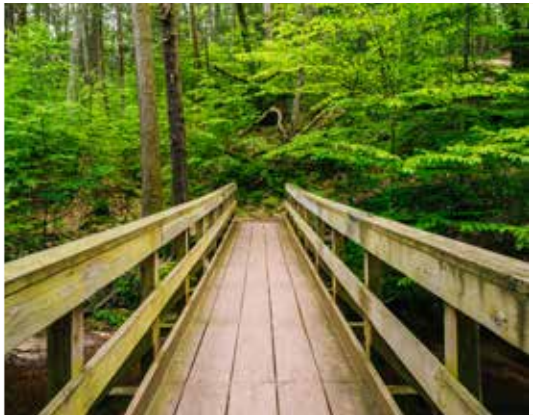
LACKAWANNA LUZERNE MPO

2050 Long-Range Transportation Plan



Adopted Month Year

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Letter from the MPO Chair

The 2050 Long-Range Transportation Plan (LRTP) represents the Lackawanna–Luzerne Metropolitan Planning Organization's (MPO) current agenda for directing investments in our region's transportation infrastructure and services.

The MPO conducts and/or supports planning for efficient transportation through many initiatives, such as Human Service Transportation planning, the Regional Operations Plan, and the Congestion Management Process (CMP). Lackawanna and Luzerne counties' current work under the federal Safe Streets for All (SS4A) program is expected to reduce serious injuries and fatalities on our transportation network.

The volatility of our economy elevates the importance of long-range planning. Economic uncertainty brought on by tariffs changes regional economic structures and freight patterns. Norfolk Southern recently announced that it is entering into merger talks with West Coast giant Union Pacific (UPSP)—a move that would create the nation's first single-company transcontinental railroad. The MPO will be tracking the U.S. Surface Transportation Board's (STB) review of the proposal, and will remain in conversations with area rail operators and shippers to prepare for potential changes in service, volumes, or routes.

The MPO will also be coordinating with stakeholders involved in the return of passenger rail service to our region, with the planned development of a passenger rail link to the New York City metropolitan area via the Lackawanna Cut-Off. The new service would introduce a range of impacts to our region, including business retention and attraction, tourism promotion, and reduced traffic stress.

Finally, our long-range planning will drive our work in developing the region's 2027 Transportation Improvement Program (TIP), a $285.7 million prioritized list of near-term projects. The federal surface transportation spending bill, known as the Bipartisan Infrastructure Law (BIL), is set to expire in September 2026. We will be collaborating with the Pennsylvania Department of Transportation (PennDOT) and other partners as reauthorization is being considered to stay informed on how changes in policy and funding will affect our region.

I invite you to review our region's latest long-range transportation plan, its projects, and recommendations for regional transportation policy. Ongoing public feedback and participation in the planning process are crucial as we work to create a more accessible, sustainable, and efficient transportation system for our region.

~Robert Fiume, Chair, Lackawanna–Luzerne Transportation Study (LLTS) MPO Coordinating Committee

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2050 Long-Range Transportation Plan

Introduction

Regional Transportation by the Numbers

	Measure	Lackawanna	Luzerne
	Demographics		
	Total Population, 2022 (U.S. Census American Community Survey (ACS) 5-Year Average)	215,672	325,396
	Population Change, 2010–2020	-2.6%	-1.25%
	65+ Population, 2022 (ACS 5-Year Average)	43,161	64,551
	Workers without Access to a Vehicle, 2022 (ACS 5-Year Estimates)	3.8%	4.4%
	Municipal Governments		
	Cities	2	4
	Boroughs	17	36
	Townships	21	36
	Planning Commissions	39	31
	Comprehensive Plans	35	35
	Zoning Ordinances	40	32
	Safety		
	Average Annual Roadway Crashes, 2019–2023	2,359	3,269
	Average Annual Roadway Fatalities, 2019–2023	17	34
	Average Annual Pedestrian Crashes, 2019–2023	71.4	75.6
	Average Annual Bicycle Crashes, 2019–2023	16.8	19.6

	Measure	Lackawanna	Luzerne
	Roads & Bridges		
	Linear Miles of Roadway, 2023	1,618	2,624
	Linear Miles of Local Road, 2023	1,092	1,787
	Linear Miles of Interstate, 2023 (including the PA Turnpike)	64	85
	Daily Vehicle-Miles Traveled (DVMT), 2023	4,795,996	7,245,616
	State Bridges (> 8 ft.)	415	575
	State Bridges (> 8 ft.) – Percentage Poor by Count	10%	21%
	Local Bridges (> 20 ft.)	34	31
	Local Bridges (> 20 ft.) – Percentage Poor by Count	43%	26%
	Multimodal Transportation		
	Transit Systems	1	2
	Public-Use Airports	1	3
	Total Railroad Miles	115	235
	BicyclePA Routes (miles)	61	50
	Electric Vehicle Registrations, 2023	416	739

Acknowledgements

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LRTP Purpose

Overview

This Long-Range Transportation Plan (LRTP) outlines strategic directions and potential projects and initiatives aimed at enhancing transportation infrastructure and services in Lackawanna and Luzerne counties. The LRTP considers a 25-year planning horizon and serves as a guide for making transportation-related decisions that align with available resources and the counties' desired future.

The LRTP includes a comprehensive inventory and evaluation of all transportation modes: highways and bridges, rail, air, and public transit, as well as bicycling and pedestrian facilities. The background profile includes data on travel patterns and related demographics. Key themes are safety, system condition, and effectiveness in meeting current and forecasted transportation needs for the region's residents, visitors, and businesses. Other important considerations such as freight movement, the environment, and resilience are also evaluated.

Why Develop an LRTP?

Developing and regularly updating an LRTP is a prerequisite for receiving federal transportation funding.

Further, transportation infrastructure decisions significantly influence the region's character and growth. An LRTP identifies necessary improvements to guide the region in a cohesive, agreed-upon direction for the future. Without this clear long-term direction, growth would occur in an unplanned and uncoordinated manner, potentially harming the qualities that make Lackawanna and Luzerne counties great places to live, work, and visit.

LRTP Purpose

Who Developed the Plan and How is it Used?

The Lackawanna–Luzerne Transportation Study (LLTS) Metropolitan Planning Organization (MPO) led development of the LRTP. The plan:

- Directs the MPO's prioritization of projects for biennial updates of its Transportation Improvement Program (TIP);
- Establishes strategic initiatives to promote coordination and collaboration among the MPO and other transportation, economic development, and environmental entities, as well as state and local governments, to foster steady progress toward shared goals;
- Guides the region's municipalities on local transportation-related decisions; and
- Ensures compliance with federal and state transportation laws and regulations for continued funding eligibility.

What is a Metropolitan Planning Organization?

An MPO is a regional transportation policy-making entity comprising representatives of local governments and transportation agencies that own, operate, and/or fund transportation infrastructure. Federal law mandates the establishment of an MPO in any urbanized area with a population exceeding 50,000. MPOs are responsible for ensuring that transportation project and programming decisions are based on a "continuing, comprehensive, and cooperative" (3C) planning process that addresses the region's needs and priorities and aligns with state and federal policy. MPOs also administer federal and state funding for transportation projects and programs in accordance with the region's approved LRTP. The LLTS MPO's region consists of Lackawanna and Luzerne counties.

LRTP Purpose

1	2	3	4	5
Establish Plan Management Structure	Inventory Existing Conditions	Summarize Performance Measures	Administer Public and Stakeholder Outreach	Develop Strategic Directions

How Was the Plan Developed?

The following outlines the major tasks in the planning process.

1. Establish Plan Management Structure

The MPO formed a management team to serve as an advisory board during the LRTP update process. The management team ensured the project stayed on track, reviewed draft deliverables, scheduled meetings, and provided technical support. The committee included personnel from the MPO, Federal Highway Administration (FHWA), Pennsylvania Department of Transportation (PennDOT) District 4-0, and the consulting team, Michael Baker International. Monthly meetings were held throughout the 18-month project.

Additionally, the MPO established a steering committee consisting of county representatives with vested interests in various transportation fields. The steering committee met four times to review and provide feedback on core plan deliverables. Members of all committees are listed in the Acknowledgements section.

2. Inventory Existing Conditions

The MPO developed a summary overview of the region's transportation system to identify current conditions and system performance. The information, provided in the Regional Profile section, served as the plan's baseline and informed the development of action strategies.

3. Summarize Performance Measures

Federal planning regulations mandate that LRTP updates adhere to performance-based provisions in 23 CFR Part 450, focusing on system reliability, freight, and Congestion Mitigation and Air Quality Improvement Program (CMAQ) measures. This task includes asset management and safety performance. Performance measures help monitor progress toward goals, evaluate transportation functionality, support decision-making, and ensure transparency and accountability to the public. See the System Performance section.

4. Administer Public and Stakeholder Outreach

Public and stakeholder engagement is foundational to LRTP development. The MPO conducted more than a dozen interviews

LRTP Purpose

6	7	8	9	10
Develop a Financial Plan and Prioritized List of Funded Projects	Review Potential Direct and Indirect Environmental Impacts	Select and Prioritize Illustrative (Not Yet Funded) Projects	Conduct a 30-Day Public Review and Comment Period	Adopt Final LRTP

with stakeholders and representatives of surrounding agencies to better understand the region's transportation needs and opportunities. To engage the general public, the MPO held two rounds of public listening sessions in 2025, the first in February and March to solicit input for plan development, and the second consultation in September to receive comments on the draft plan.

Additionally, the MPO leverages the State Transportation Commission's (STC) biennial public survey to gather feedback on priorities, strategies, and potential project locations. The project team considered the input of the 127 residents of the LLTS MPO region who responded to the 2025 STC survey.

See the Public & Stakeholder Engagement section for detail on the outreach process and feedback.

5. Develop Strategic Directions

The MPO worked with the steering committee to determine Strategic Directions responsive to federal planning factors. These include safety, security, mobility, connectivity, system management, preservation, resilience, travel and tourism, and economic vitality.

6. Develop a Financial Plan and Prioritized List of Funded Projects

Federal planning regulations require LRTPs to forecast funding the MPO can reasonably expect to receive over the next 20 years. This plan outlines expected funding for the Transportation Improvement Program (TIP) from 2025–2028, the 12-Year Program (TYP) from 2025–2036, and the LRTP through 2050. Based on PennDOT's April 2025 Financial Guidance and the 2025–2036 TYP, the MPO anticipates receiving nearly $2.06 billion between 2025 and 2050, excluding any funding derived from competitive grants. Projects have been prioritized for each planning period (TIP, TYP, and LRTP) to match expected funding. PennDOT reviewed the draft TIP projects for alignment with statewide priorities, budget limits, and air quality standards. See the Revenue Forecast section for funding projections. A list of fiscally constrained projects is provided in Appendix A.

7. Review Potential Direct and Indirect Environmental Impacts

The MPO held an environmental analysis at the May 2025 Agency Coordination Meeting (ACM), convening representatives

LRTP Purpose

from environmental entities to discuss strategies for mitigating the negative impacts of proposed LRTP projects. The analysis identified potentially affected resources and mitigation opportunities. The MPO also collaborated with the PennDOT District 4-0 Environmental Manager to address potential impacts. Results are summarized in the Environmental Resources section.

8. Select and Prioritize Illustrative (Not Yet Funded) Projects

The list of worthwhile projects always exceeds available funding. The LRTP identifies projects that are currently unfunded but would be eligible for future state and federal funding, should it become available. These potential projects will be considered when developing future TYPs and TIPs. The MPO used selection criteria to prioritize these proposed projects, aligning with federal and state priorities such as asset management and performance-based planning and programming. The prioritization process was based in part on feedback from the public survey. The results are documented in Appendix B.

9. Conduct a 30-day Public Review and Comment Period

The MPO held a public meeting and a 30-day review and comment period on the Draft LRTP in Fall 2025 before finalizing and adopting the plan. All comments received during this period were addressed and are documented in Appendix G.

10. Adopt Final Plan

The MPO adopted the final plan on January 13, 2026. Action by FHWA and the Federal Transit Administration (FTA) will approve the LRTP's related air quality conformity documentation before the expiration date of June 14, 2026.

LRTP Purpose

Figure 1: LLTS MPO Region in Relation to the New York and Philadelphia Metropolitan Areas

LACKAWANNA LUZERNE MPO

2050 Long-Range Transportation Plan

Regional Profile

Geographical Position

Regional Overview

- The LLTS MPO region consists of Lackawanna and Luzerne counties, located in northeastern Pennsylvania (Figure 2).
- The region is approximately 1,325 square miles in size.
- The region's largest city is Scranton, the sixth-most-populous city in the state.
- Additional population centers include the cities of Wilkes-Barre (the state's 11th-most-populous), Hazleton, Carbondale, Pittston, and Nanticoke.
- The cities of Scranton and Wilkes-Barre are the core communities of the Metropolitan Statistical Area (MSA) that encompasses Lackawanna, Luzerne, and Wyoming counties.
- From a geological perspective, Lackawanna and Luzerne counties are in Pennsylvania's Glaciated Lower Plateau section. Large portions of both counties are also within the Anthracite Upland section. Additionally, the footprint of the Marcellus shale formation includes both counties.
- The region is adjacent to an area known colloquially as the Megalopolis—an agglomeration of urbanized areas in the Northeast and Mid-Atlantic stretching from Boston to Washington, D.C.
- The region is bordered by several counties, including Carbon, Columbia, Monroe, Schuylkill, Sullivan, Susquehanna, Wayne, and Wyoming.
- Scranton is approximately 120 miles west of the Port of New York/New Jersey, a primary gateway to the global economy.
- Luzerne County is part of the Delaware & Lehigh National Heritage Area and Lackawanna County is part of the Lackawanna Heritage Valley National Heritage Area.
- Interstates 80, 380, and 84 make commutes feasible between the eastern portion of the region and New York City's northern and western suburbs, while I-476 facilitates commutes to southeastern Pennsylvania, including the Lehigh Valley and Philadelphia. Interstate 84 also provides a connection to New England.
- The region is a gateway for goods moving to and from New England, the Mid-Atlantic, and the Midwest via Interstates 80, 81, and 84, and the area is favorable for warehousing.

Planning Implications

- Interstates 81 and 476 are anticipated to experience changes in traffic patterns due to the Scranton Beltway project, which aims to establish direct connections between these highways to help ease congestion on Interstate 81.
- A majority of the nation's anthracite coal has been extracted from this region. Due to decreased demand and natural disasters in the region, coal-related properties in the region are being redeveloped for other uses. The region's economy has transitioned from coal to the warehousing and distribution, education, and health care industries.
- Despite the region's lack of productive shale, natural gas drilling activity in neighboring counties affects the region's transportation system.

Geographical Position

Figure 2: LLTS MPO Region

Socio-Demographics

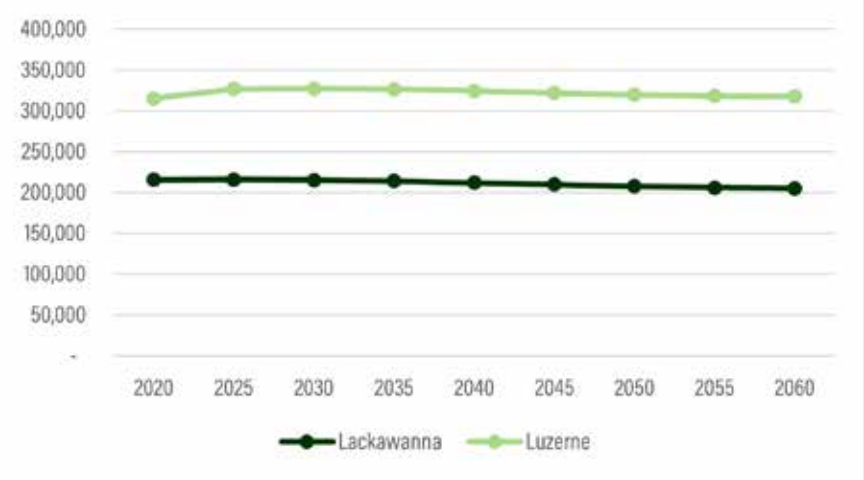
Overview

- The region has an estimated total population of 541,068 according to 2022 ACS 5-year averages.[1]
- Since 2010, the region has gained an estimated 8,217 people—a 1.5 percent increase in population. The City of Hazleton accounted for more than half of this increase, while the City of Wilkes-Barre accounted for a third.
- The Scranton–Wilkes-Barre MSA ranks fifth in size among Pennsylvania's 18 MSAs.
- Luzerne County (325,396) is more populous than Lackawanna County (215,672); both counties have experienced marginal population increases since 2010. Luzerne County experienced a 2 percent increase (6,276 persons), while Lackawanna County grew by 0.9 percent (1,941 persons).
- Lackawanna and Luzerne counties are each projected to experience a population decline of approximately 8,000 people over the next 25 years; the region's total population is expected to decrease to a total of 527,260 by 2050.[2]
- The Scranton urbanized area had a population of more than 380,000 in 2010 but declined to just under 366,000 by 2020. The change may be partly due to revised definitions and boundaries of urbanized areas by the U.S. Census following each decennial census.

[1] The American Community Survey (ACS) is a nationwide survey conducted by the U.S. Census Bureau to provide communities with demographic, social, economic, and housing data every year.

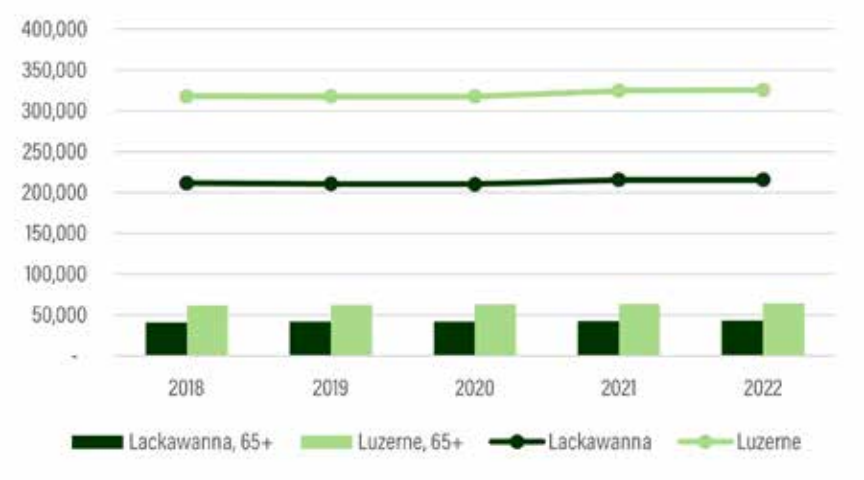
[2] Woods & Poole

Figure 3: Projected Population Change to 2060



Source: Woods & Poole, 2024

Figure 4: Total Population and Senior Population, ACS 5-Year Estimates



Source: U.S. Census Bureau

Socio-Demographics

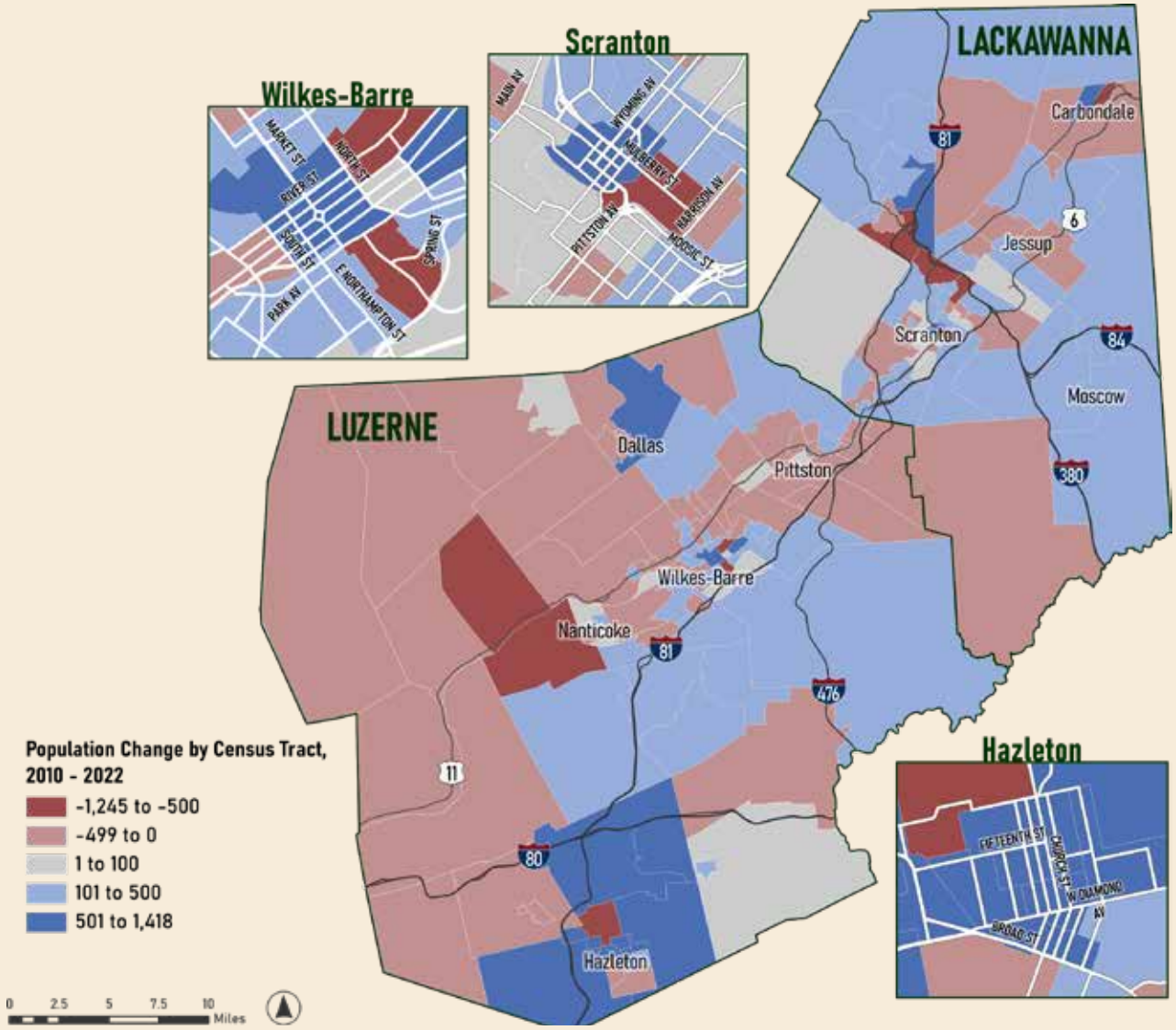


Figure 5: Population Change by Census Tract, 2010–2022

Socio-Demographics

Since 2010, the region's cities have gained more than 7,600 residents. Population in townships has declined, while borough population has remained steady.

- The region's population is predominantly urbanized: two-thirds reside in one of the region's six cities or 53 boroughs. Population is almost evenly distributed among the three municipal types: city, borough, and township.
- Since 2010, the region's cities have collectively gained more than 7,600 residents. Townships collectively have lost more than 1,700 residents, while borough population has remained steady, defying state trends.
- A majority (69) of the region's 116 municipalities have sustained population losses since 2010. Losses were most acute in Newport Township, Luzerne County, which declined in population by nearly 1,000 people (17.5 percent).[3]
- The region's 2022 ACS 5-year estimates show that approximately 20 percent of the region's population is age 65 or older—1.5 percent greater than the share of 65+ residents for the state as a whole.

Planning Implications

- Concentration of the region's population in its cities could increase demand for transit systems, active transportation facilities, and mixed-use and transit-oriented developments to ease commutes.
- Since 2017, the population of residents age 65 and older has increased by 6.6 percent. A growing, aging population will require more public transportation services, and a highway system that is more predictable to use, with greater reflectivity, maintenance and protection of traffic in work zones, and improved signage, to name a few areas of improvements.
- The analysis of community demographics informs the MPO's investment strategies and project selection, to help ensure a fair balance of transportation-related benefits and burdens across the region's population.

[3] In 2020, the State Correctional Institution (SCI) in Newport Township, known as SCI Retreat, permanently closed. Originally a mental hospital and almshouse, the complex had 1,200 beds, an 86 percent occupancy rate, and about 400 employees when its planned closure was announced in 2020.

Socio-Demographics

Socioeconomics

Overview

- As of 2022, the region's highest concentrations of employment were in the industry sectors of Health Care and Social Assistance (44,001, or 17.2 percent), Retail Trade (32,187, or 12.6 percent), Manufacturing (29,743, 11.6 percent), and Educational Services (21,996, or 8.6 percent). Together, these four industries account for half of the total employment in the region.
- A location quotient (LQ) is a metric that indicates which industries have a high concentration of employment and specialization in a region. Industries with an LQ greater than one in a given region typically drive economic growth. As shown in Table 1 and Figure 6, the Utilities and Wholesale Trade industry sectors are significant to the regional economy and particularly to Luzerne County. The two industries with the highest LQs in Lackawanna County are Management of Companies and Enterprises and Public Administration.
- In both Lackawanna and Luzerne counties, more workers are imported than exported (Figure 7).

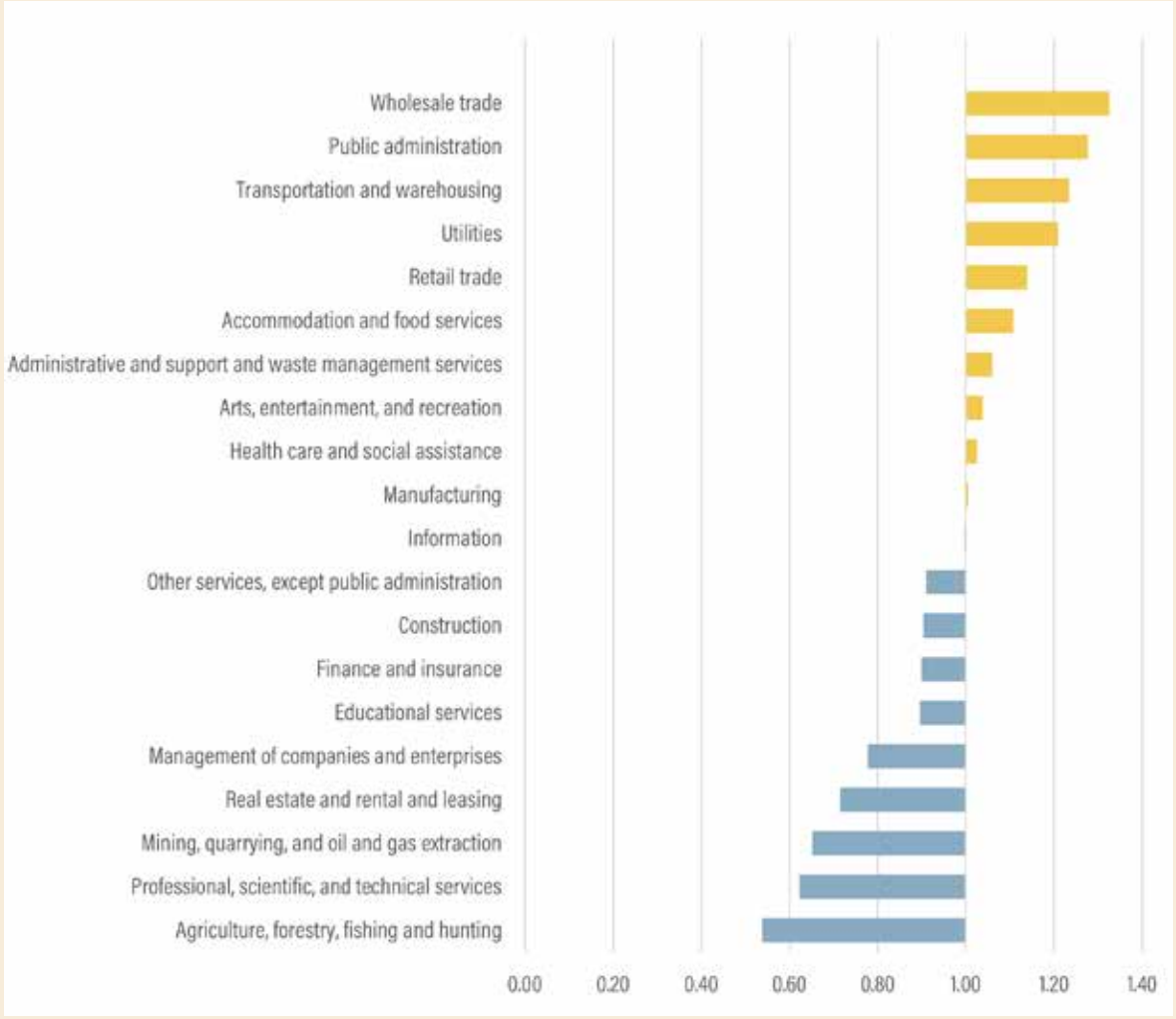
Table 1: Location Quotient by Industry Sector, 2022

NAICS Industry Sector	Region	Lackawanna	Luzerne
Wholesale trade	1.33	1.16	1.43
Public administration	1.28	1.37	1.21
Transportation and warehousing	1.23	1.18	1.27
Utilities	1.21	0.71	1.54
Retail trade	1.14	1.16	1.13
Accommodation and food services	1.11	1.17	1.07
Administrative and support and waste management services	1.06	0.89	1.17
Arts, entertainment, and recreation	1.04	1.03	1.05
Health care and social assistance	1.02	1.07	0.99
Manufacturing	1.01	0.83	1.12
Information	1.00	1.03	0.98
Other services, except public administration	0.91	0.96	0.87
Construction	0.90	0.88	0.92
Finance and insurance	0.90	1.02	0.82
Educational services	0.90	0.99	0.83
Management of companies and enterprises	0.78	1.29	0.44
Real estate and rental and leasing	0.71	0.69	0.73
Mining, quarrying, and oil and gas extraction	0.65	0.93	0.46
Professional, scientific, and technical services	0.62	0.69	0.58
Agriculture, forestry, fishing and hunting	0.54	0.51	0.56

Source: U.S. Census Bureau, ACS 5-Year Averages, 2022

Socioeconomics

Figure 6: Location Quotient by Employment Sector, 2022

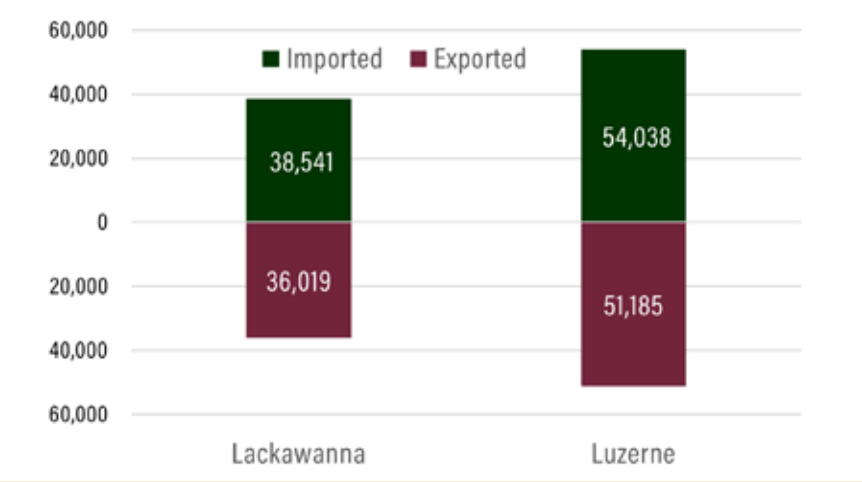


Source: U.S. Census Bureau, ACS 5-Year Averages, 2022

The region's top employment sectors are health care, retail, manufacturing, and education.

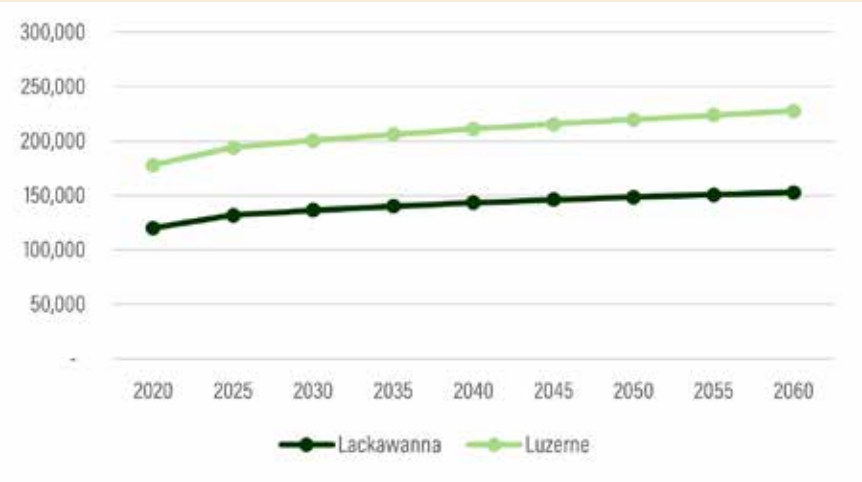
Socioeconomics

Figure 7: Workers Imported and Exported



Source: U.S. Census, On the Map 2021

Figure 8: Employment Projections, 2020–2060



Source: Woods & Poole, 2024

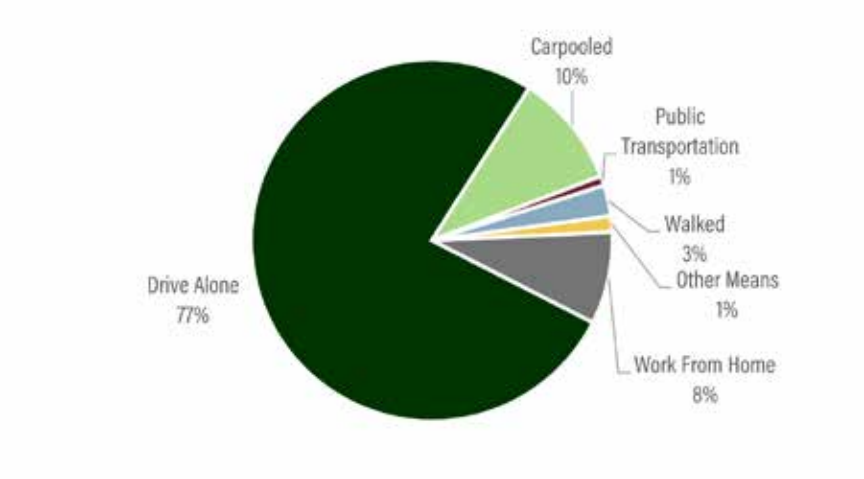
Socioeconomics

Figure 9: Employment Origin-Destination County

Source: U.S. Census, On the Map 2022

Socioeconomics

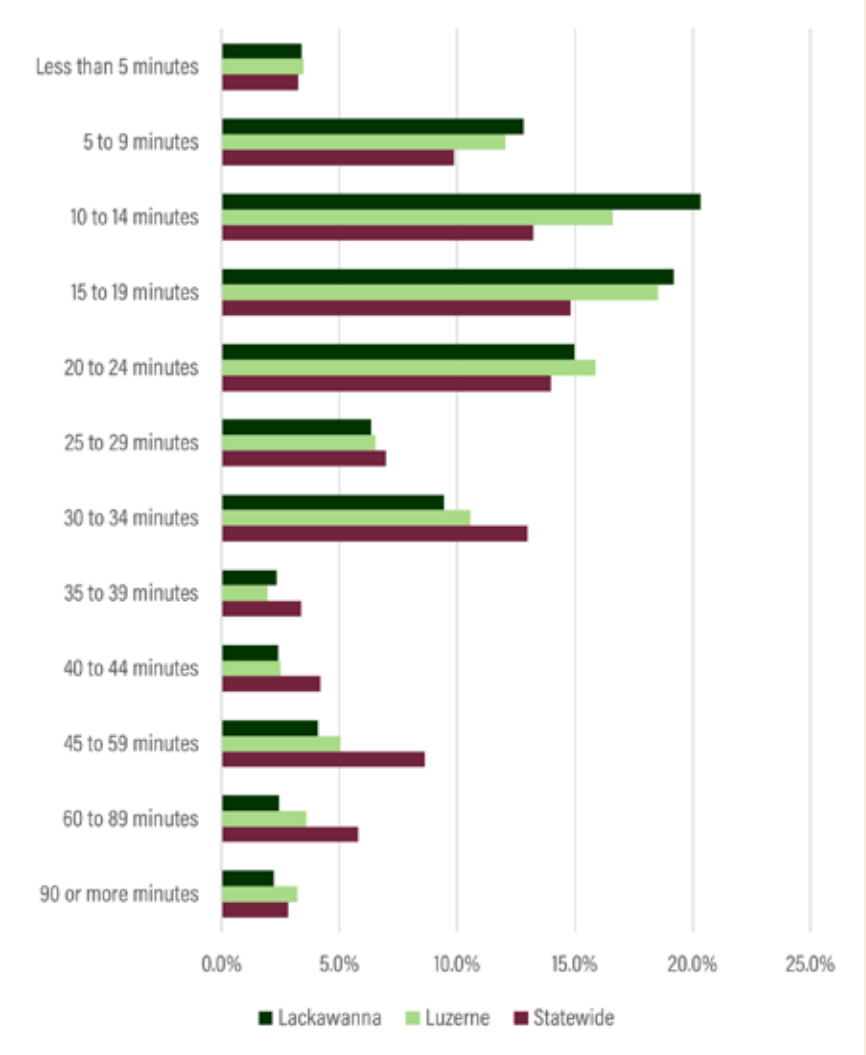
Figure 10: Means of Commuting to Work, 2022



Source: ACS 5-Year Estimates, 2022

- From 2018 to 2022, the percentage of people working from home doubled from 4 percent to 8 percent (Figure 10). However, this rate remains lower than the statewide average, which is 12 percent.
- More than 50 percent of the region's workers travel less than 20 minutes to work (Figure 11).

Figure 11: Travel Time to Work, 2022



Source: ACS 5-Year Estimates, 2022

Socioeconomics

Planning Implications

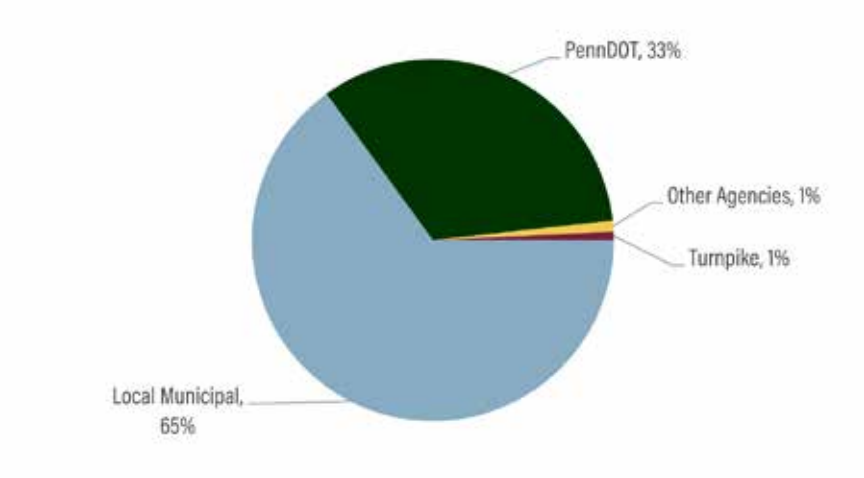
- The region's share of employment in the Transportation and Warehousing sector is high, reflected in part by heavy truck traffic on the region's major thoroughfares. The MPO will consider interchange design and operation, access management, and truck parking opportunities to enhance safety, traffic flow, and quality of life in the region.
- The regional concentration of employment in the healthcare and social assistance industry underscores the need to ensure adequate access to medical facilities throughout the region for workers as well as patients.
- As employment increases (Figure 8), there is a higher demand on transportation systems, which results in greater congestion and more public transit usage, particularly during peak hours. It is essential to ensure equitable access to job centers by improving connectivity and addressing last-mile challenges. To support sustainable growth, transportation strategies should prioritize clean mobility options and align with land use planning.

