

# **Lackawanna- Luzerne Transportation Study**

*Unified Planning Work Program*

## **STATE FISCAL YEARS 2016-2018**

**(July 1, 2016 through June 30, 2017)**

**(July 1, 2017 through June 30, 2018)**

Lackawanna County Regional  
Planning Commission  
Gateway Center  
135 Jefferson Avenue  
Scranton, Pa 18503

Luzerne County  
Planning Commission  
Penn Place, Suite 208  
20 N. Pennsylvania Avenue  
Wilkes-Barre, Pa. 18701



## **FY 2016-2018 PROSPECTUS**

### **LACKAWANNA/LUZERNE METROPOLITAN PLANNING ORGANIZATION (MPO)**

#### **I. INTRODUCTION**

- A. The Unified Planning Work Program (UPWP) describes the transportation-related work activities that the Planning Commissions and Transit Authorities, with the aid of planning consultants if necessary, will perform in the next two state fiscal years for the 2-county area. Each Planning Commission prepares its own budget tables based on a split of the funding allotted to the MPO, except in instances when either of the counties does a special project that requires more funding. The Planning Commissions discuss the items that will be included in the narrative section. The Lackawanna County Regional Planning Commission prepares the narrative section of the combined work program.
- B. The area covered by the MPO encompasses all of Lackawanna and Luzerne Counties. These boundaries have been extended to small areas of the following counties due to enlargement of the urbanized area that resulted from the 2010 census: Carbon, Schuylkill, Wyoming, Wayne, and Susquehanna. As a result of the 2010 census, the urbanized area in the Bloomsburg-Berwick area in Columbia County has reached the 50,000 mark, and extends into southwestern Luzerne County. An MOU between SEDA-COG and the Lackawanna/Luzerne MPO was executed in which SEDA-COG and the LLTS agree to continue transportation planning for the parts of the Bloomsburg-Berwick UZA within their county boundaries. The MPO has similar agreement with NEPA and Northern Tier regarding bleed areas in other adjoining counties.
- C. The Northeastern Pennsylvania Alliance (NEPA) serves as the Metropolitan Planning Organization (MPO) in adjacent counties. A representative from NEPA serves on the Technical Committee. Both Luzerne and Lackawanna Counties have non-voting memberships on the NEPA MPO's planning body.

#### **II. LONG RANGE TRANSPORTATION PLAN**

In general terms, the Long Range Transportation Plan (LRTP) for the MPO delineates how the available and projected transportation funds will be spent over a 20-year period. On the county and local level, the LRTP serves the following purposes: outlines the vision of the future transportation picture through a series of goals and objectives; describes the transportation projects that make up the plan; outlines a financial plan that identifies the proposed source of funding and establishes a time frame for implementation; ensures the projects conform to the goals of the current transportation bill; through fiscal constraints, limits the number of projects to a level

that can reasonably be expected to be let; describes how the plan will be updated and provides for new initiatives to be undertaken; and provides for inclusion of comments, concerns, and the vision of the general public.

The 2016-2040 LRTP update was adopted by the MPO on February 17, 2016. It updated the transportation related sections of the combined LRTP and comprehensive land-use plan titled the Lackawanna/Luzerne Regional Plan adopted in 2011.

### **III. CURRENT TRANSPORTATION BILL PROVISIONS**

The Transportation Improvement Program (TIP) is initially generated by the PENNDOT District Office and the Planning Commissions of both counties. It is then brought to the MPO for review and comment. At this point, the MPO can partner with the District and Central Offices regarding the projects it would like to include on the TIP, given the financial constraints that must be followed.

Once the TIP content has been agreed upon, the public is given the opportunity to review the TIP during a 35-day public comment period. During this time, the TIP is displayed at several locations throughout the MPO area. In the last few years, special efforts have been taken to reach out to low-income and minority groups as part of the Title VI and Environmental Justice efforts. Notice of the public comment period and the locations at which the TIP can be reviewed are advertised in the Legal Advertisements section of two local newspapers and on the MPO web page. The public can convey their comments via telephone, letter, fax or e-mail or attendance at the Technical Committee meeting or the Coordinating Committee meeting.

The TIP is updated every two years. Amendments to the TIP are handled at the regular MPO meetings or by e-mail ballot of the Coordinating Committee. The results of that ballot are re-affirmed at the next scheduled Coordinating Committee meeting. All projects that appear on the TIP must originate from the LRTP.

### **IV. COMMITTEES AND AGENCY RESPONSIBILITIES**

- A. The Coordinating Committee is the policy-making arm of the MPO. The Technical Committee reviews all issues and projects and then makes a recommendation to the Coordinating Committee. The Transportation Advisory Committee assists and advises the Technical Committee.
- B. The Coordinating Committee has 11 voting members and consists of the following representatives: 2 from PENNDOT, 2 from Lackawanna County, 2 from Luzerne County, 1 from the City of Scranton, 1 from the City of Wilkes-Barre, 1 from each Transit Authority in Luzerne & Lackawanna Counties and 1 from Aviation. Representatives from the Pocono Northeast Regional Rail Authority, FHWA, FTA, and FAA serve as non-voting members.

The Technical Committee has 18 voting members and consists of the following representatives: 3 from PENNDOT, 2 from Lackawanna County, 2 from Luzerne

County, 1 from the Lackawanna County Planning Commission, 1 from the Luzerne County Planning Commission, 1 from the City of Scranton, 1 from the City of Wilkes-Barre, 1 representative from each of the Transit Operators in each county, 2 from Aviation, 1 from Rail (Luzerne County's Rail representative comes under the aegis of the county position), and 1 from NEPA. Representatives from the FHWA, FTA, and FAA serve as non-voting members.

The TAC consists of representatives from business and industry, the Chambers of Commerce, para-transit organizations, environmental groups, greenway/trails groups, AAA, trucking/shipping firms, and representatives of the African-American and Hispanic communities.

- C.** The role of each committee member is to promote the transportation interests of the governmental entity and/or transportation mode they represent within the broader framework of the region's best interests.
- D.** The role of the MPO and other supporting agencies is to promote transportation policies, programs, and projects consistent with the tenets of MAP-21, including all interim extensions, and the Clean Air Act Amendments, by moving people and goods in an efficient manner, while preserving environmental integrity, and promoting sound economic development



## **FY 2016-2018 UNIFIED PLANNING WORK PROGRAM**

### **TASK I - ADMINISTRATION**

#### **Responsible Agencies:**

Lackawanna County Regional Planning Commission (LCRPC)  
Luzerne County Planning Commission (LCPC)

#### **Estimated Cost:**

		<b>LCRPC</b>	<b>LCPC</b>	<b>COLTS/LCTA</b>
Total Task Budget	\$45,000	\$22,500	\$22,500	\$0
Federal Highway Administration	29,732	14,866	14,866	0
Pennsylvania Department of Transportation	4,500	2,250	2,250	0
Local Match Highways	2,933	1,466	1,466	0
Federal Transit Administration	6,268	3,134	3,134	0
Local Match Transit	1,567	783	783	0

