavlick noted that there is not a lot of new information since the Combined Technical Committee and Coordinating Committee meeting held on July 18, 2018. He advised that he and Mr. Fiume have submitted their analysis report to the task force however there has been no movement from the task force with regards to a date for the next meeting therefore everything is on hold. He noted that they completed their cost savings analysis; however, the numbers are nowhere near what was hoped therefore they will have to wait to see how it goes. Mr. Pitoniak added that some of the delay may be with the change in Deputy Director at PennDOT. Mr. Dean Roberts will try to get update.

ITEM #8 – EQUITABLE TRANSIT PLANNING COUNCIL

Mr. Pitoniak noted that at the meeting two months ago the Equitable Transit Planning Council announced that their name will change to NEPA Moves. Along with the new name is a new logo. He advised that NEPA Moves is moving along with many of their projects including the ridership project that is being spearheaded by Geisinger Hospital and their foundation. He also noted that information is being submitted and distributed to the new group and a meeting is scheduled for Friday, where further updates will be given.

ITEM #9 – PENNDOT CONNECTS UPDATE

Mr. Steve Fisher reported that PennDOT Connects training was held in Harrisburg in September and was attended by PennDOT Staff, MPO's and RPO's. He noted that moving forward with the PennDOT Connects' initiative, there will be regional training for municipalities. The meeting will be an information sharing meeting to determine what has come out of the PennDOT Connects initiative and will be scheduled before the spring. Mr. Pitoniak noted that the way PennDOT structured PennDOT Connects, Central Office continues to work on the Planning 360 with NEPA as the lead and Lackawanna-Luzerne Co. MPO and Northern Tier as part of District 4. Central Office would like to schedule two meetings in the district before Thanksgiving, however all the MPO's and RPO's are concerned about the timing due to the holidays. He pointed out that trying to get word out to the municipalities and working within their meeting schedules will make it difficult to have the meetings completed within the six-week timeframe, but the logistics are being worked out and hopefully it will get done. Mr. Dean Roberts noted that Central Office has backed off of having the meetings completed by Thanksgiving. Once the two initial meetings have been conducted, the goal is to have additional meetings throughout the district to lessen the travel burden on those located far away. Mr. Pitoniak noted that the PennDOT Connects 360 process is going to be very good for the entire transportation planning process since the input will begin at the project's inception and will help project delivery.

ITEM #10 – FUNCTIONAL CLASS UPDATE

Mr. Chapman noted that he is approximately 70% complete with the functional class update, however, he still has 40 traffic counts to lay down with the help of Mr. Petrini before the end of the year. He is gathering the last of the raw data, mapping it out, and deciding what needs to be added in and what needs to come off. He noted the only way to accomplish this is to get the numbers of the roads that don't have current counts on them. He also reported that he is finishing up Scranton which is the hardest part for Lackawanna County. Mr. Petrini noted that since starting with Luzerne County Planning Commission he is approximately 80% complete with the functional class review. He has about 60 traffic counts to lay down and once he gets invoicing squared away he will be get the road counts himself. Mr. Pitoniak noted that the general rule is to complete the update within two to three years of the updated census. He also noted that the MPO is working toward that goal and hopefully will be completed in June just in time for the 2020 census. In the review process, it was noted that a lot of roads have gone down in traffic flow and will be downgraded in functional class. It was also noted that many roads have gone up in traffic flow because of changes in industrial development and commercial development and will be upgraded in functional class. He advised that the updated functional class will be reflected in how we process the funding through the TIP.

ITEM #11 – SCRANTON AND HOBOKEN RAIL RESUMPTION

Mr. Pitoniak reported that the committee is working with GPI to come up with the next phase of the work program for the Scranton Hoboken rail resumption. He noted that the first phase was to look at the two viaducts – Paulinskill viaduct in New Jersey and the Delaware viaduct between Pennsylvania and New Jersey. Over the years previous studies have come back with figures of \$500 million to \$750 million to restore the rail line and \$300 million to \$400 million to rehabilitate the two viaducts. The numbers received for Phase 1 in the most recent study came back with a 20% contingency fee that both viaducts could be rehabilitated for under \$70 million. The next phase is to update the Slateford Junction Yard to be able to handle passenger service. The bridge at Slateford Road will have to be replaced since it cuts off the rail line. The proposed station site at the Delaware Water Gap Visitor's Center would require a connection therefore we will want to have some engineering and some analysis done in conjunction with the updates that PennDOT will be making on Interstate 80 so that whatever is planned for that bridge will not be an impediment to restoring the service. The committee is working with the Senator's and Representative's offices for both Monroe and Lackawanna counties for LSA grants to continue funding. The initial funding for this project has come from Appalachian Regional Commission funding, PennDOT funding, both Lackawanna and Monroe counties, and some other ancillary resources including the \$10,000 that we have been carrying as a line item in our UPWP on the TIP for about 20 years. With the studies we have done and the proposed studies that we want to do, we will require additional funding. The committee is looking at LC funds to supplement the funding that has already been done. Mr. Pitoniak reported that the hold up at the Andover station in New Jersey has been resolved and the station side of Andover will be built. This is an additional 8 miles constructed as part of the cutoff. He advised that there is about seventeen miles of new track needed to get service back in operation from Hoboken to Scranton. There is a committee meeting tomorrow to discuss some of the recommendations from GPI.