Roadway Network

Overview

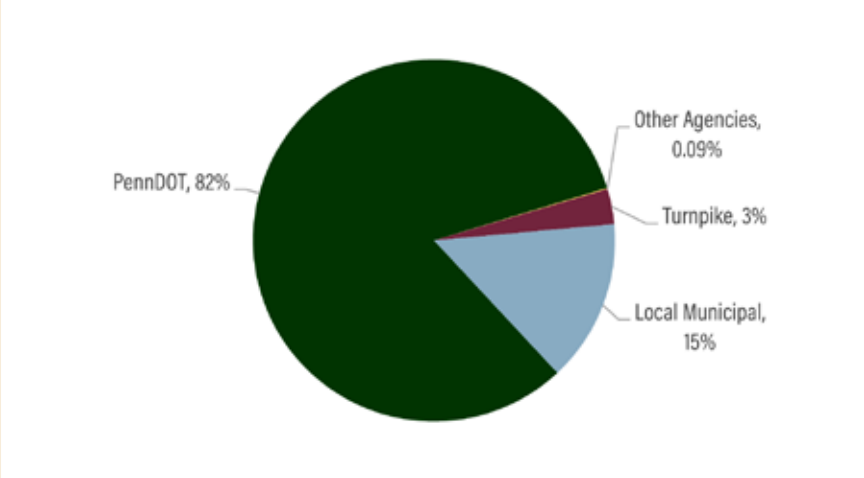
- The region has 4,242 linear miles of roadway. More than 30 percent of these miles are owned and maintained by PennDOT, while approximately 65 percent are owned by local governments (Figure 13).
- Approximately 27 percent of the roadway network is on the Federal Aid System, totaling 1,180 linear miles of the region's roadways (Figure 17).
- Total travel demand on the region's roadways has remained relatively constant over the past three years, averaging 12.5 million miles traveled each day, slightly less than the pre-COVID high of 12.9 million recorded in 2019 (Figure 15).
- The National Highway System (NHS) was established in 1995 to designate highways that are vital to the nation's economy, defense, and mobility. The NHS in the planning area includes the region's Interstates as well as US 6, US 11, PA 29, PA 93, and PA 309 (Figure 16).
- The region's roadway network includes 148 linear miles of Interstates, including I-80, I-81, I-84, and I-380. Interstate 476, the Northeast Extension of the Pennsylvania Turnpike, also traverses the region.
- The FHWA in February 2019 certified several roadways in the LLTS MPO region as Critical Urban Freight Corridors (CUFCs) and Critical Rural Freight Corridors (CRFCs), which make them eligible for National Multimodal Freight Network (NMFN)

Figure 13: Roadway Ownership by Linear Miles



Source: PennDOT Highway Statistics (2023)

Figure 14: Roadway Ownership by DVMT



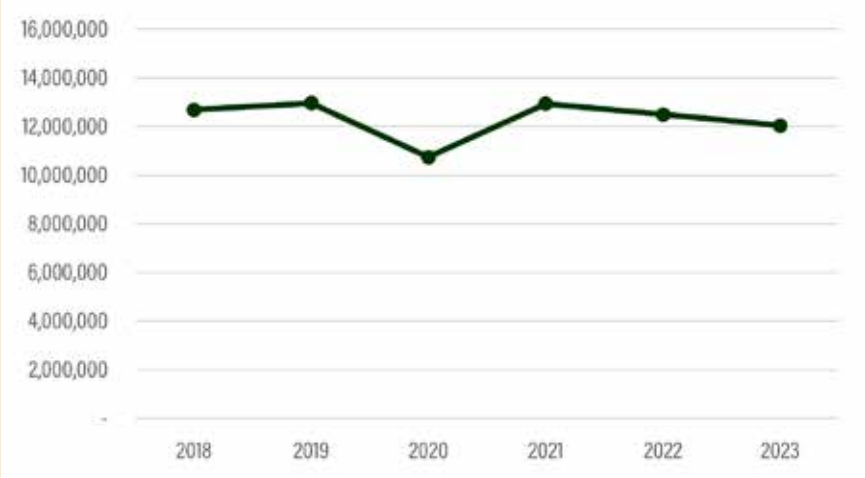
Source: PennDOT Highway Statistics (2023)

Roadway Network

funding (Figure 16). The CUFCs in the region span roughly eight miles along PA 315 in Luzerne County and PA 3016 in Lackawanna County. The CRFCs account for 25 miles and include segments of US 6, PA 924, PA 247, Commerce Road, Forest Road, Maplewood Drive, Scotch Pine Drive, Oakridge Road, and Valley View Park.

- The region has one byway: the 15.53-mile Governor Casey Scenic Byway. The byway is the portion of U.S. Route 6 in Lackawanna County between I-81 in Dunmore Borough and U.S. Business Route 6 in Carbondale Township. The byway was recognized for its outstanding intrinsic qualities—historic, recreational, cultural, and archaeological characteristics that include the Steamtown National Historic Site, the Pennsylvania Anthracite Heritage Museum, and the Lackawanna Coal Mine in nearby Scranton.

Figure 15: Daily Vehicle-Miles of Travel (DVMT), 2018-2023



Source: PennDOT Highway Statistics

Planning Implications

- In a region characterized by both large cities and extensive rural areas, roadways serve as the backbone of the transportation system. Investment strategies should reflect the dual role of the roadway network—supporting high-capacity urban corridors while ensuring rural residents have reliable access to essential services, employment centers, and regional markets.
- Of the region's 4,242-mile roadway network, only 350 miles are eligible for National Highway Performance Program (NHPP) funding. These include Interstates and roadways functionally classified as Principal Arterials. With less than 10 percent of the network eligible for NHPP funding, the LRTP must identify alternative funding sources and prioritize maintenance and improvements for the remaining 3,892 miles. This includes leveraging state and local funds, exploring grant opportunities, and advocating for expanded federal eligibility where appropriate.
- The MPO needs to have a better understanding of the condition of locally owned roadway on the Federal Aid System. This will support more informed decision-making, help target investments where they are most needed, and ensure compliance with performance-based planning requirements.

65% of the region's roadway miles are owned by local governments.

Roadway Network

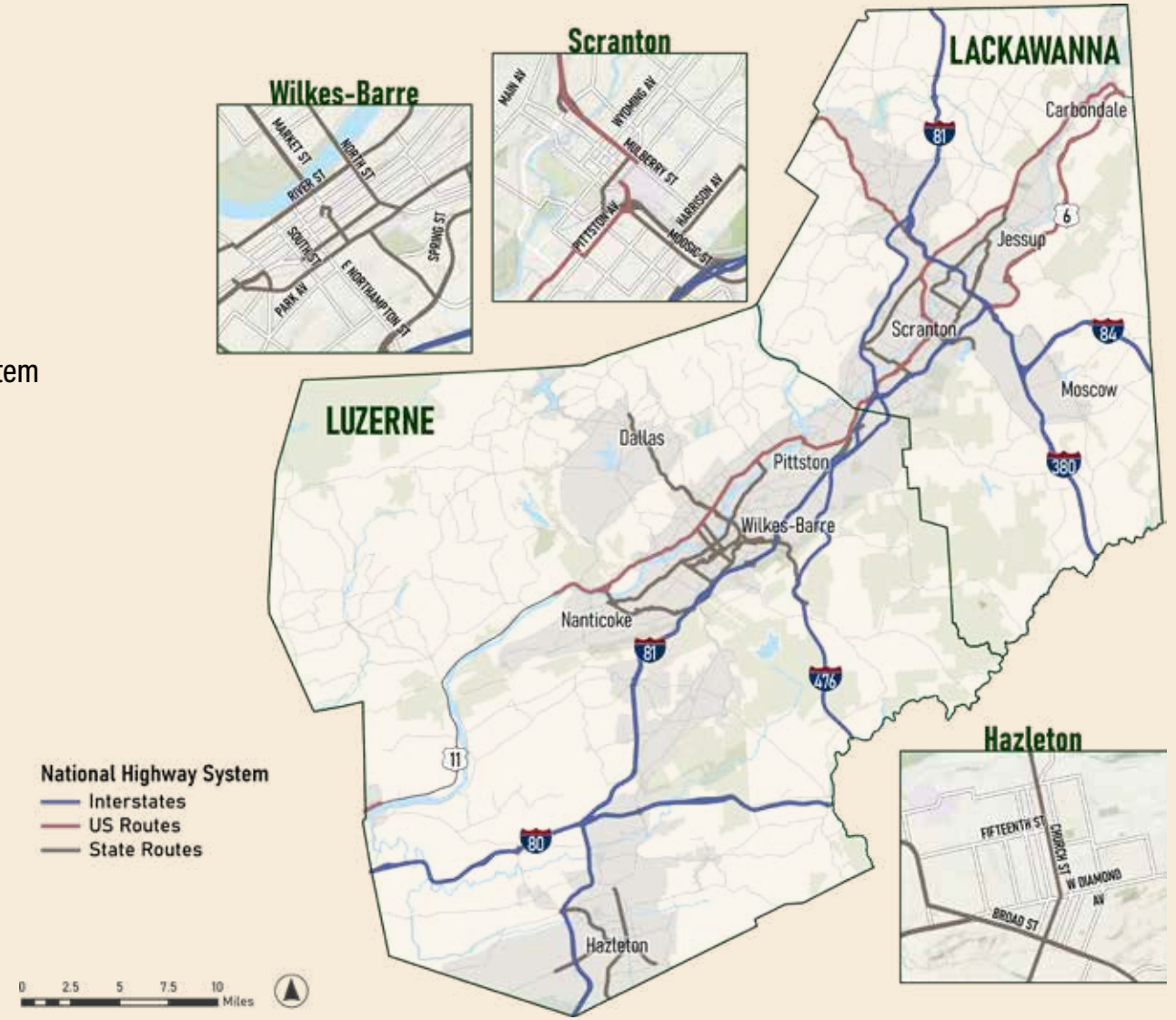


Figure 16: National Highway System

Roadway Network

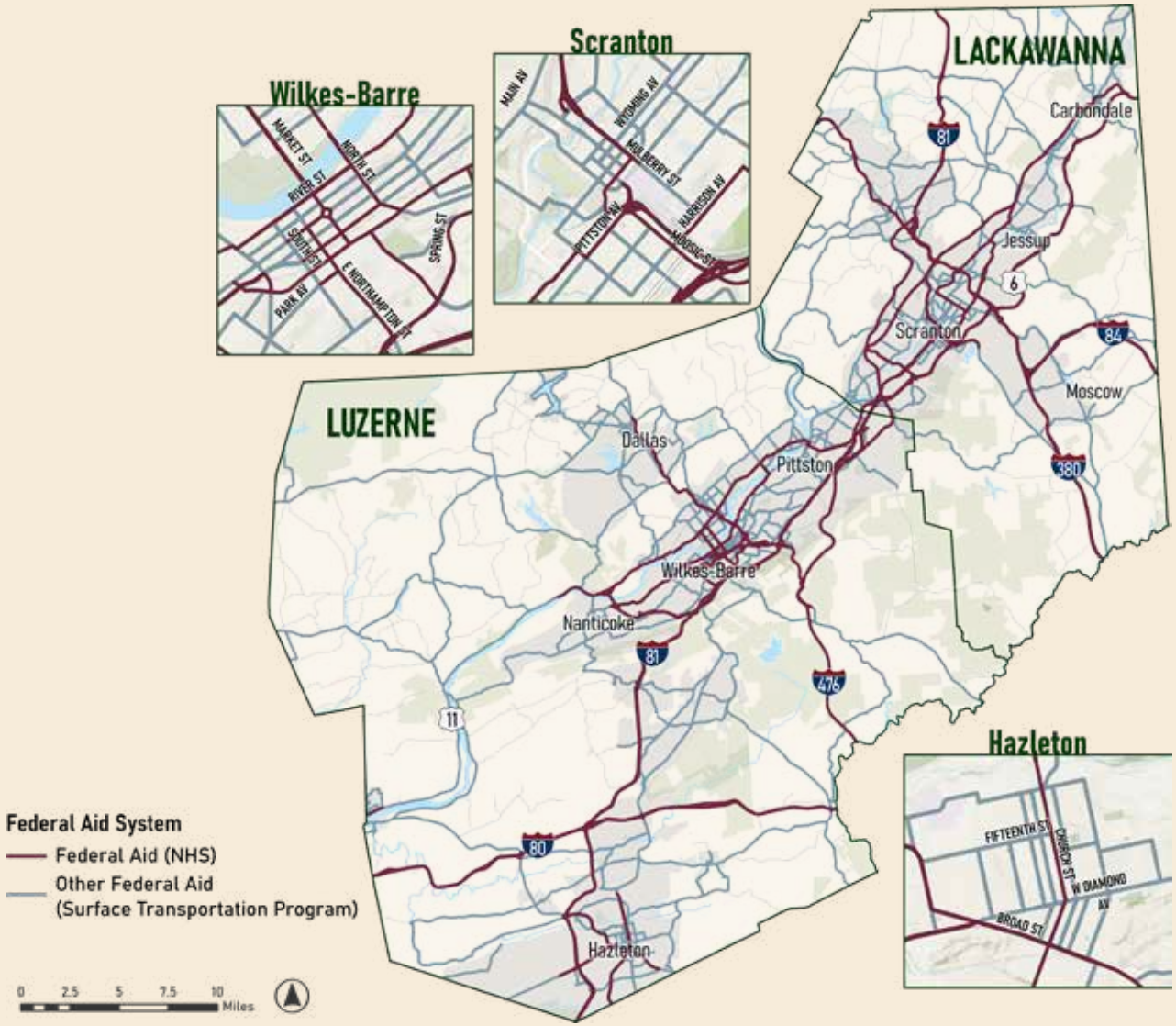


Figure 17: Federal Aid System

Roadway Network

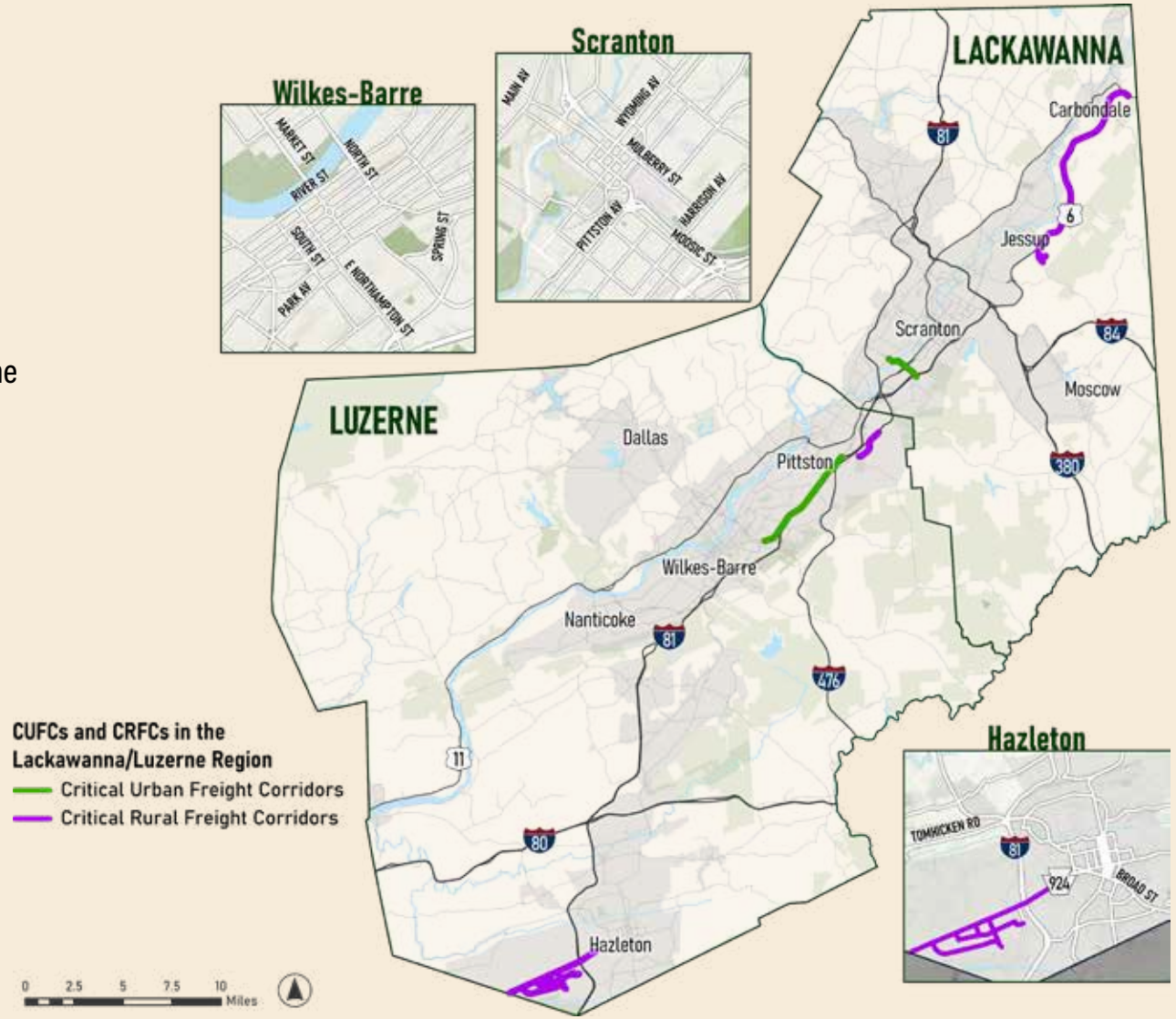


Figure 18: CUFCs and CRFCs in the Lackawanna-Luzerne Region

Roadway Network

Roadway Conditions

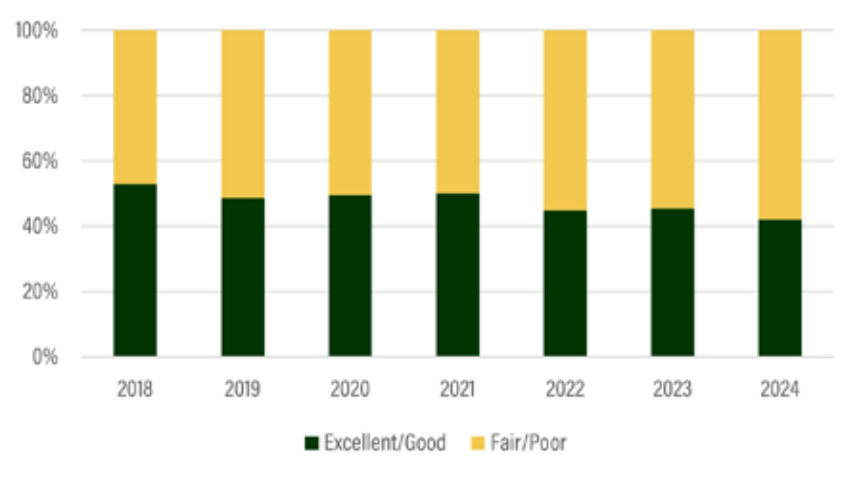
Overview

- PennDOT has organized the state's roadways into four Business Plan Networks: 1) Interstates, 2) National Highway System (NHS), Non-Interstate, 3) Non-NHS, > 2,000 Average Daily Traffic (ADT), and 4) Non-NHS, < 2,000 ADT.
- Overall Pavement Index (OPI) is a measure of a roadway's pavement condition (Figure 19), while International Roughness Index (IRI) is a measure of the roughness of the pavement surface (Figure 20).
- Higher-order networks such as Interstates have the best pavement conditions among the business plan networks: Interstates within the region are currently rated as only 2.7 percent Poor in OPI, and 5.7 percent Poor in IRI.
- Pavement conditions are significantly poorer for non-Interstate roads, with Non-NHS, < 2000 ADT roadways having the poorest condition overall, with close to 50 percent in poor IRI condition and about 45 percent in poor OPI condition (Figure 21).

Planning Implications

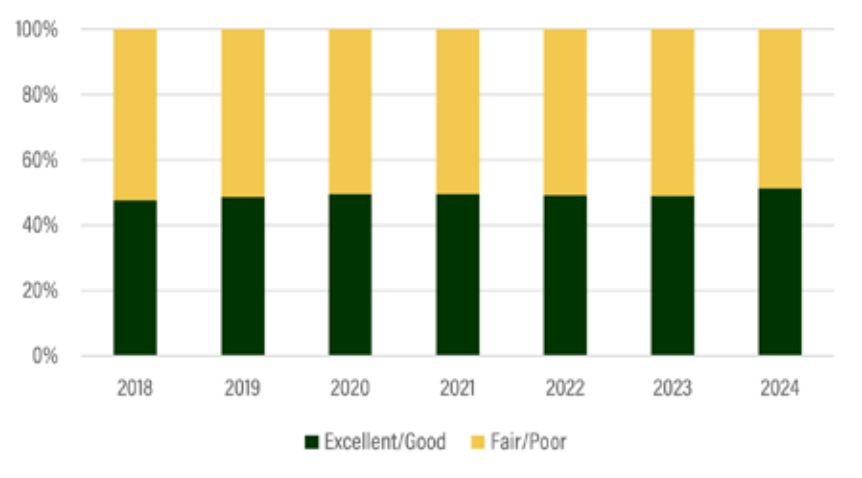
- Interstates within the Lackawanna–Luzerne MPO region carry roughly 35 percent of the region's overall traffic, attesting to the strategic importance of Interstates for mobility.
- The FHWA requires that no more than 5 percent of a state's NHS Interstate lane-miles be in Poor condition.
- The LLTS MPO region's Interstates exhibit the best pavement IRI conditions of all four business plan networks, yet the MPO's Interstate condition ratings do not compare favorably to the state overall (Figure 21).

Figure 19: Overall Pavement Index (OPI), 2018–2024



Source: PennDOT System Performance Reports

Figure 20: Pavement Smoothness (IRI) Rating, 2018–2024

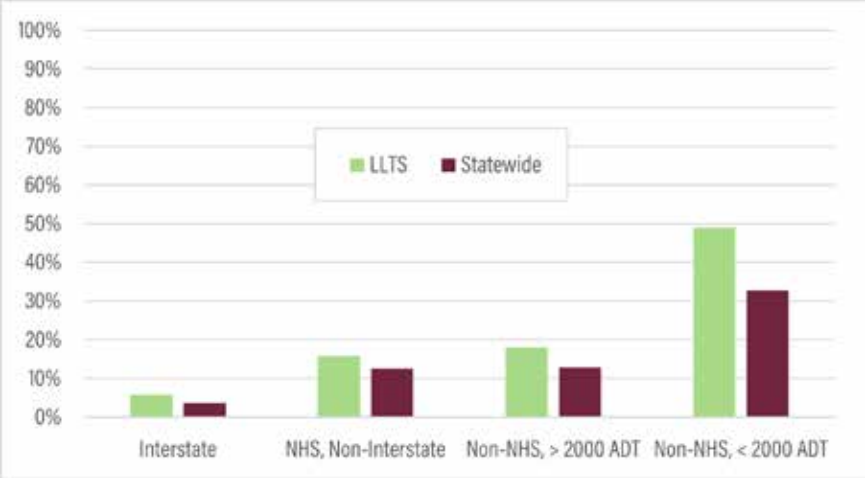


Source: PennDOT System Performance Reports

Roadway Conditions

- The LLTS MPO, along with a few of Pennsylvania's other Planning Partners, uses a portion of its base funding allocation to support Interstate improvements.
- Pavement condition data for the LLTS MPO region indicates a need for increased roadway resurfacing and reconstruction.
- Condition of the NHS/expressway system in the region continues to be a concern, and funding continues to be a challenge. The MPO reserves $5 million annually to invest in these routes. The region has approximately 200 miles of NHS roadway, and $5 million equates to approximately 7 miles of reconstruction. With lower-cost solutions (e.g., microsurfacing and alternative treatments), this could be stretched to 17 miles.

Figure 21: Percentage "Poor" IRI, by Business Plan Network, Lackawanna-Luzerne Region and Pennsylvania, 2024



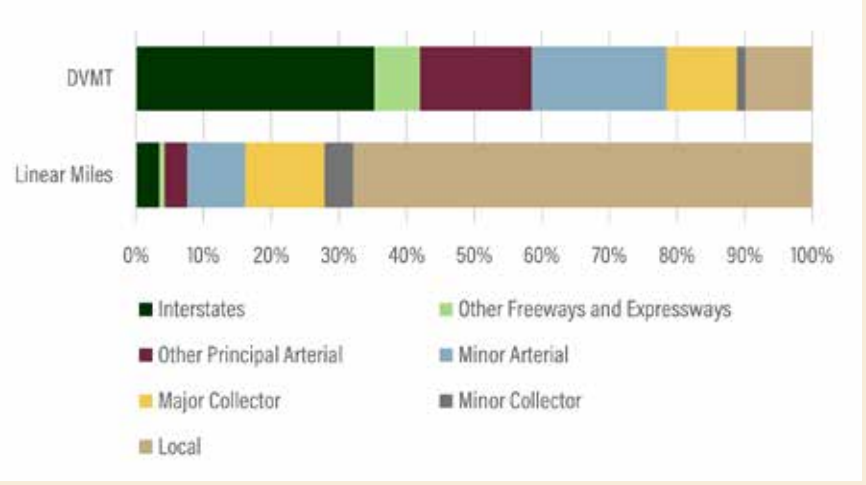
Source: PennDOT System Performance Reports

Functional Classification

Overview

- The LLTS MPO and PennDOT have functionally classified the region's roadways according to the type of travel they are intended to serve (Figure 23). Functional classification is an important nexus between transportation and land use planning.
- All roadways provide two basic functions, in varying proportions: mobility (moving through an area efficiently) and accessibility (connecting to driveways of residences and businesses). Interstates, for example, offer high mobility but low accessibility, whereas local streets primarily provide access.
- Figure 22 illustrates the proportion of functional classification types within the region, according to linear miles and volume of traffic handled per day.

Figure 22: Linear Roadway Miles and DVMT by Functional Classification, 2023



Source: PennDOT Highway Statistics

Functional Classification

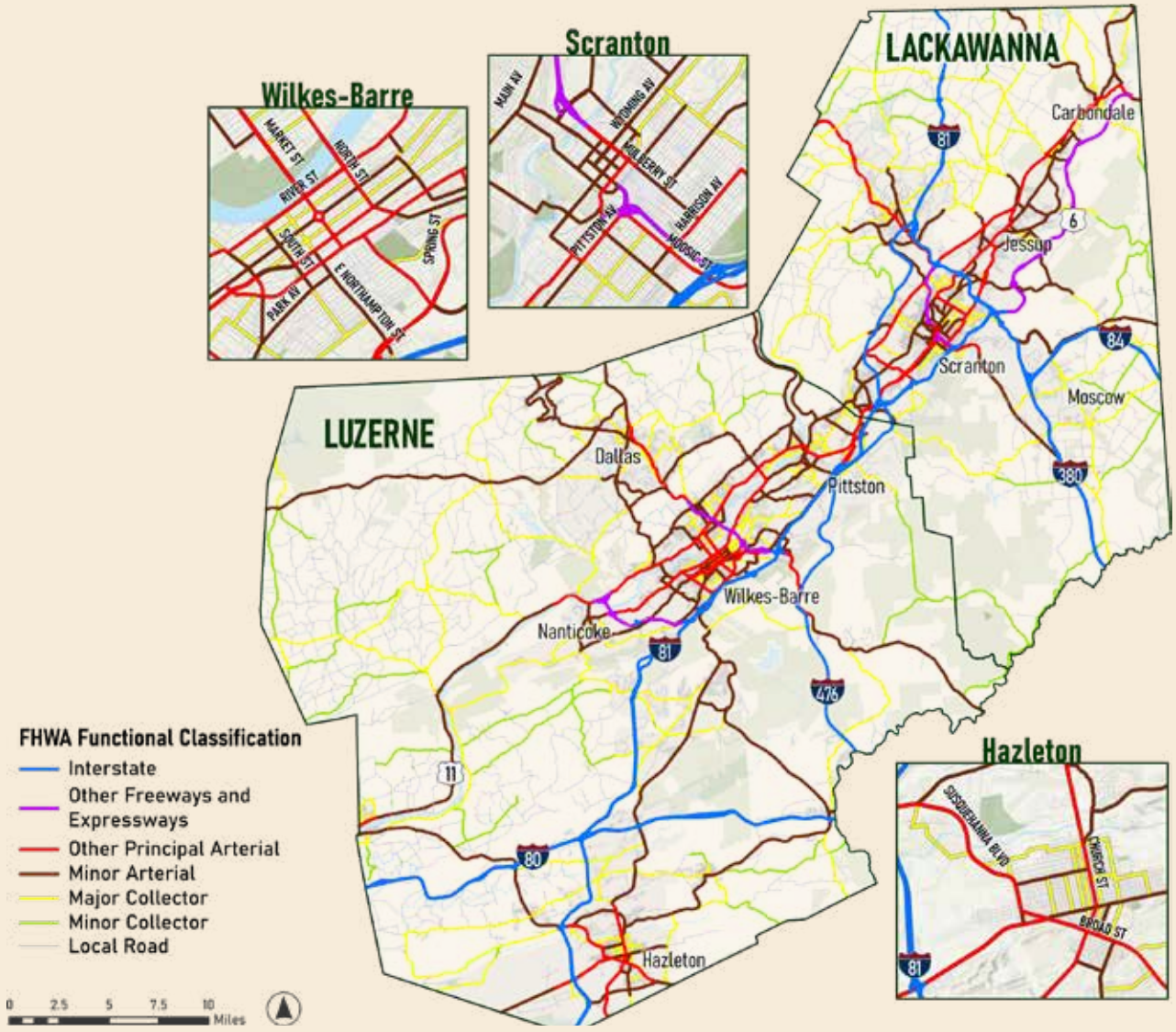


Figure 23: Functional Classification, LLTS MPO Region

Functional Classification

Interstates

The Interstate Highway System represents the highest classification of arterial roads and streets, providing the greatest level of mobility at the highest speed for long, uninterrupted distances. Interstates 81, 380, 84, 80, and 476 all represent this classification.

Other Freeways

Roadways in this functional classification are similar to Interstates. They include directional travel lanes that are usually separated by a physical barrier and have limited access. A few of the routes within the region that fall under this classification include portions of PA 309, PA 29, US 6, and US 11.

Other Principal Arterials

These roadways are designed to provide high levels of mobility while also providing direct access to abutting land uses via driveways and at-grade intersections with other roadways. Roadways in the LLTS MPO region that fall into this classification include portions of US 11 and US 6, among others.

Minor Arterials

Minor arterials have higher capacity than local streets and collector roads, but less capacity than major arterials. Some examples of these roadways include Lackawanna Avenue, Main Avenue (PA 3013), and Northampton Street (PA 2007).

Functional Classification

Major Collectors

In a rural context, major collectors accommodate intra-county travel and serve as a link between communities not directly served by arterial roads. Examples of this classification in the region include Benton Road (PA 107) in Lackawanna County and Kirmar Avenue (PA 3004) in Luzerne County.

Minor Collectors

This classification comprises most of the region's four-digit state routes. Minor collectors serve a similar purpose to major collectors but provide a higher degree of accessibility and tend to carry lower traffic volumes.

Local Roads

Locally designated roadways serve short-distance trips and provide direct access to abutting land. Almost 70 percent of the region's roadway network falls under this classification.

In Pennsylvania, state-owned, locally classified roads are eligible to be transferred to the host municipality through PennDOT's Turnback Program. The program provides an opportunity for municipalities to take ownership of these local roads and assume responsibility for their maintenance and upkeep in exchange for maintenance funding.

Planning Implications

- Functional classification helps determine eligibility for funding from many federal funding sources—generally, higher functional classifications are eligible for more federal funding. As such, maintaining functional class will be an ongoing focus for the LLTS MPO, particularly considering the increasing federal emphasis on NHPP roadways.
- The LLTS MPO plans to update its functional classification scheme as part of a forthcoming work program or through its membership with the Eastern Pennsylvania Freight Alliance (EPFA). The update will reflect current development and travel patterns.

Bridges – State

Overview

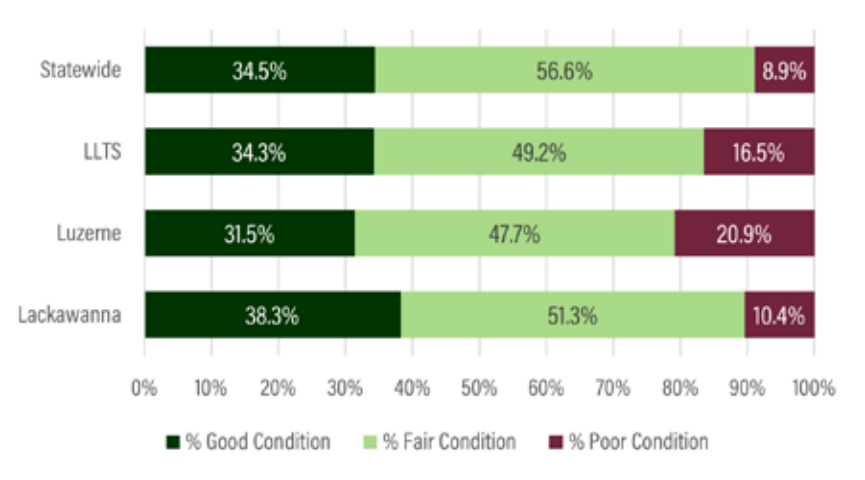
- There are 990 state-owned bridges longer than 8 feet within the LLTS MPO region.
- Of these structures, 163 (16.5 percent) are rated as being in Poor condition, worse than the state average of 8.9 percent (Figure 24).
- The more meaningful measure is the share of bridge deck area in Poor condition. Within the LLTS MPO region, this rate is 16.4 percent, significantly worse than the state average of 5.8 percent (Figure 25).
- As of July 2025, 18 state-owned structures were posted (weight-restricted); one was closed. Posted and closed bridges negatively impact emergency response, goods movement, and commerce in general. While most posted and closed bridges are on lower-order roadways, this does not minimize their importance to the region's economy.
- The average age of a state-owned bridge in the region is 56, near the state average of 55.
- There has been a significant increase in bridge construction activity in recent years. There have been 106 new state bridges constructed within the region since 2010. PennDOT's $889 million Rapid Bridge Replacement (RBR) project began in 2015 to replace 558 bridges across the state. By the end of 2020, all 558 bridges had been completed.
- If placed end to end, the length of all the Poor state-owned bridges in the LLTS region would stretch 16,092 feet, or nearly 3 miles.

Planning Implications

- As the region's bridge inventory continues to age, the MPO will be faced with an increasing percentage of bridges that will require costly maintenance and rehabilitation. Maintenance needs will accelerate as the bridges that were built during the 1950s and 1960s deteriorate to the point where rehabilitation or replacement is required.
- Depression-era bridges (those built in the 1930s) represent 11 percent of the region's bridge inventory (Figure 26), and will need to be rehabilitated or replaced within the planning period.
- Given its aging bridge inventory, the LLTS MPO currently allocates 33 percent of its 2025 TIP capacity toward addressing bridge needs, compared to a statewide average share of 22 percent.
- Many of the region's bridges are experiencing wear and tear from years of service and heavy daily traffic. With truck volumes continuing to grow, maintaining these aging structures presents an ongoing challenge.

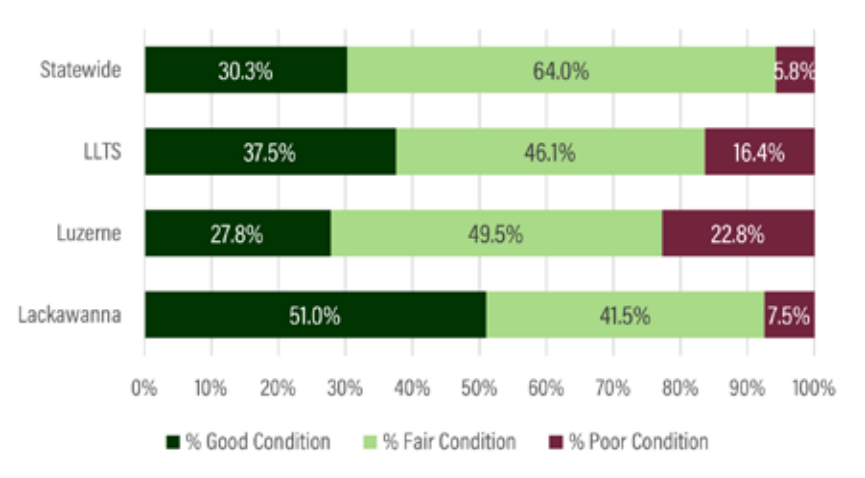
Bridges – State

Figure 24: State-Owned Bridge Condition by Count, 2024



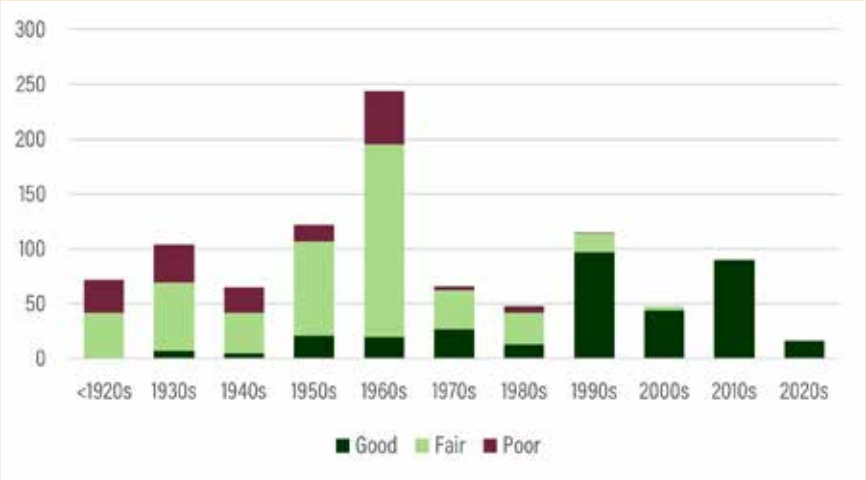
Source: PennDOT Bridge Reports, April 2024

Figure 25: State-Owned Bridge Condition by Deck Area, 2024



Source: PennDOT Bridge Reports, April 2024

Figure 26: State-Owned Bridge Condition by Decade Built, 2024



Source: PennDOT Bridge Reports, April 2024

The average age of the region's state-owned bridges is 56 years.

Bridges – Local

Overview

- There are 200 locally owned bridges longer than 20 feet in the region.
- Of these, 39 were posted and 15 were closed as of July 2025 (Table 2).
- On average the condition of locally owned bridges is gradually improving, with the number rated as Poor at 65 as of April 2024, down from 73 in 2019 (Figure 27).
- As of 2024, the share of Poor-condition locally owned bridges by deck area was 42 percent, compared to a 32.5 percent Poor rating by count. This is significantly worse than the statewide rate of 19.6 percent by deck area and 23.8 percent by count (Figure 28).