#### **Task Description:**

- A.** All responsible agencies will prepare the 2018/2020 Unified Planning Work Program (UPWP) and adopt it by March 31, 2016 and will submit all documents required for contract execution, including Exhibits 2 and 3, and the authorizing signature resolutions by March 31, 2016. The LCRPC will incorporate the work items and costs from the other responsible agencies into a unified document for the next fiscal year and contracts will be executed. Comments from the Metropolitan Planning Organization (MPO) Technical and Coordinating Committees, FHWA, FTA, and PENNDOT will be incorporated into the document prior to final submittal to the Department.
- B.** The LCPC and LCRPC will prepare the necessary documents for PENNDOT to apply for the FHWA PL grant and the FTA Technical Studies Grant, submit quarterly progress reports and invoices to PENNDOT that document disbursement of funds and the corresponding work completed for each task. The Planning Commissions will also perform all necessary administrative functions on the two transportation grants.
- C.** All responsible agencies will attend and assist in the preparations for MPO and other transportation-related meetings. With assistance from PENNDOT, the Planning Commissions will prepare and send meeting notices and materials not less than 5 (five) working days prior to meetings, advertise public meeting notices, and perform all other duties required by the MPO Secretary.
- D.** The Planning Commissions will perform all necessary administrative functions on the two transportation-planning grants, will assist the Transit Authorities in updating the FTA Title VI agreements, and provide technical assistance to the Department as well as other transportation providers.
- E.** PENNDOT will prepare and monitor the PL, MLF, and Section 5303 Metropolitan Planning Program.

- F. The Planning Commissions will work jointly with the Department to modify the 2016-2018 Transportation Improvement Program (TIP), when necessary.
- G. The LCPC will conduct e-mail ballots of the Coordinating Committee when necessary, and prepare and send the appropriate E-STIPS to Central Office when TIP amendments have been approved by the MPO.

**End Products:**

*Contract Preparation and Monitoring.*

*Preparation of Progress Reports and Invoices.*

*Coordinated and Documented Meetings.*

*Preparation of the New UPWP*

*E-Mail Ballots and E-STIPs*

**TASK II - COORDINATION OF PUBLIC AND GOVERNMENTAL ACTIVITIES**

**Responsible Agencies:**

Lackawanna County Regional Planning Commission (LCRPC)

Luzerne County Planning Commission (LCPC)

**Estimated Cost:**

		<b>LCRPC</b>	<b>LCPC</b>	<b>COLTS/LCTA</b>
Total Task Budget	\$15,000	\$7,500	\$7,500	\$0
Federal Highway Administration	9,911	4,955	4,955	0
Pennsylvania Department of Transportation	1,500	750	750	0
Local Match Highways	978	489	489	0
Federal Transit Administration	2,089	1,044	1,044	0
Local Match Transit	522	261	261	0

**Task Description:**

- A. The Planning Commissions will perform all necessary functions regarding the organization and operation of the MPO Transportation Advisory Committee (TAC). The Planning Commissions will seek input from the TAC on transportation-related activities, when necessary, via meetings, correspondence, and other means of communication.
- B. The Planning Commissions and PENNDOT will continue to provide information to public and private organizations and training where appropriate and to members of the MPO Committees upon request, as well as to the following groups: local municipalities, School Districts, Department of Community & Economic Development, County Conservation Districts, Human Services Agencies, Earth Conservancy, Industrial Development, Engineering/Surveying firms, all regional Chambers of Commerce, and any other federal, state, or county departments or agencies. The MPO will encourage use of the Lackawanna-Luzerne Regional Plan and the updated Long Range Plan by municipalities when making land use decisions.



- C. The MPO will continue to publish a quarterly newsletter that will detail the MPO projects and activities and serve as an educational resource for the public and all interested parties. The document will be published both in hard copy and electronically and be available on the MPO Website. The LCRPC will solicit articles from all MPO members, write all additional articles, publish, and print the newsletter. Both Planning Commissions and PENNDOT District 4-0 will distribute the newsletter.
- D. The Planning Commissions and Transit Operators will perform all necessary activities concerning the MPO Public Involvement Process by providing the public with complete information, timely notice, and full access to key technical and policy decisions, and by supporting early and continuing involvement in developing and amending transportation plans, including the Transportation Improvement Programs (TIPs). The Planning Commissions and Transit Operators will also continue to expand and improve Environmental Justice and Title VI activities, including participation in equal opportunity, non-discrimination training, and will address the required DBE contracting processes for all relevant transportation plans.
- E. The LCRPC will, with the aid of a consultant develop a website for the MPO independent of both counties, and administer and maintain the site in a timely manner. The site will at a minimum contain agendas and minutes of all MPO meetings, act as a repository for MPO generated documents and have the capacity to interact with the general population through social media.

**End Products:**

*TAC Management*

*Information Sharing*

*Newsletter Publication*

*Public Involvement Activities*

*Web Page Improvement*

**TASK III - SURVEILLANCE**

**Responsible Agencies:**

Lackawanna County Regional Planning Commission (LCRPC)

Luzerne County Planning Commission (LCPC)

County of Lackawanna Transit System (COLTS)

Luzerne County Transit Authority (LCTA)

**Estimated Cost:**

		<b>LCRPC</b>	<b>LCPC</b>	<b>COLTS/LCTA</b>
Total Task Budget	\$50,000	\$18,000	\$18,000	\$14,000
Federal Highway Administration	28,800	14,400	14,400	0
Pennsylvania Department of Transportation	4,359	2,179	2,179	0
Local Match Highways	2,841	1,421	1,421	0
Federal Transit Administration	11,200	0	0	11,200
Local Match Transit	2,800	0	0	2,800

## **Task Description:**

### **3.1 DATA COLLECTION AND ANALYSIS**

#### **Highway Performance Monitoring System Traffic Data:**

The LCPC and LCRPC, or a contractor, will perform the following tasks in relation to HPMS:

##### *LCPC:*

Verify and update roadway inventory and performance measures on approximately 155 sample sections, including any additional segments that may be required based upon revised urban boundary revisions in accordance with HPMS manual specifications by January 31, 2017 and 2018.

##### *LCRPC:*

Verify and update roadway inventory and performance measures on approximately 114 HPMS sample sections, including any additional segments that may be required based upon revised urban boundaries, in accordance with HPMS manual specifications by January 31, 2017 and 2018.

##### *LCPC & LCRPC:*

- A. Appropriate staff will attend one HPMS and one Traffic Workshop sponsored by PENNDOT.
- B. Purchase equipment to undertake the HPMS Task, if needed that are approved by the Commonwealth's Statewide Contract for Traffic Counters (DGS #990517).

#### **End Products:**

*Updated HPMS inventory and traffic counts*

*Attendance at HPMS or Traffic Workshop*

*Supplemental Counts*

*Adequate Safety Equipment and Supplies*

### **3.2 Public Transit Systems Monitoring**

COLTS and the LCTA, with LCPC and LCRPC assistance, will provide the following operational data on an annual basis:

- A. Number and age of all vehicles,
- B. Total unlinked passenger trips,
- C. Total vehicle miles,
- D. Total vehicle hours,
- E. Passengers per mile
- F. Total vehicle miles per transit route.

The following financial data will also be provided on an annual basis:

- A. Trends in passenger revenue,
- B. Vehicle mile revenue,
- C. Fare structure,
- D. Operating costs,
- E. Deficit funds and subsidies.
- F. Operating costs, revenue, and revenue passenger data for each transit route.