ITEM #12 – TRAFFIC SIGNAL/INTERSECTION DISCUSSION

Mr. Pitoniak reported that the MPO has received requests for traffic signal updates from the City of Scranton and Jefferson Township. The MPO is working with them to file Arley grants or Green

Light Go grants and providing information on other programs available. Mr. Pitoniak reminded the committee that PennDOT does not own traffic signals except for one in Elk Co. therefore, traffic lights are a municipal responsibility and when signal updates are requested for timing changes, etc., they need to go through the PennDOT Signals office. Jefferson Township is requesting a left turn lane be installed at the intersection of Route 348 and Route 247 due to increased traffic congestion from exiting interstate traffic. The City of Scranton is requesting new signals however an inventory of the signals completed by Mr. Chapman the Functional Class update a few years ago found that many of the existing signals should be eliminated since they no longer serve a purpose. The City could use the money saved by eliminating the unnecessary signals towards the placement of new signals where required. Mr. Dean Roberts reported that the LLTS MPO received three projects for the most recent round of Green Light Go funding (one in Carbondale, one in Hazleton and one in West Pittston). Mr. Dean Roberts will check on Mr. Chapman's request regarding the status of the Green Light Go program since it occurs around now. He noted that they just opened another round of multi-modal funding.

Item #13 – FALL PLANNING PARTNERS

Mr. Dean Roberts reported that the Fall Planning Partners meeting is scheduled at the Atherton in State College, October 22 through October 24, 2018. Mr. Pitoniak noted that York County, Lancaster County and Lackawanna-Luzerne Counties have taken the lead this year and have developed a very innovative program. There will be one or two lecture type programs however the majority of the program will be round-table discussions where each table will be given a problem and the people sitting at that table will have to develop a solution to the problem which will be presented back to the group later. There will be some panel discussions with different disciplines - Federal, State, MPO people that will be on the same panel to discuss items.

Item #14 CONGESTION MANAGEMENT AIR QUALITY

Mr. Dean Roberts communicated that due to a motion from Matt Smoker and before the most recent court case, when the financial guidance for the 2019 program was being developed, any area that reached attainment in terms of air quality, would have the CMAQ funds removed beginning in 2021 and 2022 and all the planning partners agreed. He noted that we collectively missed it when we were programming the Union St. at 309 Park and Ride and the 247 Jessup Park & Ride projects for CMAQ funds for 2021 and 2022. He suggested that the projects be taken off the TIP and placed in long range programs because they are major projects and will not have to undergo another air quality analysis for eight years. By then the CMAQ funds may come back however he cautioned that there are no promises. Mr. Fisher noted that we are operating on the 2019 TIP with the construction portion removed, however the 247/Jessup expansion project for PE was kept on the program for year 2019 and the the PE portion of the Union St. project for 2020 was also retained. Mr. Pitoniak noted that we are trying to keep the projects on the program because they are a benefit for our air quality analysis and we don't want them to drop off and have to go through the process of getting them back. He noted that PennDOT is appealing the court ruling so there are a lot of parts in motion. The Jessup and Union St. park and rides are major projects. The Jessup site has been studied for the last 5-6 years; inventoried 3-4 times a year; and is now at 125% capacity because people are parking in the bus lanes and the shoulders of the park & ride as well as a little league field on the other side of the highway. The Lackawanna and Luzerne Co. projects are needed and there would be a negative effect if they were taken off the program since they are air quality benefits to us.

ITEM #15 FEDERAL CERTIFICATION REVIEW FINDINGS UPDATE

Mr. Dean Roberts informed the group that the STIP binding letter dated September 25, 2018 will be uploaded to the website by Mr. Chapman. In giving a brief synopsis of the letter he explained that when a new program is approved a letter will be sent stating what is being done well, what needs improvement, or what needs to be corrected. Submitting a list of yearly obligations for both highway and transit is a corrective action outlined in the letter which our MPO is currently meeting. Other items discussed in the letter were putting together a transit, PennDOT, MPO Planning Partner District work group to be proactive; tailor making our UPWP; starting the long-range planning update 30 months before it is due because of all the performance measures to meet in planning; and updating the by-laws, membership charts and organizations charts since many of them date back to the sixties and seventies. Mr. Pitoniak noted that he and the then current Director of Planning and Zoning for Luzerne Co. were going to start working on updating the by-laws, membership charts and organizations charts however with the changes in the Luzerne Co. Planning Commission it was decided to hold off until a new director is in place. He also noted that there are other issues to be addressed such as Hazleton not having a seat on the committee due to their seat being through Luzerne Co.; the makeup of the committees themselves, e.g. retaining a separate tech and coordinating committee meeting vs. a combined committee with sub-committees; and the updating of the long-range transportation plan along with the regional comprehensive plan. Mr. Pitoniak noted that when the whole planning process was completed 10 years ago, the long-range transportation plan, the regional comprehensive plan and the hazard mitigation plan for both counties were completed at the same time. He stated that if, as in the past, the three plans, as a bi-county effort, could be updated at the same time it would save a lot of time and effort because much of the information that goes into the comprehensive plan feeds the transportation plan and vice versa. Unfortunately, the hazard mitigation plan is not due for a year or so but will be completed before the regional comprehensive plan, so it will be able to feed into those planning processes. Lastly, our PennDOT Connects program was commended.