Planning Implications

- Act 89 of 2013 authorized counties to levy a $5 fee on vehicle registrations, which can be used for the construction, reconstruction, maintenance, and repair of public highways and bridges. In April 2022, Lackawanna County became the 24th county statewide to implement the fee as a way of securing a matching contribution for state funds.
- Luzerne County implemented the $5 fee in 2019; however, it has since been repealed.
- The region's local bridge inventory represents a significant planning and resource challenge for the region. Much investment will be needed to bring local bridges up to a state of good repair.

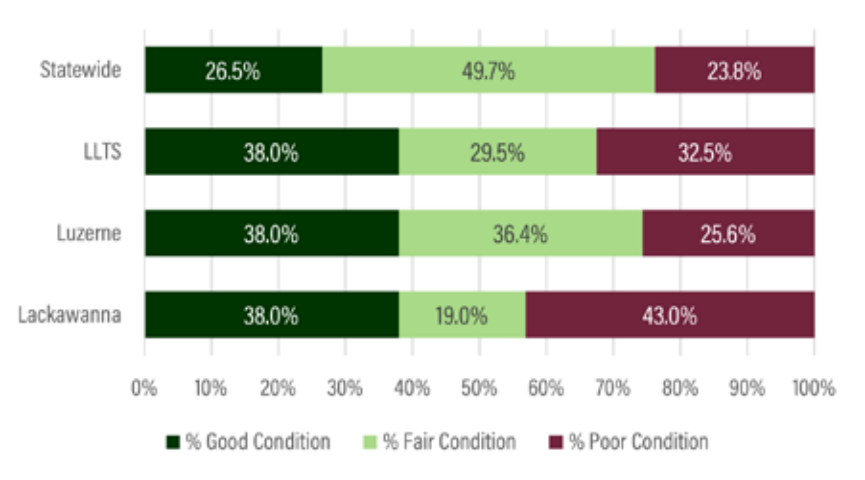
Table 2: Closed Bridges on Local Route System, Length 20 feet or longer

Location/Structure Name	Length (feet)	Average Daily Traffic of Roadway
Lackawanna County		
Clifton Township Bridge #8	73	60
6th Avenue Carbondale Bridge	54	0
Jefferson Township Bridge #4	35	50
Bushko's Hill Road Bridge	34	1
Jermyn Borough Bridge #4	27	0
City of Scranton Bridge #51 – Elm Street	22	200
Luzerne County)		
County Bridge #00002 – Nanticoke/ West Nanticoke	1,922	9,300
County Bridge #00004 – Pittston/ West Pittston	1,016	8,665
County Bridge #54715	54	280
Local – Ashley Borough Bridge #2 Carey Street	52	0
North Washington Street over Railroad	38	1,000
Local – Fairview Township Bridge #00002 Dale Drive	38	350
Local – Rice Township Bridge #00002 Laurel Drive	25	25
Local – Ashley Borough Bridge #1 Rodgers Ave	24	110
County Bridge #26305 (to be replaced)	21	220

Source: PennDOT Report B, July 7, 2025

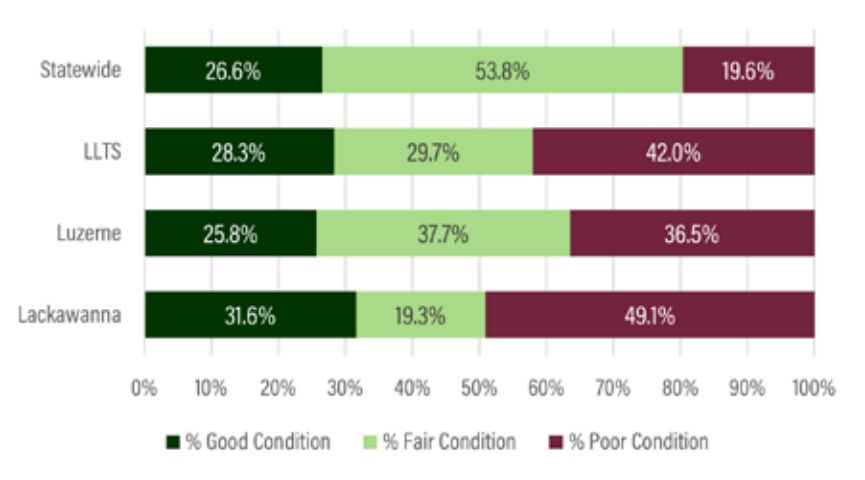
Bridges – Local

Figure 27: Locally Owned Bridge Condition by Count, 2024



Source: PennDOT Bridge Reports, April 2024

Figure 28: Locally Owned Bridge Condition by Deck Area, 2024



Source: PennDOT Bridge Reports, April 2024

Figure 29: Locally Owned Bridge Condition by Decade Built, 2024

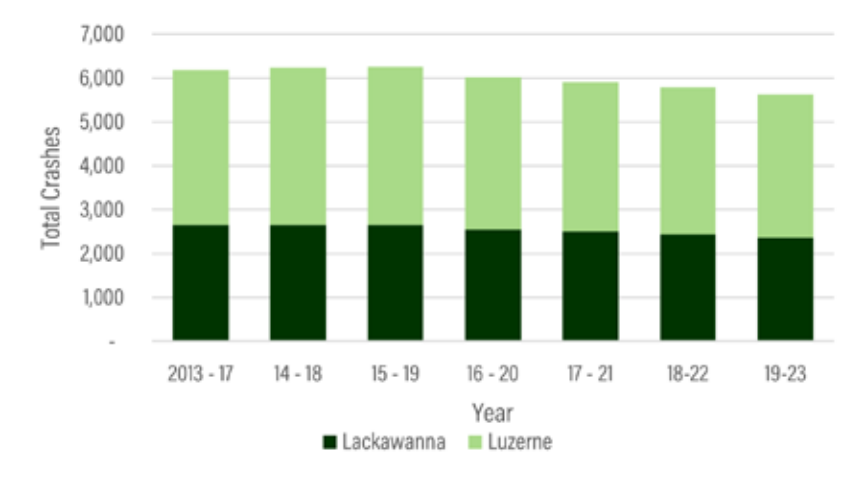
Source: PennDOT Bridge Reports, April 2024

Roadway Safety

Overview

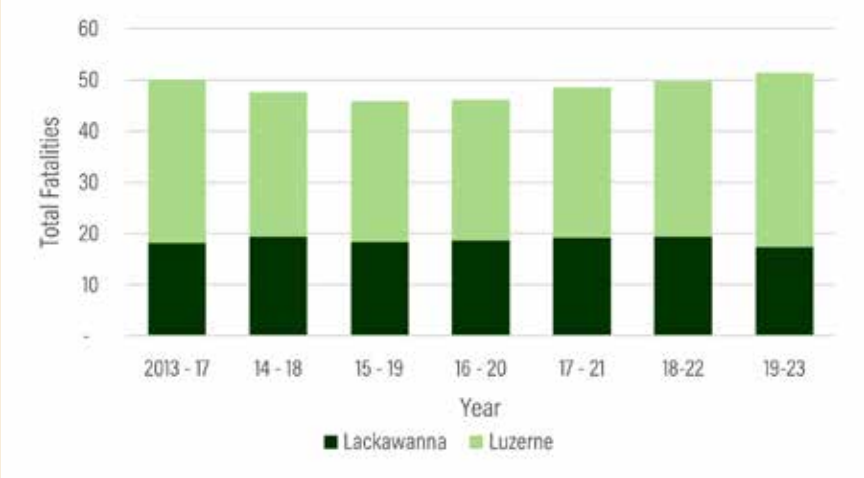
- Safety is a top priority of both the LLTS MPO and PennDOT. PennDOT has a goal to reduce fatalities and serious injuries in support of the National Highway Traffic Safety Administration's aim to eliminate traffic fatalities within the next 30 years.
- In pursuit of Vision Zero goals to eliminate traffic fatalities and serious injuries, both Lackawanna and Luzerne counties have launched Safe Streets and Roads for All (SS4A) initiatives. Lackawanna County received funding in June 2023, with its Vision Zero Action Plan expected to be adopted in early 2026. Luzerne County was awarded SS4A funding in Spring 2024 and its plan is slated for completion by March 2026.
- For the five-year period ending in 2023, the region averaged 5,628 crashes each year and 51 fatalities per year (Figures 30 and 31). The MPO established a target of no more than 54.7 fatalities for the 2021–2025 target reporting period.
- The total number of crashes has remained relatively consistent in both counties, although Lackawanna County has experienced a slight decrease in fatalities over the past five-year period, and Luzerne County is seeing an upward trend.
- Distracted driving crashes, a significant issue statewide, have declined in both counties (Fgure 32).
- Crashes among drivers aged 65 and older have been increasing in the region and are now a factor in 21 percent of all crashes. This proportion has grown about 5 percentage points since 2017, reflecting a similar (6 percent) increase in the 65+ population (Figure 33).

Figure 30: Total Vehicle Crashes by Five-Year Average, 2013–2023



Source: PennDOT Bureau of Planning and Research, 2013–2023 Crash Statistics

Figure 31: Total Vehicle Fatalities by Five-Year Average, 2013–2023



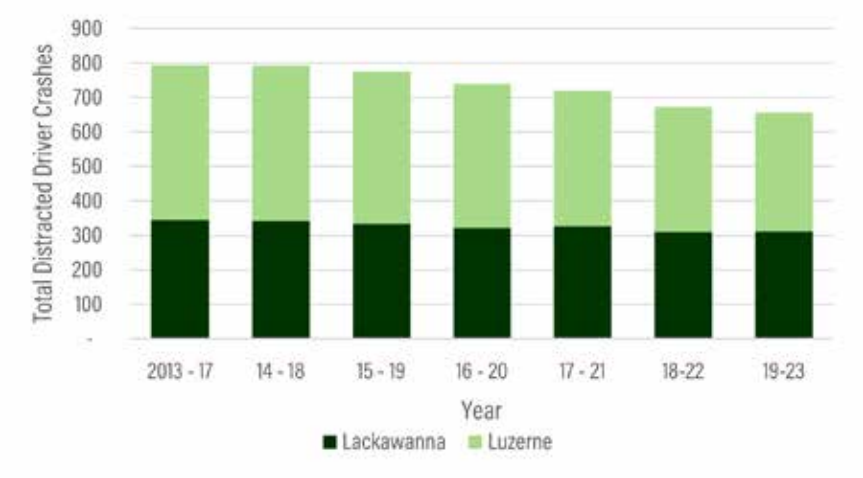
Source: PennDOT Bureau of Planning and Research, 2013–2023 Crash Statistics

Roadway Safety

Planning Implications

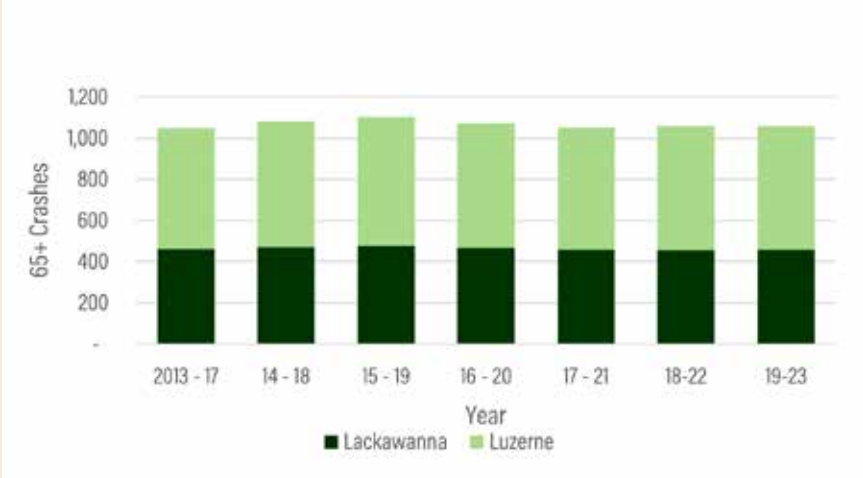
- Improvements in highway safety depend on the efforts of many organizations as well as individual responsibility.
- Progress toward state and national goals that represent dramatic safety improvements will rely in part on autonomous vehicle technology, which is anticipated to be widely implemented within the planning horizon of this LRTP. As connected and autonomous vehicle technologies are implemented, fatality reduction goals will increase.
- Improvements will continue to be made in areas related to highway design, driver behavior, and enforcement.
- Pennsylvania adopted an anti-texting law in 2012. Additional strategies need to be implemented to further reduce roadway-related fatalities and injuries, including engineering countermeasures, public information programs, and increased enforcement. In 2023, crashes in the region involving distracted drivers comprised 12 percent of the overall crashes.
- Efforts to address safety for older drivers must be maintained, given the region's aging population.
- FHWA published the Highway Safety Improvement Program (HSIP) and Safety Performance Measures (Safety PM) Final Rules in 2016. Since 2018, PennDOT has established targets for five safety measures and tracks performance. PennDOT's HSIP Program is helping the MPO meet its adopted safety targets and PennDOT is providing nearly $16.177 million to the MPO as part of its draft 2027 TIP for improvements through this program.

Figure 32: Distracted Driver Crashes by Five-Year Average, 2013–2023



Source: PennDOT Bureau of Planning and Research, 2013–2023 Crash Statistics

Figure 33: Crashes with 65+ Driver by Five-Year Average, 2013–2023



Source: PennDOT Bureau of Planning and Research, 2013–2023 Crash Statistics

Active Transportation

Overview

- BicyclePA Routes L, V, and Y traverse the region, providing more than 140 miles of on-road facilities. The region also has 255 additional miles of rail-trails and other recreational trails, the majority of which are located in the region's more than 87,000 acres of State Forest, State Parks, and State Game Lands (Figure 34).

- According to the ACS 2022 5-year estimates, bicycle travel in the region constitutes a minute share of journey-to-work trips, while about 2.7 percent of the region's resident workers walk to work.
- Pedestrian fatalities in the region have decreased, with an annual average of 10 for the five-year period ending 2023. Lackawanna recorded zero bicycle fatalities over the decade ending in 2023, while Luzerne had 10.
- The region recorded 164 pedestrian crashes during 2023, which is an upward (worsening) trend from the past five years. The region has averaged about 160 pedestrian crashes each year over the past decade (Figure 35).
- The region has averaged approximately 40 bicycle crashes per year over the decade ending in 2023. Similarly, bicycle crashes have increased over the past five years (Figure 36).
- The region has many long-distance trails, and the PA Department of Conservation and Natural Resources (DCNR) is working to address the gaps. These "missing links" are due to challenges presented by the existing infrastructure and tend to be the most expensive segments to address. Several trail development projects are being used for both recreation and transportation/commuting uses.
- Active transportation projects seeking federal Transportation Alternatives Set-Aside (TASA) funding are reviewed and selected by the MPO Transportation Advisory Committee, which includes representatives from NEPA Moves and DCNR as well as other entities. The collaboration among the planning agencies aids in understanding capital planning and funding needs.

Active Transportation

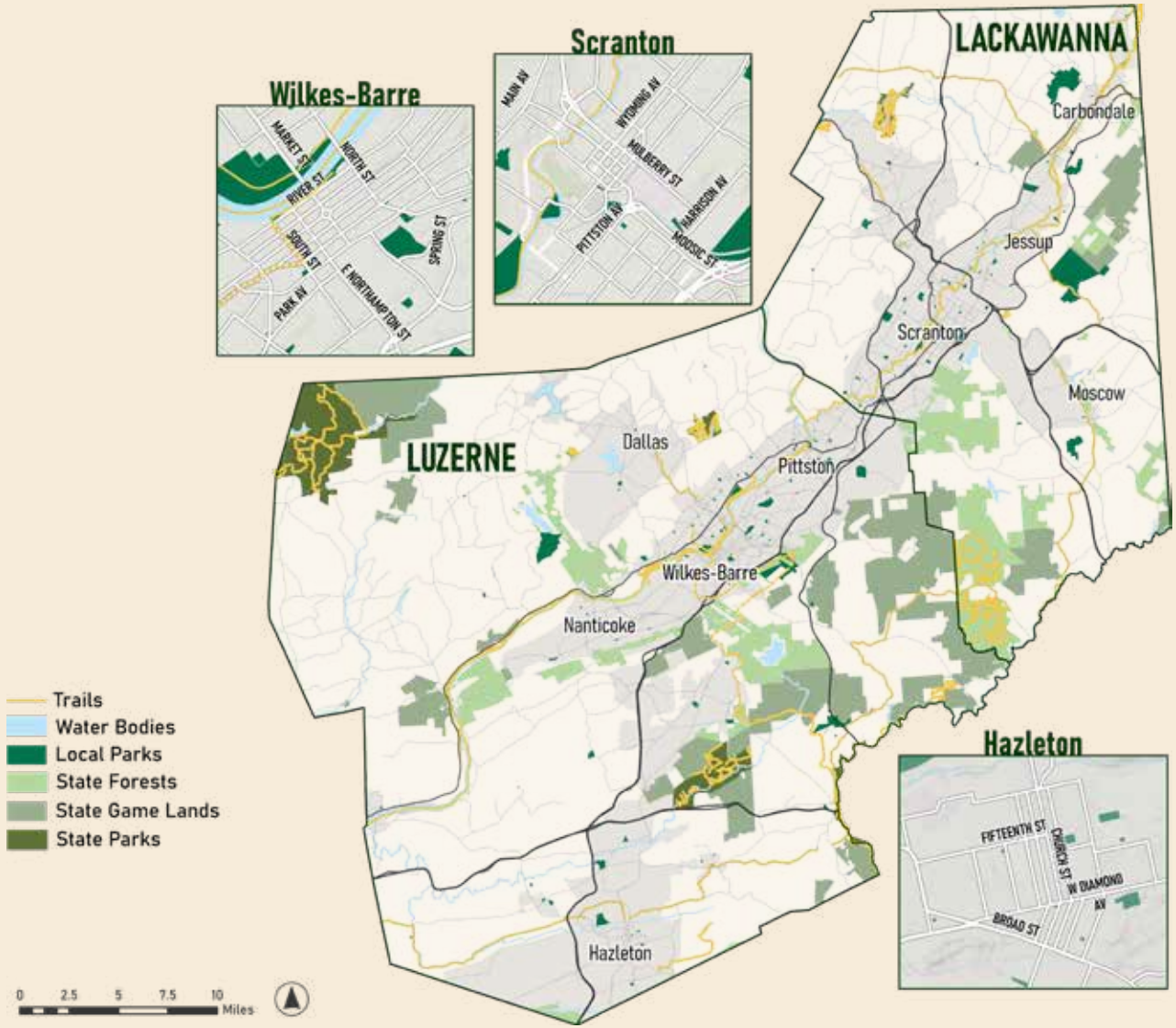
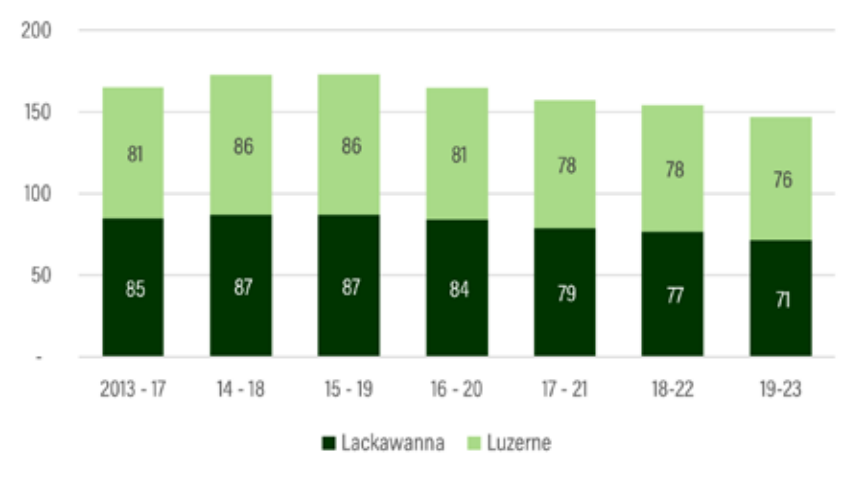


Figure 34: Active Transportation Facilities and Trails

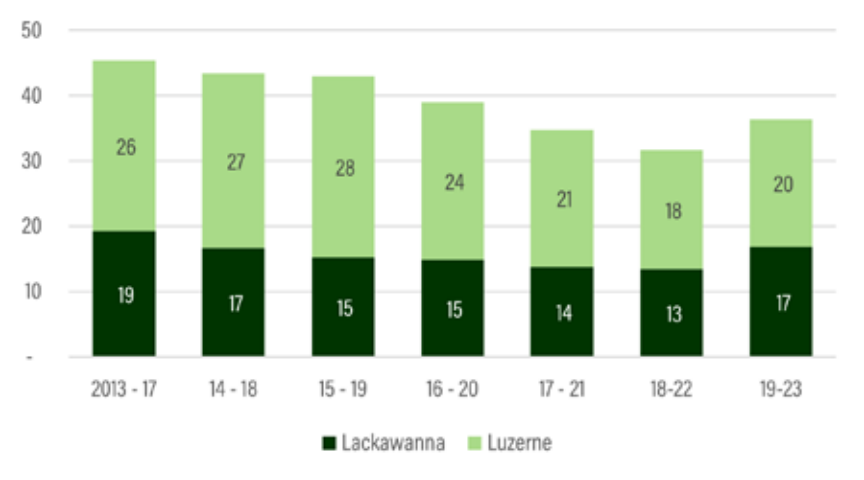
Active Transportation

Figure 35: Pedestrian Crashes by 5-Year Average, 2013-2023



Source: PennDOT Bureau of Planning and Research, 2013–2023 Crash Statistics

Figure 36: Bicycle Crashes by 5-Year Average, 2013-2023



Source: PennDOT Bureau of Planning and Research, 2013–2023 Crash Statistics

- DCNR has a few large acquisition projects underway focused on expanding Pinchot State Forest and providing connections to the region's forest from its urban centers.
- The Lackawanna Heritage Valley Authority (LHVA) is working on trail connections between Carbondale and Pittston.
- Lackawanna County is constructing a 3.5-mile hiking and biking trail along Roaring Brook between Dunmore and Elmhurst, with a future 6-mile expansion continuing along PA 590 through Madison and Jefferson townships. The extension will connect to an existing trail running north from Moscow Borough that is maintained by the North Pocono Trails Association.
- Countryside Conservancy is working on a 14-mile hiking and biking trail on the abandoned Northern Electric Railroad line between Clarks Summit and LaPlume (the rail corridor continues to Scranton).
- The City of Scranton completed a walkability study and began implementation of improvements in late 2024. Projects include converting certain one-way streets to two-way, and replacing some traffic signals with stop signs. These changes are designed to enhance pedestrian safety and convenience by creating calmer, more navigable streetscapes. Creating a more walkable city will generate additional foot traffic for local businesses, and related improvements can help calm traffic.
- The City of Pittston recently adopted its first Active Transportation Plan. Like other communities with a coal mining history, Pittston developed around train service and non-vehicular travel. Because of this, some streets are too narrow

Active Transportation

for two-way traffic with sidewalks. Pedestrian connectivity is an ongoing challenge. The city has worked to improve downtown walkability over the past two decades. The next phase of improvements is focused on neighborhood connectivity.

- The City of Pittston is working on a long-range plan to tie into the Lackawanna Valley Heritage Trail and is also interested in pursuing bikeshare opportunities.
- The Water Street (Firefighters' Memorial) Bridge and Fort Jenkins (Spc. Dale J. Kridlo Memorial) Bridge, which span the Susquehanna River between Pittston and West Pittston, are set for full replacement, funded in part by a $19 million RAISE grant awarded by the U.S. Department of Transportation. The replacement projects are slated to begin in Fall 2027. These bridges will serve as multimodal connectors in the Wyoming Valley region, and their modernization will address longstanding structural deficiencies—most notably the closure of the Water Street Bridge since 2021—while advancing regional transportation goals. The project will incorporate ADA-compliant pedestrian and bicycle infrastructure, improve intersection safety and signalization, and enhance access across the river.
- The D&L Trail will span 165 miles between Wilkes-Barre and Bristol, Bucks County. Established in 1988, the Delaware & Lehigh National Heritage Corridor preserves historic railroads and canal towpaths. The trail—the "spine" of the corridor—has two major gaps: one in the Lehigh Valley and one in Luzerne County. The Luzerne County gap covers 20 miles and involves seven projects in various development stages. Project partners include local associations and government agencies.

Planning Implications

- Municipal zoning and ordinances in many cases do not require pedestrian paths and/or sidewalks within planned industrial and commercial centers.
- DCNR is interested in ongoing collaboration with the MPO on potential funding, opportunities, and ways to interlink trail projects with other transportation infrastructure projects.
- Bicycle infrastructure geared toward commuters and transit riders is limited throughout the region. Efforts to expand and complete sidewalk and bikeway networks can be advanced by incorporating these infrastructure improvement projects into TIP cycles as well as requiring their provision in local zoning and land development ordinances.
- Efficient, safe bicycle and pedestrian networks are important community features that enhance property values and quality of life. The region has large trail networks that connect to urban areas within the region and to destinations beyond the two counties. Prioritizing connections to parks and natural areas, as well as to large employers and commercial areas, will expand opportunities for outdoor recreation. Reducing trail gaps and improving access will further expand the positive impact of existing trails.
- Stakeholders have noted that more trail connections are needed between Lackawanna and Luzerne counties, including urban trails.

Public Transportation

Overview

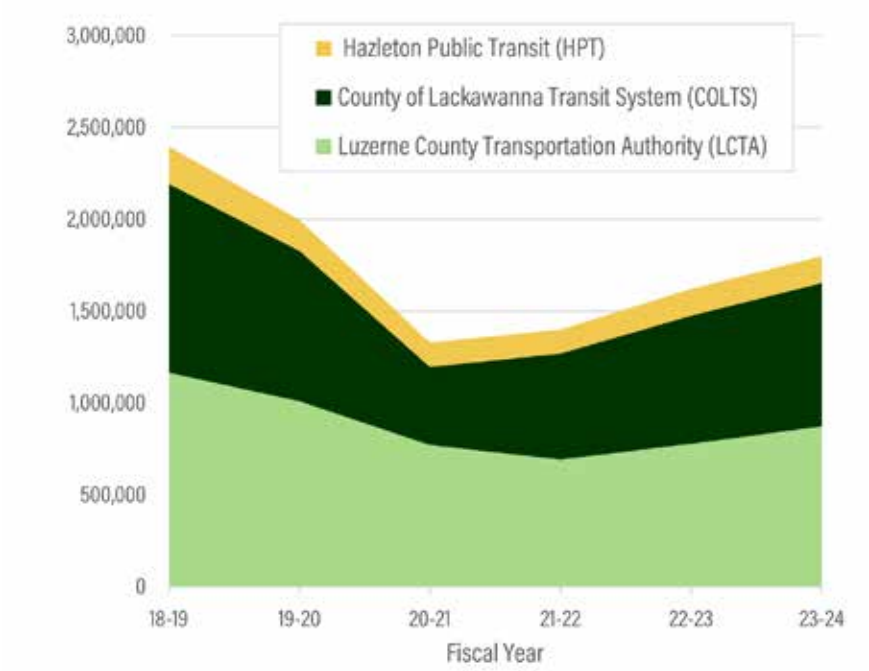
- The LLTS MPO region offers a range of public transportation services, including fixed-route bus service, intercity bus, and shared-ride service.
- There are three agencies providing fixed-route services either wholly or partially in the region: the County of Lackawanna Transit System (COLTS), Luzerne County Transportation Authority (LCTA), and Hazleton Public Transit (HPT) (Table 3 and Figure 39). Together these agencies provided roughly 1.6 million trips in FY 2022-23.
- Transit ridership has declined in the past five years since reaching a peak in FY 2018-19, when approximately 2.3 million passengers were served. The decline is primarily due to the COVID-19 pandemic, although ridership has partially recovered from pandemic lows.
- COLTS and LCTA offer shared-ride services providing curb-to-curb service between any addresses within each county, provided reservations are made at least one day in advance. This service provides more accessible transportation alternatives for seniors and people with disabilities living in rural areas. In FY 2022-23, LCTA and COLTS provided a total of 166,000 shared-ride trips.
- LCTA has also implemented microtransit in three areas of its service region to provide flexible transportation options for passengers. Similar to other ride-share services, customers can use a smartphone app or call LCTA to request a ride for "Booking Now" versus "Pre-Booking."
- Local organizations such as the Area Agency on Aging, Northeast Sight Services, Northeast Counseling Services, Community Counseling Services, and others sponsor trips for seniors through PennDOT's Lottery Senior Transportation Program.
- Six intercity bus service providers (Megabus, Flixbus, Greyhound, Fullington, Martz Trailways, and Capitol Trailways), operate within the region, connecting cities and boroughs to each other and to destinations outside the region.
- HPT and LCTA recently developed a Transit Development Plan (TDP) and implemented service changes, which have created positive impacts.
- LCTA completed work on a new transit facility in July 2024, while COLTS constructed a 115,000-square-foot transit facility in 2025.
- According to ACS 2022 5-year averages, approximately 1 percent of the region's resident workers take public transportation on their journey to work.

Planning Implications

- Public transportation in the region provides a basic mobility service for those who choose to ride, do not own a car, or are unable to drive. A reliable and efficient system that connects riders to businesses, recreation, and natural areas will support economic development and help attract new residents and businesses.

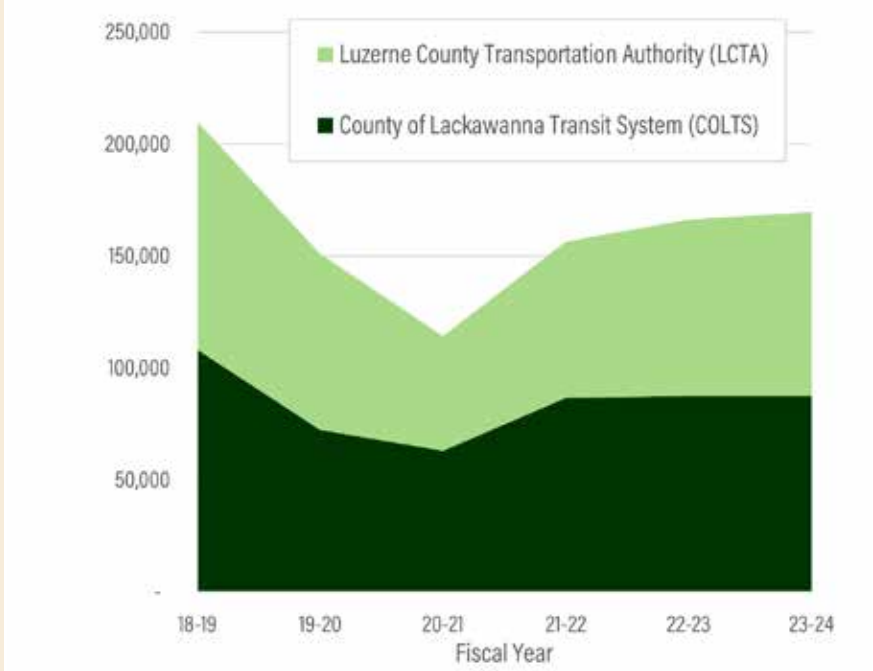
Public Transportation

Figure 37: Fixed-Route Ridership, FY 2019–FY 2024



Source: PennDOT Bureau of Public Transportation Reports, 2018–2023

Figure 38: Shared-Ride Trips, FY 2019-FY 2024



Source: PennDOT Bureau of Public Transportation Reports, 2018–2023

- In the region's more urbanized areas, such as Scranton, Wilkes-Barre, and Hazleton, increasing the availability of public transportation helps reduce traffic congestion and improve air quality.
- Transit service is not currently available to all major employment centers in the region. Results of employee surveys conducted by the Greater Scranton Chamber of Commerce at Jessup Small Business Center and Valley View Business Park suggest there is potential demand for improved transit options to access jobs at these locations.
- Most users of shared-ride services are senior citizens. As the region's average age increases, these services will be needed by a larger percentage of the population to promote mobility and quality of life.

Public Transportation

Table 3: LLTS MPO Region Transit Providers	LCTA	COLTS	HAZLETON PUBLIC TRANSIT Making Life Easier
Description	**LCTA is based in Wilkes-Barre. LCTA's fixed-route system serves 56 square miles of Luzerne County; its shared-ride system has a service area of 906 square miles.**	**COLTS is based in Scranton. COLTS's fixed-route and shared-ride systems both serve 459 square miles.**	**HPT is based in Hazleton. HPT's fixed-route system serves 144 square miles.**
Fixed-Route Service	LCTA operates 21 bus routes, including Saturday and evening service, and three microtransit zones. These routes serve areas ranging from Dallas to the north, Scranton to northeast, and Glen Lyon to the southwest.	COLTS operates 21 bus routes, including Saturday service. These routes serve areas ranging from Carbondale to the north to Pittston to the south.	HPT operates 17 bus routes, including Saturday service. These routes serve areas ranging from Wilkes-Barre to the north, McAdoo to the south, Weatherly to the east, and the Humboldt Industrial Park to the west.
Ridership (FY 2022–23)	778,368	696,220	145,497
Fleet Size	94 vehicles	63 vehicles	15 vehicles
Shared-Ride Service	LCTA offers service for most programs on weekdays from 8:30 am to 5:00 pm, including complementary ADA paratransit within ¾ mile of the bus route during those hours.	COLTS provides service throughout Lackawanna County for most programs on weekdays from 8:00 am to 4:00 pm.	LCTA is the primary provider of shared-ride service in Luzerne County; however, HPT provides ADA complementary paratransit service within ¾ mile of its bus routes to persons with disabilities who are unable to use HPT's fixed-route service.
Total Shared-Ride Trips (FY 2022–23)	78,802	87,531	
Total Non-Public Trips (FY 2022–23)	14,614	14,574	
Fleet Size	45 vehicles	42 vehicles	

Public Transportation

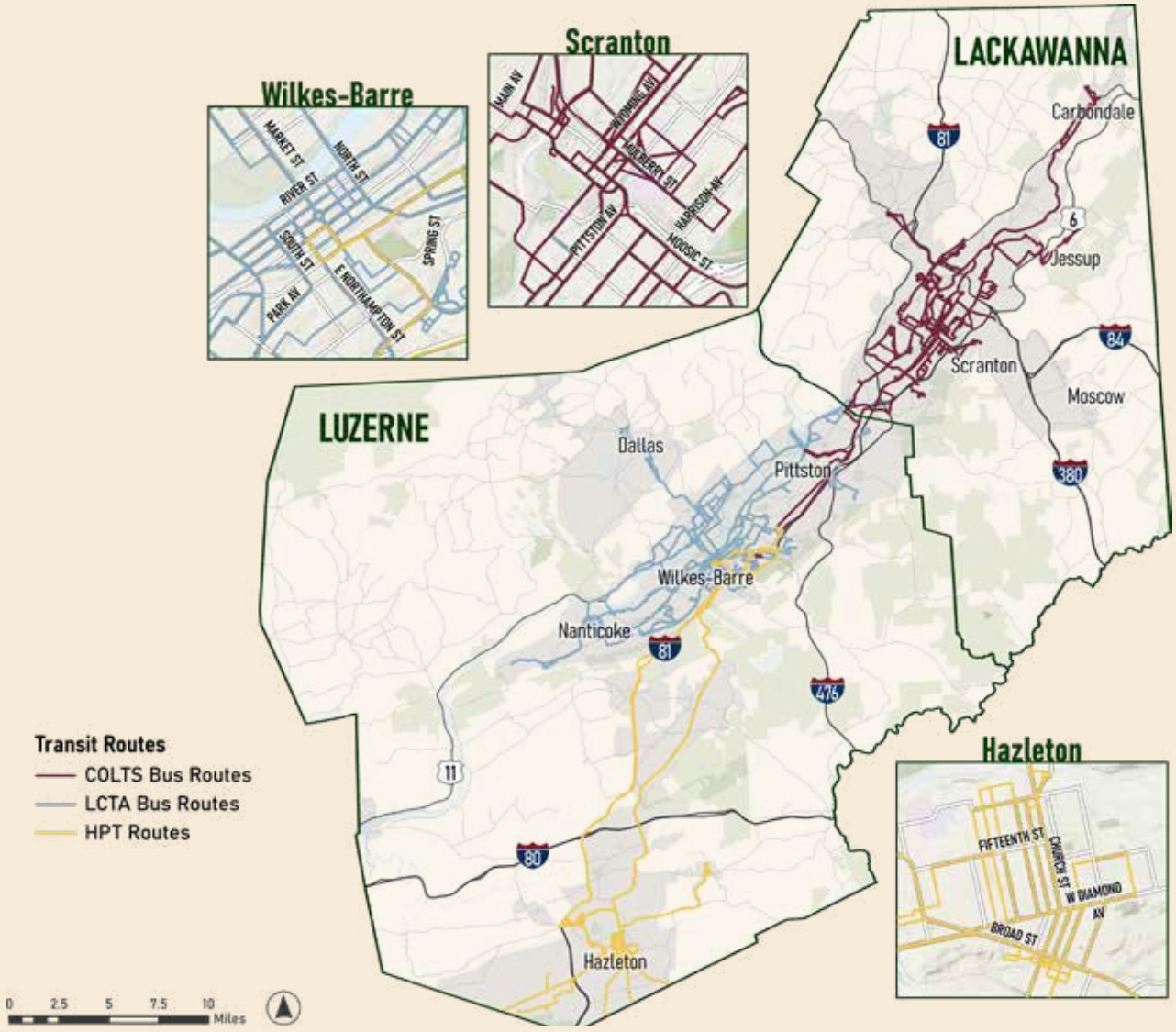


Figure 39: Public Transportation Fixed Routes

Passenger Rail

Potentially restoring passenger rail service between Scranton and New York City promises significant transportation, economic, and quality-of-life benefits.

Overview

- In December 2023, the Federal Railroad Administration (FRA) announced that the Scranton–New York City corridor was one of 69 U.S. corridors selected for further evaluation for potential passenger rail service. In July 2025 the corridor was selected as one of five corridors to advance to Step 2 of Amtrak's Corridor Identification and Development (Corridor ID) program.
- The corridor would feature conventional/higher-speed (as opposed to high-speed) rail. The tracks on Pennsylvania's share of the line are owned by the Pennsylvania Northeast Regional Railroad Authority (PNRRA).
- The Corridor ID Program provides seed funding for initial planning stages. Each corridor is granted $500,000 to complete Step 1 scoping activities. Step 2 funds a Service Development Plan (SDP) that identifies details such as stations, service frequency, amenities, needed infrastructure upgrades, and costs.
- Service could potentially begin as early as 2028, pending completion of design work and construction by stakeholders including Amtrak, PennDOT, NJ TRANSIT, and PNRRA with support and funding from the federal government. Three stations are planned on the line's Pennsylvania segment: Scranton, Mt. Pocono, and East Stroudsburg. A further five are planned for New Jersey, located in Blairstown, Dover, Morristown, Montclair, and Newark. The line terminus is New York City.
- Three trains are anticipated to operate in each direction daily, totaling six trips. Service would originate at Penn Station in New York City and terminate at the intermodal center in Scranton.