**End Products:**

*Operational Transit Data*

*Financial Transit Data*

**TASK IV - SYSTEMS PLANNING**

**Responsible Agencies:**

Lackawanna County Regional Planning Commission (LCRPC)  
 Luzerne County Planning Commission (LCPC)  
 County of Lackawanna Transit System (COLTS)  
 Luzerne County Transit Authority (LCTA)

**Estimated Cost:**

		<b>LCRPC</b>	<b>LCPC</b>	<b>COLTS/LCTA</b>
Total Task Budget	\$579,000	\$261,502	\$261,502	\$55,997
Federal Highway Administration	388,457	194,228	194,228	0
Pennsylvania Department of Transportation	58,793	29,397	29,397	0
Local Match Highways	38,321	19,161	19,161	0
Federal Transit Administration	74,743	14,972	14,972	44,797
Local Match Transit	18,686	3,743	3,743	11,199

**Task Description:**

**4.1- Highway Planning**

**A. Linking Planning and NEPA (LPN) and Project Implementation**

The Planning Commissions will continue to work with the Department in all activities related to LPN implementation for future TIP updates and future LRTP projects. The implementation will necessitate working with the District Office and transit operators to prepare or edit the Project Development Screening Forms, and using the information to help guide project selection and project prioritization. The MPO will work with the District Office conducting Transportation Impact Studies, Safety Audits and review of Highway Occupancy Permits related to new development.

**B. Training/Planning Activities**

The MPO will work with the Department to identify training and/or planning assistance to county and local governments, conservation districts, and community stakeholders on the following issues: Smart Growth, Complete Streets, Implementation Tools, Access Management, Transit-Oriented Development, Healthy Communities, ADA Compliance Strategies, Connectivity, Interchange Area Development, Transportation Impact Fees, access management, right-of-way preservation and Energy Savings.

### **C. Performance Measures**

The Planning Commissions will coordinate with PENNDOT and FHWA on the development of transportation performance measures and targets, freight provisions, accelerated project delivery/environmental streamlining, and Transportation Alternatives, for the TIP and LRTP as called for under the Fixing America's Surface Transportation (FAST) Act.

### **D. Land Use**

The Planning Commissions will coordinate all land-use planning with respect to the Lackawanna Luzerne Regional Plan. The Regional Plan encompasses land use and transportation principles, including livability and sustainability strategies that tie land-use projects with accessible transportation options, affordable housing, good schools, safe streets, economic development, social equity and environmental conservation.

The Planning Commissions will also strive to implement the recommendations of land-use studies that were completed in conjunction with major transportation projects. They will work cooperatively with municipalities, developers, and other interested parties to complete economic development projects needing transportation support when sufficient funding is available, and/or when the projects are located in those areas outlined for that purpose in the Regional Plan. The MPO will develop processes for multi-municipal, corridor focused land use and transportation assessments where appropriate.

### **E. Transportation Planning Assistance for Economic Development**

The Planning Commissions will assist local economic development groups, Chambers of Commerce and Transportation Task Forces in all aspects of advancing their transportation goals and objectives, that are in agreement with the Regional Plan, by advising them in regards to procedures/methods, acting as a liaison to local, county, state and federal officials, and seeking local/state/federal funding for all projects.

### **F. Focus 81 Assistance**

The LCRPC, LCPC, and the Department will partner with the Northeastern Pennsylvania Alliance (NEPA) to assist with the Focus-81 Committee. This assistance will consist of participation on the Committee, and funding assistance as determined by an approved scope of work and executed MPO/NEPA cooperation agreement.

### **G. Incident Management Task Force**

The LCRPC will coordinate the establishment of Incident Management Task Forces, based on the Delaware Valley Regional Planning Commission (DVRPC) template, for emergency responders along the interstate and interstate look-alike routes throughout Lackawanna County. It is envisioned that one to five task forces could be established for the following areas: the I-81 Corridors south and north of Scranton, the I-84/380 Corridor, the I-476 Corridor, and the US 6 (Casey Highway) Corridor.

These task forces would bring together state police, municipal police, fire and rescue, emergency medical services, towing operators, PENNDOT, the Lackawanna County Emergency Management Agency, the Lackawanna County Coroner, COLTS, LCTA, Traffic Advisory Radio and TV broadcasters, as well as any other transportation-related

agencies, to discuss their protocols, plan for incidents along the roadways, and critique incidents on a quarterly basis.

The meetings would be held in the evening in a convenient location within the corridor area.

#### **H. Technical Assistance**

Provide technical assistance to the Department and other transportation providers, to the extent possible given the current staffing, resources and technological constraints.

#### **I. Multi-Modal Planning System (MPMS):**

The Planning Commissions will continue to work with the Department on the sharing of Multimodal Project Management data and the utilization of technology to enhance this sharing. The MPO will work to enhance the linkages of freight, highway, transit, rail and other intermodal types in the region.

#### **End Products:**

*LPN Implementation*

*Smart Transportation Planning Measures*

*MAP-21 Performance Measures Development*

*Implementation of Regional Land Use Plan*

*Planning & Technical Assistance to Department and Other Entities*

*Support of Focus 81 Committee*

*Enhanced MPMS Sharing*

*Develop Incident Management Task Forces*

#### **4.2 Transit Planning:**

COLTS and the LCTA have undergone Route Analyses Studies in the past few years and have adjusted their routes and service based on the analyses results. The planning commissions will continue to assist the transit operators with the following tasks:

- A. Review the fiscal progress for the previous year in transit project implementation.
- B. Perform various transit administrative and planning functions, including all required reporting and monitoring of all federal and state grants and funding streams.
- C. Monitor and update the Transit Development Plan
- D. Coordinate and plan for operational changes, detours, and route adjustments or additions.

#### **End Products:**

*Revised Transit Routes*

*Administrative & Fiscal Activities*

*Updated Transit Development Plan*

### **4.3 Long-Range Transportation Plan:**

The MPO adopted the updated 2016-2040 LRTP on February 17, 2016. The original LRTP and Comprehensive Plan were combined into one document titled the *Lackawanna/Luzerne Regional Plan* but only the LRTP has been updated at this time.

The MPO will initiate amendments to the plan if needed to address any future actions needed to ensure fiscal constraint, further strengthen the transportation planning/land use link, and expedite project delivery. The MPO will adhere to all required FHWA and PENNDOT requirements including the following:

- Ensure FHWA & FTA participation throughout LRTP amendment process;
- Emphasize projects that help preserve current assets and improve travel efficiency;
- Coordinate with PennDOT, FHWA, and FTA to develop performance measures.

#### **End Product:**

*Implementation of 2016-2040 Long-Range Transportation Plan*

*Amend the document if conditions warrant*

### **4.4 Transportation Network Planning**

#### **A. Congestion Management Process (CMP):**

The Planning Commissions have updated the Congestion Management Process (CMP) in an effort to update the methods and procedures used to collect and analyze traffic-monitoring data. The data collected will then be available for project development and prioritization by performing the following actions:

1. Monitor the CMP;
2. Conduct detailed corridor/subarea congestion management studies as deemed necessary. This process will include re-visiting the strategies developed in the Phase II CMP Report to determine if they are still valid, and re-visiting the corridors and sub-areas that have had transportation projects completed to determine if those projects have alleviated the congestion identified in earlier CMP reports;
3. Maintain a database of information on the targeted corridors and intersections.