ITEM #16 2019 MPO MEETINGS

Mr. Pitoniak noted that the PennDOT district office is under construction and cannot be used as a meeting location since it doesn't meet the ADA compliance requirements at this time. Preliminary dates for 2019 have been determined however no locations have been finalized. He was hopeful that the committee would be able to use this facility again. He indicated that after a discussion with Mr. Chapman it was determined that there is no rule that states that the committee must meet at the district office therefore the committee could meet in the middle of the two counties. He noted that there has never been a meeting in Hazleton or the Back Mountain. He encouraged the committee to come up with possible venue locations that are free, ADA compliant and on a transit line. He cautioned that the upcoming winter weather will be a factor on a location choice and indicated that if a committee member suggested an alternate location, a venue location must also accompany the location suggestion. Mr. Frati offered the council chambers at City Hall in Wilke Barre as a possible venue location. The Coordinating Committee will finalize the 2019 dates at their meeting next Wednesday, October 17, 2018, in this conference room at the airport.

ITEM #17 OTHER BUSINESS

Mr. Gavlik offered an update on some of the projects that are being done. He noted that the Luzerne Co. Transit Authority, in conjunction with Mericle, is working on submitting a grant application for the PennDOT DCED that just opened. The grant will be used to install an outdoor

bus transfer station with covered shelters on Route 315 near the entrance of the Center Point Industrial Park as well as three bus shelters inside the industrial park. He reported that they have been working with Mericle for a year or more on the planning and a preliminary design for the project. Mericle will be providing all the funds to match the grant from PennDOT as well as the land where the transfer station will be located. Construction on the project is anticipated to begin in late spring/early summer as long as everything continues to move along. He reported that the LCTA has been working with COLTS to improve their bus routes between Lackawanna and Luzerne Counties and the Center Point area. He also will be meeting with FedEx to discuss forming a partnership by which FedEx would contract with the LCTA to run the LCTA share vehicles or use their own vehicles to shuttle their people from the transfer station to their three facilities. He also noted that some companies in the industrial park will be using temp staffing services to run their own vehicles over to the transit center. He reported that the LCTA is working on a similar project in conjunction with the Nanticoke Nantego Project to place a mini transfer station with an indoor lobby in downtown Nanticoke to connect Hazleton, Glen Lyon, and the west side of Plymouth by changing the bus routes to run through the transfer station so the riders will not have to travel back to Wilkes Barre. He also noted that he had a meeting with the interested parties to discuss proposing a Hazleton express bus route to connect the Hanover Industrial Park with the LCCC campus and downtown Hazleton and Humboldt Industrial Park. He proposed 3 runs a day, 5 days a week beginning at 7:30 a.m. with the last run at 4:30 p.m. at a cost of \$300,000 for the year. This project will require assistance to get it running and to get the passenger count up to 17 in order to meet PennDOT requirements to sustain it. He reported the next meeting for this project will be held the first week November to follow up with interested parties to determine if they have enough interest in the project to contribute financially to get the project started. Their contribution will also give them a stake in the success of the project. Mr. Gavlik reported that the city of Hazleton will be working with Can-Do and the Humboldt Park Association to determine if their bus connections into and out of Humboldt in the morning will be able to match up with the LCTA bus coming in and out of the industrial park. Can-Do would like to do something at Humboldt Industrial Park similar to what we are doing with Mericle at Center Point. He will be attending a meeting next week with Can-Do and the Humboldt Park Association to discuss the details of what is being built at Center Point. He noted that the LCTA continues to work with both public and private partnerships to improve transit access all around Luzerne County especially in the southern portion where there are a lot of gaps.

Mr. Pitoniak congratulated the LCTA on its expanded service to 1 A.M. which runs 5 nights a week. Mr. Gavlik reported that the ridership numbers are very promising when compared to the daytime route it replaced. He reported that they were more than halfway there and anticipate going over them.

ITEM #18 CLOSING

Mr. Pitoniak announced that the LLTS Coordinating Committee meeting will be held next Wednesday, October 17, 2018 at 10:00 A.M. in the Barry J. Centini Conference Room at the airport.

Mr. Pitoniak thanked everyone for attending and entertained a motion from Mr. Frati to adjourn the LLTS Technical Committee meeting which was seconded by Mr. Skoronski and the motion carried. Meeting adjourned at 11:20 A.M.