Planning Implications

- Findings from a two-year analysis completed by Amtrak and PNRRA confirmed a strong potential for ridership, economic benefits, and existing line suitability for passenger rail. The study examined the potential for rail service between Scranton and New York City and was finalized in March 2023. Significant annual economic benefits include:
  - $84 million in economic activity, including increased tourism.
  - $20 million in benefits to passengers.

Passenger Rail

  - $7 million in societal benefits, including diverting travel from highways and reducing traffic, vehicle accidents, and pollution.

- Restoring and expanding this corridor with daily service would greatly improve travel options for residents of Scranton, Northeastern Pennsylvania, Northern New Jersey, New York City, and the broader Northeast region. This change would help boost local economies by making it easier for people to access jobs and services as well as recreational opportunities in Northeastern Pennsylvania.
- Interconnectivity at the existing Intermodal Center on Lackawanna Avenue in Downtown Scranton is important, especially with regard to ADA accommodations.
- Additional park-and-ride options may be needed with any forthcoming passenger rail service. Planners are also tracking the anticipated increase in traffic volume to and from any stations serving the line.
- In addition to transportation, there are social and economic implications associated with the new service. Scranton/Northeastern Pennsylvania has a worker base that commutes into New York City daily. With any passenger rail service, it is envisioned that housing trends between Scranton and New York City will change. Wilkes-Barre could see an increase in both population and tourism traffic as rail service would make the area more accessible and attractive to out-of-town tourists as a destination.

Tourist Railroads

- ☐ Tourist railroads offer rail enthusiasts travel options on three separate lines in the MPO region. The Steamtown National Historic Site offers excursions in vintage passenger rail cars from Downtown Scranton to Moscow, Gouldsboro, Tobyhanna, Cresco, East Stroudsburg, and the Delaware Water Gap, as well as special trips between Scranton and Carbondale for community and holiday events. Scranton is also home to the Electric City Trolley Station and Museum and offers excursions on select dates throughout the year. The museum also offers a partnership with the Scranton/Wilkes-Barre Rail Riders AAA baseball team where individuals can ride a vintage trolley from the museum in Downtown Scranton to PNC Field in Moosic.
- ☐ The Reading, Blue Mountain and Northern Railroad (RBMN) offers passenger train excursions to Jim Thorpe from three locations in Luzerne County (Pittston, Penobscot, and White Haven) during its operating season.

Rail Freight

Overview

- Rail freight services in Lackawanna and Luzerne counties are currently provided by several carriers, including Norfolk Southern (NS). In recent years, Norfolk Southern has acquired the rail line that was formerly owned by Canadian Pacific (CP). Canadian Pacific has since merged with Kansas City Southern to establish the entity known as CPKC.
- In addition to NS, the two counties are served by four other regional and short-line operators.
- Norfolk Southern traverses both counties, including a branch line into Hazleton, as well as through Scranton and Wilkes-Barre.
- Norfolk Southern's Taylor Yard serves as a major intermodal destination for the transfer of goods between rail and truck.
- Reading, Blue Mountain and Northern Railroad (RBMN) is a Class II railroad that serves customers in Hazleton, Mountain Top, Taylor, White Haven, Pittston, and Scranton. The main freight carried by RBMN is anthracite coal and forest products. The RBMN mainline ends at the Proctor and Gamble facility in Mehoopany, in Wyoming County.
- In 2024, for the second year in a row, RBMN reported double-digit growth in both its freight and passenger excursion operations. More than 37,000 freight cars were handled across its system, up from 33,000 cars in 2022. The growth in freight traffic was due to a significant increase in anthracite coal. RBMN handled more than one million tons of anthracite coal in 202X, an RBMN record. Its excursion ridership grew from 250,000 riders in 2022 to more than 320,000 riders in 2023.
- The Delaware-Lackawanna Railroad Company (DL) is a Class III regional railroad operator primarily operating three lines in the region, serving many industries and interchanging with NS and CPKC. Additionally, DL hosts excursions for the Steamtown National Historic Site.
- The Luzerne and Susquehanna Railway Company (LS) is the operator of tracks owned by the Luzerne County Redevelopment Authority.
- The North Shore Railroad Company (NSRR) is a short-line operator that serves the Susquehanna Steam Electric Station and other industries along the north shore of the Susquehanna River in Salem Township, down into Northumberland.

Planning Implications

- The previous LRTP identified two new rail alignments to link rail to existing and developing businesses: in Hanover Township along the north side of the Sans Souci Parkway and at the Whitney Point industrial park in Newport Township.
- The 2016 modernization of the Panama Canal, coupled with high labor costs at the Port of Los Angeles/Long Beach, made East Coast ports more economical for receiving container traffic originating from East Asia. The MPO region will experience greater intermodal traffic as volume continues to shift to the East Coast, and ports and railroads vie for dominance for customers in the Midwest.

Rail Freight

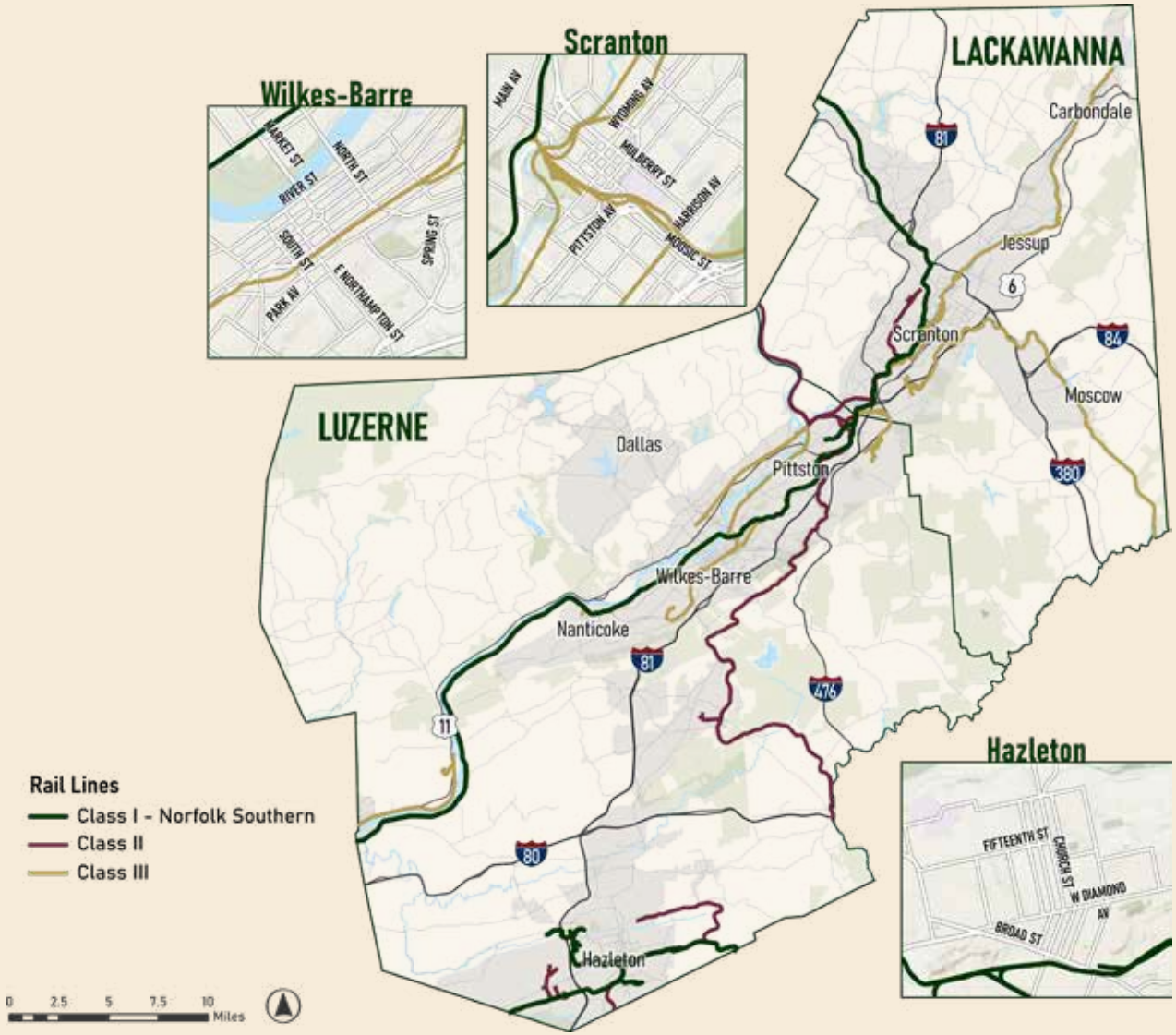


Figure 40: Railroads

Goods Movement

Overview

- Goods movement within and through the region continues to increase due to its strategic geographical position and proximity to major metropolitan markets.
- The LLTS MPO was one of five MPOs that collaborated on development of the Eastern Pennsylvania Freight Alliance (EPFA) Regional Freight Infrastructure Plan, adopted in December 2024. The other EPFA members are the Lebanon County MPO, Lehigh Valley Transportation Study (LVTS) MPO, Northeast Pennsylvania (NEPA) MPO, and Reading Area Transportation Study (RATS) MPO. The plan analyzes how goods are moving into and through the region, the needs of shippers and receivers, and how to plan effectively for the future. It includes recommended policy and infrastructure projects.
- The region's transportation system includes nearly 148 miles of National Highway Freight Network (NHFN) roadways. The NHFN was established under the FAST Act (2015) to guide strategic investments in improving freight performance. The NHFN comprises four subsystems: the Primary Highway Freight System (PHFS), non-PHFS Interstates, Critical Rural Freight Corridors (CRFCs), and Critical Urban Freight Corridors (CUFCs). These roadway segments are eligible for funding under the federal National Highway Freight Program (NFP):
  - PHFS: The region encompasses approximately 104 miles on I-80, I-81, and I-84.
  - Non-PHFS: Interstates 476 and 380 fall into this subsystem, totaling 43 miles.
  - CRFCs: There are 25 miles of CRFC in the region: 13.8 in Luzerne County and 11.5 in Lackawanna County.
  - CUFCs: The region has approximately 8 miles of CUFC, primarily in Luzerne County on PA 315.
- In 2020, the "Transportation and Warehousing" sector accounted for 8 percent of regional employment; by 2022 the sector employed 12 percent of the region's workers (Table 4). When combined with other freight-related industries, which make up 51 percent of the region's workforce, this growth highlights the critical need for transportation planning focused on freight corridors, intermodal connectivity, and logistics infrastructure.
- Hazle Township has the highest number of freight-related jobs among the region's municipalities and ranks in the top 10 for

Table 4: Employment by Freight-Related Industry, 2020 and 2022

Industry	Percentage of Regional Employment	
	2020	2022
Retail Trade	12%	12%
Manufacturing	11%	12%
Transportation and Warehousing	8%	12%
Accommodation and Food Services	7%	8%
Construction	4%	4%
Wholesale Trade	4%	4%
Mining, Quarrying, and Oil and Gas Extraction	0.20%	0.14%

Source: U.S. Bureau of Labor Statistics

Goods Movement

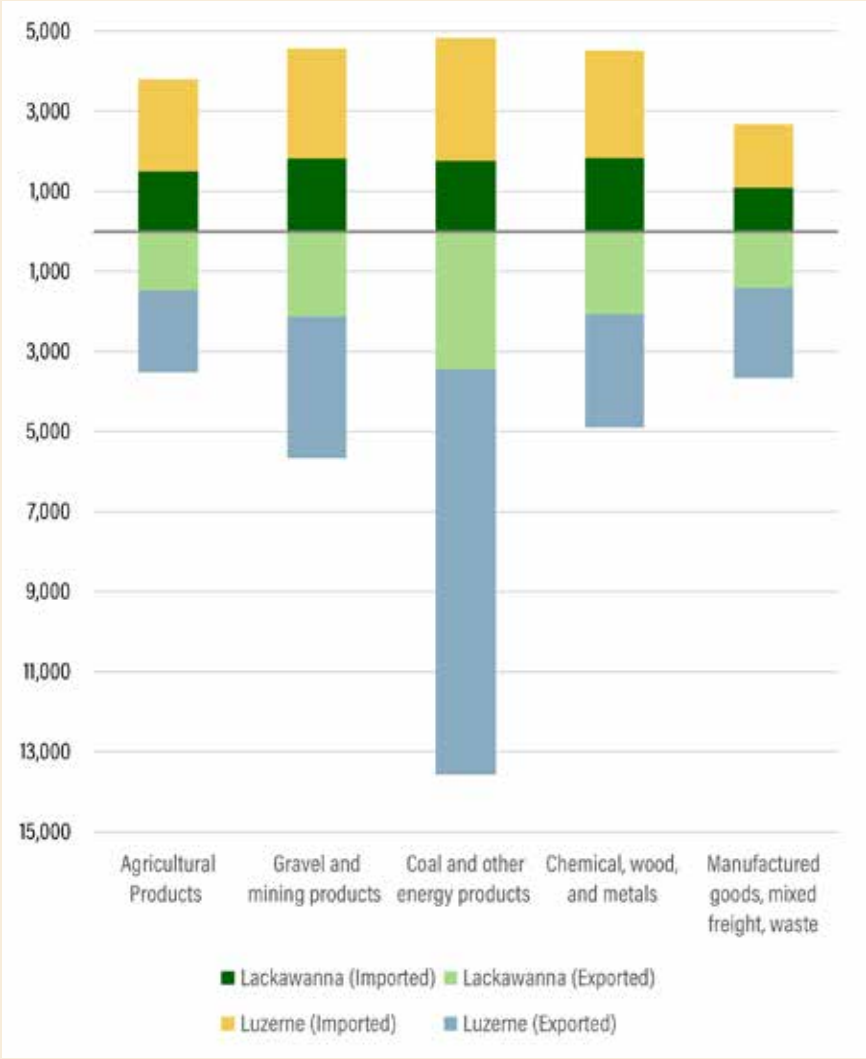
its share of freight-related employment. This concentration highlights its role as a hub in the regional freight network.

- E-commerce has increased the demand for warehousing and distribution center space globally; the COVID-19 pandemic only accelerated that trend. These developments will continue to be located near urban centers including Scranton, Wilkes-Barre, and Hazleton as online retailers strive to shorten delivery times.
- The region is also home to several major intermodal facilities, including Valley Distributing & Storage Company, Gress Public Refrigerated Services, the former Yellow Freight terminal in Scranton (inactive), and U.S. Postal Service processing and distribution centers in Scranton and Wilkes-Barre. These facilities predominantly handle rail–truck or truck–truck movements.
- Interstate 81 in Luzerne County is among the top 10 highway bottlenecks for trucks in Pennsylvania, as documented in Pennsylvania's 2045 Freight Movement Plan. The EPFA's analysis of truck bottlenecks also identifies problem areas on I-81 between Wilkes-Barre and Scranton as well as sections of I-380, US 11, PA 315, PA 348, and PA 924 in the region.
- The USDOT Freight Analysis Framework (FAF) database offers estimates on the weight and value of shipments throughout the United States by commodity type, transportation mode, and geographic zone. The FAF uses 132 geographic zones, generally defined by state boundaries and portions of states. The Bureau of Transportation Statistics (BTS) has also created experimental datasets that track commodity flows between counties.

Goods Movement

- The most recent FAF data includes information for 2022 as well as freight forecasts to 2050 along the region's roadway network (Figures 48 and 49).
- The region's exports of coal and other energy products accounted for 43 percent of its total exports. The remaining four groups—agricultural products; gravel and mining products; chemicals, wood and metals; and manufactured goods, mixed freight, and waste—each represented between 10 and 20 percent of the total (Figure 41).
- As shown on Figure 41, the region imported a fairly equal distribution of commodities (approximately 20 percent each), with the exception of manufactured goods, mixed freight, and waste, which made up just 13 percent of all the imports.

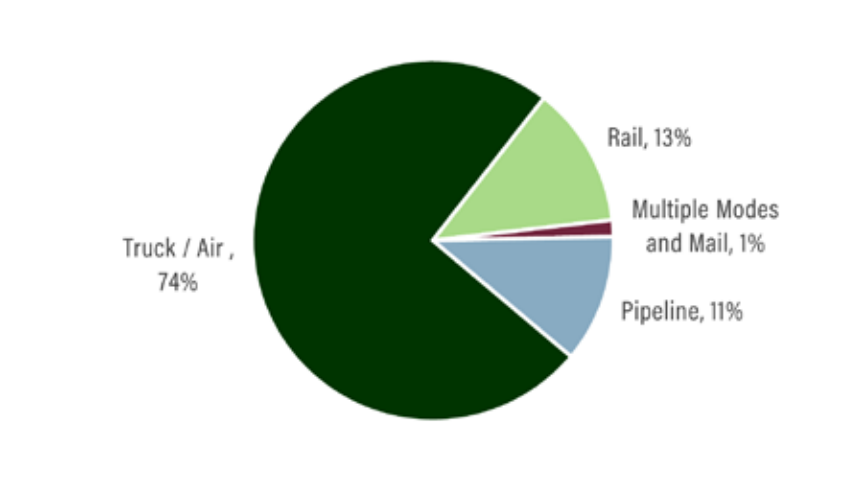
Figure 41: Imports and Exports by Commodity Group (thousands of tons), 2022



Source: Freight Analysis Framework (Version 5.4.1) with 2022 county-level disaggregation

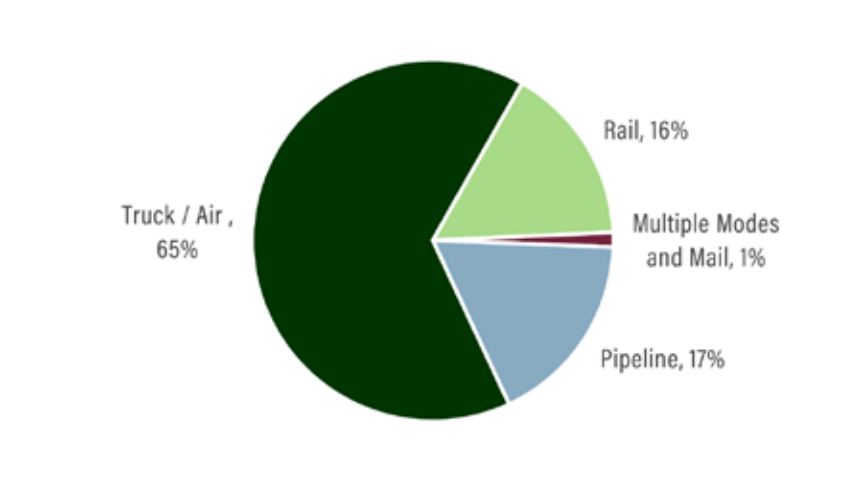
Goods Movement

Figure 42: Lackawanna County Imports by Mode (tonnage)



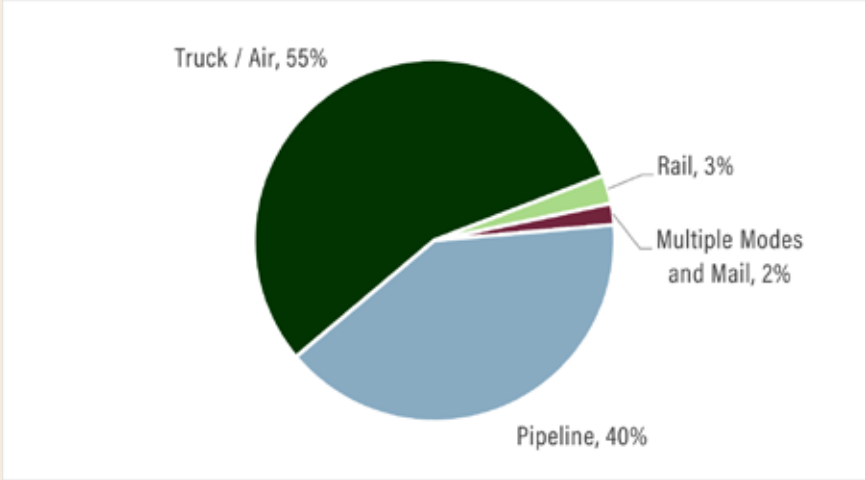
Source: Freight Analysis Framework (Version 5.4.1) with 2022 county-level disaggregation

Figure 43: Luzerne County Imports by Mode (tonnage)



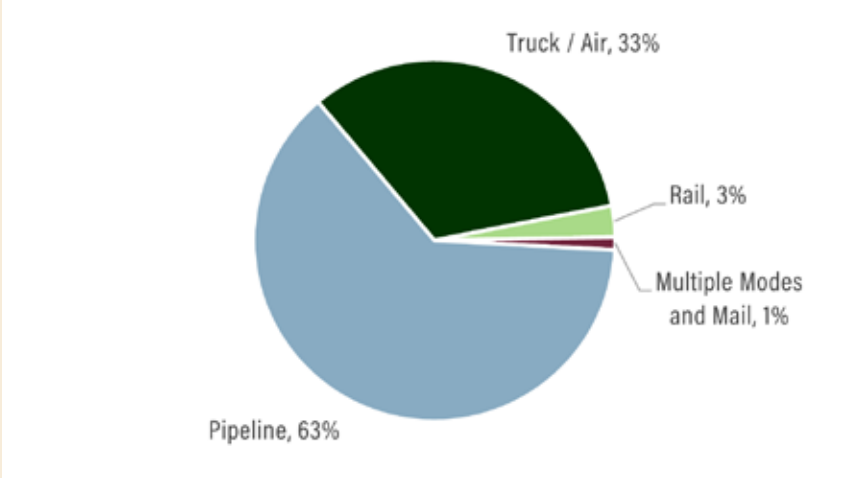
Source: Freight Analysis Framework (Version 5.4.1) with 2022 county-level disaggregation

Figure 44: Lackawanna County Exports by Mode (tonnage)



Source: Freight Analysis Framework (Version 5.4.1) with 2022 county-level disaggregation

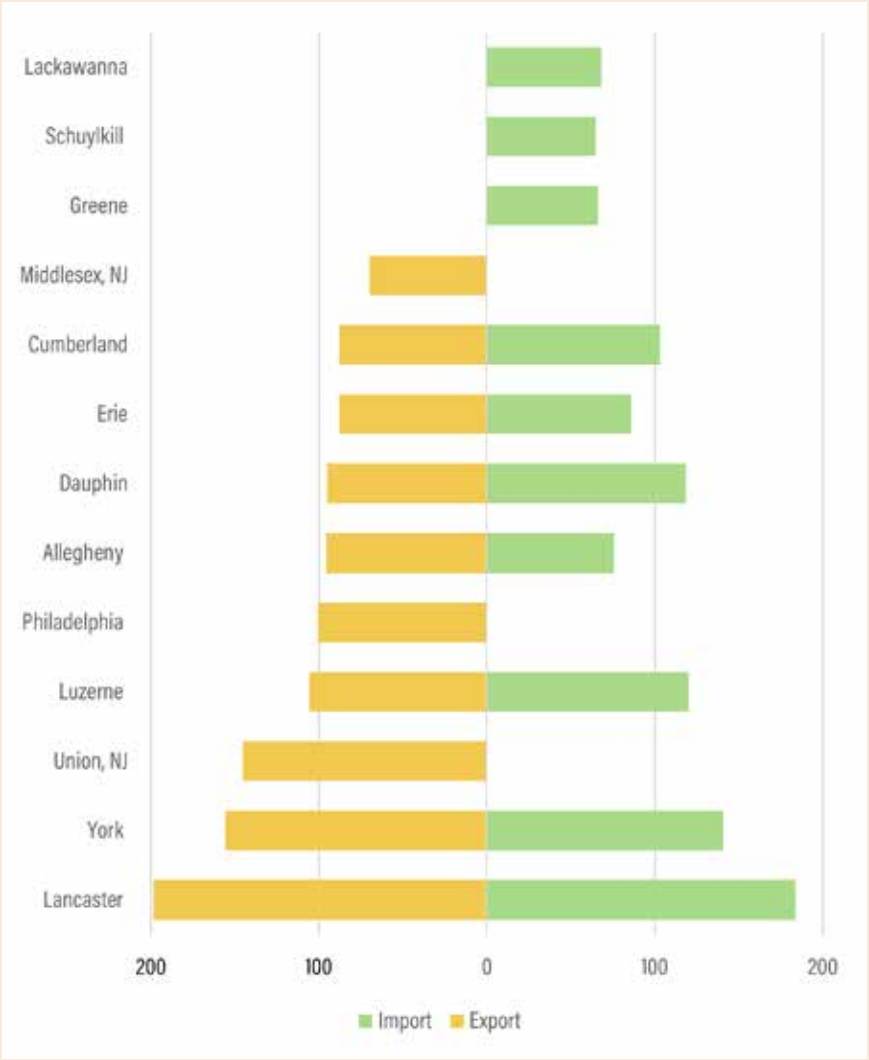
Figure 45: Luzerne County Exports by Mode (tonnage)



Source: Freight Analysis Framework (Version 5.4.1) with 2022 county-level disaggregation

Goods Movement

Figure 46: Lackawanna Trading Partners (thousands of tons), 2022



Source: Freight Analysis Framework (Version 5.4.1) with 2022 county-level disaggregation

Figure 47: Luzerne Trading Partners (thousands of tons), 2022

Source: Freight Analysis Framework (Version 5.4.1) with 2022 county-level disaggregation

Goods Movement

- Lackawanna County has a robust highway network including I-84, I-81, I-380, and US 6. These roadways play a large role in supporting the 74 percent of imports that come into the county via truck (Figure 42).
- Both counties have a significant share of exports by pipeline: 40 percent for Lackawanna and 63 percent for Luzerne (Figures 44 and 45).
- The top 10 trading partners for both imports and exports are shown for each county in Figure 46 and Figure 47. Major trading partners include Lancaster and York.

Planning Implications

- Planning for warehousing development and increased goods movement should continue to be a top priority for the region. Planning initiatives should include multimodal connections for workers and goods, truck parking, connected sidewalks and pedestrian paths, priority first- and last-mile connections, and ancillary trucking and employee uses.
- Trucks are the primary mode of freight transportation in the region and are expected to remain so for the foreseeable future. Planning and programming for adequate roadway capacity is a challenging task for the MPO, as trucks contribute to highway congestion but are essential for goods movement.
- The growth of e-commerce has led to changes in truck operations that are expected to increase over time. This includes more frequent trips made by smaller trucks and vans, as well as an increase in "last-mile" deliveries to homes and businesses. These developments will likely place a growing burden on local streets.
- The MPO will continue to partner with other EPFA members implementing the project and policy recommendations established in the Regional Freight Infrastructure Plan.
- The MPO will continue to collaborate with municipal officials and industrial real estate developers to measure the impacts of additional truck traffic and freight-related emissions, not only on the local road network but also on the regional highway system.
- The MPO will encourage local municipalities to participate in regional comprehensive planning and land use strategies. Cooperative zoning ordinances that designate and plan for appropriate locations for warehousing/distribution facilities and transit-oriented businesses on a regional level are much more effective than isolated municipal efforts.
- With the development of large logistics centers located outside of downtown areas, protections are needed for natural areas and prime farmland.

Goods Movement

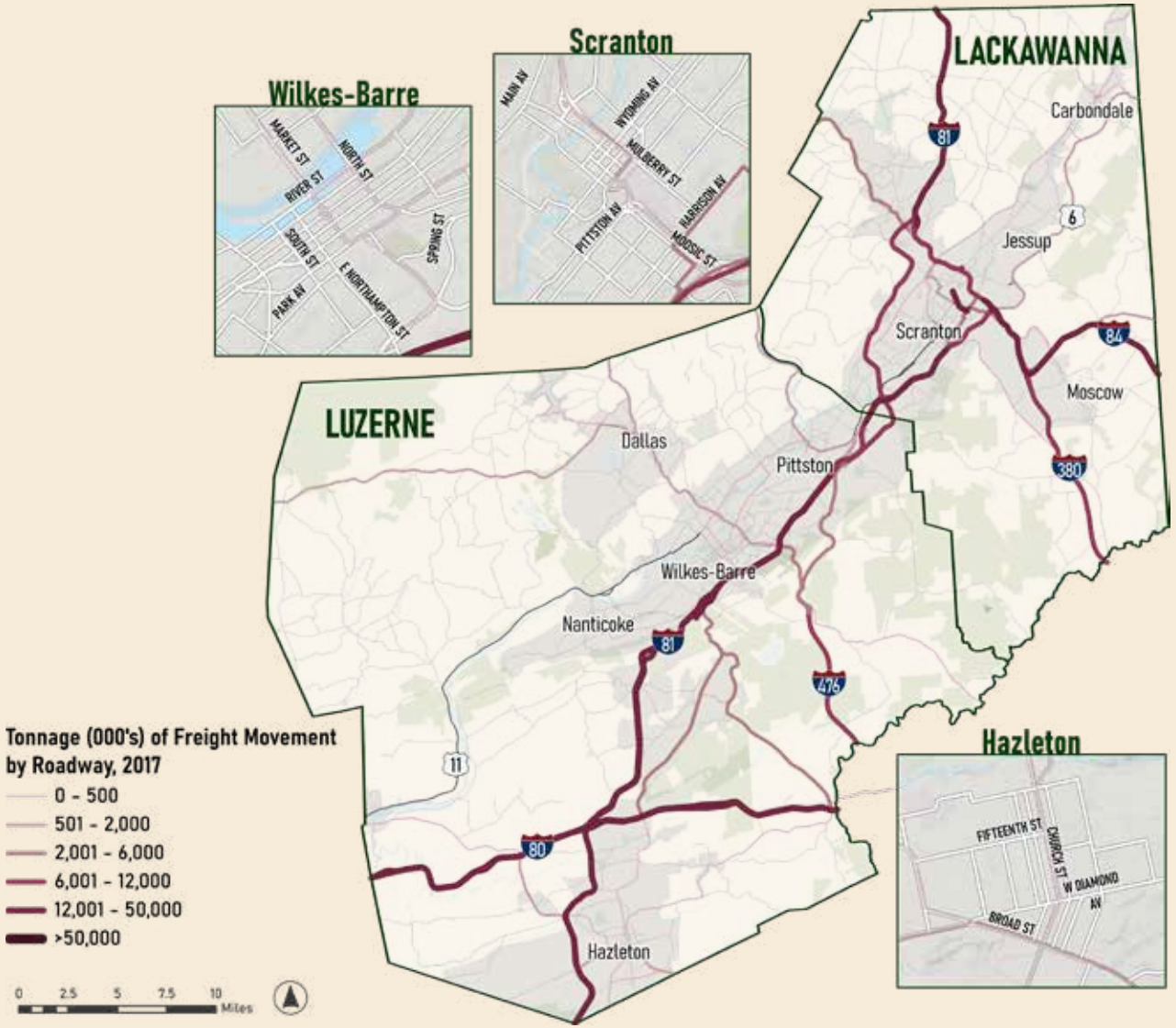


Figure 48: Freight Tonnage by Roadway, 2017

Source: Freight Analysis Framework Version 5 (FAF 5)

Goods Movement

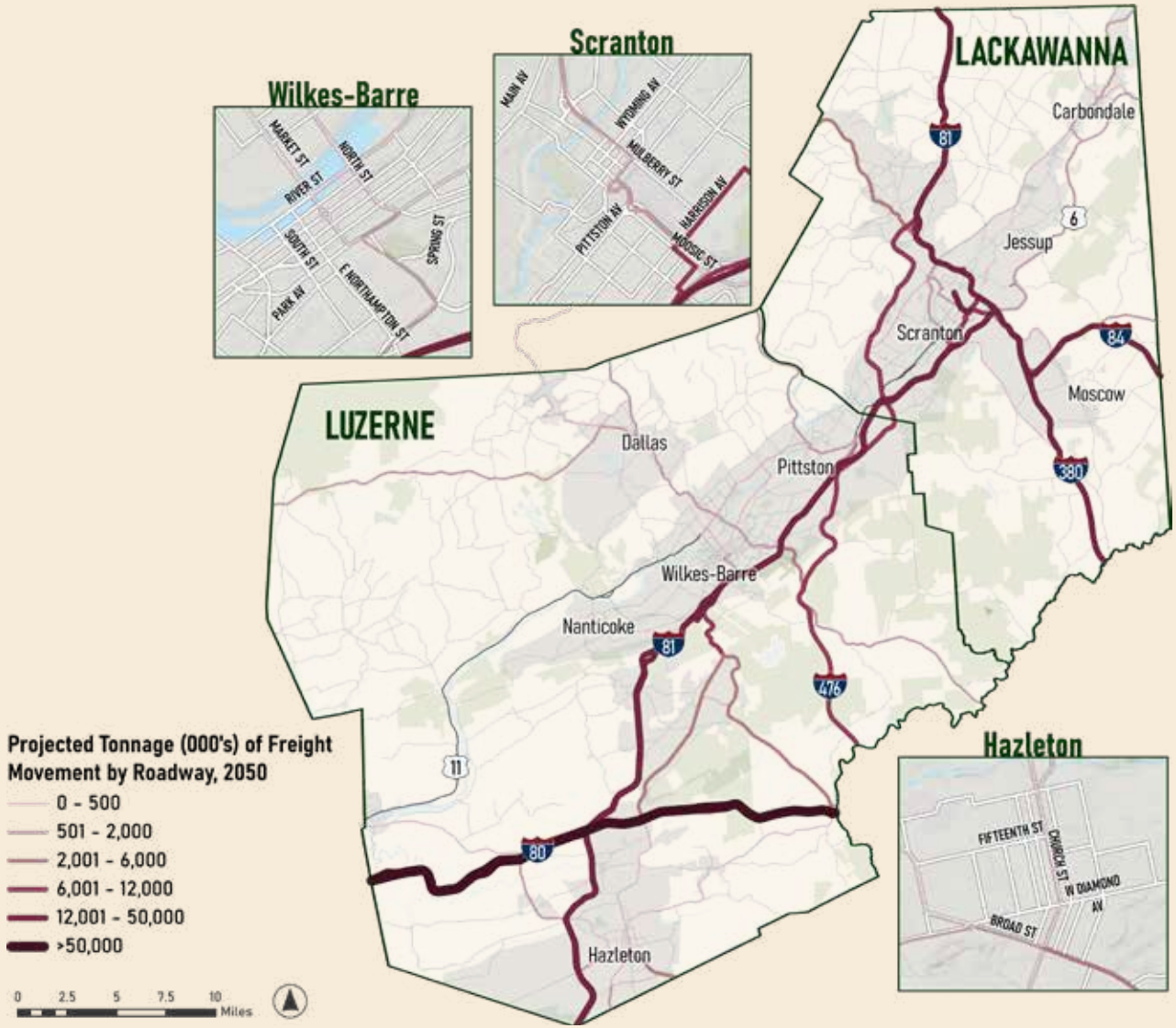


Figure 49: Projected Freight Tonnage by Roadway, 2050

Source: Freight Analysis Framework Version 5 (FAF 5)

Aviation

Overview

- The two-county region has eight private-use airports and four public-use airports, one of which is an international airport. Three of the public-use airports are in Luzerne County and one is in Lackawanna County.
- The Wilkes-Barre/Scranton International Airport (AVP) is the region's only commercial service airport. American Airlines, Breeze Airways, and United Airlines provide passenger service to destinations including Charlotte, Chicago O'Hare, Fort Myers, Newark, Myrtle Beach, Orlando, Philadelphia, Washington–Dulles, and Tampa. The Federal Aviation Administration's (FAA)Operations Network reports that AVP supported more than 43,076 operations (take-offs and landings) in 2024. The number is a 41 percent increase from 2023, which saw 30,579 operations.
- The Wilkes-Barre/Scranton International Airport's fixed-based operator (FBO), Aviation Technologies Inc., offers on-site fueling, aircraft maintenance, hangar space, de-icing, and private charter services.
- AVP also is a base for Geisinger's Life Flight air ambulance service.
- The region's other airports—Hazleton Regional, Wilkes-Barre/Wyoming Valley, and Seaman's Field—are classified as general aviation facilities, providing the following services:
  - Hazleton Regional Airport provides full-service fixed-base-operator and corporate aircraft services. Aircraft services include maintenance, avionics, detailing, de-icing, fueling,

Aviation

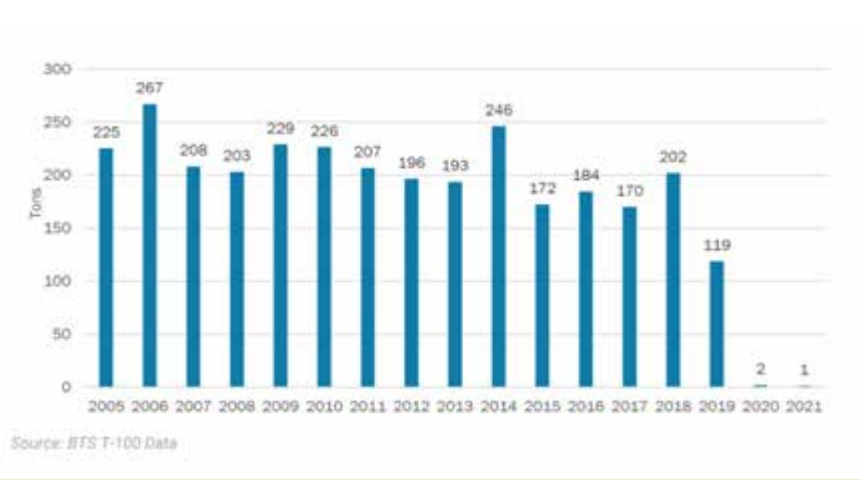
hangar space, and tug services. Recreational activities include skydiving through NEPA Ripcords and the annual Collings Foundation Static Airshow. The airport also serves as a base for Lehigh Valley Health Network's MedEvac air ambulance services.

- Seaman's Field, located in Factoryville, offers flight training, fueling, hangar space, and skydiving through Skydive NEPA.
- Wilkes-Barre/Wyoming Valley Airport offers flight instruction through Valley Aviation. In addition to flight training, the airport offers airplane rentals, fueling, and hangar space.

- All four public-use airports contributed a total economic impact of $306.2 million in 2022, according to the PennDOT Bureau of Aviation's Economic Impact Study. Wilkes-Barre/Scranton International Airport made up 95 percent of this total impact, at $290.6 million.
- In addition to passenger service, Wilkes-Barre/Scranton International Airport fulfills a critical air cargo function for local time-sensitive shippers, accommodating two all-cargo carriers' feeder aircraft (Ameriflight for DHL and Martinaire for UPS) and some belly cargo on passenger aircraft (Figure 50). The airport also has dedicated air cargo buildings on site. In 2022, the airport conducted an Air Cargo Feasibility Study, which found that cargo growth potential is limited due to low regional demand. Meanwhile, competing airports in Philadelphia, Allentown, and Harrisburg have been investing in modern, high-capacity cargo facilities, attracting more cargo users and making the market increasingly competitive for AVP.

The 2022 estimated economic impact of the region's four public-use airports was $306.2 million.