The LCRPC will also, with the aid of a consultant, in conjunction with the Lackawanna Heritage Valley and regional bicycle clubs, develop a downtown circulator and bicycle route map for the Central Business District in the City of Scranton. The plan will connect various local, state and Federal attractions in the immediate downtown area with local institutions of higher learning and established bike and hiking trails to provide safe alternative transportation systems for the downtown. The plan will include needed street markings, signs and other hardware to maintain safety between bicyclists and motor vehicles and include any construction for safety or replacement of parking removed in developing the routes. The MPO will review other alternative modes of transportation that may be applicable to the region and encourage their implementation.

**End Products:**

*Updated CMP Corridor/Subarea Studies*

*Updated Congestion Management Program*

*Downtown Bicycle Routing Study*

**B. Intermodal Management System (IMS):**

The LCRPC will continue as a member of the New Jersey-Pennsylvania Lackawanna Cut-Off Technical Advisory Committee to work toward restoring rail passenger service between Lackawanna County and New York City.

Through their position on the Coordinating and/or Technical Committees, the Pennsylvania Northeast Regional Railroad Authority and the Luzerne County Rail Corporation will work to support the improvement of intermodal freight connections and network linkages to enhance the visibility and effectiveness of freight planning in the MPO region.

**End Product:**

*Participation of LCRPC on Technical Advisory Committee*

*Intermodal Freight Connects and Network Linkages Improvements*

**C. Intelligent Transportation System (ITS):**

The Planning Commissions, in conjunction with the District, will continue to assess the need and appropriateness of ITS elements through the Long Range Transportation Plan and TIP, and will continue to implement the ITS regional architecture. The MPO will continue to advance ITS projects in conjunction with the Department's ITS Strategic Plan and the Regional Operations Plan.

**End Product:**

*Implementation of ITS Architecture*

*Support of ITS Projects*

**D. Map Updates**

The Planning Commissions will update the Type 10 General Highway and Township Maps, along with other highway related maps, as needed by the Department, and review them according to their established criteria. This will involve using in-house source data and selected field surveys, if necessary, to the extent allowed by staff and budgetary constraints. The Planning Commissions will also perform reviews of the federal functional classification system for highways, federal-aid system and National Highway System, as required. The Planning Commissions will also undertake work to update the Federal Aid System and National Highway System maps for the two-county area.

**End Products:**

*Updated Type 10 Maps*

*Updated Federal Aid System Maps*

*Updated National Highway System Maps*

## **E. ASSESSMENT/INVENTORY OF LOCAL ASSETS**

The LCPC and the LCRPC will continue its work on inventorying the following local assets:

- A. Locally-Owned Bridges less than 20 feet
- B. Locally-Owned Non-Federal Aid Roadways, where applicable
- C. Retaining Walls
- D. ITS Facilities
- E. Guiderail Facilities
- F. Drainage Systems
- G. Signage

### **4.5 Transportation Accessibility for Elderly & Handicapped:**

- A. COLTS will monitor the Lackawanna County Coordinated Transportation System regarding compliance with Section 504 and the Americans with Disabilities Act requirements.
- B. The Luzerne County Planning Commission will continue to assist the LCTA in the administration and operation of STEP in Luzerne County. The LCTA will continue to monitor and provide statistics on the utilization and operation of STEP. The Transit Authorities will prepare a yearly Elderly and Handicapped Services Evaluation Report.
- C. The LCTA, with Planning Commission assistance, will continue the work activities of the committee of handicapped groups and transportation professionals in implementing the Americans with Disabilities Act.

#### **End Products:**

*On-Going Handicapped Transit Programs*

*Updated Statistics on STEP in Luzerne County*

*Elderly and Handicapped Services Evaluation Report*

### **4.6 Geographic Information Systems (GIS):**

- A. The Planning Commissions will continue to develop their current capabilities regarding GIS as well as determine the need for new or expanded technological applications, including the purchase of new software for their existing systems, if needed.
- B. In addition to GIS, the Planning Commissions will review and assess their status regarding computer access to transportation databases, hardware capabilities, transportation/air quality modeling, and the like.
- C. The planning commissions will use updated census data to revise maps of the Environmental Justice and Title VI populations.



**End Products:***GIS Mapping/Equipment Update**EJ/Title VI Map Update***4.7 Economic Development:**

The Planning Commissions will work with the Department to promote public/private partnerships (P3s) and innovative financing opportunities in support of Economic Development for projects consistent with the land-use parameters of the Regional Plan.

**End Product:***Economic Stimulus Projects Promotion/Cooperation.*

## **TASK V PROGRAMMING: TRANSPORTATION IMPROVEMENT PROGRAM (HIGHWAY & TRANSIT ELEMENTS)**

**Responsible Agencies:**

Lackawanna County Regional Planning Commission (LCRPC)

Luzerne County Planning Commission (LCPC)

County of Lackawanna Transit System (COLTS)

Luzerne County Transit Authority (LCTA)

**Estimated Cost:**

		<b>LCRPC</b>	<b>LCPC</b>	<b>COLTS/LCTA</b>
Total Task Budget	\$11,000	\$3,500	\$3,500	\$4,000
Federal Highway Administration	5,600	2,800	2,800	0
Pennsylvania Department of Transportation	848	424	424	0
Local Match Highways	552	276	276	0
Federal Transit Administration	3,200	0	0	3,200
Local Match Transit	800	0	0	800

**Task Description:****5.1 TIP - HIGHWAY ELEMENT**

- A. The FFY 2017-2020 TIP will be adopted prior to October 1, 2017. PENNDOT District 4-0 staff, with assistance from the Planning Commissions, will prepare the FFY 2017-2020 TIP and any subsequent amendments to the TIP in a manner consistent with the requirements of the FAST Act, the 1990 Clean Air Act Amendments (CAAA), and the re-engineered planning and programming process. PENNDOT's General and Procedural Guidance, which requires documentation of the process used by the MPO to select and prioritize projects as part of the TIP submittal package, will be adhered to.
- B. The current 2017 TIP will be administered regarding TIP amendments and/or modifications, or project additions/deletions via the appropriate MPO actions, including the E-STIP process.

- C. The Planning Commissions and the District will establish and document a process to amend or modify the TIP to ensure fiscal constraint, strengthen the transportation planning/land use link, and expedite project delivery.

**End Products:**

*FFY 2013-2016 Highway TIP Preparation*

*FFY 2013 TIP Administration*

**5.2 TIP - TRANSIT ELEMENT**

- A. The FFY 2017-2020 TIP will be adopted prior to October 1, 2017. COLTS and LCTA, with LCPC assistance, will prepare the FFY 2017-2020 TIP and any subsequent amendments to the TIP in a manner consistent with the requirements of FAST, the 1990 CAAA, and the re-engineered planning and programming process. The LCPC will also assist the Hazleton Department of Public Services (transit operator) in the preparation of its portion of the TIP for FFY 2017-2020 to ensure consistency with FAST and the CAAA requirements.
- B. The Planning Commissions will work jointly with the Department to manage the 2017 Transit Transportation Improvement Program in conjunction with the 2016-2040 Long Range Transportation Plan. The TIP will be administered regarding TIP amendments or modifications, and project additions/deletions via the appropriate MPO actions. This process will include the efforts of the Transit Authorities to continue to fulfill the FTA requirements with regard to Financial Capacity and Competitive Contracting and Environmental Justice activities.

**End Products:**

*FFY 2017-2020 Transit TIP Implementation*

*FFY 2017 Transit TIP Administration*

# EXHIBIT A

## PROPOSED WORK PROGRAM AND BUDGET

STATE FISCAL YEARS 2016-2018

(July 1, 2016 through June 30, 2018)

	FY 2016-2017 LLTS UPWP			5/2/2016
	Table 1-Combined Budget			
	Lackawanna-Luzerne Transportation Study			
	<u>Work Task</u>	<u>LCRPC</u>	<u>LCPC</u>	<u>Transit</u>
				<u>Total</u>
	1. Administration	\$22,500	\$22,500	\$0
				\$45,000
	2. Coordination	\$7,500	\$7,500	\$0
				\$15,000
	3. Surveillance	\$18,000	\$18,000	\$14,000
				\$50,000
	.1 Data Collection and Analysis	\$18,000	\$18,000	\$0
				\$36,000
	.2 Public Transit System Monitoring	\$0	\$0	\$14,000
				\$14,000
	4. Systems Planning	\$261,502	\$261,502	\$55,997
				\$579,001
	.1 Highway Planning	\$105,502	\$105,502	
				\$211,004
	.2 Transit Planning	\$0	\$0	\$28,997
				\$28,997
	.3 Long Range Transportation Plan	\$7,500	\$7,500	\$0
				\$15,000
	.4 Transportation Network Planning	\$100,000	\$100,000	\$0
				\$200,000
	.5 Accessibility for Elderly & Handicapped	\$0	\$0	\$27,000
				\$27,000
	.6 Geographic Information Systems	\$47,500	\$47,500	\$0
				\$95,000
	.7 Economic Stimulus	\$1,000	\$1,000	\$0
				\$2,000
	5. Programming	\$3,500	\$3,500	\$4,000
				\$11,000
	.1 TIP - Highway Element	\$3,500	\$3,500	\$0
				\$7,000
	.2 TIP - Transit Element	\$0	\$0	\$4,000
				\$4,000
	Subtotal	\$313,002	\$313,002	\$73,997
				\$700,001
	6. Supplemental Studies	\$0	\$0	\$0
		\$0	\$0	\$0
		\$0	\$0	\$0
	Subtotal	\$0	\$0	\$0
		\$0	\$0	\$0
	Total	\$313,002	\$313,002	\$73,997
				\$700,001

	FY 2017-2018 LLTS UPWP				5/2/2016
	Table 1-Combined Budget				
	Lackawanna-Luzerne Transportation Study				
	<u>Work Task</u>	<u>LCRPC</u>	<u>LCPC</u>	<u>Transit</u>	<u>Total</u>
	1. Administration	\$22,500	\$22,500	\$0	\$45,000
	2. Coordination	\$7,500	\$7,500	\$0	\$15,000
	3. Surveillance	\$18,000	\$18,000	\$14,000	\$50,000
	.1 Data Collection and Analysis	\$18,000	\$18,000	\$0	\$36,000
	.2 Public Transit System Monitoring	\$0	\$0	\$14,000	\$14,000
	4. Systems Planning	\$261,502	\$261,502	\$55,997	\$579,001
	.1 Highway Planning	\$105,502	\$105,502		\$211,004
	.2 Transit Planning	\$0	\$0	\$28,997	\$28,997
	.3 Long Range Transportation Plan	\$7,500	\$7,500	\$0	\$15,000
	.4 Transportation Network Planning	\$100,000	\$100,000	\$0	\$200,000
	.5 Accessibility for Elderly & Handicapped	\$0	\$0	\$27,000	\$27,000
	.6 Geographic Information Systems	\$47,500	\$47,500	\$0	\$95,000
	.7 Economic Stimulus	\$1,000	\$1,000	\$0	\$2,000
	5. Programming	\$3,500	\$3,500	\$4,000	\$11,000
	.1 TIP - Highway Element	\$3,500	\$3,500	\$0	\$7,000
	.2 TIP - Transit Element	\$0	\$0	\$4,000	\$4,000
	Subtotal	\$313,002	\$313,002	\$73,997	\$700,001
	6. Supplemental Studies	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0
	Subtotal	\$0	\$0	\$0	\$0
	Total	\$313,002	\$313,002	\$73,997	\$700,001

		FY 2016-2017 LLTS UPWP					
		Table 2- Budget Summary					
	Lackawanna-Luzerne Transportation Study						5/2/2016
	<u>Work Task</u>	<u>Total</u>	<u>PL</u>	<u>MLF</u>	<u>Local</u>	<u>MPP</u>	<u>Local</u>
			80.0000%	12.1081%	7.8919%	80.000%	20.000%
1.	Administration	\$45,000	\$29,732	\$4,500	\$2,933	\$6,268	\$1,567
2.	Coordination	\$15,000	\$9,911	\$1,500	\$978	\$2,089	\$522
3.	Surveillance	\$50,000	\$28,800	\$4,359	\$2,841	\$11,200	\$2,800
.1	Data Collection and Analysis	\$36,000	\$28,800	\$4,359	\$2,841	\$0	\$0
.2	Public Transit System Monitoring	\$14,000	\$0	\$0	\$0	\$11,200	\$2,800
4.	Systems Planning	\$579,000	\$388,457	\$58,793	\$38,321	\$74,743	\$18,686
.1	Highway Planning	\$211,003	\$168,802	\$25,548	\$16,652	\$0	\$0
.2	Transit Planning	\$28,997	\$0	\$0	\$0	\$23,198	\$5,799
.3	Long Range Transportation Plan	\$15,000	\$9,911	\$1,500	\$978	\$2,089	\$522
.4	Transportation Network Planning	\$200,000	\$132,144	\$20,000	\$13,036	\$27,856	\$6,964
.5	Accessibility for Elderly & Handicapped	\$27,000	\$0	\$0	\$0	\$21,600	\$5,400
.6	Geographic Information Systems	\$95,000	\$76,000	\$11,503	\$7,497	\$0	\$0
.7	Economic Stimulus	\$2,000	\$1,600	\$242	\$158	\$0	\$0
5.	Programming	\$11,000	\$5,600	\$848	\$552	\$3,200	\$800
.1	TIP - Highway Element	\$7,000	\$5,600	\$848	\$552	\$0	\$0
.2	TIP - Transit Element	\$4,000	\$0	\$0	\$0	\$3,200	\$800
Subtotal		\$700,000	\$462,500	\$70,000	\$45,625	\$97,500	\$24,375
6.	Supplemental Studies	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0	\$0
Subtotal		\$0	\$0	\$0	\$0	\$0	\$0
Total		\$700,000	\$462,500	\$70,000	\$45,625	\$97,500	\$24,375