Figure 50: Wilkes-Barre/Scranton International Airport (AVP) Air Cargo Tonnage, 2005–2021



Source: Analysis of BTS T-100 Data, Eastern PA Freight Alliance Infrastructure Plan – Regional Freight Profile

Aviation

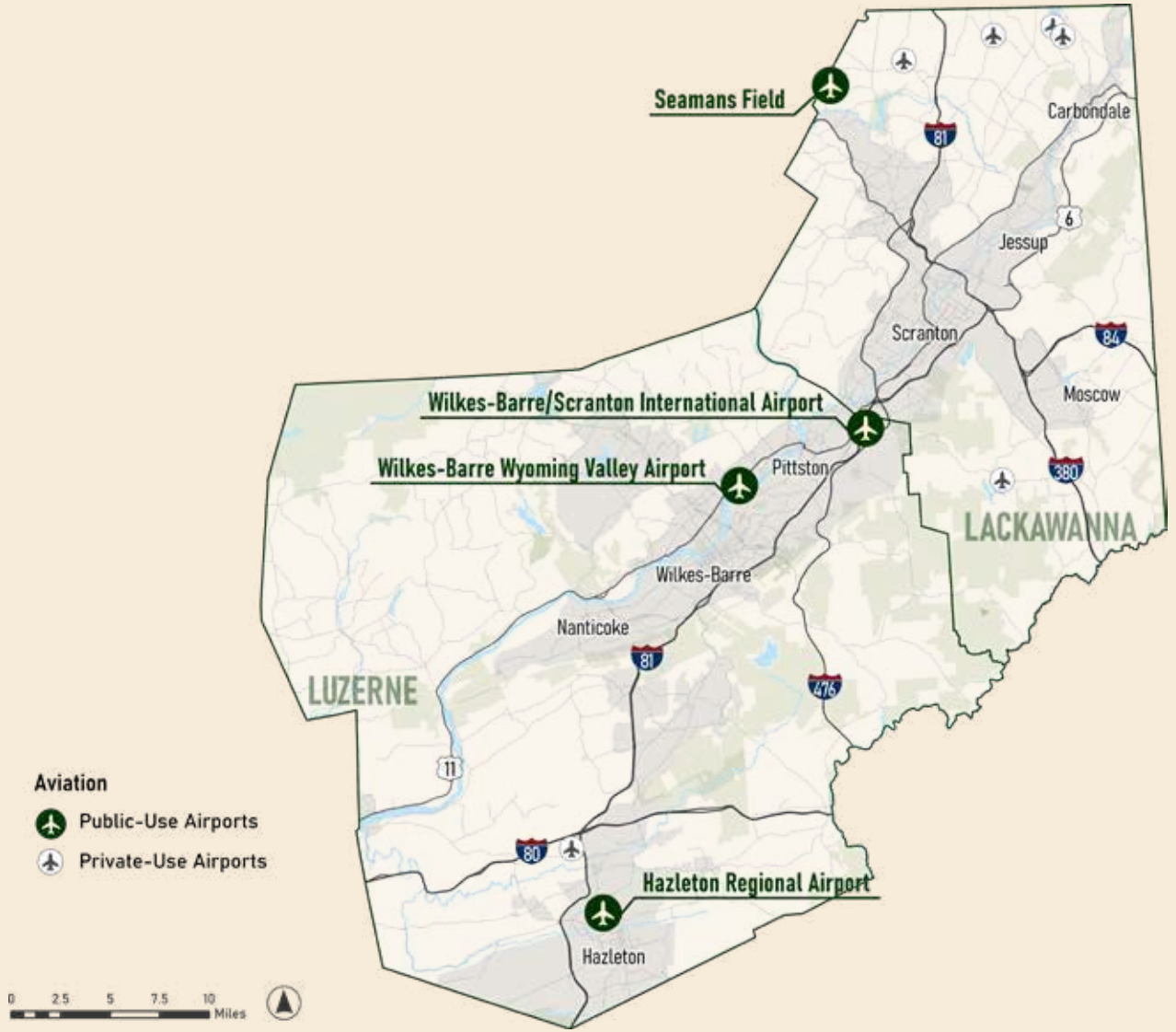


Figure 51: Aviation Facilities

Aviation

Planning Implications

- The Wilkes-Barre/Scranton International Airport provides passenger connections to the national and international aviation networks, making the region accessible and economically competitive.
- Local aviation facilities in the region provide mobility options for private travel, including business trips. General aviation flights can access any of the 19,500 public and private landing facilities throughout the U.S.
- Airport Hazard Zoning is critical to public safety and can also serve to protect the viability of the region's airports. The four public-use airports and their flight paths directly impact 44 municipalities, of which a minority have adopted Act 164 Airport Hazard Zoning.
- Other factors that are important to airport performance and operations include broad community support, Airport Master Plans, zoning, and ensuring the compatibility of future development.
- The COVID-19 pandemic significantly disrupted the region's economy while simultaneously accelerating trends in e-commerce and commuting patterns. As logistics companies and online retailers aim to shorten their supply chains, they are building more warehousing and distribution centers nationally, which could lead to additional opportunities for the region's aviation facilities.

Electric Vehicles

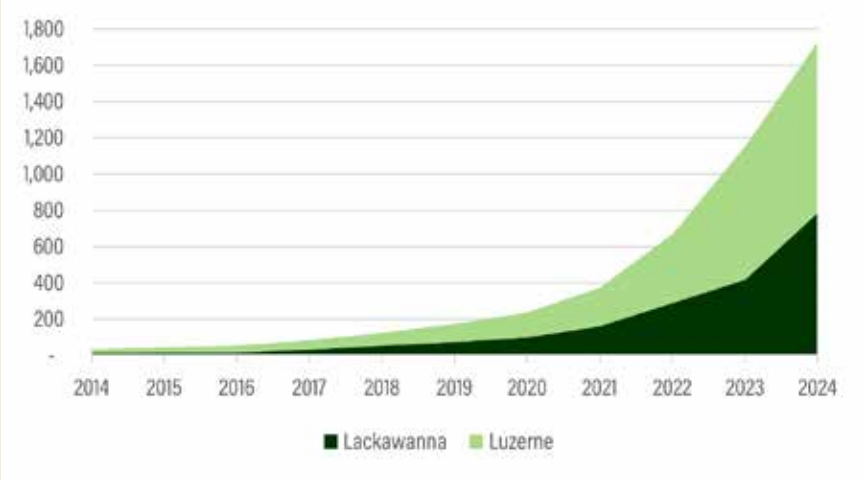
Overview

- Electric vehicle (EV) registrations in the region have increased exponentially over the past 10 years. As of December 2024, the region had 1,726 registered electric vehicles: Lackawanna with 783 (45 percent), and Luzerne with 943 (55 percent) (Figure 52). Despite this growth, EVs represent just 0.4 percent of all registered vehicles in the region.
- As of October 2024, the region had 57 electric vehicle chargers, with 60 percent of them in Luzerne County. While Luzerne has more overall charging locations, Lackawanna has more DC chargers (Figure 53). Level 2 chargers use alternating current (AC) and are commonly found in homes and workplaces, providing a moderate charging speed. DC fast chargers employ direct current (DC) and are designed for rapid charging, typically at public charging stations.
- Three routes running through the region have been designated as EV Alternative Fuel Corridors (AFCs) by the Federal Highway Administration (FHWA): I-476, I-81, and I-84. As of December 2024, I-476 is designated as "ready" for electric vehicles, while Interstates 81 and 84 are in a "pending" status.
- From FFY 2022 to 2026, Pennsylvania will receive $171.5 million through the National Electric Vehicle Infrastructure (NEVI) Formula Program.[4] This funding will help build and improve the state's electric vehicle charging network.
- Like the AFC rounds, PennDOT plans to solicit potential projects by organizing corridor connections into priority groups. Pennsylvania has 27 corridor groups across nine corridors: 22 Priority I Corridor Groups and five Priority II Corridor Groups. One Priority I Corridor traverses the region: US 11/US 6 in Lackawanna County.
- After charging facilities are built out on the AFCs, PennDOT plans to allocate most of the remaining NEVI funds to community charging efforts. This program aims to fund charging facilities in communities representing a range of geographies, housing types, income levels, and location types. With a total estimated budget of $80 million for the statewide Community Charging Program, the MPO is projected to receive between $2.9 million and $3.7 million, accounting for 3.7 percent to 4.7 percent of the statewide funding.

[4]In August 2025, the U.S. Department of Transportation (USDOT) issued revised guidance for the NEVI program, lifting a freeze on federal funding that was implemented earlier in the year. The updated guidance streamlines applications, increases state flexibility, and reduces administrative requirements, giving states greater discretion for site selection and deployment.

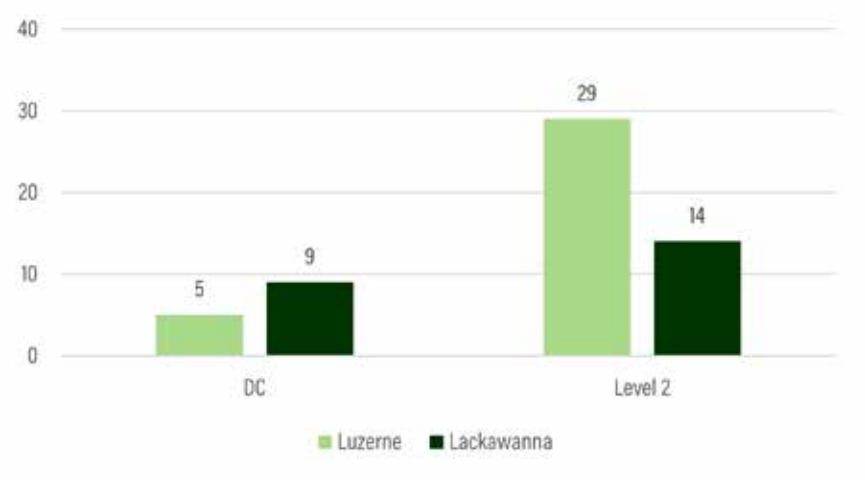
Electric Vehicles

Figure 52: LLTS MPO Region EV Registrations, 2014–2024



Source: PennDOT, Annual Vehicle Registrations Report 2014–2023

Figure 53: EV Charging Locations, 2024



Source: PennDOT

Planning Implications

- The MPO will need to plan for new EV infrastructure based on key corridors and destinations to guide decision-making and prioritization efforts.
- The MPO will encourage municipalities to update local ordinances to allow and provide regulations for EV parking and charging stations.
- As this technology evolves, there are likely to be more registered EVs in urban areas. The MPO also seeks to ensure that it has the infrastructure to support EVs in its more rural areas.
- It will be important to electrify key destinations in the region and ensure the region's Interstates have EV charging infrastructure to support long-distance travel.
- To advance regional EV goals amid fluctuating federal and state priorities, prioritization of resilient, locally driven strategies such as regional charging infrastructure partnerships and flexible incentive programs that can endure policy shifts is important. Coordination across municipalities and MPOs can buffer against federal and state impacts by creating consistent regional momentum.

Electric Vehicles

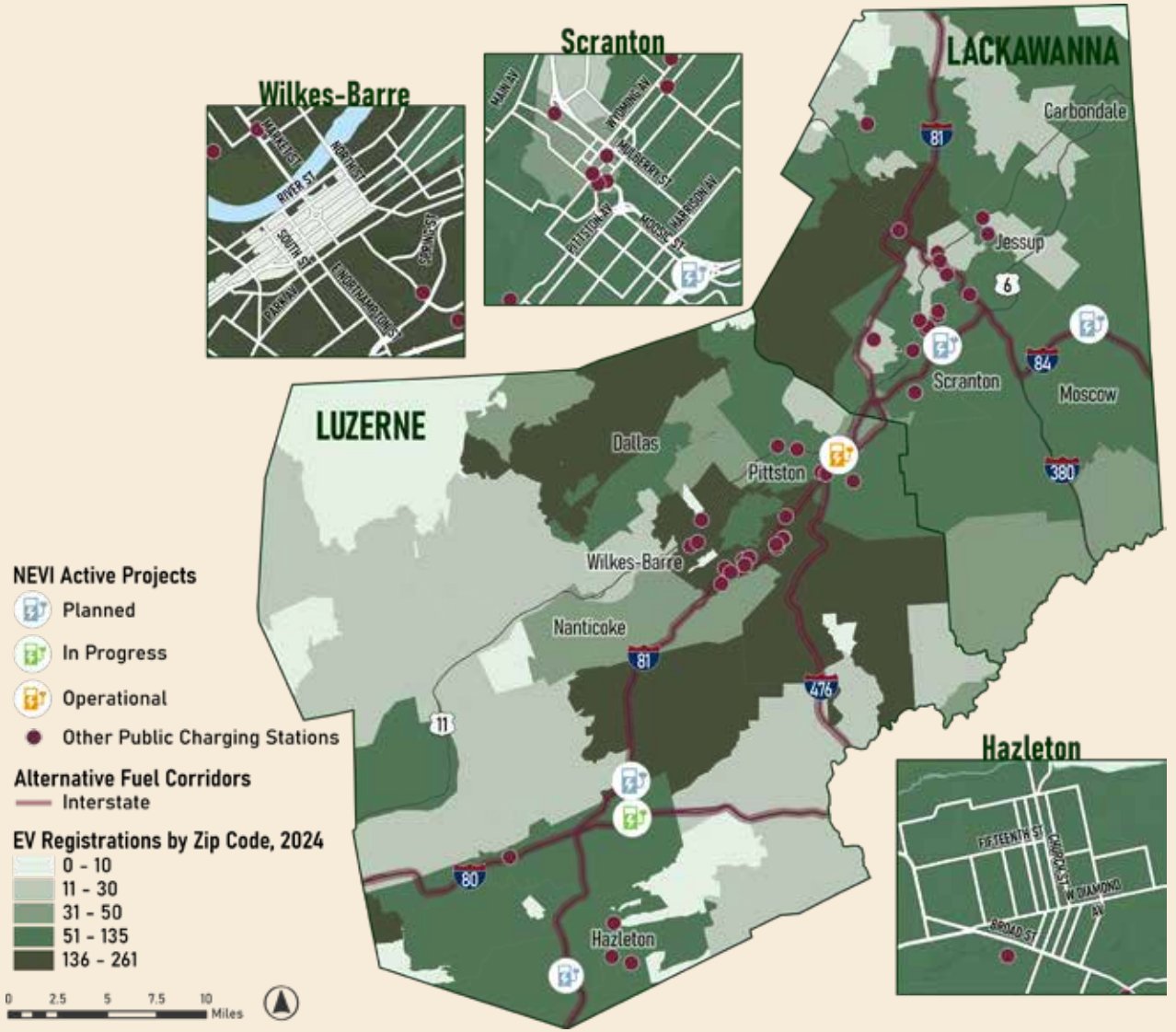
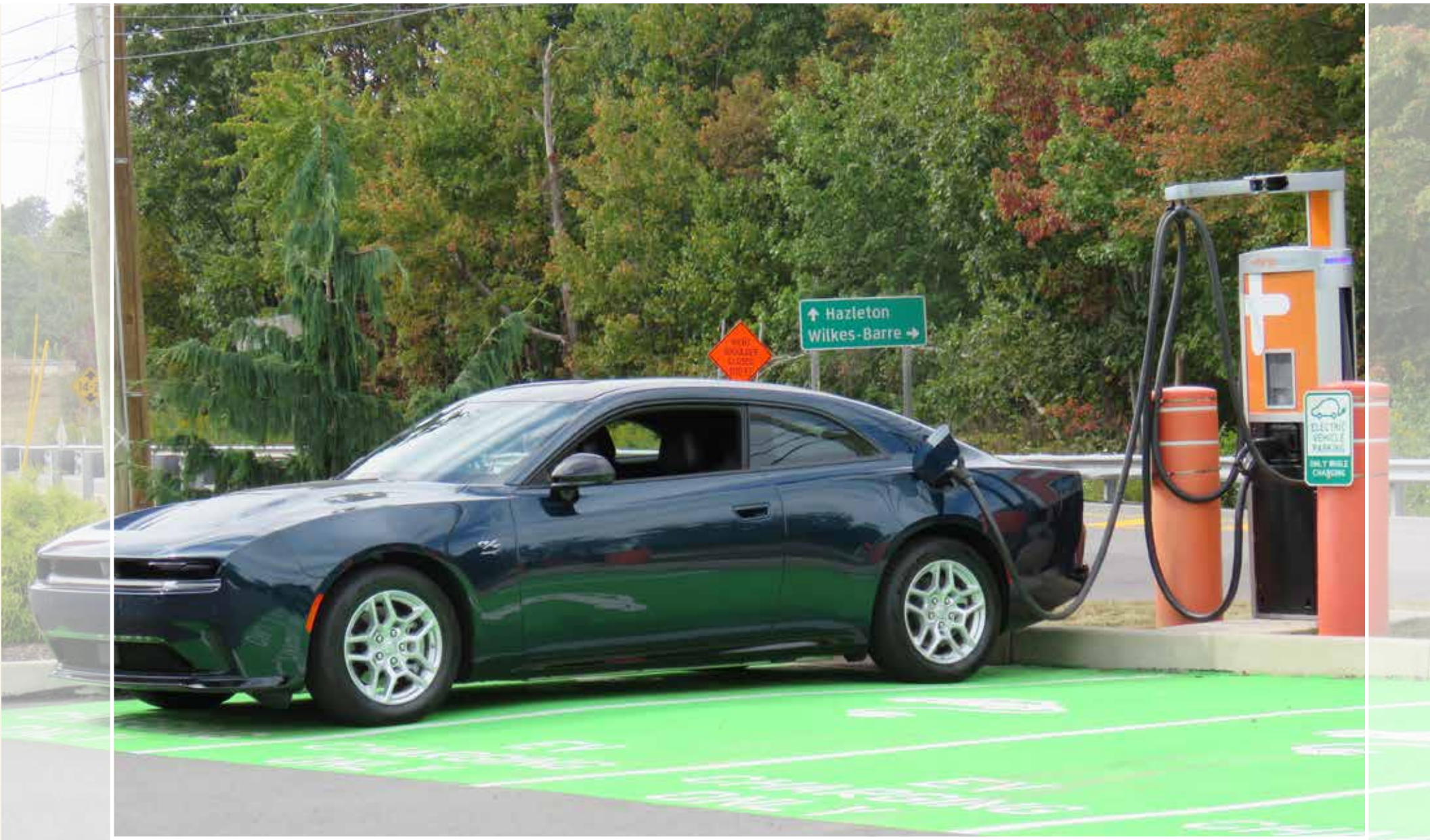


Figure 54: Electric Vehicle Charging Infrastructure

Electric Vehicles



Environmental Resources

Overview

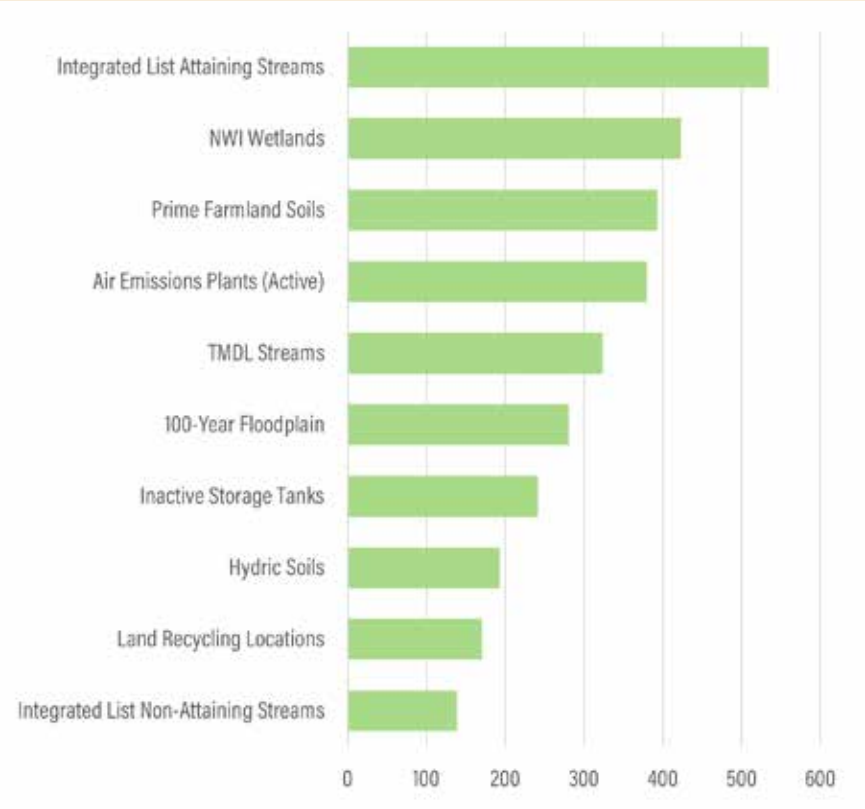
- The Lackawanna–Luzerne region is rich in natural resources, featuring 2,731 linear miles of Integrated List-Attaining Streams, 155 square miles of Prime Farmland Soils, 69 square miles of National Wetlands Inventory (NWI) Wetlands, and 74 square miles of State Forest. Each of these areas contains numerous sensitive natural resources.
- The natural resources of the region provide numerous valuable benefits. They offer opportunities for recreation, enhance the area's visual appeal, stimulate economic growth, and contribute to environmental sustainability. Although Prime Farmland Soils are prominent throughout the region, they are particularly abundant in the Wilkes-Barre and Pittston area.
- Utilizing the 2025 Transportation Improvement Program (TIP) for the region, the MPO conducted a buffer analysis in accordance with the Pennsylvania National Diversity Inventory (PNDI) environmental review process for transportation initiatives. Projects that proposed new roadway capacity or realignments were assigned a buffer of 2,640 feet, whereas other projects were given a 200-foot buffer. Environmental resources or features were considered "potentially impacted" if they fell within any of these project buffers.
- The region's TIP primarily consists of bridge projects, which account for 67 percent of all initiatives. Highway projects represent 18 percent, while the remaining 15 percent encompasses safety, congestion management, multimodal options, and other areas of focus.
- The majority of the projects are expected to have minimal negative effects on the environment, as they primarily involve replacing bridges, restoring highways, or making safety improvements to existing infrastructure, rather than constructing new infrastructure on new alignments.
- The buffer analysis assessed 40 resources related to environmental conditions, identifying features that may be affected by planned transportation projects. The findings indicate that by quantity, Integrated List-Attaining Streams, NWI Wetlands, and Prime Farmland Soils are the three primary resources at risk (Figure 55).
- In May 2025, the MPO held a consultation with the state's Agency Coordination Meeting (ACM) to present findings from the buffer analysis and seek input on strategies for environmental mitigation and protection.

Planning Implications

- The MPO will maintain its partnership with local, regional, state, and federal environmental agencies and organizations to prevent, reduce, and address the impacts of projects outlined in the TIP.

Environmental Resources

Figure 55: Top Ten Environmental Resources Potentially Impacted by the 2025 TIP, by Count



LACKAWANNA LUZERNE MPO

2050 Long-Range Transportation Plan

System Performance

Resiliency

Overview

- As part of the FAST Act and subsequently under BIL/IIJA, states and MPOs are required to address resiliency—one of the federal planning factors in transportation planning.
- FHWA defines resiliency as "the ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions."
- FHWA maintains its emphasis on enhancing the resiliency of transportation infrastructure in relation to changes in environmental conditions.
- In 2017, PennDOT completed its Extreme Weather Vulnerability Study, which marked the start of a multi-phase initiative aimed at assessing the potential impacts of extreme weather on the state's transportation infrastructure. Through this effort, PennDOT, in collaboration with partners from the Pennsylvania Turnpike Commission (PTC), Federal Emergency Management Agency (FEMA), and designated MPO/RPO (Metropolitan Planning Organization/Rural Planning Organization) regions, identified roadways that are vulnerable to extreme weather events and the effects of changes in environmental conditions. This was accomplished by developing a flood closure risk assessment process.
- In 2023, PennDOT revisited the assessment of flood closure risks using updated data. The risk-scoring process incorporated historical road closure data due to flooding from PennDOT's Road Conditions Reporting System (RCRS), which included information dating back to 2006. Risk scores were determined based on several criteria, such as precipitation

Resiliency

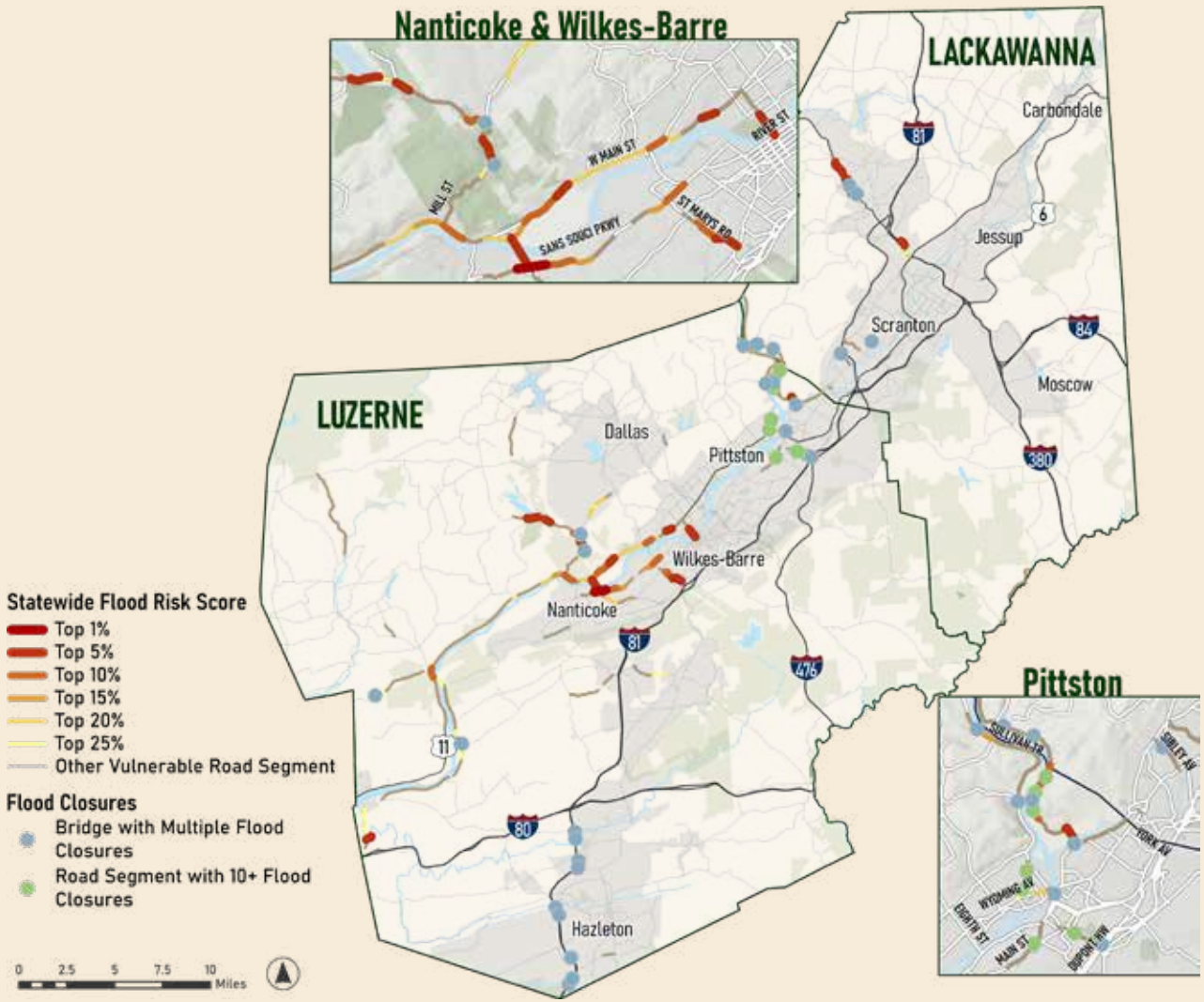


Figure 56: Floodprone Roadway Segments

Resiliency

levels, the presence of floodplains, flooding frequency, pavement condition, traffic and truck volumes, and functional classification, among others.

- Managing stormwater runoff continues to be a priority. The region has been built out for many years, and stormwater was not always a consideration in early transportation projects. In addition to stormwater management issues on new projects, there is mitigation work to be done with older infrastructure. Post-construction stormwater management practices are improving with newer projects, but older infrastructure is being impacted by erosion, especially where stormwater controls have not been installed or have been poorly maintained.
- Streams in the area are becoming highly eroded and have been prone to more frequent flash flooding.

Planning Implications

- The MPO will support hazard mitigation planning updates for Lackawanna and Luzerne counties, as mandated by FEMA.
- The MPO should incorporate resiliency considerations into its processes for prioritizing and developing projects. This integration will ensure that future initiatives are designed to withstand environmental challenges. Continuous collaboration with PennDOT, along with federal, state, and local environmental agencies, is crucial. This partnership will help identify and prioritize necessary improvements in locations that are particularly susceptible to natural hazards, ensuring safer and more resilient infrastructure for the community.
- The MPO will work with its member counties and municipalities to identify areas where stormwater infrastructure is deficient. This assessment will focus on roadways vulnerable to heavy rainfall and snow, aiming to reduce emergency repairs on key highways and bridges. By addressing these weaknesses, the MPO seeks to lessen the financial burden from flood damage and enhance the safety and resilience of the transportation network.
- Stabilization of areas where bank/ditch work occurs is needed; areas that have been graded down through shoulder work or on adjacent banks need to be stabilized with seed, mulch, or netting.
- There is a need to address water-related impacts of transportation projects. The region is seeing more flash flood events, with impacts exacerbated by inadequate drainage. In turn, flash floods can damage or destroy roadways, bridges, and other infrastructure.
- Resiliency is also an important consideration for active transportation, trail development, and maintenance. When developing projects, the MPO should promote resilient and sustainable trail development while collaborating with municipalities and counties to secure funding for maintenance.

Resiliency

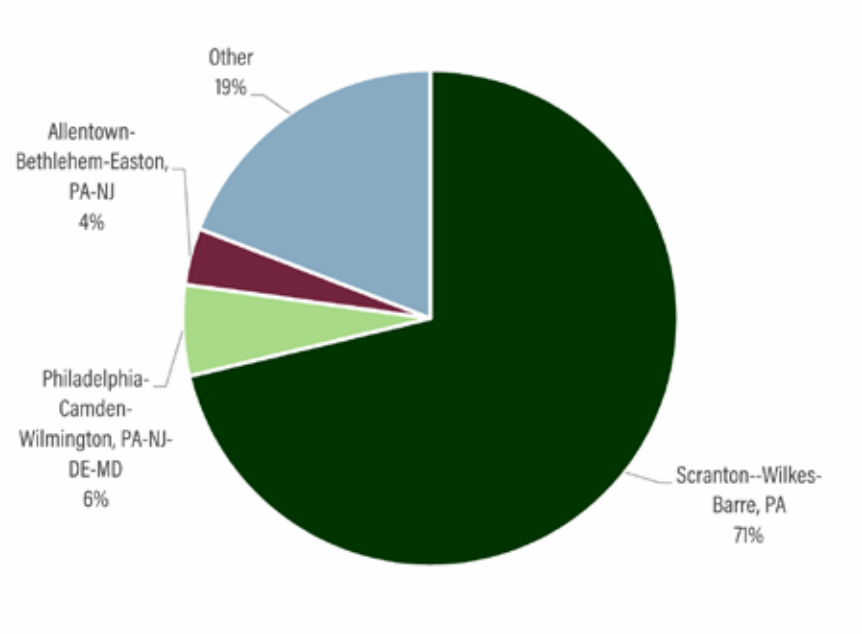
System Management & Operations

Overview

- As PennDOT and the LLTS MPO continue to operate within an increasingly constrained funding environment, there will be a growing need for Transportation Systems Management & Operations (TSMO), which emphasizes improving operations (handling more trips on the existing system) over capacity-building (such as adding lanes and constructing new roads).
- Key drivers of travel demand in the region include work-related commuting travel, highway freight travel, and railroad freight travel.
- While about 71 percent of the region's resident workers are employed within the Lackawanna–Luzerne region, about 29 percent commute beyond the region, highlighting transportation's importance in linking workers with jobs.
- There are 148 linear miles of Interstate throughout the region, requiring effective traffic incident management during highway closures due to incidents or inclement weather.
- There are approximately 577 signalized intersections in the LLTS MPO region. Many municipalities have only a few traffic signals and lack the technical expertise to properly time them for optimum traffic flow.
- In April 2024, the MPO updated its Congestion Management Process (CMP). The report identified 45 priority CMP locations (roadway segments and intersections) as well as a strategy toolkit to address congestion at these locations. The list of congested locations is provided in Appendix J.

Nearly a third of the region's workers commute beyond the region.

Figure 57: Commute Destinations, 2022



Source: US Census, On the Map 2022

System Management & Operations

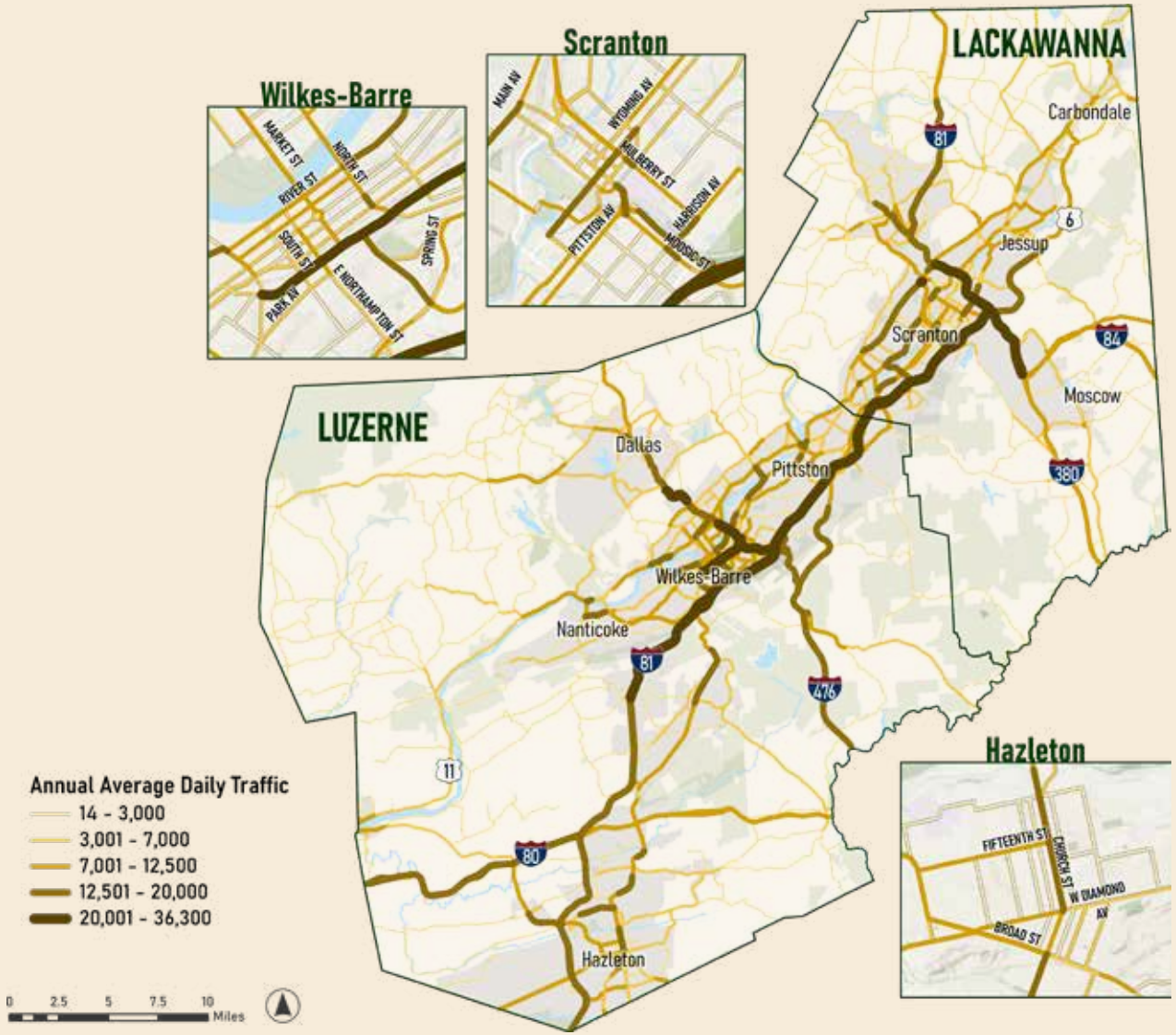


Figure 58:
Annual Average Daily Traffic

System Management & Operations

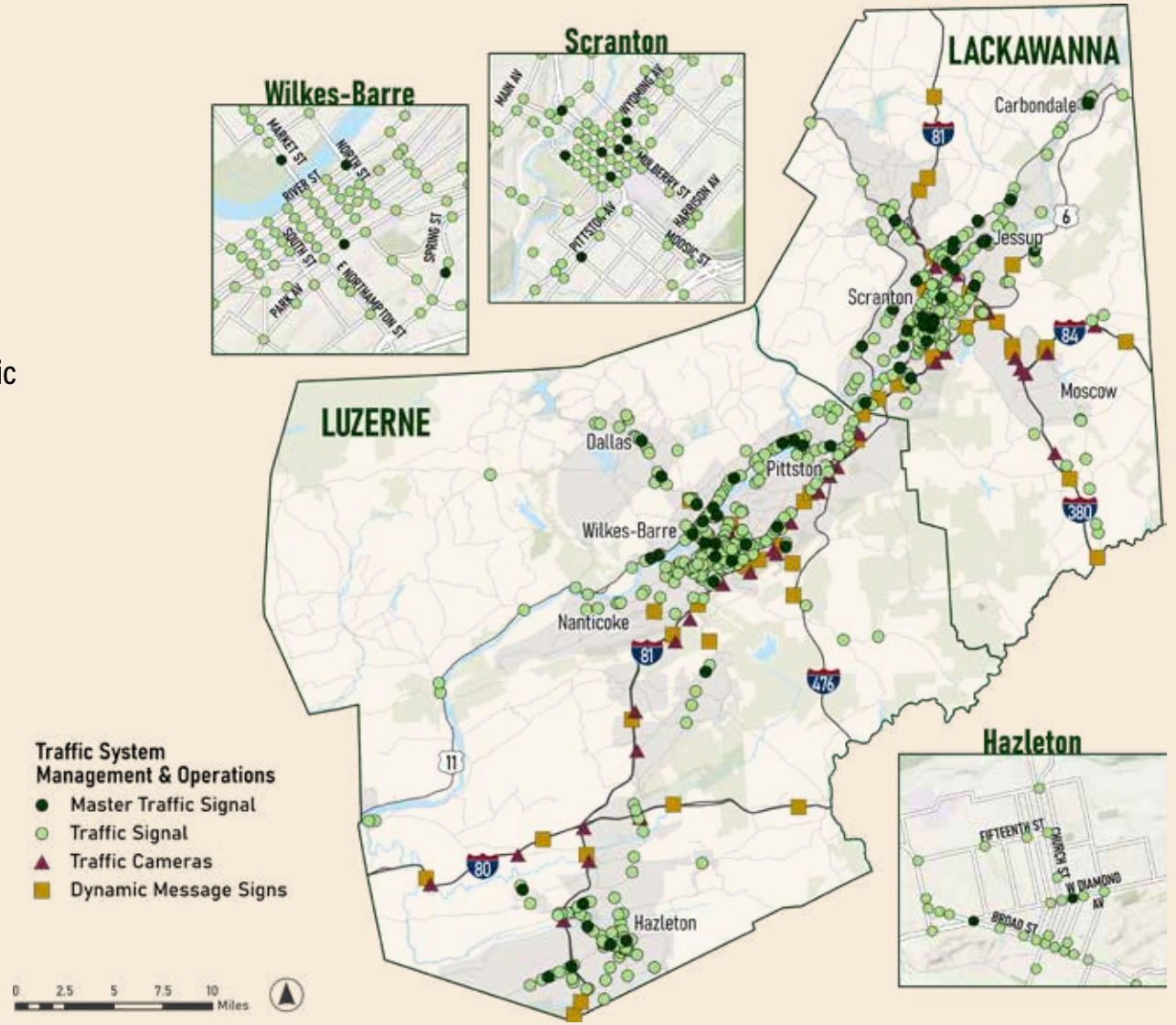


Figure 59: Traffic Signals, Dynamic Message Signs, etc.