		FY 2017-2018 LLTS UPWP					
		Table 2- Budget Summary					
	Lackawanna-Luzerne Transportation Study						5/2/2016
	<u>Work Task</u>	<u>Total</u>	<u>PL</u>	<u>MLF</u>	<u>Local</u>	<u>MPP</u>	<u>Local</u>
			80.0000%	12.1081%	7.8919%	80.000%	20.000%
	1. Administration	\$45,000	\$29,732	\$4,500	\$2,933	\$6,268	\$1,567
	2. Coordination	\$15,000	\$9,911	\$1,500	\$978	\$2,089	\$522
	3. Surveillance	\$50,000	\$28,800	\$4,359	\$2,841	\$11,200	\$2,800
	.1 Data Collection and Analysis	\$36,000	\$28,800	\$4,359	\$2,841	\$0	\$0
	.2 Public Transit System Monitoring	\$14,000	\$0	\$0	\$0	\$11,200	\$2,800
	4. Systems Planning	\$579,000	\$388,457	\$58,793	\$38,321	\$74,743	\$18,686
	.1 Highway Planning	\$211,003	\$168,802	\$25,548	\$16,652	\$0	\$0
	.2 Transit Planning	\$28,997	\$0	\$0	\$0	\$23,198	\$5,799
	.3 Long Range Transportation Plan	\$15,000	\$9,911	\$1,500	\$978	\$2,089	\$522
	.4 Transportation Network Planning	\$200,000	\$132,144	\$20,000	\$13,036	\$27,856	\$6,964
	.5 Accessibility for Elderly & Handicapped	\$27,000	\$0	\$0	\$0	\$21,600	\$5,400
	.6 Geographic Information Systems	\$95,000	\$76,000	\$11,503	\$7,497	\$0	\$0
	.7 Economic Stimulus	\$2,000	\$1,600	\$242	\$158	\$0	\$0
	5. Programming	\$11,000	\$5,600	\$848	\$552	\$3,200	\$800
	.1 TIP - Highway Element	\$7,000	\$5,600	\$848	\$552	\$0	\$0
	.2 TIP - Transit Element	\$4,000	\$0	\$0	\$0	\$3,200	\$800
	Subtotal	\$700,000	\$462,500	\$70,000	\$45,625	\$97,500	\$24,375
	6. Supplemental Studies	\$0	\$0	\$0	\$0	\$0	\$0
		\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$700,000	\$462,500	\$70,000	\$45,625	\$97,500	\$24,375

# **EXHIBIT B**

## **NORTHEASTERN PENNSYLVANIA ALLIANCE (NEPA) FOCUS 81 COMMITTEE LACKAWANNA & LUZERNE COUNTIES**

**February 3, 2016**

### **PROSPECTUS**

The Focus 81 Committee Work Program describes activities that the Northeastern Pennsylvania Alliance (NEPA) and the Focus 81 Committee will perform during the upcoming state fiscal years (July 1, 2016 thru June 30, 2018) in support of the Lackawanna/Luzerne Metropolitan Planning Organization (MPO). The Focus 81 Committee will serve in an advisory capacity regarding these efforts, with NEPA serving as the authoritative agency.

#### **I. Introduction**

Following discussions with numerous officials in northeastern Pennsylvania regarding overall safety and congestion issues along Interstate 81, the Focus 81 Committee was convened in the Spring of 2003 by the Northeastern Pennsylvania Alliance (NEPA) to identify and address short, mid and long term initiatives to reduce congestion and improve travel safety along the Scranton/Wilkes-Barre I-81 Corridor. The targeted section stretches from Exit 164 (Nanticoke) in Luzerne County, north to Exit 197 (Waverly) in Lackawanna County, a span of approximately thirty-three miles. The committee is comprised of community and regional planners, developers, businesspersons, state police, emergency services personnel, elected officials, representatives from PennDOT and other transportation agencies, the media and concerned citizens. This corridor is one of national and regional significance, as it is heavily used for both interstate and intrastate travel. This corridor includes major interchanges with Interstates 380 and 476, which also service extensions to Interstates 80 and 84, all major routes for the movement of goods and people in the northeast United States.

#### **II. Goals and Objectives**

The role of the Northeastern Pennsylvania Alliance will be to coordinate and administer the activities of the Focus 81 Committee in conjunction with PennDOT, the Lackawanna/Luzerne MPO and other stakeholders, to develop and enact measures which will enhance safety and reduce congestion within the targeted corridor of Interstate 81.

The Focus 81 Committee will concentrate on the following measures:

- Provide input on measures that will reduce congestion and improve safety throughout the targeted corridor of Interstate 81;
- Offer input regarding the design and scope of work to increase the capacity of the targeted corridor of Interstate 81;
- Research and pursue funding mechanisms for identified I-81 projects within the targeted corridor;
- Coordinate activities with corridor groups addressing similar issues along the I-81 corridor in Pennsylvania and other states;
- Develop educational material and programs to promote safety throughout the targeted corridor of Interstate 81.

The Committee will utilize a multidisciplinary approach involving engineering, enforcement, education, and emergency response resources. To this end, the Focus 81 Committee will continue to convene two subcommittee task groups: Public Information and Communication and Safety & Corridor Planning. The Focus 81 Committee will work in compliance with transportation policies, programs, and projects consistent with the tenets of Fixing America's Surface Transportation (FAST) Act and all subsequent legislation, the Clean Air Act Amendments, while promoting sound economic development, in accordance with PennDOT planning and programming policies.

### **III. Rising Traffic Volume & Congestion Issues:**

Throughout the past few years, traffic volume, including large commercial vehicles, has continued to increase well beyond the system's current design capacity, further contributing to system congestion and causing a marked increase in the rate of crashes. The corridor was designed to accommodate approximately 40,000 vehicles per day however, recent traffic surveys conducted by PennDOT show that certain sections of the corridor have vehicle volumes upwards of 80,000 vehicles per day (vpd). Future projections indicate that traffic volumes could exceed 120,000 in certain sections of this corridor.

Severe congestion, coupled with extreme traffic volume and a high rate of reportable accidents, has prompted local officials to explore options that will address these issues. A preliminary Interstate 81 Rebuild/Expansion Study, completed in August 2003 by PennDOT consultant, Pennoni Associates, identified the need for widening the corridor based upon future capacity requirements, level of service, and safety concerns. An Expanded I-81 Improvement Study was completed in August 2007 by Pennoni Associates further confirming and substantiating the conclusions of the preliminary study. A widening project was recommended which proposes to increase the capacity of the existing Interstate 81 system in the Scranton/Wilkes-Barre corridor from four lanes to six lanes. Targeted goals of the project include widening of the corridor, accident reduction and congestion alleviation. This will result in a reduction of vehicle and business operation costs, enhanced safety and a significant positive impact on employment and earnings growth. Beyond the travel safety and congestion issues, the proposed widening improvements are essential to sustaining the flow of regional interstate commerce, population movement and the overall economic vitality of the region.

### **IV. Recent Committee Actions:**

The Focus 81 Committee has aggressively pursued traffic safety, law enforcement, public awareness and vehicle congestion issues, utilizing the full resources of its committee members and the NEPA Alliance staff. The hard work of the committee has thus far realized many achievements and remains on track toward improving conditions along the corridor for all users. For details of activities, accomplishments and successes in recent years, please reference the following reports submitted on behalf of the Focus 81 Committee:

#### **Work Program Quarterly Progress Reports:**

- a.) July 1, 2010 to September 30, 2010; October 1, 2010 to December 31, 2010;  
January 1, 2011 to March 31, 2011; April 1, 2011 to June 30, 2011
- b.) July 1, 2011 to September 30, 2011; October 1, 2011 to December 31, 2011  
January 1, 2012 to March 31, 2012; April 1, 2012 to June 30, 2012
- c.) July 1, 2012 to September 30, 2012; October 1, 2012 to December 31, 2012  
January 1, 2013 to March 31, 2013; April 1, 2013 to June 30, 2013
- d.) July 1, 2013 to September 30, 2013; October 1, 2013 to December 31, 2013  
January 1, 2014 to March 31, 2014; April 1, 2014 to June 30, 2014
- e.) July 1, 2014 to September 30, 2014; October 1, 2014 to December 31, 2014  
January 1, 2015 to March 31, 2015; April 1, 2015 to June 30, 2015
- d.) July 1, 2015 to September 30, 2015; October 1, 2015 to December 31, 2015



## **V. Committee Recognition:**

Focus 81 was awarded the 2008 "Excellence in Regional Transportation Award" from the National Association of Development Organizations (NADO), which recognizes transportation projects throughout the country for their innovation and impact on communities in small metropolitan and/or rural areas. Focus 81 received the "Pennsylvania Partnership for Highway Quality Award" in 2004 - an award to recognize a person, partner, business, organization or community that has demonstrated support and/or works to improve transportation interests in Pennsylvania. Focus 81 also received an honorable mention in 2005 through the American Association of State Highway and Transportation Officials (AASHTO). The award was under AASHTO's "Team Excellence" category which honors examples of government and the community working together to improve transportation and the quality of life in a specific region. In addition, Focus 81 representatives were key partners assisting with the creation and establishment of an organizational structure of the I-81 multi-state coalition to address issues of mutual concern on I-81 within the six states the highway traverses.

## **VI. Focus 81 Committee Membership**

The Focus 81 Committee membership includes a wide array of elected federal, state and local officials, representatives from numerous public agencies, transportation professionals, area business and industry leaders, transportation advocates and stakeholders.

### **ELECTED OFFICIALS**

U.S. Senator Bob Casey  
U.S. Senator Pat Toomey  
U.S. Representative Lou Barletta  
U.S. Representative Matt Cartwright  
U.S. Representative Tom Marino  
State Senator Lisa Baker  
State Senator John Blake  
State Senator John Yudichak  
State Representative Karen Boback  
State Representative Rosemary Brown  
State Representative Mike Carroll  
State Representative Frank Farina  
State Representative Marty Flynn  
State Representative Sid Michaels Kavulich  
State Representative Gerald Mullery  
State Representative Aaron Kaufer  
State Representative Eddie Day Pashinski  
State Representative David Parker

State Representative Mike Tobash  
State Representative Tarah Toohil  
Commissioner Jerry Notarianni  
Commissioner Patrick O'Malley  
Commissioner Lauren Cummings  
Councilmember Jane Walsh Waitkus  
Councilmember Edward A. Brominski  
Councilmember Kathy Dobash  
Councilmember Harry Haas  
Councilmember Linda McCloskey Houck  
Councilmember Tim McGinley  
Councilmember Rick Morelli  
Councilmember Eileen M. Sorokas  
Councilmember Stephen A. Urban  
Councilmember Robert Schnee  
Councilmember Rick Williams  
Councilmember Eugene Kelleher

### **PARTICIPATING ORGANIZATIONS**

AAA North Penn  
Alfred Benesch & Co.  
Alliance Sanitary Landfill Inc.  
Borton-Lawson Engineering Inc.  
Brandwene Marketing  
Bressler's Inc.  
Counter Terrorism Task Force  
Cushman & Wakeman  
EMS of NEPA  
Federal Highway Administration  
Galaxy Brushes  
Governor's Northeast Regional Office  
Greater Pittston Chamber of Commerce  
Greater Wilkes-Barre Chamber of Business & Industry  
Herbert, Rowland & Grubic, Inc.  
HNBT Corporation  
Jack Williams Tire Company  
Kane is Able, Inc.  
Lackawanna County Planning Commission  
Lackawanna County Commissioners  
Lackawanna Heritage Valley  
Local Union #542  
Luzerne County Council  
Luzerne County Planning Commission  
Luzerne County EMA

Martz Group  
Mericle Commercial Real Estate  
Mid Atlantic AAA  
Mohegan Sun at Pocono Downs  
Motor World Group  
Northeastern Pennsylvania Alliance (NEPA)  
Northern Tier Regional Planning & Dev. Comm.  
Pennsylvania Towing Association  
Pennsylvania Motor Truck Association  
Pennsylvania Public Utilities Commission  
Pennsylvania State Police  
Pennsylvania Turnpike Commission  
PennDOT District 4-0  
PennDOT District 5-0  
Petro Truck Stop  
Petroleum Products Corp.  
PNRRRA  
PPL Utilities  
R&R Safety Resources, Inc.  
Scranton Chamber of Commerce  
Scranton Petro LP  
Valley Distribution & Storage  
Wal-Mart Transportation  
Wilkes-Barre/Scranton International Airport  
WILK Radio

**VII. Request for Committee Operational Funding**

In order to continue the above outlined activities and build upon the successes, enthusiasm and support received for this endeavor thus far, NEPA is requesting supplemental transportation planning funds to ensure that the committee will continue to function as a viable force toward improving the safety, functionality and vitality of this interstate highway corridor for its users and the region it serves.

**NORTHEASTERN PENNSYLVANIA ALLIANCE (NEPA)  
FOCUS 81 COMMITTEE**

**LACKAWANNA & LUZERNE COUNTIES  
2016-2018 PROGRAM ELEMENTS**

**TASK I – Focus 81 Committee Administration and Coordination**

Estimated Cost: \$12,000 – FY 2016/17; \$12,000 – FY 2017/18

***Task Description:***

- A. Convene up to four (4) full Focus 81 meetings annually and up to eight (8) Focus 81 workshop meetings during the period.
- B. Provide electronic meeting notices, agendas, and related material when possible and hard copy mailings when necessary not less than five (5) working days prior to meetings and distribution of meeting minutes utilizing the same above methods within fifteen (15) working days following meetings.
- C. Administration of the Focus 81 website and social media platforms. These resources allow greater access for the public to receive pertinent road condition and traffic information, to comment on Focus 81 initiatives, problems or concerns and to access important information regarding the Focus 81 Committee and its activities.
- D. Utilize the Google Analytics website tracking software to determine the effectiveness of Focus 81 marketing initiatives and peak usage of the Focus 81 website. In addition, this software will help determine return on investment of various marketing efforts to direct traffic to the Focus 81 website.
- E. Submit progress reports and invoices to the Lackawanna and Luzerne County MPO representatives no later than 10 working days following the end of the PennDOT reporting period.
- F. Provide technical assistance to the MPO, PennDOT District offices and other stakeholders as necessary regarding the actions of the Focus 81 Committee.
- G. Prepare testimony and public outreach correspondence.