System Management & Operations

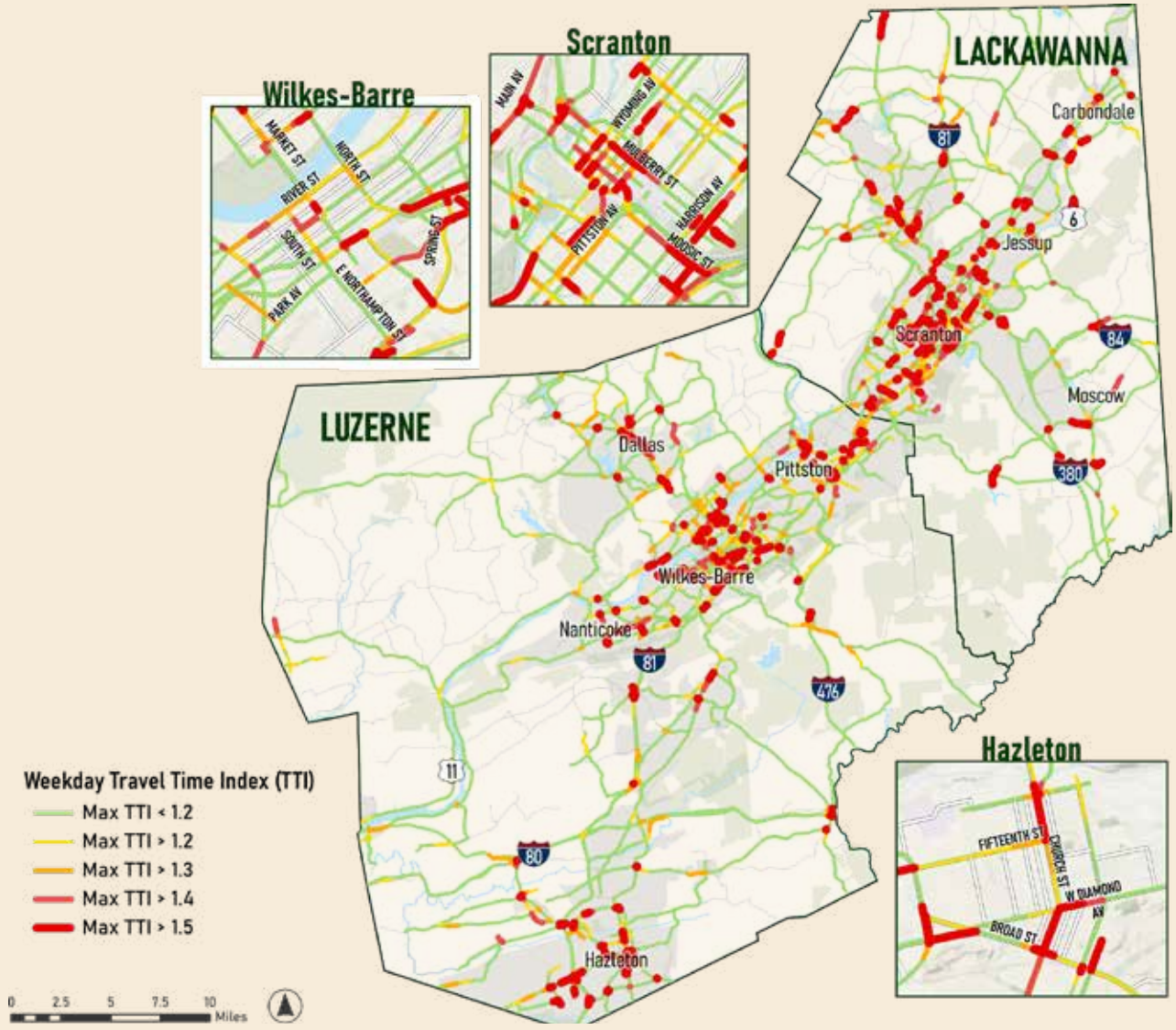
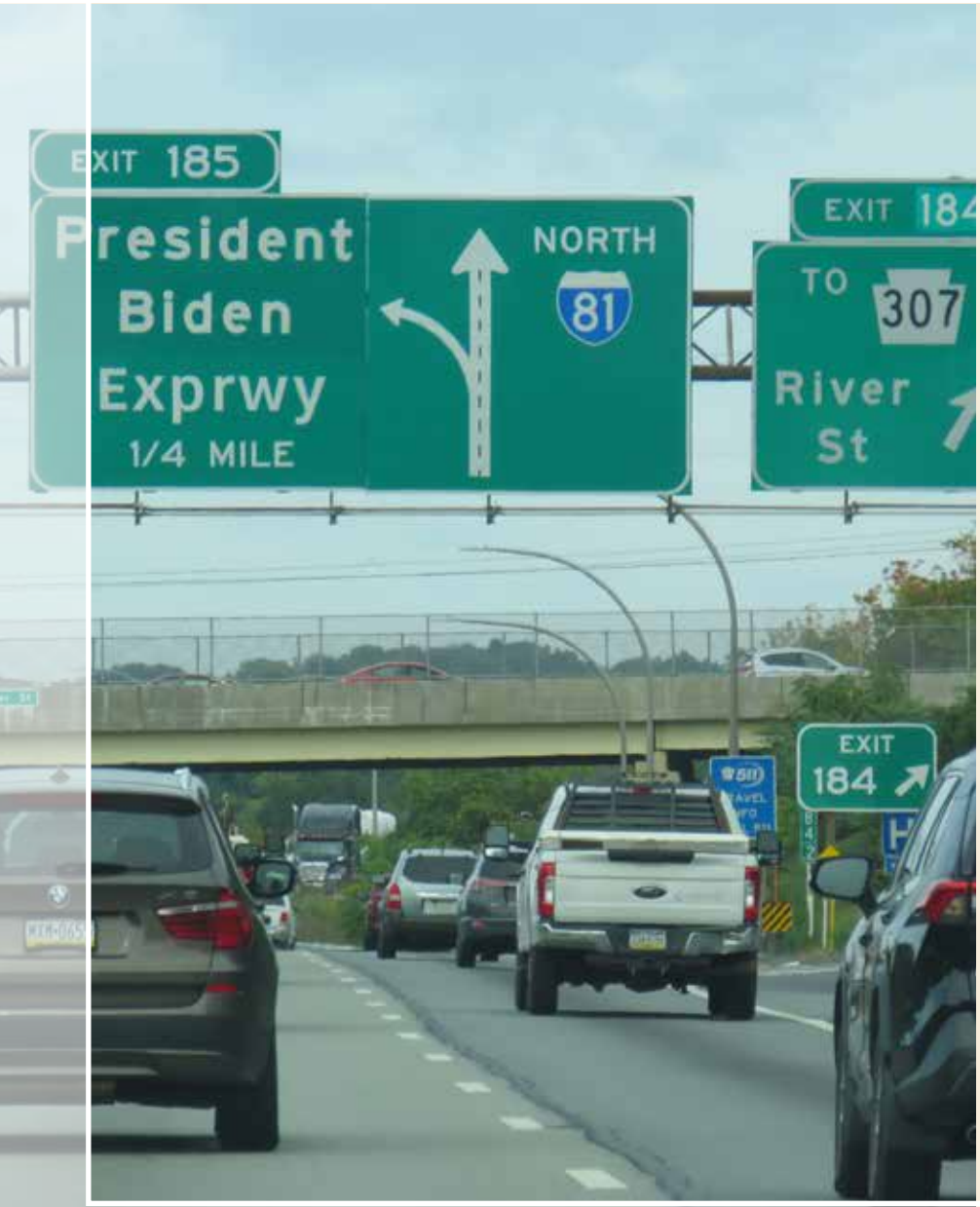


Figure 60: Weekday Travel Time Index

System Management & Operations



Planning Implications

- The region's workers are spending more time commuting, with roughly one-third traveling to destinations outside the two-county area. With a high share of long-distance commutes, efficient connectivity is important to the region. Projects will be needed to connect workers to the Interstate network.
- The MPO will need to continue emphasizing sustainable commuting options and engaging in collaborative efforts with adjacent planning regions to effectively address mutual transportation challenges.
- Employment locations continue to shift from downtown and urban areas to suburban and exurban areas. This potentially contributes to longer commutes, and may create new suburb-to-suburb commuting patterns that are difficult for providers of public transportation to serve effectively. Public transportation projects will need to be coordinated with economic development policies.
- The transportation and warehousing sectors represent significant industries in the region, primarily driven by the high demand for next-day delivery services to nearby urban centers such as New York City, Philadelphia, and Washington, D.C.
- Available vehicle probe data will help planners and engineers identify the most promising locations for operations planning. Operations planning also has the potential to improve the reliability and predictability of travel throughout the region. This includes critical considerations for goods movement and winter maintenance.

System Management & Operations

Performance Measures

Overview

- MAP-21 and successor funding bills the FAST Act and BIL all emphasized system performance as part of transportation planning. These federal acts established a series of performance measures to ensure the effective use of federal transportation funds.
- MAP-21 originally introduced a strategic new approach that uses system information to make investment and policy decisions, which is intended to help MPO decision-makers to understand the consequences of investment decisions across the region's transportation assets.
- Performance measures have been identified for the categories of Safety (PM-1), System Condition (PM-2), and System Performance (PM-3).

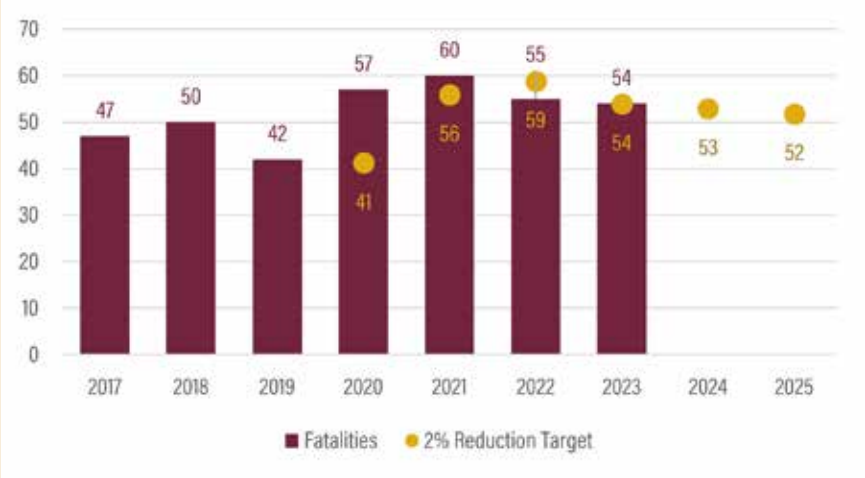
Table 5: PM-1 (Safety) Baseline and Target Values

Performance Measure	Baseline 2019–2023	Target 2021–2025
Number of Fatalities	53.6	54.7
Fatality Rate	1.218	1.235
Number of Serious Injuries	199.2	210.6
Serious Injury Rate	4.526	5.031
Number of Non-Motorized Fatalities and Serious Injuries	38.6	48

Source: PennDOT

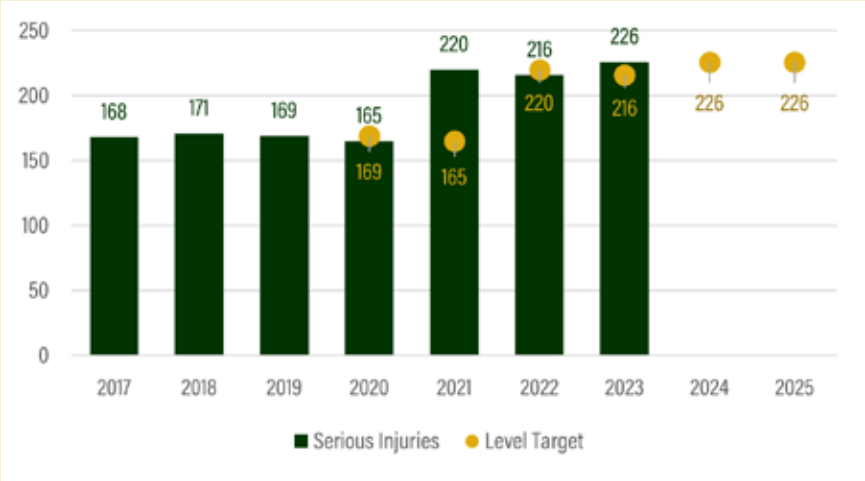
Performance Measures

Figure 61: Fatalities Performance and Targets



Source: PennDOT

Figure 62: Serious Injuries Performance and Targets



Source: PennDOT

- The LLTS MPO has agreed to support the state PM-2 and PM-3 targets. Updated targets for PM-1 were approved by the MPO in January 2025. Targets are detailed in Table 5.
- The FHWA will determine annually whether PennDOT has met, or has made significant progress toward meeting, established transportation system safety performance targets.
- The LLTS MPO will continue to include a system performance report in its LRTPs, measuring the progress made toward attaining its performance targets.

Planning Implications

- The LLTS MPO aims to maximize return on investment for its limited transportation funding. Performance measurement in long-range planning allows for more effective tracking and reporting the outcomes of the MPO's $72 million average annual investment in the region's transportation system.
- PennDOT will annually revisit performance targets and measure performance against those targets in line with the Pennsylvania Transportation Asset Management Plan (TAMP). PennDOT will coordinate with transit agencies and Planning Partners across the state to notify organizations of their annual performance and new performance targets. The transit measures for safety and asset management will encourage planning and programming to yield a system in a state of good repair for LCTA, COLTS, and Hazleton Public Transit.
- The LLTS MPO will continue to collaborate with PennDOT and FHWA/FTA on performance measurement.

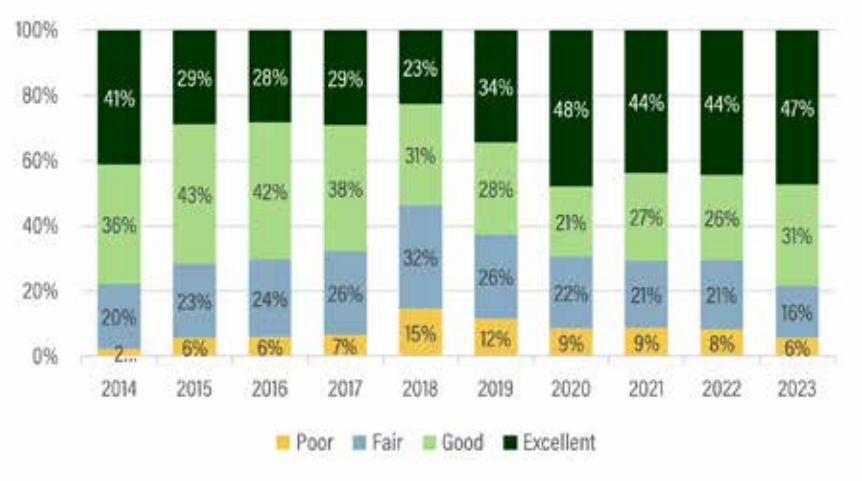
Performance Measures

Table 6: PM-2 (System Condition) Pavement Targets

BPN	Targets	2023	2024	2025	2026	2027
Interstate	Percentage in Good/Excellent Condition (min)	73%	54%	57%	59%	63%
	Percentage in Poor Condition (max)	2%	5%	6%	4%	4%
Non-Interstate NHS	Percentage in Good/Excellent Condition (min)	22%	54%	57%	59%	12%
	Percentage in Poor Condition (max)	9%	11%	12%	12%	13%

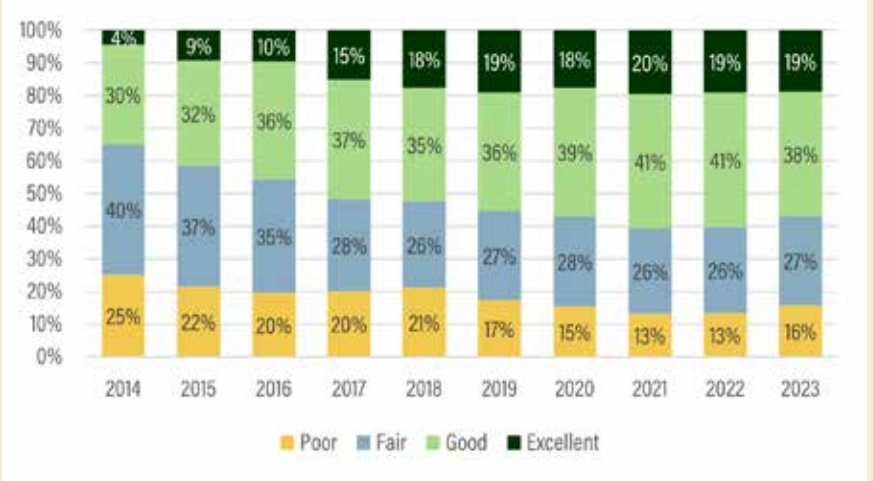
Source: PennDOT Pavement Performance Reports, 2023

Figure 63: IRI Conditions – NHS Interstate, 2014–2023



Source: PennDOT Pavement Performance Reports, 2023

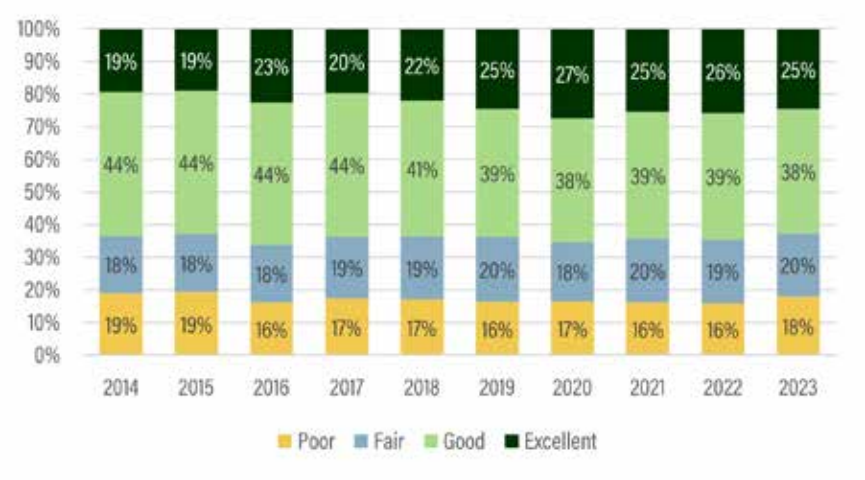
Figure 64 :IRI Conditions – NHS Non-Interstate, 2014–2023



Source: PennDOT Pavement Performance Reports, 2023

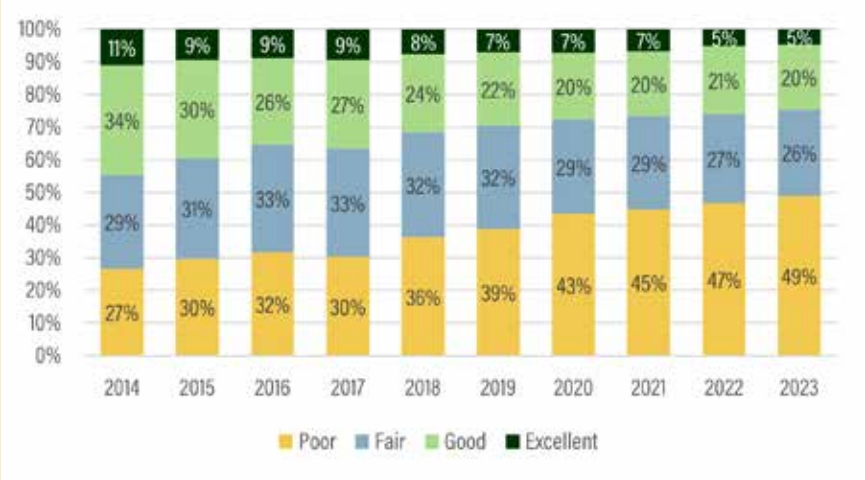
Performance Measures

Figure 65: IRI Conditions – Non-NHS > 2,000 ADT, 2014–2023



Source: PennDOT Pavement Performance Reports, 2023

Figure 66: IRI Conditions – Non-NHS < 2,000 ADT, 2014–2023



Source: PennDOT Pavement Performance Reports, 2023

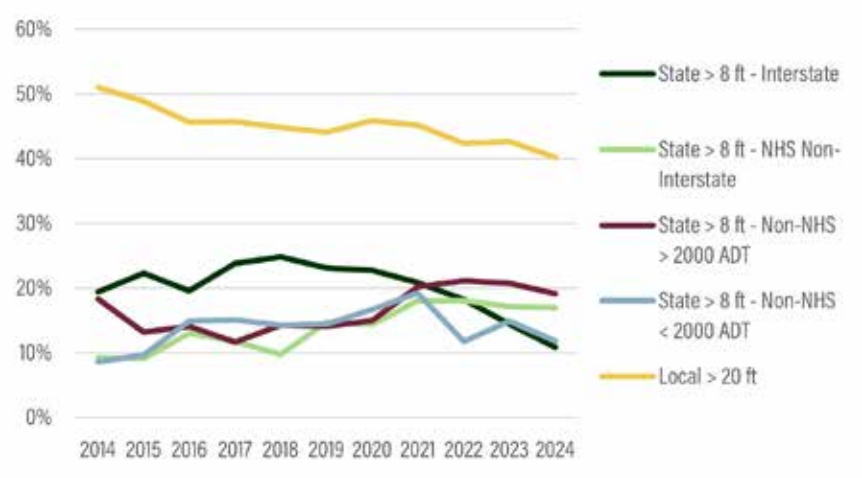
Table 7: PM-2 (System Condition) Bridge Targets

NHS Bridge Deck Area in Poor Condition	2019	2021	2023	2025
Target	14.00%	12.00%	11.00%	11.00%
Actual	16.53%	17.51%	14.66%	N/A

Source: PennDOT

Performance Measures

Figure 67: Poor-Condition Bridges by BPN – Deck Area

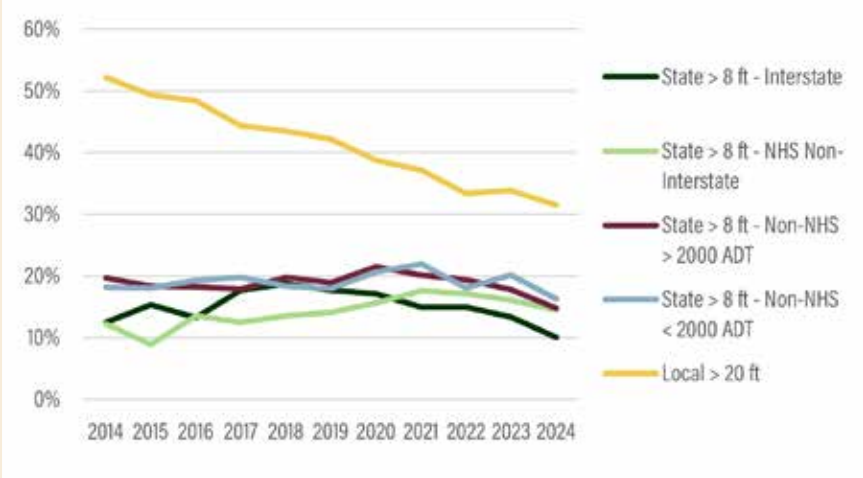


Source: PennDOT Bridge Performance Reports, 2023

Figure 68: Condition of NHS Bridge Deck Area

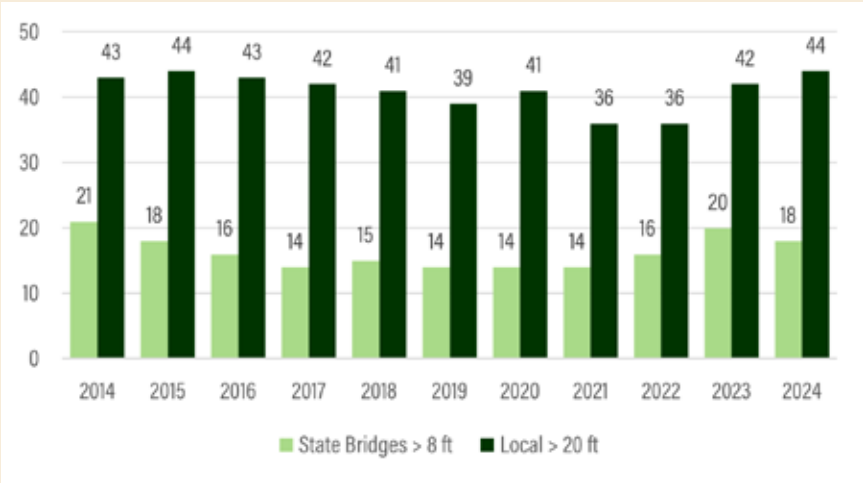
Source: PennDOT Bridge Performance Reports, 2023

Figure 69: Poor-Condition Bridges by BPN – Count



Source: PennDOT Bridge Performance Reports, 2023

Figure 70: Posted Bridges by Count



Source: PennDOT Bridge Performance Reports, 2023

Performance Measures

Table 8: PM-3 (System Performance)
Baseline and Target Values for Reliability and Peak Hour Delay

Statewide Performance Measure	2017 Baseline	2019 2-Year Target	2021 4-Year Target
Interstate Reliability	89.8%	89.8%	89.8%
Non-Interstate Reliability	87.4%	n/a	87.4%
Truck Reliability Index	1.34	1.34	1.34

(Baseline estimated using RITIS Data Extract from May 8, 2018)

Table 9: COLTS Transit Targets and Performance

Performance Measure	Asset Class	2025 Target	2025 Performance	2026 Target
Rolling Stock Age: Percentage of revenue vehicles within a particular asset class that have met or exceeded their Estimated Service Life (ESL)	Bus	28%	34%	30%
	Cutaway	59%	69%	59%
	Trolleybus	100%	100%	100%
	Van	59%	64%	54%
Equipment (Non-Revenue Vehicles) Age: Percentage of non-revenue or service vehicles within a particular asset class that have met or exceeded their Estimated Service Life (ESL)	Automobiles	46%	43%	43%
	Trucks and Other Rubber-Tire Vehicles	17%	0%	16%
Facilities Condition: Percentage of facilities with a condition rating below 3.0 on the FTA TERM scale	Passenger/Parking Facilities	6%	0%	6%
	Administrative/Maintenance Facilities	3%	100%	4%

Did not meet target

Performance Measures

Table 10: HPT Transit Targets and Performance

Performance Measure	Asset Class	2025 Target	2025 Performance	2026 Target
Rolling Stock Age: Percentage of revenue vehicles within a particular asset class that have met or exceeded their Estimated Service Life (ESL)	Bus	28%	0%	30%
	Cutaway	59%	25%	59%
Equipment (Non-Revenue Vehicles) Age: Percentage of non-revenue or service vehicles within a particular asset class that have met or exceeded their Estimated Service Life (ESL)	Automobiles	46%	0%	43%
	Trucks and Other Rubber-Tire Vehicles	17%	0%	16%
Facilities Condition: Percentage of facilities with a condition rating below 3.0 on the FTA TERM scale	Passenger/Parking Facilities	6%	0%	6%

Table 11: LCTA Transit Targets and Performance

Performance Measure	Asset Class	2025 Target	2025 Performance	2026 Target
Rolling Stock Age: Percentage of revenue vehicles within a particular asset class that have met or exceeded their Estimated Service Life (ESL)	Bus	28%	34%	30%
	Cutaway	59%	69%	59%
	Van	59%	64%	54%
Equipment (Non-Revenue Vehicles) Age: Percentage of non-revenue or service vehicles within a particular asset class that have met or exceeded their Estimated Service Life (ESL)	Automobiles	46%	43%	43%
	Trucks and Other Rubber-Tire Vehicles	17%	0%	16%
Facilities Condition: Percentage of facilities with a condition rating below 3.0 on the FTA TERM scale	Administrative/Maintenance Facilities	3%	50%	4%

Did not meet target

Performance Measures

DRAFT

Asset Management

Overview

- Asset management principles emphasize making timely investments in maintenance and minor repairs to delay or prevent the need for costlier, major rehabilitation or reconstruction of transportation infrastructure. The approach aims to improve the overall condition of roads and bridges while reducing costs.
- As part of the LRTP update, the LLTS MPO coordinated with PennDOT to perform model runs of state-owned bridges and pavements in Lackawanna and Luzerne counties to forecast future needs. Model runs can help planners assess the condition of infrastructure and forecast future deterioration, allowing the MPO to appropriately prioritize preservation treatments amid limited funding. Projects prioritized by PennDOT's Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS) are included in Appendix A.
- The deterioration models incorporate lifecycle costs, helping the MPO weigh the long-term implications of maintenance versus replacement strategies as part of long-range planning and project programming. Through its modeling work, PennDOT is able to quantify the cost of delaying investment in specific bridges and roadway segments.
- PennDOT's deterioration models forecast that the region will experience a sharp increase in the number of bridges deteriorating from Fair to Poor condition between 2035 and 2040. Many of the region's bridges that were built during the 1950s will be significantly deteriorated and in need of replacement during that time period.
- For the region's pavements, model runs suggest that conditions on the NHS will exceed 10 percent Poor beyond 2037, which is problematic. The NHS carries nearly 60 percent of vehicle-miles traveled within the region. Poor infrastructure conditions on this network lead to bottlenecks and increase logistics costs, undermining the region's economic productivity. Further, allowing pavements to deteriorate to Poor condition and then undertaking costly roadway reconstruction is costlier over time than adopting a "preservation first" investment strategy to keep pavements in a state of good repair.

Asset Management

LACKAWANNA LUZERNE MPO

2050 Long-Range Transportation Plan

Public & Stakeholder Engagement

Listening Sessions

Overview

The LLTS MPO undertook multifaceted strategies to engage the public and stakeholders as part of LRTP development. Strategies included listening sessions, stakeholder interviews, public surveys, a public open house, and collaboration with organizations such as NEPA MOVES.

Table 12: 2025 Public and Stakeholder Engagement Highlights

Outreach	Dates
Listening Sessions	February 27, 28, and March 3
NEPA MOVES	April 7
STC Survey	March 3–April 30
Second Round of Listening Sessions	September 8–16
Public Open House (Virtual)	October 28
Public Comment Period	October–November

A 30-day public review and comment period was held in October and November 2025, and the MPO hosted a virtual public open house on October 28, 2025. Table 12 summarizes LRTP outreach events.

Listening Sessions

As part of the LRTP public outreach process, the MPO organized two rounds of listening sessions, the first to obtain information on public preferences and the second to present draft strategies and priority projects.

Listening Sessions

Round One

These first sessions were held in Hazleton, Jessup, and Wyoming in late February 2025. The three listening sessions drew approximately 40 participants in all, including representatives of PennDOT, County administration, public transit authorities, and local residents.

Each of the sessions started with a brief presentation on the LRTP process, project schedule, regional overview, and next steps. Afterward, attendees had the opportunity to ask questions, make comments, and identify transportation issues and needs. Input from the sessions contributed to the development of the plan's strategic directions.

Discussions centered on improvements to active transportation, public transit, and infrastructure safety. Key initiatives highlighted included the development of a trails master plan, enhancements to trail connectivity throughout Luzerne County, and the prioritization of pedestrian infrastructure to support walkable communities.

Long-term goals discussed included the reinstatement of passenger rail service from Scranton to New York. Participants also noted urgent infrastructure issues such as funding shortages for bridge repair, gaps in sidewalk connectivity, and traffic congestion from trucks in Clarks Summit and Clarks Green. Additionally, public transportation challenges in rural areas and the need for expanded microtransit options were highlighted.

Project recommendations identified through the listening sessions called for strategic improvements, such as the Route 6 Bypass, the Elm Street Bridge, and the widening of I-81. Participants urged the study team to incorporate findings from recent regional studies into the LRTP.

Round Two

The second round of listening sessions was held in September 2025. Three events were hosted by the MPO—in Hazleton, Kingston, and Jessup. The MPO aimed to gather feedback on the draft plan document, focusing mainly on the plan's goals, actions, and proposed projects.

STC Survey

STC 2025 Survey

As part of its outreach effort in updating the state's 12-Year Program, the State Transportation Commission (STC) partners with PennDOT to administer a biennial statewide online public survey about transportation planning concerns.

The 2025 statewide survey generated more than 10,000 responses, including 127 from residents of Lackawanna and Luzerne counties. The LLTS MPO used the responses from the region's residents to inform this LRTP update.

Budget Allocation

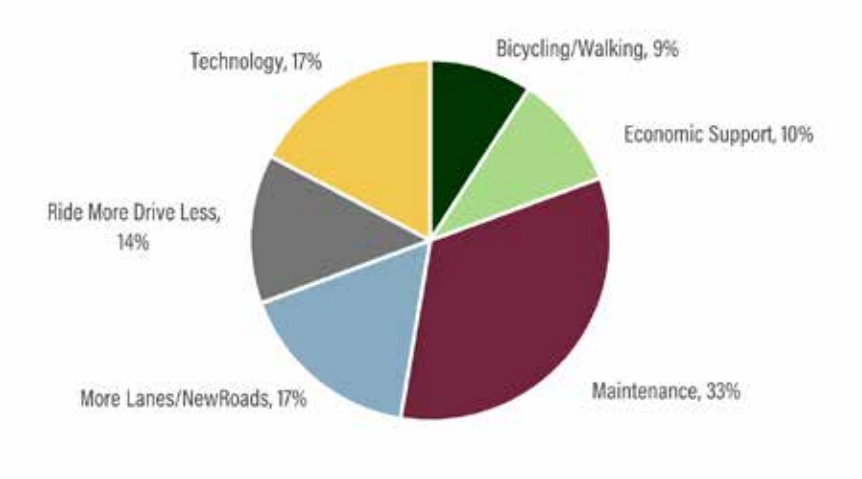
Each survey respondent was asked to allocate $100 across six categories: Maintenance/Preservation, More Lanes/New Roads, Ride More/ Drive Less, Bicycling/Walking, Technology, and Economic Support.

Survey respondents showed strong support for increased investment in maintenance, with support nearly double that of other leading options such as technology and new lanes or roads (Figure 71).

Transportation Issues

As part of the STC survey, 72 LLTS MPO region residents identified specific transportation issues on a map. Comments predominantly expressed a desire to improve road pavement, bridges, and transit. From the 2023 to 2025 survey, there was a significant (five percentage point) increase in the portion of respondents who expressed a desire for improved public transit service (Table 13).

Figure 71: Public Preferences for Hypothetical Budget Allocation



Source: 2025 State Transportation Commission Survey

Table 13: Transportation Issues Identified

Category	Count	Change from 2023 to 2025
Bridge	8	11% (3% increase)
Pedestrian & Bicycle	2	3% (5% decrease)
Roadway	56	78% (1% decrease)
Transit	6	8% (5% increase)

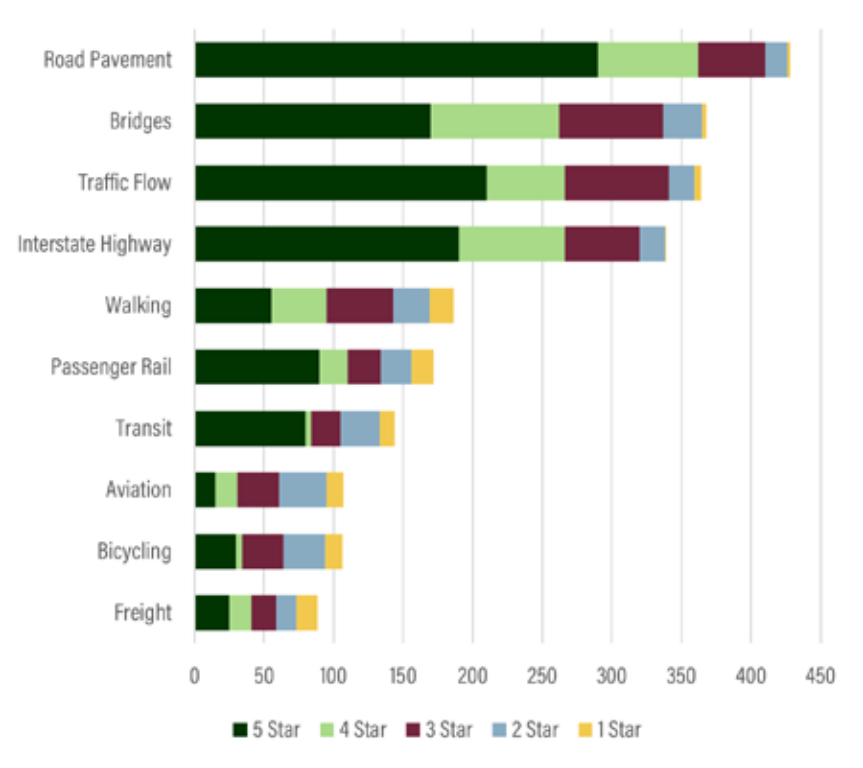
Source: State Transportation Commission Survey

STC Survey

Transportation Priorities

One of the survey questions asked respondents to allocate 20 stars among 10 transportation categories, with a maximum of 5 stars allocated to any one category. Survey respondents identified road pavement, bridges, and traffic flow as top priorities (Figure 72). The pattern of transportation priorities is similar to the 2023 survey results.

Figure 72: Transportation Priorities



Source: 2025 State Transportation Commission Survey

LACKAWANNA LUZERNE MPO

2050 Long-Range Transportation Plan

Revenue Forecast

Funding Projections

Overview

- FHWA requires that long-range transportation plans include an estimate of the funding the MPO can reasonably expect to receive over the next 25 years. The LRTP project listing must be "fiscally constrained," with estimated costs not exceeding projected funding over the planning horizon.
- The financial guidance issued by PennDOT in May 2025 offers the most current estimate of projected revenues through 2050. The LLTS MPO projects a total revenue of approximately $2.06 billion over the planning period. Of this amount, the 2025 12-Year Program (TYP) accounts for $1.05 billion, leaving a remaining balance of $1.01 billion to be allocated to projects between 2037 and 2050 (Table 14). This funding will support a variety of projects, including highways, bridges, and safety improvements. The anticipated distribution among funding categories will be guided, in part, by the PennDOT Financial Guidance documentation.
- As part of a conservative forecast, revenue beyond the TYP horizon year of 2036 is assumed to be flat (Figure 73).
- PennDOT continues to prioritize investment in the state's Interstate system. The increase in funding is needed to address the network's maintenance backlog, modernization, and strategic capacity improvements.
- Federal and state formula funding is allocated through legislative action. Federal and state discretionary funds make additional dollars available through competitive grant programs, which typically require a significant local match. Lackawanna and Luzerne counties, as well as municipalities and other organizations, may designate funding for specific projects to augment federal and state resources and accelerate project delivery.
- The LRTP funding forecast is conservative and does not include potential discretionary funds such as awards from PennDOT's Green Light–Go program or Multimodal Transportation Fund. Discretionary funding is considered too uncertain for reliable long-range planning.

Planning Implications

- The MPO plans to pursue creative funding solutions and collaborate with state and local governments, economic development agencies, and other organizations to assemble funding for further transportation improvements.
- The Bipartisan Infrastructure Law (BIL) is set to expire in September 2026, less than a year after this plan is adopted. While there is optimism about maintaining or potentially increasing current funding levels during any reauthorization, it is important to recognize that priorities and policies often shift with each new administration. The MPO will stay updated on any changes in federal policy to effectively navigate these transitions.
- The projects that appear in Appendix A as part of the 2025–2036 TYP are considered funded projects, or within the MPO's financial capacity. Projects that appear in Appendix B as "illustrative" are not currently funded. The MPO will consider the candidates from the illustrative list as future programs are being developed.

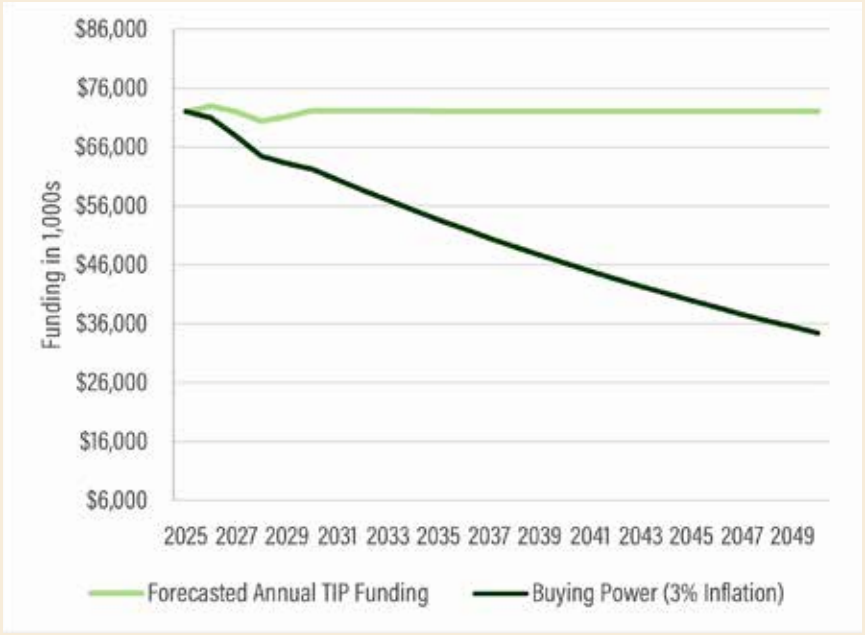
Funding Projections

Table 14: Total Projected Funding, 2025–2050

Planning Period		Amount
2025–2028	TIP	$394,907,617
2025–2036	TYP	$1,046,874,405
2025–2050	LRTP	$2,056,731 ,405

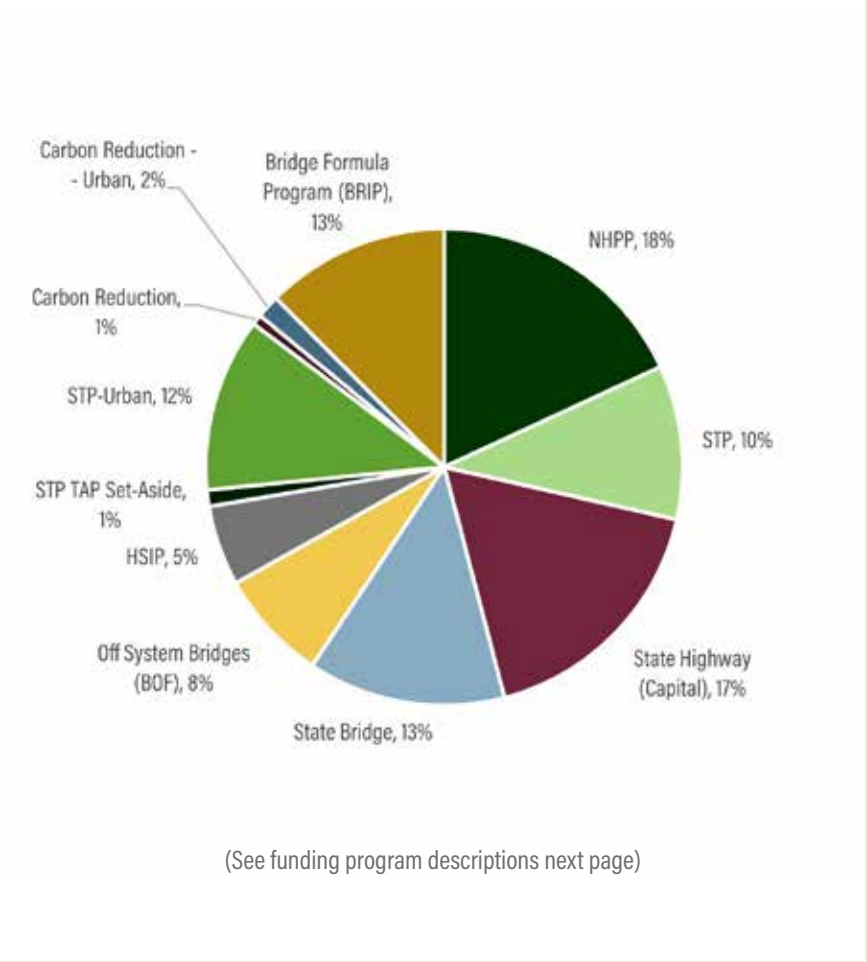
Source: PennDOT Financial Guidance

Figure 73: Total Projected Funding over the LRTP Planning Period



Source: PennDOT Financial Guidance

Figure 74: 2025–2028 Highway/Bridge Base Funding Allocation



(See funding program descriptions next page)

Source: PennDOT Financial Guidance

Highway/Bridge Base Funding

Table 15: State and Federal Funding Categories with 2025 TIP Highway/Bridge Base Funding Allocation

Acronym	Program Name	Eligible Projects	2025-2028 Highway/Bridge Base Funding Allocation (thousands)
BRIP	Bridge Formula Investment Program	Replacement, rehabilitation, preservation, protection or construction of highway bridges over 20 feet in length	$36,235
Carbon Reduction	Carbon Reduction Program	Deployment of alternative fuel vehicles, public transportation projects, non-motorized transportation improvements, traffic management/ monitoring/control, energy efficient alternatives to street lighting and traffic control devices, projects that reduce environmental/community impacts of freight movement, advanced transportation/congestion management technologies	Carbon Reduction: $2,049 Carbon Reduction – Urban: $4,577
HSIP	Highway Safety Improvement Program	Safety improvement projects that correct or improve a hazardous road location or feature, or address a highway safety problem	$15,836
BOF	Bridge Off-System Funding	Replacement, rehabilitation, preservation, and protection of minor collector and local functional class bridges over 20 feet in length	$22,012
S Bridge	State Bridge Funding (Appropriation 185/183)	State (185) and local (183) bridge capital projects	$38,992
S Highway	State Highway Funding (Appropriation 581)	Highway capital projects	$50,530
STP	Surface Transportation Program	Federal Aid highways and bridges, transportation enhancements/ alternatives (bicycle, pedestrian, etc.), safety improvements, recreational trail projects, truck parking facilities, etc.	$30,346
NHPP	National Highway Performance Program	Highway and bridge improvement projects on the NHS, resiliency improvements, transit/operational improvements, bicycle and pedestrian projects, highway safety improvements, environmental mitigation related to NHPP projects, etc.	$52,611

Source: PennDOT Financial Guidance

REVENUE FORECAST

DRAFT

LACKAWANNA LUZERNE MPO

2050 Long-Range Transportation Plan

Strategic Directions

Planning Factor 1: Economic Vitality

Continue to support airport improvements at Scranton/Wilkes-Barre International and Hazleton Regional to keep the region competitive for freight and passenger air service.

Scranton/Wilkes-Barre International Airport (AVP) and Hazleton Regional Airport (HZL) play vital roles in supporting freight and commercial aviation in the region.

AVP offers daily commercial flights to major hubs and served as a regional air cargo center until 2019. In 2025, AVP received $6.2 million as part of a larger state investment in projects at five public-use airports.

HZL mainly focuses on general aviation and freight operations. The airport supports corporate aircraft, with roughly 75 percent of its operations associated with nearby industrial parks.

To support the region's aviation infrastructure in accommodating future freight and economic growth, the MPO will continue to coordinate with AVP and HZL. This includes supporting infrastructure investments such as runway upgrades and aligning regional transportation planning with airport development to enhance the area's economic competitiveness.

Evaluate parking in downtown communities and encourage multimodal transportation in urban areas.

Parking supply in downtown areas should be right-sized, so that communities avoid having an oversupply (which wastes valuable land) or an undersupply (which frustrates visitors and businesses). Aligning parking availability with realistic needs can help more people access shops and services. Well-managed parking in downtown areas also helps encourage foot traffic and consumer spending. It also helps address the issue of motorists "cruising for parking," which contributes to congestion and is a major source of downtown traffic. Encouraging multimodal options can reduce the demand for parking spaces and boost the vibrancy of downtown areas. The MPO recognizes that parking is part of managing transportation demand and will advocate for regional guidelines for right-sizing parking requirements, especially near existing transit service areas or in walkable centers. The Scranton Walkability Study serves as a strategic tool endorsed by the MPO to aid in the implementation of these initiatives.

Planning Factor 1:
Economic Vitality

Plan, program, and construct a connection from Coal Street to Union Street in Wilkes-Barre.

An extension of Coal Street in Wilkes-Barre would enhance connectivity to Pennsylvania Avenue and ultimately Interstate 81 via the Highland Park Boulevard interchange, thereby facilitating access to Union Street and easier movement into Downtown Wilkes-Barre from the east. The project would improve traffic flow by creating a more direct route, reducing congestion on nearby streets, and providing better access to downtown, making it easier for residents and businesses to navigate the area. Given this project's positive impact on a regional scale, the MPO will continue coordinating with city officials and PennDOT District 4-0 to plan, program, and construct the Coal Street extension.

Continue to support, prioritize improvements to, and strategically invest in Interstate 81 due to its key role in carrying freight and connecting population centers.

Interstate 81 serves as the backbone of the region's transportation system, playing a crucial role in regional mobility and freight movement. Although most planning and programming functions for the Interstate are centralized within PennDOT, the MPO will continue its efforts to support the widening projects that are planned or ongoing, regionwide. The Interstate TIP is provided in Appendix C.

Planning Factor 1: Economic Vitality

Incorporate relevant action strategies of NEPA's CEDS into regional transportation planning initiatives.

The Comprehensive Economic Development Strategy (CEDS) for Northeastern Pennsylvania (NEPA) provides a framework for integrating economic growth with transportation planning. To align transportation efforts with CEDS strategies, the MPO will prioritize improvements to roads, bridges, and transit systems that support business expansion. Additionally, the MPO will continue to coordinate with the region's municipalities and economic development agencies to better align transportation projects with broader economic development objectives.

Planning Factor 2:
Safety

Identify and support implementation strategies and action items from the City of Pittston's Active Transportation Plan.

The City of Pittston recently completed development of an Active Transportation Plan (ATP), which emphasizes investing in connections from the residential neighborhoods in the southern half of the city, located on the hills east of Main Street, to promote alternative transportation modes into downtown. The plan identifies and prioritizes several trails and bike lane opportunities that would enhance the safety of these alternative transportation options. The MPO will coordinate with the City of Pittston, PennDOT, and County officials to consider programming projects to improve connectivity for active transportation modes within the city limits.

Identify and support implementation strategies from Lackawanna and Luzerne counties' Safe Streets and Roads for All (SS4A) plans.

Safety is a top priority for the LLTS MPO and PennDOT. The MPO supports the SS4A planning initiatives currently underway and their ultimate implementation. Effective coordination between each county and MPO staff is essential for enhancing roadway safety across the region for all users, while implementing the recommended projects and strategies outlined in each of the action plans. The LLTS MPO is somewhat unique in that it shares its planning staff with the county planning agencies, which will facilitate implementation efforts.

Planning Factor 3: Security

Identify opportunities for improved truck signage in cities and small communities.

The region continues to develop as a freight hub due to its strategic location near New York City, New Jersey, and Philadelphia, as well as its proximity to major Interstates and other key trucking routes. It is crucial to ensure that appropriate truck signage is installed throughout the region's cities and smaller boroughs to minimize the impact of truck traffic. Poor or missing signage can lead to truck drivers mistakenly taking roadways not designed for trucks and creating safety issues. Effective coordination among the region's municipalities, MPO staff, and PennDOT is essential to ensure that signage effectively directs trucks to appropriate routes.

Planning Factor 4:
Accessibility & Mobility

Support the Scranton Beltway (I-81 bypass).

The Scranton Beltway project would create direct connections between I-81 and the Pennsylvania Turnpike's Northeast Extension (I-476). The plan features two major interchanges—one near Clarks Summit to the north and another near Dupont and Pittston Township to the south. MPO staff will continue to support and coordinate project details with PennDOT and the PA Turnpike Commission throughout its design and development.

Prioritize expansion of passenger rail services to the region as a means for commuting, tourism, and economic development.

Reinstating passenger rail service between Scranton and New York City has been identified as a need in multiple plans as auto traffic increases and travel times become more unpredictable for the region's commuters. Funding was awarded in December 2023 to study the corridor as part of the Amtrak Corridor ID program, and in July 2025, the project was selected as one of five U.S. corridors to advance to Step 2 of the Amtrak program. The proposed service would offer intercity transportation options for disadvantaged areas of Northeastern Pennsylvania and Northwest New Jersey. LLTS MPO staff will continue to be involved in study development and coordinate with local, state, and federal partners to pursue reintroducing passenger rail into the region.

Planning Factor 4: Accessibility & Mobility

Continue active involvement in the Eastern PA Freight Alliance.

The Eastern PA Freight Alliance was established to improve freight transportation and infrastructure across 10 counties in eastern Pennsylvania, which comprise five Metropolitan Planning Organization (MPO) regions, including LLTS. The alliance addresses challenges related to mobility, safety, land use, and infrastructure conditions as freight traffic continues to grow. The LLTS MPO will remain actively engaged with the Eastern PA Freight Alliance and collaborate with relevant stakeholders and municipal officials to implement the recommendations outlined in the December 2024 Eastern PA Freight Infrastructure Plan, which aims to mitigate the impact of freight traffic in the Wyoming Valley and across the 10-county region.

Analyze the impact of warehouses and distribution centers along Interstates.

While transportation and land use are closely interrelated and affect the region's economic development potential and its quality of life, separate entities are responsible for transportation and land use decisions. Local municipalities often lack the resources to guide e-commerce-related development in ways that maximize community benefits and minimize negative impacts associated with traffic changes. The 2025 State Transportation Advisory Committee (TAC) study, "Transportation and Land Use Implications of E-Commerce," highlights how MPOs can adapt their practices in response to shifting transportation needs. Additionally, it encourages collaboration between state MPO staff and local governments to address the transportation and land use impacts of e-commerce.

Planning Factor 4:
Accessibility & Mobility

Improve mobility options for all users, especially the elderly, disabled, and economically disadvantaged communities.

The MPO continues to seek opportunities to improve mobility options for all users. The MPO will prioritize coordination efforts with the region's public transportation agencies to ensure that services are available to all individuals, providing them with equal opportunities for employment and access. Additionally, the MPO will coordinate with PennDOT, FHWA, and FTA on potential discretionary grant programs that can help improve mobility options for underserved communities.

Continue to support Complete Streets initiatives within the region.

As part of the MPO's 2025–2027 Unified Planning Work Program (UPWP), the MPO will continue to maintain its Complete Streets Steering Committee. The committee identifies locations of concern for bicycle and pedestrian travel. Additionally, the MPO will continue its bicycle and pedestrian campaign to promote safe and accessible modes of active transportation around the region. The region's Complete Streets policy is included as Appendix J.

Planning Factor 4: Accessibility & Mobility

Coordinate with PennDOT to review the region's functional classification of roadways.

PennDOT and the LLTS MPO maintain the region's roadway functional classification to ensure alignment with traffic patterns, mobility needs, and infrastructure planning. This classification system helps determine funding priorities, maintenance schedules, and roadway design standards. Proper coordination between the MPO and PennDOT ensures that each roadway in the region is accurately classified and that priorities align for funding and maintenance schedules. The MPO will work to maintain the region's functional classification scheme to ensure that its roadways are properly designed and managed to fulfill their intended role.

Planning Factor 5:
Environment & Quality of Life

Support PennDOT in electric vehicle charging station deployment and strategies.

Electric vehicle registrations within Lackawanna and Luzerne counties continue to increase. The MPO will partner with PennDOT in its strategic rollout of EV charging stations to meet projected demand and support a regional clean transportation network. PennDOT is finalizing full build-out of its Alternative Fuel Corridor (AFC) program and intends to allocate remaining funding for community charging initiatives.

Strengthen the connection between transportation planning and housing development.

Transportation infrastructure and services and housing development are deeply interconnected, influencing accessibility, affordability, and community growth. IIJA/BIL encourages the integration of housing considerations into transportation planning, ensuring that communities benefit from balanced development strategies. The location of housing determines how people travel: housing near jobs, schools, and businesses can reduce auto dependency and travel times, while dispersed or sprawling housing patterns tend to increase reliance on the private automobile and lengthen commutes. Good planning aligns them to reduce costs, improve mobility, support economic development, and create livable, resilient communities.

Planning Factor 5: Environment & Quality of Life

Promote trail connections for both recreation and commuting.

The Lackawanna River Heritage Trail (LRHT) is a major multi-use trail system that spans more than 70 miles. It serves both recreational users and commuters, providing scenic routes for walking, bicycling, and jogging while linking key urban centers such as Pittston, Scranton, and Carbondale. Just north of Carbondale, the D&H and O&W trails continue through Wayne and Susquehanna counties to the New York State line. Continued coordination among the Lackawanna Heritage Valley Authority, the LLTS MPO, and the counties is essential to ensure that the region has access to off-road recreation and commuting options.

The D&L Trail, when complete, will stretch 165 miles between Downtown Wilkes-Barre and Bristol, Bucks County. Established by the U.S. Congress in 1988, the Delaware & Lehigh National Heritage Corridor aims to preserve the historic railroads and canal towpaths that transported coal and goods during the Industrial Revolution. The D&L Trail, as the corridor's main route, has two major gaps: one in the Lehigh Valley and a 20-mile gap in Luzerne County. Seven projects at various development stages aim to close that gap. Partners include the Anthracite Scenic Trails Association, North Branch Land Trust, and local government agencies.

Identify and protect habitat and wildlife corridors.

Protecting habitats and wildlife corridors during the planning process is essential for maintaining biodiversity and ecological connectivity. Throughout the project development process, the MPO will review crash data along corridors that involve wildlife collisions and explore the possibility of incorporating wildlife crossings. Additionally, working with PennDOT on potential wildlife crossings along the region's Interstates can help reduce deer-related accidents and improve roadway safety.

Planning Factor 6:
System Integration & Connectivity

Support and promote transit-related initiatives within the MPO region.

As the demand for transit services evolves, regional transit agencies will collaborate with the MPO and state partners to identify potential solutions for expanding microtransit in support of regional mobility. Public transit provides mobility options for people who can't or choose not to drive–including seniors, people with disabilities, youth, and households without access to a vehicle. Good transit service also helps manage peak-hour traffic and can help shift trips from single-occupancy vehicles to buses.

Encourage multimodal transportation across the region, especially within downtowns via sidewalk connectivity and improved access to buses/trains.

A key component in enhancing multimodal transportation in the region—particularly in downtown areas—is to complete missing links in sidewalks and existing trail networks. The MPO should prioritize closing these gaps to improve micromobility. Action items may include updating or creating a region-wide active transportation plan, collaborating with public transit providers to identify gaps in public transit connectivity, and educating residents about available public transportation services.

Planning Factor 6: System Integration & Connectivity

Provide interagency coordination among transit providers, counties, and municipalities with regard to pending land developments.

With transportation and land use planning staff working together under the aegis of the Lackawanna and Luzerne county planning departments, the MPO is in a unique position to be able to effectively provide guidance to municipalities as draft land development plans are being considered for approval. Staff should review relevant land development plans for their ability to accommodate public transportation service as part of plan design.

Network with NEPA MOVES to encourage cycling and pedestrian mobility.

NEPA MOVES was created in 2017 to enhance the quality of life for all residents of Northeastern Pennsylvania by improving access to transportation. NEPA MOVES is committed to gaining a better understanding of the specific barriers within current transit systems and is focused on providing solutions to transportation challenges through a strategic plan that promotes equity, encourages economic growth, and fosters greater opportunities for all individuals and communities. Partnering with NEPA MOVES can give the MPO additional leverage for promoting cycling and pedestrian mobility by integrating community engagement, infrastructure improvements, and policy advocacy. The MPO will coordinate with NEPA MOVES on regional initiatives to ensure they have positive impacts on users of the region's transportation network.

Planning Factor 7:
System Management & Operations

Identify candidate traffic signal projects for further review and adjustment.

MPO staff will coordinate with local municipalities to compile a list of intersections to be considered for signal improvement projects. The MPO will collaborate with PennDOT to prioritize these intersections and identify the necessary upgrades. The LLTS MPO should continue to work with the relevant agencies to ensure that the region's corridors operate efficiently.

Integrate priorities of the MPO's Congestion Management Process into the transportation planning process.

The MPO updated its Congestion Management Process in 2024, which identified priority congestion locations regionwide. The plan includes a toolbox of strategies for policymakers and MPO staff to consider in support of future assessments. As mentioned in the CMP, the LLTS MPO should continue to develop more formal procedures for project evaluation that consider local insights and priorities while integrating input from PennDOT regarding signal technology and other initiatives.

Planning Factor 7: System Management & Operations

Integrate elements of PennDOT's Regional Operations Plan (ROP) into project planning and programming.

The Eastern Regional Operations Plan was completed in 2020 as part of a statewide initiative aimed at enhancing the implementation of Transportation Systems Management and Operations (TSMO) projects. An interim update was finalized in 2023 to evaluate the status of current projects, discuss emerging trends in traffic operations, and identify new ROP projects. Based on the 2020 plan, the LLTS MPO focused on warehousing and freight movement in the region, along with ensuring safety for all users. The interim update identified several projects for the area. LLTS MPO staff, in coordination with PennDOT, will continue to integrate recommendations from the Eastern Regional Operations Plan (ROP) into the MPO's standard planning practices.

Planning Factor 8:
System Preservation

Monitor state-owned bridge conditions and invest in bridge maintenance across the region.

PennDOT's goal is to extend the useful life of its bridges and avoid expensive emergency repairs. It is advisable to identify a sustainable funding source for bridge maintenance and incorporate it into future Transportation Improvement Programs (TIPs) to enhance bridge conditions over the long term. The MPO will continue collaborating with PennDOT District 4-0 to fund and plan routine bridge maintenance activities. Regular maintenance of bridges will help minimize the need for significant, one-time investments in essential rehabilitation or replacement projects.

Collaborate with municipalities to monitor local bridge conditions and assist with identifying funding opportunities.

There are approximately 200 locally owned bridges greater than 20 feet in length in the MPO region. Forty-four of these structures are posted (weight-restricted), and 11 are closed. Lackawanna County ranks sixth-worst in the state in the share of its locally owned bridges that are rated as being in Poor condition (40 percent). The MPO will assist its municipal partners in addressing local bridge needs by maintaining a prioritized list of off-system bridges to address if federal funding becomes available (however, local bridges are typically ineligible for federal funds). Further, the MPO will conduct additional coordination with each county's government to discuss strategies for reallocating county funds to enhance bridge conditions regionwide.

Planning Factor 8: System Preservation

Support highway and bridge preservation efforts along Interstate 81.

For nearly 20 years, planning for Pennsylvania's Interstates has been centralized within PennDOT and administered by its Interstate Steering Committee (ISC). The performance of I-81 is a top priority for the MPO—I-81 is one of the region's primary highways, and links the region to the nation's Interstate Highway System. The MPO will continue collaborating with the ISC and PennDOT District 4-0 as it works to secure funding and plan resurfacing and pavement preservation activities along I-81.

Planning Factor 9:
Resiliency & Reliability

Support the coordination of maintenance projects, including roadway resurfacing, water service, sewer service, and stormwater facilities.

The MPO will hold periodic discussions with PennDOT and municipal representatives through the PennDOT Connects process to coordinate the timing of roadway, stormwater, and utility projects to better align planned construction with general maintenance and local efforts for improvement (e.g., completing underground utility work before roadways are resurfaced).

Support municipalities and PennDOT in managing invasive species.

In recent years, managing invasive species has become a priority statewide due to the impact that non-native plants and animals can have on ecosystems, infrastructure, and public safety. To support municipalities in addressing invasive species, the MPO will collaborate with PennDOT as needed for technical guidance. The MPO and local municipalities should use PennDOT PUB 756 as a guide, which outlines best management practices for identifying and controlling invasive species along roadsides and public lands.

Planning Factor 9: Resiliency & Reliability

Ensure transportation projects are consistent with Luzerne County's stormwater management plan and any future Lackawanna County stormwater management plan.

MPO staff, in coordination with PennDOT, the Pennsylvania Department of Environmental Protection (DEP), and the Luzerne County planning department, will continue collaborating on transportation projects and implement strategies from the County Stormwater Management Plan and the Phase 3 Watershed Implementation Plan (WIP) to ensure that all methods and pollution control measures are followed. Lackawanna County maintains a Countywide Action Plan (CAP), which will also be followed.

Identify projects eligible for federal PROTECT funding.

The Bipartisan Infrastructure Law established the PROTECT program (Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation). The program includes both formula funding and discretionary grant funding to support projects that enhance transportation resilience against climate change and natural disasters. Some of the eligible projects under the PROTECT program include strengthening roads and bridges to withstand extreme weather events and improving emergency evacuation routes. The MPO will coordinate with state and federal partners (FHWA) on future rounds of the PROTECT discretionary grant program to identify eligible projects within the LLTS MPO region.

Planning Factor 10:
Travel & Tourism

Engage RBMN to identify access needs for passengers of tourist trains from Pittston to Jim Thorpe.

The Reading Blue Mountain & Northern Railroad (RBMN) operates tourist train excursions from Pittston to Jim Thorpe, providing scenic rides through Pennsylvania's landscapes. To help the MPO better understand tourists' access needs for these trains, the MPO will collaborate with RBMN and the regional visitors' bureaus to identify gaps and explore solutions to enhance the tourist experience throughout the region.

LACKAWANNA LUZERNE MPO

2050 Long-Range Transportation Plan

Appendices

A. Fiscally Constrained Project Listing

Table A-1: Fiscally Constrained Project Listing, 202X-20xX

State Route	Project #	Project Title	Phase	Near-Term (TIP) 2025-2028	Mid-Term (Years 5-12 of TYP) 2029-2036	Long-Term (Out Years) 2037-2050
Lackawanna County						
0	70194	FAS-Loc, Lackawanna Co.	C	$710,912		
0	73300	LLTS Highway Reserve	C	40,100	$4,139,000	
0	73300	LLTS Highway Reserve	C	812,000	19,186,000	
0	73300	LLTS Highway Reserve	C	795,572		
0	73300	LLTS Highway Reserve	C	52,000	5,655,000	
0	73300	LLTS Highway Reserve	C	11,000		
0	73300	LLTS Highway Reserve	C	100,000	2,033,000	
0	73300	LLTS Highway Reserve	C	6,084,000	3,484,100	
0	73300	LLTS Highway Reserve	C	1,004,745	2,445,760	
0	73300	LLTS Highway Reserve	C	788,000		
0	73300	LLTS Highway Reserve	C	338,484	7,029,378	
0	73300	LLTS Highway Reserve	C		7,208,000	
0	73300	LLTS Highway Reserve	C	902,760		
0	73300	LLTS Highway Reserve	C	198,208	7,200,000	
0	73300	LLTS Highway Reserve	C	1,387,038	8,367,690	
0	73359	Lck Co 'K' Rts Line Item	C	750,000		
0	74716	Dunmore Boro 5 Leg	C	400,000		
0	84388	LLTS Bridge Review	C	250,000		
0	95487	Bridge Preservation	C	27,000		

Key to Phases: S – Study; P – Preliminary Engineering; F – Final Design; U – Utility Relocation; R – Right-of-Way Acquisition; C – Construction

A. Fiscally Constrained Project Listing

State Route	Project #	Project Title	Phase	Near-Term (TIP) 2025-2028	Mid-Term (Years 5-12 of TYP) 2029-2036	Long-Term (Out Years) 2037-2050
0	95487	Bridge Preservation	C	25,000	1,675,000	
0	113985	Guiderail Mash Upgrades - LLTS	C	200,000		
0	119277	LLTS Carbon Reduction Reserve Line Item	C	10		
0	122493	ROW Claims Assitance - LLTS	R	50,000		
0	111472	Lack River Heritage Trail to Steamtown Ped Bridge	+C	1,200,000		
0	111466	Keystone College Pedestrian and Trail Connections	C	917,815		
0	118430	LHVA Pedestrian Enhancements TASA	C	430,000		
0	118428	Archbald Borough Pedestrian Safety TASA	C	455,000		
0	118429	Dickson City Boro Multimodal Revitilization TASA	C	101,000		
0	118429	Dickson City Boro Multimodal Revitilization TASA	C	1,395,000		
0	121527	Dickson City Streetscape Phase IV	C	1,500,000		
0	121528	LHVA Olyphant Trail Project	C	600,335		
0	121528	LHVA Olyphant Trail Project	C	800,000		
0	121531	Mayfield School Safety Sidewalks	U	6,000		
0	121531	Mayfield School Safety Sidewalks	C	388,114		
6	118208	2025 Federal Aid Paving - FP3	C	1,200,000		
6	119601	SR 6 over Norfolk Southern RR	R	27,680		
6	119601	SR 6 over Norfolk Southern RR	C	1,375,000		
6	114268	SR 6 Drainage	F	2,000,000		
6	114268	SR 6 Drainage	C		11,500,000	
11	117289	Asset Management 1	C		540,000	
11	95454	US 11 over Railroad	C	1,250,000		

A. Fiscally Constrained Project Listing

State Route	Project #	Project Title	Phase	Near-Term (TIP) 2025-2028	Mid-Term (Years 5-12 of TYP) 2029-2036	Long-Term (Out Years) 2037-2050
11	117890	SR 11 over North Main Avenue	C	1,140,000		
11	117890	SR 11 over North Main Avenue	C	860,000		
11	117891	SR 11 over Court Street	P	100,000		
11	117891	SR 11 over Court Street	C		2,000,000	
11	117892	SR 11 over Theodore Street	P	100,000		
11	117892	SR 11 over Theodore Street	C		2,500,000	
11	117893	SR 11 over Leach Creek	P	100,000		
11	117893	SR 11 over Leach Creek	C	334,400		
11	117893	SR 11 over Leach Creek	C	865,600		
11	117894	SR 11 over SR 6307	P	100,000		
11	117894	SR 11 over SR 6307	C		5,000,000	
11	120529	SR 11 Rain Event Repairs 3	C	200,000		
11	116759	SR 11 over SR 6307 Keyser Ave	P	350,000		
11	116759	SR 11 over SR 6307 Keyser Ave	C		5,000,000	
84	118209	2025 Federal Aid Paving - FP4	C	5,000,000		
106	117290	Asset Management 2	C		7,500,000	
106	117290	Asset Management 2	C		1,060,000	
107	67227	SR 107 over Branch Tunkhannock Creek	C	300,000		
247	112495	Federal Aid Paving 4-20-FP2	C	10,000		
247	112495	Federal Aid Paving 4-20-FP2	C	40,500		
247	115580	SR 247 and SR 106 Safety Improvement	C	2,000,000		
247	106681	SR 247 Expand Jessup Borough Park and Ride	+P	50,000		

A. Fiscally Constrained Project Listing

State Route	Project #	Project Title	Phase	Near-Term (TIP) 2025-2028	Mid-Term (Years 5-12 of TYP) 2029-2036	Long-Term (Out Years) 2037-2050
247	121525	Blakely Borough -Valley View SD Sidewalks	C	1,009,827		
307	67203	SR 307 over Williams Bridge Reservoir	C	2,375,000		
307	8238	SR 307 over Interstate 380	C	4,279,360		
307	115573	SR 307 and Winola Road Safety Improvement	F	350,000		
307	115573	SR 307 and Winola Road Safety Improvement	C		2,000,000	
347	116484	SR 347 over Lackawanna River	C	500,000		
347	116760	SR 347 over Leggetts Creek	P	790,000		
347	116760	SR 347 over Leggetts Creek	C		1,000,000	
347	116761	SR 347 over Kennedy Creek	F	50,000		
347	116761	SR 347 over Kennedy Creek	U	12,000		
347	116761	SR 347 over Kennedy Creek	C	1,260,200		
435	117981	2025 Federal Aid Paving - FP1	C	3,900,000		
435	117982	2025 Federal Aid Paving - FP2	C	3,800,000		
435	85812	SR 435 ov Van Brunt Ck	R	46,500		
435	85812	SR 435 ov Van Brunt Ck	C	250,000		
435	8191	SR 435 over Lackawanna County Railroad Authority	C	5,300,000		
435	8191	SR 435 over Lackawanna County Railroad Authority	C	17,700,000		
435	109778	SR 435 over Roaring Brook	C	4,000,000		
435	109778	SR 435 over Roaring Brook	C	1,680,000		
435	109778	SR 435 over Roaring Brook	C	2,670,000		
435	116762	SR 435 over Van Brunt Creek	P	50,000		
435	116762	SR 435 over Van Brunt Creek	C		1,500,000	

A. Fiscally Constrained Project Listing

State Route	Project #	Project Title	Phase	Near-Term (TIP) 2025-2028	Mid-Term (Years 5-12 of TYP) 2029-2036	Long-Term (Out Years) 2037-2050
438	116763	SR 438 over South Branch of Tunkhannock Creek	P	100,000		
438	116763	SR 438 over South Branch of Tunkhannock Creek	C		1,000,000	
438	68824	SR 438 over South Branch of Tunkhannock Creek	P	718,000		
438	68824	SR 438 over South Branch of Tunkhannock Creek	C		2,000,000	
590	118777	SR 590 over I-84 EB/WB	C	322,384		
590	120845	SR 590 Main Street Pipes	P	310,000		
632	96719	SR 632 over Ackerly Creek	C	155,648		
632	113723	Roadway Improvements SR 632	U	20,000		
632	113723	Roadway Improvements SR 632	U	160,000		
632	113723	Roadway Improvements SR 632	C	2,275,000		
632	113723	Roadway Improvements SR 632	C	64,500		
632	120819	SR 632 over Ackerly Creek II	F	215,000		
632	120819	SR 632 over Ackerly Creek II	R	33,050		
690	116764	SR 690 over Roaring Brook	P	50,000		
690	116764	SR 690 over Roaring Brook	C		3,000,000	
1005	102061	SR 11; SR 1005; SR 6006 Paving	C		1,000,000	
1009	116765	SR 1009 over Branch of Fall Brook	P	100,000		
1009	116765	SR 1009 over Branch of Fall Brook	C		1,000,000	
1014	121526	Jessup Borough Hill ST SR 1014 Sidewalks	C	1,277,655		
1015	68836	SR 1015 over I-81	P	350,000		
1015	68836	SR 1015 over I-81	C		5,000,000	
1029	122520	SR 1029 over Hulls Creek	P	445,000		

A. Fiscally Constrained Project Listing

State Route	Project #	Project Title	Phase	Near-Term (TIP) 2025-2028	Mid-Term (Years 5-12 of TYP) 2029-2036	Long-Term (Out Years) 2037-2050
2002	67197	SR 2002 over West Branch of Wallenpaupack Creek	P	50,000		
2002	67197	SR 2002 over West Branch of Wallenpaupack Creek	C		2,000,000	
2004	115704	SR 2004 over White Oak Run	C	3,500,000		
2011	116766	SR 2011 over Lehigh River	P	100,000		
2011	116766	SR 2011 over Lehigh River	C		2,000,000	
2013	79521	SR 2013 over Meadow Brook	C	690,000		
2018	116767	SR 2018 over SR 380	P	100,000		
2018	116767	SR 2018 over SR 380	C		10,000,000	
2107	112288	SR 2107 over I-81 NB & SB	P	425,000		
2107	112288	SR 2107 over I-81 NB & SB	F	50,000		
2107	112288	SR 2107 over I-81 NB & SB	C		2,000,000	
3002	67231	SR 3002 over Branch of Saint Johns Creek	P	600,000		
3002	67231	SR 3002 over Branch of Saint Johns Creek	C		1,000,000	
3006	113072	SR 3006 over Gardner Creek	C	2,000,000		
3011	116768	SR 3011 over Saint Johns Creek	P	50,000		
3011	116768	SR 3011 over Saint Johns Creek	C		1,500,000	
3011	115883	SR 3011 Keyser Avenue Wall Replacement	C	300,000		
3012	8156	SR 3012 over Keyser Creek	P	50,000		
3012	8156	SR 3012 over Keyser Creek	C		1,000,000	
3013	8129	SR 3013 over Keyser Creek	P	50,000		
3013	8129	SR 3013 over Keyser Creek	C		1,000,000	
3013	116551	SR 3013 Main Street Signal Corridor Phase 2	P	50,000		

A. Fiscally Constrained Project Listing

State Route	Project #	Project Title	Phase	Near-Term (TIP) 2025-2028	Mid-Term (Years 5-12 of TYP) 2029-2036	Long-Term (Out Years) 2037-2050
3013	116551	SR 3013 Main Street Signal Corridor Phase 2	R	80,000		
3013	116551	SR 3013 Main Street Signal Corridor Phase 2	C	300,000		
3013	116551	SR 3013 Main Street Signal Corridor Phase 2	C	2,500,000		
3013	116551	SR 3013 Main Street Signal Corridor Phase 2	C	2,400,000		
3014	106131	SR 3014 Dalton Street Railroad Lights /Gates	+C		64,688	
3015	8230	SR 3015 over Lackawanna River	F	475,000		
3015	8230	SR 3015 over Lackawanna River	C	2,500,000	1,800,000	
3017	8182	SR 3017 over Lackawanna River	C	1,500,000		
3017	106134	SR 3017 Main Street Railroad Lights /Gates	+C		51,750	
3018	118217	City of Scranton Corridor Crossing	C	675,000		
3020	115720	SR 3020 over Lacka Co Rail Bridge Preservation	C	7,087,582		
3020	8384	SR 3020 over Lackawanna County Rail Authority	F	1,000,000		
3020	8384	SR 3020 over Lackawanna County Rail Authority	C		15,000,000	
3023	67199	SR 3023 over Roaring Brook	C	750,000		
3023	67199	SR 3023 over Roaring Brook	C	1,796,000		
3023	67199	SR 3023 over Roaring Brook	C	4,704,000		
4003	67220	SR 4003 over South Branch of Tunkhannock Creek	P	50,000		
4003	67220	SR 4003 over South Branch of Tunkhannock Creek	C		2,500,000	
4007	8383	SR 4007 over Ackerly Creek	P	50,000		
4007	8383	SR 4007 over Ackerly Creek	C		1,000,000	
4011	67234	SR 4011 over South Branch Tunkannock Creek	P	262,500		
4011	67234	SR 4011 over South Branch Tunkannock Creek	C		1,000,000	