***End Products:***

- Quarterly progress reports and invoices including executive summaries regarding website traffic submitted to the MPO
- Meeting documentation, i.e. minutes, agendas, attachments
- Administration of Focus 81 Committee website
- Public Information Outreach Efforts

**TASK II – Focus 81 Committee Public Information Initiatives**

Estimated Cost: \$23,000 – FY 2016/17; \$23,000 – FY 2017/18

***Task Description:***

- A. **Media Campaign:** The Focus 81 Committee will partner with PennDOT, American Automobile Association (AAA), the Pennsylvania State Police (PSP), the I-81 Multi-State Coalition and other appropriate public and private sector organizations to develop public service announcements and events to promote safe travel, enforcement and related campaign awareness within the targeted corridor of Interstate 81. Focus 81 will utilize local television and radio outlets, events and explore additional avenues to assist in delivering these educational messages to the public. Further, NEPA staff will continue efforts to partner with the media to receive preferred public service rates for the Focus 81 media campaign.
- B. **Print Campaign:** The Focus 81 Committee will work with appropriate partners to develop promotional material for distribution. Information may include, but not be limited to, park-and-ride locations, detour routes, safety information, etc. The Focus 81 Committee will again consider utilizing electronic billboards and other means to increase visibility of Focus 81 and ultimately promote the goals of the Committee including the improvement of safety and reduction of congestion within the targeted corridor. In addition, NEPA staff will develop relevant articles for publication in regional newspapers, magazines and electronic media.
- C. **Web Based Initiatives:** During the prior work program, NEPA redeveloped the Focus81 website and will then continually update and/or modify the Focus 81 website to increase usability, functionality and ensure comprehensive and relevant content. This will allow greater access for the public to comment on Focus 81 initiatives, problems or concerns. A Twitter Account, FaceBook page and the development of a possible SmartPhone App and Mobile Website will be evaluated as well. The website and web-based media will include, but not be limited to the following information:
- Traveler Information
  - Links to Traffic Cameras
  - Traffic Alert Sign-up
  - Focus 81 meeting minutes, activity and scheduled events
  - I-81 Expanded Corridor Study
  - Pennsylvania Turnpike Beltway Study
  - Maps and Traffic Volume Information
  - Commuter Information
  - Safety tips
  - Transportation links
  - GIS Interactive Maps and Information Platforms

***End Products:***

- Comprehensive Public Awareness Campaign
- Enhanced Focus 81 Website (including site traffic tracking capabilities)
- FaceBook page
- Multimedia Educational Materials
- Media Events
- Printed Material and Electronic Communications
- Enhanced traffic alert capabilities
- Mobile Friendly Website
- Possible SmartPhone App

**TASK III – Focus 81 Committee Safety & Corridor Planning Initiatives**

Estimated Cost: \$35,000 – FY 2016/17; \$35,000 – FY 2017/18

***Task Description:***

- A. Conduct and prepare research necessary to identify and secure federal, state, local and private funding to advance the following objectives of the Focus 81 Committee:
- Additional capacity in the targeted corridor
  - Increasing PSP enforcement
  - Increasing Motor Carrier Inspections and Enforcement
  - Reducing Congestion
  - Increasing Safety
  - Accident Reduction
  - Emergency Response/Incident Management
  - System Efficiency
  - Multi Modal Usage
  - Decrease in Truck/Freight volume
- B. Provide assistance for the development of programs in partnership with the Lackawanna-Luzerne MPO, Pennsylvania Department of Transportation (PennDOT), the Pennsylvania State Police (PSP), Pennsylvania Public Utilities Commission (PUC), American Trucking Association (ATA); Pennsylvania Motor Truck Association (PMTA), the Pennsylvania Turnpike Commission, the I-81 Corridor Coalition and other stakeholders, that will result/address:
- Increasing Safety
  - Reducing Congestion
  - Widening targeted corridor
  - Increasing PSP enforcement
  - Increasing Motor Carrier enforcement
  - Accident Reduction
  - Infusion of resources
  - Public/Private Partnerships
  - Enhanced system operations
  - System Efficiency
  - Incident Management
  - Freight Management
- C. Participation on the I-81 Multi-State Corridor Coalition, convened to address transportation challenges and issues of mutual concern on I-81 within the six states the highway traverses. NEPA will monitor the I-95 Coalition meetings and collaborate with the I-81 Coalition representatives to host and coordinate regional events and initiatives of mutual interest to missions of Focus 81 and the I-81 Coalition. Focus 81 members will also attend the annual conference of the I-81 Coalition membership to cultivate relationships and report on activities of interest to attendees.
- D. The Focus 81 Committee will continue work to build relationships and attend meetings with federal and state policy makers, advocacy groups and transportation professionals to discuss, promote and position the Interstate 81 capacity adding, safety, commuter services, transit coordination, system management and enforcement projects and related activities for implementation, consistent with the goals and objectives of the committee.

### *End Products*

- Assist the MPO in coordination of corridor related projects throughout Lackawanna and Luzerne counties that would have an impact or be impacted by Interstate 81 improvement projects.
- Assist the MPO to ensure that Interstate 81 improvement projects adhere with the Department's planning and programming policies and local/regional plans.
- Implementation/Continuation of initiatives to reduce congestion, improve safety and increase enforcement including:
  - Continuation of efforts to enhance and coordinate signage, traffic cameras and message boards throughout the corridor;
  - Continuation of efforts regarding signal improvements along detour routes throughout the corridor;
- Identification of funding sources for initiatives as outlined for the Focus 81 Committee and the Interstate 81 improvement activities;
- Collaborate with the I-81 Coalition to capitalize upon efforts to address freight movement, traffic capacity and congestion issues at a national-regional level;
- Work to enhance ride sharing, increase park-and-ride locations and explore carpooling options for the region;
- Work with municipalities located within the targeted I-81 corridor to increase cooperative efforts relating to the improvement interstate detour traffic along the corridor;
- Monitor similar corridor efforts statewide and nationally;
- Explore conducting an Economic Impact Analysis of the targeted corridor to ascertain data regarding the economic benefits/impacts of the proposed expansion of the targeted I-81 corridor;
- Utilize information collected from the I-81 Expanded Corridor Study and the I-81 Scranton Beltway Study to further clarify engineering alternatives for increasing the corridor's capacity, as well as short term system management actions to ultimately increase safety and reduce congestion.
- Promotion of Pa Turnpike Extension for use of regional thru traffic and freight movement;

**FOCUS 81 ACTIVITY BUDGET  
STATE FISCAL YEAR 2016-2017**

Tasks	Total Budget	Federal Share		NEPA Local Match 8%
		Lackawanna County	Luzerne County	
<b>I. Committee Administration &amp; Coordination</b>	\$12,000	\$5,520	\$5,520	\$960
<b>II. Public Information Initiatives</b>	\$23,000	\$10,580	\$10,580	\$1,840
<b>III. Safety &amp; Corridor Planning Initiatives</b>	\$35,000	\$16,100	\$16,100	\$2,800
<b>FY16/17 BASE TOTAL</b>	<b>\$70,000</b>	<b>\$32,200</b>	<b>\$32,200</b>	<b>\$5,600</b>

**STATE FISCAL YEAR 2017-2018**

Tasks	Total Budget	Federal Share		NEPA Local Match 8%
		Lackawanna County	Luzerne County	
<b>I. Committee Administration &amp; Coordination</b>	\$12,000	\$5,520	\$5,520	\$960
<b>II. Public Information Initiatives</b>	\$23,000	\$10,580	\$10,580	\$1,840
<b>III. Safety &amp; Corridor Planning Initiatives</b>	\$35,000	\$16,100	\$16,100	\$2,800
<b>FY17/18 BASE TOTAL</b>	<b>\$70,000</b>	<b>\$32,200</b>	<b>\$32,200</b>	<b>\$5,600</b>

**NOTE:** The Local Match contributed toward this Work Program is a minimum amount, in the form of NEPA in-kind professional staff time to be applied toward Focus 81 Committee operations and activities, which are beyond and not otherwise budgeted within the federal funding share.