A. Fiscally Constrained Project Listing

State Route	Project #	Project Title	Phase	Near-Term (TIP) 2025-2028	Mid-Term (Years 5-12 of TYP) 2029-2036	Long-Term (Out Years) 2037-2050
4022	72547	SR 4022 over SR 4017	P	600,000		
4022	72547	SR 4022 over SR 4017	C		1,000,000	
4032	8185	SR 4032 over Summit Lake Creek	P	50,000		
4032	8185	SR 4032 over Summit Lake Creek	C		1,000,000	
4036	67224	SR 4036 over Falls Creek	F	315,000		
4036	67224	SR 4036 over Falls Creek	R	40,500		
4036	67224	SR 4036 over Falls Creek	C		1,000,000	
6006	90260	SR 6006 over Lackawanna River	P	50,000		
6006	90260	SR 6006 over Lackawanna River	C		3,000,000	
6006	115918	SR 6006 over Leggetts Creek Bridge Preservation	C	3,400,000		
6006	67190	SR 6006 over Racket Brook	P	100,000		
6006	67190	SR 6006 over Racket Brook	C		2,000,000	
7206	118738	T-718 over Roaring Brook	C	3,637,450		
7206	118738	T-718 over Roaring Brook	C	46,488		
7206	118738	T-718 over Roaring Brook	C	316,062		
7220	118737	T-314 over Spring Brook	C	450,000		
7301	8040	6th Ave.Bridge,Carbondale	F	410,000		
7301	8040	6th Ave.Bridge,Carbondale	C	1,750,000		
7302	106314	Elm Street Bridge over Lackawanna River	C	6,944,372		
7302	7911	North Main Avenue Bridge over Leggetts Creek	C	3,738,340		
7302	7764	West Lackawanna Ave. Bridge over Conrail Railroad	U	300,000		
7302	7764	West Lackawanna Ave. Bridge over Conrail Railroad	C	7,000,000		

A. Fiscally Constrained Project Listing

State Route	Project #	Project Title	Phase	Near-Term (TIP) 2025-2028	Mid-Term (Years 5-12 of TYP) 2029-2036	Long-Term (Out Years) 2037-2050
7401	67170	Goers Hill Bridge No. 3 over White Oak Run	C	2,750,000		
7407	113272	Mill Street over D&L Railroad/Roaring Brook	F	3,475,000		
7407	113272	Mill Street over D&L Railroad/Roaring Brook	F	525,000		
7407	113272	Mill Street over D&L Railroad/Roaring Brook	C		25,000,000	
8001	118282	SR 8001 over SR 11 NB	P	239,960		
8001	8256	SR 8001 ramp over Route 11	P	50,000		
8001	8256	SR 8001 ramp over Route 11	C		5,000,000	
8002	92949	Tigue Street Park N Ride	+C	1,000,000		
8002	92949	Tigue Street Park N Ride	+C	1,000,000		
8015	113869	SR 8015 over I-81 Ramp	+P	2,000,000	350,000	
8015	113869	SR 8015 over I-81 Ramp	C		10,000,000	
8025	106664	SR 8025 over Roaring Brook and Service Road	C	5,400,000		
8029	117895	SR 8029 On Ramp SB SR 11	P	100,000		
8029	117895	SR 8029 On Ramp SB SR 11	C		1,500,000	
8029	117896	SR 8029 Ramp from Main Ave.	P	100,000		
8029	117896	SR 8029 Ramp from Main Ave.	C		1,500,000	
8041	116797	SR 8041 Ramps E & F over Branch of Leggetts Creek	P	100,000		
8041	116797	SR 8041 Ramps E & F over Branch of Leggetts Creek	C		1,000,000	
8041	69172	SR 8041 over SR 11	F	100,000		
8041	69172	SR 8041 over SR 11	C		2,000,000	
9502	121385	Gordon Avenue K-194	C	1,000,000		
		Lackawanna County TYP Totals		**$177,875,651**	**$217,289,366**	

A. Fiscally Constrained Project Listing

State Route	Project #	Project Title	Phase	Near-Term (TIP) 2025-2028	Mid-Term (Years 5-12 of TYP) 2029-2036	Long-Term (Out Years) 2037-2050
Luzerne County						
0	82906	FAS-Loc, Luzerne Co.	C	1,729,934		
0	95494	K-Route Luzerne County	C	2,000,000		
0	108017	Greater Hazleton Rails to Trails (GHRT) PH III	+C	15,000		
0	113623	Hanover Industrial Estates Multimodal Improvements	C	260,000		
0	118283	LCRA Corridor 2	C		100,000	
0	118418	Exeter Borough MTM Resurfacing	C	71,699		
0	118538	Hazleton Creek Corridor Improvements - TIIF	P	100,000		
0	118538	Hazleton Creek Corridor Improvements - TIIF	R	2,042,380		
0	118538	Hazleton Creek Corridor Improvements - TIIF	C	12,095,585		
0	118849	Rotary Drive Local Access	C	1,647,500		
0	113369	Lehman Twsp Old Route 115 Base Repair and Pave MTM	C	817,562		
0	106324	Commerce Boulevard Crossing	+C	523,924		
0	111134	C and H Corridor	+C	517,500		
0	118219	Jaycee Drive RR Crossing	C	67,500		
0	122445	Crestwood Drive K-Route Paving	C	400,000		
0	119725	Sweet Valley Road Improvements	C	1,550,000		
0	118431	Riverfront Trail Pedestrian Enhancements TASA	C	1,300,000		
0	118432	Hanover Township Transportation Enhancements TASA	C	2,026,000		
0	121539	Riverfront Trail Extension Phase 2	C	200,000		
0	121539	Riverfront Trail Extension Phase 2	C	800,000		
11	121051	Asset Management 3	C		5,520,300	

A. Fiscally Constrained Project Listing

State Route	Project #	Project Title	Phase	Near-Term (TIP) 2025-2028	Mid-Term (Years 5-12 of TYP) 2029-2036	Long-Term (Out Years) 2037-2050
11	121052	Asset Management 4	C		1,100,000	
11	121029	SR 11 over SR 2037, Susquehanna River/RXR Preserv	U	35,000		
11	121029	SR 11 over SR 2037, Susquehanna River/RXR Preserv	C	5,420,286		
11	121532	Edwardsville Creekside Trail Connection	P	300,000		
11	121532	Edwardsville Creekside Trail Connection	C	1,001,011		
11	93931	SR 11 over SR 2037, Susquehanna River and Railroad	F	5,990,000		
11	93931	SR 11 over SR 2037, Susquehanna River and Railroad	C		16,930,310	
11	93931	SR 11 over SR 2037, Susquehanna River and Railroad	C		23,075,240	
11	93931	SR 11 over SR 2037, Susquehanna River and Railroad	C	23,750,000	6,244,450	
11	84301	SR 11 over Abraham's Ck	P	350,000		
11	84301	SR 11 over Abraham's Ck	C		2,000,000	
11	67296	SR 11 over Hunlock Creek	C	1,200,000		
11	67296	SR 11 over Hunlock Creek	C	2,175,000		
29	112837	SR 29 over Susq River and RR Bridge Preservation	C	189,176		
29	67388	SR 29 over Harveys Creek	P	50,000		
29	67388	SR 29 over Harveys Creek	C		5,000,000	
29	67391	SR 29 over Pikes Creek	P	372,230		
29	67391	SR 29 over Pikes Creek	C		1,000,000	
29	69228	SR 29 over New Commerce Boulevard	P	100,000		
29	69228	SR 29 over New Commerce Boulevard	C		5,000,000	
115	101479	SR 115 Pipe Replacement	C	800,000		
115	101479	SR 115 Pipe Replacement	C	1,200,000	2,000,000	

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State Route	Project #	Project Title	Phase	Near-Term (TIP) 2025-2028	Mid-Term (Years 5-12 of TYP) 2029-2036	Long-Term (Out Years) 2037-2050
115	117979	SR 115 Resurfacing	C	255,000	400,000	
115	117979	SR 115 Resurfacing	C		40,000	
115	9128	SR 115 over I-81	C	1,063,000		
115	9128	SR 115 over I-81	C	24,576,512		
115	9180	SR 115 over Ten Mile Run	P	50,000		
115	9180	SR 115 over Ten Mile Run	C		1,000,000	
115	117107	SR 115 Retaining Wall Replacement	P	100,000		
115	117107	SR 115 Retaining Wall Replacement	C		18,000,000	
118	115728	SR 118 over Fades Creek Bridge Preservation	R	22,155		
118	115728	SR 118 over Fades Creek Bridge Preservation	C	400,000		
118	116817	SR 118 over Fades Creek	P	100,000		
118	92444	Cooks Store Intersection	+C	2,250,000		
239	105164	SR 239 Safety Improvements	+C		1,500,000	
239	118281	SR 239 over Big Wapwallopen Creek	R	30,050		
239	118281	SR 239 over Big Wapwallopen Creek	C	500,000		
239	110085	SR 239 over Pine Creek	C	1,500,000		
309	9174	SR 309 over Branch of Toby Creek	C	140,722		
309	117976	Federal Aid Paving 4-23-FP1	C	210,000		
309	115571	SR 309 and SR 2045 Safety Improvement	P	150,000		
309	115571	SR 309 and SR 2045 Safety Improvement	F	300,000		
309	115571	SR 309 and SR 2045 Safety Improvement	C		2,000,000	
309	93038	Union St @ 309 Park-N-Ride	+P	100,000		

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309	97942	SR 309 over Toby Creek 1	F	63,000		
309	97942	SR 309 over Toby Creek 1	C	3,625,000	4,375,000	
309	97943	SR 309 over Toby Creek 2	F	73,500		
309	97943	SR 309 over Toby Creek 2	C	8,000,000		
309	56623	SR 309 over Toby Creek	C	8,755,000	445,000	
309	97941	SR 309 over SR 8039 Ramp A	F	110,000		
309	97941	SR 309 over SR 8039 Ramp A	C	11,489,800	7,510,200	
309	97941	SR 309 over SR 8039 Ramp A	C		1,000,000	
309	114271	SR 309 over Susquehanna River	F	3,000,000		
309	114271	SR 309 over Susquehanna River	C		30,000,000	
309	114271	SR 309 over Susquehanna River	C		5,000,000	
309	114271	SR 309 over Susquehanna River	C		40,000,000	
309	68943	SR 309 over Toby Creek #2	P	298,000		
309	68943	SR 309 over Toby Creek #2	C		4,000,000	
309	68947	SR 309 over Toby Creek #3	P	300,000		
309	68947	SR 309 over Toby Creek #3	C		4,000,000	
309	67442	SR 309 over Wapwallopen Creek	P	350,000		
309	67442	SR 309 over Wapwallopen Creek	C		1,000,000	
309	115919	SR 309 over Township Rd T-462 Bridge	C	500,000		
309	116835	SR 309 over Toby Creek #1	P	100,000		
309	116835	SR 309 over Toby Creek #1	C		4,000,000	
309	64481	Butler Twp. Park & Ride	P	25,000		

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309	110327	SR 309 Signal Corridor	+C	1,550,000		
315	67491	SR 315 over Reading Blue Mt and Northern Railroad	P	100,000		
315	67491	SR 315 over Reading Blue Mt and Northern Railroad	C		5,000,000	
315	115731	SR 315 over RBM&N Rail Bridge Preservation	C	2,200,000		
415	114269	SR 415 over Toby Creek	C	2,000,000		
415	68963	SR 415 over Huntsville Creek	P	353,100		
415	68963	SR 415 over Huntsville Creek	C		1,000,000	
437	67284	SR 437 over Little Nescopeck Creek	P	50,000		
437	67284	SR 437 over Little Nescopeck Creek	C		1,000,000	
437	101927	SR 437 over Railroad	P	580,300		
437	101927	SR 437 over Railroad	C	1,000,000		
437	116818	SR 437 over Branch of Little Nescopeck Creek	P	100,000		
924	67456	SR 924 Over Conrail, Hazle	C	2,300,000	3,500,000	
924	67456	SR 924 Over Conrail, Hazle	C	1,200,000		
924	9084	SR 924 over SR 81	P	100,000		
924	9084	SR 924 over SR 81	C		5,000,000	
1009	115819	SR 1009 Market Street over Susquehanna River	F	600,000		
1009	115819	SR 1009 Market Street over Susquehanna River	C		10,000,000	
1010	117111	SR 1010 over Drainage	P	100,000		
1013	115733	SR 1013 over Tobys Creek Bridge Preservation	C	797,220		
1013	115733	SR 1013 over Tobys Creek Bridge Preservation	C	399,305		
1014	68977	SR 1014 Overbrook over SR 309	C	5,000,000		

A. Fiscally Constrained Project Listing

State Route	Project #	Project Title	Phase	Near-Term (TIP) 2025-2028	Mid-Term (Years 5-12 of TYP) 2029-2036	Long-Term (Out Years) 2037-2050
1021	67468	SR 1021 over Abrahams Creek	P	50,000		
1021	67468	SR 1021 over Abrahams Creek	C		2,000,000	
1025	113368	Exeter Borough Restore and Improve SR 1025 MTM	C	817,562		
1030	115734	SR 1030 over Harveys Creek	C	1,000,000		
1034	116819	SR 1034 over Branch of Harveys Creek	P	100,000		
1034	116819	SR 1034 over Branch of Harveys Creek	C		1,000,000	
1035	113853	SR 1035 over Cider Run Creek	P	550,000		
1035	113853	SR 1035 over Cider Run Creek	C		1,000,000	
1036	9024	SR 1036 over Leonards Creek	C	500,000		
1036	102000	SR 1036 Bridge Preservation	C	200,000		
1036	101388	SR 1036 over Abrahams Creek	P	192,000		
1036	101388	SR 1036 over Abrahams Creek	C	200,000		
1044	96722	SR 1044 over Abraham's Creek	C	87,500		
1061	68996	SR 1061 over Branch of Harveys Creek	F	295,000		
1061	68996	SR 1061 over Branch of Harveys Creek	C	500,000		
1415	67291	SR 1415 over Tributary Harvey's Lake Creek	P	350,000		
1415	67291	SR 1415 over Tributary Harvey's Lake Creek	C		1,000,000	
2001	116820	SR 2001 over Solomon Creek	P	50,000		
2001	116820	SR 2001 over Solomon Creek	C		2,000,000	
2001	116821	SR 2001 over Sugar Notch Creek	P	350,000		
2001	116821	SR 2001 over Sugar Notch Creek	C		1,000,000	
2002	102030	SR 2002 (San Souci Parkway) Reconstruction	+F	7,200,000		

A. Fiscally Constrained Project Listing

State Route	Project #	Project Title	Phase	Near-Term (TIP) 2025-2028	Mid-Term (Years 5-12 of TYP) 2029-2036	Long-Term (Out Years) 2037-2050
2002	102030	SR 2002 (San Souci Parkway) Reconstruction	C	5,849,328	32,150,672	
2002	102030	SR 2002 (San Souci Parkway) Reconstruction	C	4,500,000	1,000,000	
2002	102030	SR 2002 (San Souci Parkway) Reconstruction	C		3,000,000	
2002	102030	SR 2002 (San Souci Parkway) Reconstruction	C		9,300,000	
2002	102030	SR 2002 (San Souci Parkway) Reconstruction	C	3,000,000	2,000,000	
2002	105050	Nanticoke Streetscaping	+C	230,285		
2004	119492	South River Street Streetscape	C	2,000,000		
2005	116423	SR 2005 over Luzerne County Rail Authority	C	2,000,000		
2005	8999	SR 2005 over Bowman Spring Run	P	545,500		
2005	8999	SR 2005 over Bowman Spring Run	C	500,000		
2005	114275	SR 2005 over Susquehanna River	P	100,000		
2005	114275	SR 2005 over Susquehanna River	C		10,000,000	
2005	102116	SR 2005 Reconstruction	P	100,000		
2005	102116	SR 2005 Reconstruction	C		10,000,000	
2007	121030	SR 2007 over Railroad Preservation	C	7,000,000		
2007	114276	SR 2007 over Railroad and Local Streets	S	10,000		
2007	116822	SR 2007 over Rail Road and Local Streets	P	100,000		
2008	67395	SR 2008 over Espy Run	F	325,000		
2008	67395	SR 2008 over Espy Run	C	1,000,000		
2008	9000	SR 2008 over Nanticoke Creek	P	50,000		
2008	9000	SR 2008 over Nanticoke Creek	C		1,500,000	
2010	79531	SR 2010 over Sugar Notch Run Creek	P	50,000		

A. Fiscally Constrained Project Listing

State Route	Project #	Project Title	Phase	Near-Term (TIP) 2025-2028	Mid-Term (Years 5-12 of TYP) 2029-2036	Long-Term (Out Years) 2037-2050
2010	79531	SR 2010 over Sugar Notch Run Creek	C		2,000,000	
2010	114277	SR 2010 over Pocono Northeast Railroad	P	50,000		
2010	114277	SR 2010 over Pocono Northeast Railroad	C		1,000,000	
2017	103196	CP Pittston / Dupont Corridor	+C		1,400,000	
2019	69001	SR 2019 over Interstate 81	P	100,000		
2019	69001	SR 2019 over Interstate 81	C		5,000,000	
2027	106127	SR 2027 McAlpine Street over Mill Creek	+C		86,250	
2033	116824	SR 2033 over Run Off	P	100,000		
2033	116824	SR 2033 over Run Off	C		1,000,000	
2036	67280	SR 2036 over Red Run	P	50,000		
2036	67280	SR 2036 over Red Run	C		1,000,000	
2040	94303	SR 2040 over Kendall Creek	P	50,000		
2040	94303	SR 2040 over Kendall Creek	C		1,000,000	
2041	79532	SR 2041 over Bear Creek	C	3,035,000		
2041	79532	SR 2041 over Bear Creek	C	390,000		
2041	117110	SR 2041 over Branch of Pine Creek	P	100,000		
2041	117110	SR 2041 over Branch of Pine Creek	C		1,000,000	
2042	96724	SR 2042 over Little Wapwallopen Creek	P	350,000		
2042	96724	SR 2042 over Little Wapwallopen Creek	C		1,000,000	
2047	116825	SR 2047 over Big Wapwallopen Creek	P	100,000		
2047	116825	SR 2047 over Big Wapwallopen Creek	C		1,000,000	
2047	116826	SR 2047 over Branch of Big Wapwallopen Creek	P	100,000		

A. Fiscally Constrained Project Listing

State Route	Project #	Project Title	Phase	Near-Term (TIP) 2025-2028	Mid-Term (Years 5-12 of TYP) 2029-2036	Long-Term (Out Years) 2037-2050
2047	116826	SR 2047 over Branch of Big Wapwallopen Creek	C		1,000,000	
2048	67457	SR 2048 over Pond Creek	P	282,000		
3004	67450	SR 3004 over Turtle Run Creek	P	50,000		
3004	67450	SR 3004 over Turtle Run Creek	C		1,000,000	
3004	67482	SR 3004 over Espy Run	P	100,000		
3004	67482	SR 3004 over Espy Run	C		5,000,000	
3006	116827	SR 3006 over Branch of Pond Creek	P	100,000		
3006	116827	SR 3006 over Branch of Pond Creek	C		1,000,000	
3010	93036	SR 3010 over Branch Wapwallopen Creek	P	104,795		
3010	93036	SR 3010 over Branch Wapwallopen Creek	F	225,000		
3010	93036	SR 3010 over Branch Wapwallopen Creek	R	35,000		
3010	93036	SR 3010 over Branch Wapwallopen Creek	C	1,600,000		
3010	116828	SR 3010 over Wapwallopen Creek	P	100,000		
3010	116828	SR 3010 over Wapwallopen Creek	C		3,000,000	
3011	8464	SR 3011 over Wapwallopen Creek	P	575,000		
3011	8464	SR 3011 over Wapwallopen Creek	C		3,000,000	
3014	8868	SR 3014 over Nescopeck Creek	C	107,470		
3016	117042	SR 3016 Slide	F	245,000		
3016	117042	SR 3016 Slide	R	28,000		
3016	117042	SR 3016 Slide	C	500,000	500,000	
3018	116829	SR 3018 over Tributary to Nescopeck Creek	F	300,000		
3018	116829	SR 3018 over Tributary to Nescopeck Creek	C		1,000,000	

A. Fiscally Constrained Project Listing

State Route	Project #	Project Title	Phase	Near-Term (TIP) 2025-2028	Mid-Term (Years 5-12 of TYP) 2029-2036	Long-Term (Out Years) 2037-2050
3040	67460	SR 3040 over Tributary Nescopeck Creek	F	240,000		
3040	67460	SR 3040 over Tributary Nescopeck Creek	C		1,000,000	
4004	9025	SR 4004 over Shickshinny Creek	C	500,000		
4014	79540	SR 4014 over Pine Creek	P	350,000		
4014	79540	SR 4014 over Pine Creek	C		4,000,000	
4016	67295	SR 4016 over Hunlock Creek	P	50,000		
4016	67295	SR 4016 over Hunlock Creek	C		3,000,000	
4018	118778	SR 4018 over Pine Creek	C	550,000		
4026	116830	SR 4026 over Branch of Hunlock Creek	P	100,000		
4026	116830	SR 4026 over Branch of Hunlock Creek	C		1,000,000	
4035	101925	SR 4035 over Pine Creek	P	124,375		
4035	101925	SR 4035 over Pine Creek	F	250,000		
4035	101925	SR 4035 over Pine Creek	R	45,000		
4035	101925	SR 4035 over Pine Creek	C	1,000,000		
6309	67410	SR 6309 over Luzerne County Rail Authority	P	50,000		
6309	67410	SR 6309 over Luzerne County Rail Authority	C		5,000,000	
7204	8759	SR 7204 over Nescopeck Creek	F	200,000		
7204	8759	SR 7204 over Nescopeck Creek	C		2,000,000	
7215	8765	T-392 over Wapwallopen Creek Bridge	P	50,000		
7217	8757	T-482 over Huntington Creek	P	50,000		
7217	8766	T 451 Huntington Bridge 3	P	40,000		
7217	8766	T 451 Huntington Bridge 3	P	10,000		
7217	8767	T-472 over Huntington Creek	P	50,000		

A. Fiscally Constrained Project Listing

State Route	Project #	Project Title	Phase	Near-Term (TIP) 2025-2028	Mid-Term (Years 5-12 of TYP) 2029-2036	Long-Term (Out Years) 2037-2050
7220	113521	Hillside Road over Tobys Creek	+F	350,000		
7220	113521	Hillside Road over Tobys Creek	C	1,500,000		
7220	113521	Hillside Road over Tobys Creek	C	4,003,475		
7230	8758	T-338 over Little Nescopeck Creek	P	50,000		
7302	67254	Broadway Street over Susquehanna River	C		70,000,000	
7302	67254	Broadway Street over Susquehanna River	C		5,000,000	
7303	67255	SR 7303 over Susquehanna River and Railroad	F	50,000		
7303	67255	SR 7303 over Susquehanna River and Railroad	C		10,000,000	
7304	103454	N Washington St. over Luzerne/Susquehanna Railroad	P	60,725		
7304	103454	N Washington St. over Luzerne/Susquehanna Railroad	F	315,000		
7304	103454	N Washington St. over Luzerne/Susquehanna Railroad	R	50,000		
7304	103454	N Washington St. over Luzerne/Susquehanna Railroad	C		5,000,000	
7401	73756	Rogers Avenue over Solomon Creek	P	350,000		
7401	73756	Rogers Avenue over Solomon Creek	C		1,500,000	
7401	73757	Carey Street over Solomon Creek	P	100,000		
7401	73757	Carey Street over Solomon Creek	C		1,500,000	
			Luzerne County TYP Totals	$217,031,966	$434,677,422	
		Regionwide Line Item: Safety				55,019,371
		Regionwide Line Item: Roadway				616,997,984
		Regionwide Line Item: Bridge				337,839,645
			LLTS Region Totals by Planning Period	$394,907,617	$651,966,788	$ 1,009,857,000
			LRTP Total			$ 2,056,731,405

A. Fiscally Constrained Project Listing

Table A-2: Pavement Asset Management Projects

CRS	County	Route	Start	End	Cost
35_2020_0_84-84	Lackawanna	2020	84	84	$20,412,303
35_11_1_215-283	Lackawanna	11	215	283	$3,921,980
35_632_0_150-180	Lackawanna	632	150	180	$3,824,356
35_3011_0_50-170	Lackawanna	3011	50	170	$3,390,779
35_11_0_170-170	Lackawanna	11	170	170	$2,691,661
40_2002_0_10-20	Luzerne	2002	10	20	$24,198,876
40_2002_0_30-100	Luzerne	2002	30	100	$24,198,876
40_2002_1_31-101	Luzerne	2002	31	101	$24,198,876
40_2005_0_10-50	Luzerne	2005	10	50	$7,302,500
40_315_0_170-232	Luzerne	315	170	232	$3,488,521
40_115_0_230-320	Luzerne	115	230	320	$3,410,831
40_115_1_291-321	Luzerne	115	291	321	$2,689,060
				Total	$123,728,618

A. Fiscally Constrained Project Listing

Table A-3: Bridge Asset Management Projects

Bridge ID	County	Feature Intersected	Facility Carried	Project Name	Cost
35017100300664	Lackawanna	ABANDONED LACA&D&H RR	SR 0171 TR 171	FELL TWP JCT SR 1003	$7,951,500
35802505000025	Lackawanna	ROAR BR;RR;8025;SERV RD.	SR 8025	SCRANTON SPRUCE ST COMPLX	$5,484,989
40730323050004	Luzerne	SUSQ RIV / LUZ & SUSQ RR	WATER STREET	COUNTY BRIDGE #00004 - PITTSTON / WEST PITTSTON	$12,682,240
40723901840200	Luzerne	SUSQUEHANNA RIVER	PA ROUTE 239	COUNTY BRIDGE #00001 - SR 239	$11,979,000
40030906400779	Luzerne	SR 1015 & MERCER AVE	TR 309, RAMPS E&F	KINGSTON BO OVER SR 1015	$7,540,720
40630905600000	Luzerne	SR 0081 I-81 SB	SR 6309	HANOVER TWP OVER I-81 SB	$7,022,924
40101100300548	Luzerne	SUSQUEHANNA RIVER	SR 1011 PIERCE ST	WILKES BARRE 548'N SR2004	$6,943,124
40002900800000	Luzerne	HAUL ROAD	SR 0029 TR 29	HANOVER TWP .6M S SR 2002	$5,801,250
40030906262777	Luzerne	WILKES BARRE BOULEVARD	TR 309 NB & SB	W.BARRE CTY OVER W.B.BLVD	$5,534,392
				Total	**$70,940,139**

B. Illustrative Projects (Eligible but Unfunded)

Table B-1: Illustrative Projects for Consideration on Future TIPs

Project Name	Project Description	County	Municipality	Also Identified in	Priority Ranking
Market St Bridge	Repair or replace the Market Street Bridge instead of Ft Jenkins Bridge.	Luzerne	Exeter	2025 TIP	High
I-81 Over Spring Brook Bridge	Interstate 81 is congested over the bridge.	Lackawanna	Moosic	2024 Congestion Management Process (CMP)	High
Birney (US 11) and Stark St	Sidewalk repair is needed on the eastern side of the bridge close to Stark St.	Lackawanna	Moosic	Bicycle and Pedestrian Study	High
US 11 and PA 29	Intersection has poor geometry and visibility, a study to improve traffic flow is needed	Luzerne	Plymouth		High
PA 435 S and PA 348 E	Signage study needs performed to identify necessary signage and a left turn lane needs added to reduce traffic accidents	Lackawanna	Roaring Brook		High
US 11 Intersection with Pittston Ave and Birney Ave	Intersection is frequently congested and impeding traffic flow, intersection design needs to be evaluated	Lackawanna	Scranton	2024 CMP	High
Fort Jenkins Bridge and Susquehanna Ave	Fort Jenkins Bridge is in poor condition. Additionally, allowing left turns onto Susquehanna Ave from Fort Jenkins Bridge impedes traffic and has caused close-calls for residents. The bridge does not appropriately handle traffic, Water Street Bridge should be replaced and reopened.	Luzerne	West Pittston	2025 TIP	High
N River St and W North St	The intersection here needs to have dedicated turn signals from the southbound lanes of N River St. Traffic often backs up and causes traffic issues.	Luzerne	Wilkes-Barre	2025 TIP	High
S River St, Academy St, and Carey Ave Intersection	Improvement needed to signage to clarify use for drivers.	Luzerne	Wilkes-Barre	2025 TIP and 2024 CMP	High
US 11	Repavement Needed	Luzerne	Avoca		Medium
Sidewalks on N Abington Rd	Sidewalks need repaired as there is heavy pedestrian traffic on this street	Lackawanna	Clarks Green	2024 CMP and Bicycle and Pedestrian Study	Medium

B. Illustrative Projects (Eligible but Unfunded)

Project Name	Project Description	County	Municipality	Also Identified in	Priority Ranking
PA 309 and Courtdale Ave	PA 309, Section 356 Bridge Removal over Ramp A relocation to court dale ave will increase traffic, road upgrades are necessary.	Luzerne	Courtdale	2025 TIP	Medium
PA 309 and Kirby Ave	Left turn signal is needed to alleviate congested intersection	Luzerne	Fairview	2024 CMP	Medium
San Souci Pkwy and PA 29 Interchange	The on ramp from San Souci Pkwy onto 29 North needs evaluated to identify potential alternatives to improve traffic flow. Also, a left turn at proposed light on San Souci Pkway would improve traffic flow.	Luzerne	Hanover	2025 TIP	Medium
Can Do Expressway (PA 924)	The roadway has heavy truck traffic, needs additional lanes and improved intersections	Luzerne	Hazle		Medium
I 81 and PA 924	Re-design the I-81 on-ramp to reduce congestion.	Luzerne	Hazle	2024 CMP	Medium
PA 247 and PA 348	Turn lanes are needed at the intersection to improve traffic flow	Lackawanna	Jefferson	2024 CMP	Medium
Haas Pond Rd	Repavement Needed	Lackawanna	Madison		Medium
South Cross Valley Bridge: PA 29 and US 11	Intersection is outdated and has poor sight distance, a study is needed to evaluate necessary improvements	Luzerne	Plymouth	2025 TIP	Medium
Blytheburn Rd Repavement	Repavement Needed	Luzerne	Rice		Medium
River Street Congestion	Mitigate congestion around the I-81 interchange Exit 185.	Lackawanna	Scranton	2024 CMP	Medium
Keyser Ave	Heavy congestion on roadway is potentially increasing traffic accident incidences, capacity needs to be evaluated/increased to accommodate this	Lackawanna	Scranton	2024 CMP	Medium
Grosz Rd (SR 3005) and Lily Lake Rd	The stone walls near the intersection need to be moved or removed.	Luzerne	Slocum		Medium

B. Illustrative Projects (Eligible but Unfunded)

Project Name	Project Description	County	Municipality	Also Identified in	Priority Ranking
I 81 and PA 93	The traffic light turning left from the ramp from I-81 to PA 93 needs to be re-timed.	Luzerne	Sugarloaf		Medium
PA 239 and Sunshine Rd	Intersection is outdated, a study is needed to evaluate necessary improvements	Luzerne	Union		Medium
I 80 and PA 940	Interchange design is not ideal at connection with PA 940, necessitating a study to identify potential alternatives	Luzerne	White Haven		Medium
N Pennsylvania Ave	Repavement Needed	Luzerne	Wilkes-Barre		Medium
Wilkes-Barre Blvd Pavement	Repavement Needed	Luzerne	Wilkes-Barre	2024 CMP	Medium
N Pennsylvania Ave and E Market St	Intersection needs a dedicated left turn signal to increase safety and improve traffic flow	Luzerne	Wilkes-Barre		Medium
Widen Wayne St	Needed to evaluate the need for roadway widening to accommodate truck size.	Lackawanna	Archbald		Low
Betty St and Main St	Widen the roadway and fix the geometry to fit trucks.	Lackawanna	Archbald	2025 TIP	Low
Chicks Ln	Repavement Needed	Luzerne	Black Creek		Low
Scotch Valley Dr	Repavement Needed	Luzerne	Black Creek		Low
Sidewalks on Fairview Rd	Sidewalks need to be added from N. Abington Rd to Squirrel Run to improve safety for pedestrian use.	Lackawanna	Clarks Green		Low
Ransom Rd	Repavement Needed	Luzerne	Dallas		Low
Lower Demunds Rd	Repavement Needed	Luzerne	Dallas		Low
S Main Rd	Repavement Needed	Luzerne	Dorrance		Low
I 81 in Dunmore North to Exit 197	Heavy congestion on I-81 from the I-81, I-84, and US 6 interchange north to Exit 197	Lackawanna	Dunmore		Low
S Main St	Road continuously floods due to poor drainage, drainage needs to be updated	Luzerne	Fairview		Low

B. Illustrative Projects (Eligible but Unfunded)

Project Name	Project Description	County	Municipality	Also Identified in	Priority Ranking
Main St (PA171) and Owego St	Water flows from a nearby driveway onto the road and dangerously freezes, water needs to be redirected into nearby drainage culvert	Lackawanna	Fell		Low
Sandy Banks Rd Bridge	The single lane bridge does not have enough capacity and bottlenecks traffic, necessitating improvements	Lackawanna	Greenfield		Low
PA 309 and Caverton Rd	Signal light timing at intersection potentially causing congestion, timing needs to be evaluated	Luzerne	Kingston	2025 TIP and 2024 CMP	Low
Truck Traffic on E Northampton Ave	Improve accommodations to heavy truck traffic	Luzerne	Laurel Run		Low
Main St and Drakes Ln	Sidewalks are needed to connect residents to nearby bus stop on a high pedestrian stress road	Lackawanna	Old Forge		Low
Water Street Bridge	With the Water Street bridge being closed, the Fort Jenkins Bridge has additional traffic strain.	Luzerne	Pittston		Low
US 11 and Stone Church Rd	There is a historic stone wall that is falling into the road as it is in need of repairs	Luzerne	Salem		Low
PA 309	The heavy merge area between exits 1 and 2 is a safety concern. Study for potential improvements	Luzerne	Wilkes-Barre		Low
S Main Rd	Repavement Needed	Luzerne	Wright		Low
Wyoming Ave (US11)	Needs a median lane divider.	Luzerne	Wyoming		Low

C. Interstate TIP

Table C-1: Interstate Transportation Improvement Program

S.R.	Sec.	Project	Project Title	Phase	FFY 2025	FFY 2026	FFY 2027	FFY 2028	Total
Lackawanna County									
81	230	92435	I-81 NB/SB Preservation Pavement Replacement Lacka	F	3,514,204				3,514,204
81	230	92435	I-81 NB/SB Preservation Pavement Replacement Lacka	U	50,000				50,000
81	230	92435	I-81 NB/SB Preservation Pavement Replacement Lacka	+C		20,000,000	30,000,000	25,000,000	75,000,000
81	248	106323	I-81 Mill/Fill Dickson City to Susq County Line	C	6,780,000				6,780,000
81	249	109304	I-81 NB/SB Mill/Fill Lacka	+C	125,000				125,000
81	D46	87736	I-81 NB/SB Moosic-Scranton I-4R Lacka	F	7,956,750	7,956,750			15,913,500
81	D46	87736	I-81 NB/SB Moosic-Scranton I-4R Lacka	U		112,551			112,551
81	D46	87736	I-81 NB/SB Moosic-Scranton I-4R Lacka	R		4,637,097			4,637,097
84		85791	I-84 EB/WB I-4R Lacka/Wayne	P			7,092,741	4,500,000	11,592,741
84		94637	I-84 EB/WB I-4R Lacka	P		4,504,070	4,500,000		9,004,070
84		94637	I-84 EB/WB I-4R Lacka	F			7,164,313		7,164,313
84	282	69181	I-84 ov LackRR/Roaring & 435	+C	4,880,000	1,880,000			6,760,000
				Lackawanna County Totals	$23,305,954	$39,090,468	$48,757,054	$29,500,000	$140,653,476

Key to Phases: S – Study; P – Preliminary Engineering; F – Final Design; U – Utility Relocation; R – Right-of-Way Acquisition; C – Construction
+ indicates the phase qualifies for toll funds

C. Interstate TIP

S.R.	Sec.	Project	Project Title	Phase	FFY 2025	FFY 2026	FFY 2027	FFY 2028	Total
Luzerne County									
80	311	107495	I-80 Eastbound Reconstruction	+C		40,000,000	31,444,232	10,000,000	81,444,232
80	350	91587	I-80 EB over I-81 NB/SB	+C	10,100,000	7,000,000			17,100,000
80	353	111770	I-80 EB/WB over SR 93	C		11,000,000	11,000,000		22,000,000
81	313	81910	I-81 Luzerne County I-80 to Dorrance I-4R	P	3,000,000				3,000,000
81	313	81910	I-81 Luzerne County I-80 to Dorrance I-4R	F	7,000,000				7,000,000
81	313	81910	I-81 I-80 to Dorrance I-4R	+C				40,000,000	40,000,000
81	316	115097	I-81 Ashley to Arena I4R	F	7,335,000	5,000,000			12,335,000
81	317	117834	I-81 Luzerne County Hazleton to I-80 I-4R	+P				4,400,000	4,400,000
81	338	117838	I-81/ I-80 Concrete Pave Repairs	P	100,000				100,000
81	338	117838	I-81/ I-80 Concrete Pave Repairs	C	4,602,124	7,397,876			12,000,000
81	361	106049	Interstate 81 over Railroad	C		13,711,811	11,000,000		24,711,811
81	362	111613	Interstate 81 over West Foothills Drive	+C	5,958,544				5,958,544
81	363	112307	I-81 NB over I-80 WB Bridge	C	1,700,000				1,700,000
81	D52	67443	I-81 Dorrance Bridges	+C	9,100,000				9,100,000
424	353	116177	SR 424 at Interstate 81	F	2,000,000				2,000,000
424	353	116177	SR 424 at Interstate 81	+C			8,262,542		8,262,542
424	353	116177	SR 424 at Interstate 81	+C			4,000,000	17,737,458	21,737,458
				Luzerne County Totals	$50,895,668	$84,109,687	$65,706,774	$72,137,458	$272,849,587
				LLTS Region Totals	$74,201,622	$123,200,155	$114,463,828	$101,637,458	$413,503,063

D. Transit TIP

Table D-1: Transit Transportation Improvement Program

Project	Project Title	FFY 2025	FFY 2026	FFY 2027	FFY 2028	Total
County of Lackawanna Transit (COLTS)						
70517	Preventative Maintanence	$1,250,000	$1,250,000	$1,250,000	$1,250,000	$5,000,000
70518	Tire Lease	75,000	75,000			150,000
89297	Operating Assistance	5,400,000	5,400,000	5,400,000	5,400,000	21,600,000
95532	JARC program for COLTS	250,000	250,000	250,000	250,000	1,000,000
102238	Security equipment	40,000	40,000			80,000
111244	Purchase 3 CNG buses	550,000	550,000			1,100,000
111245	ADA paratranist service	275,020	275,000	275,000	275,000	1,100,020
111247	Shared Ride Van	1,000,000	1,200,000	500,000	500,000	3,200,000
111250	IT Software & equip	50,000	450,000	450,000	450,000	1,400,000
112906	Bus replacement -30 & 35	4,380,000	3,320,000			7,700,000
113618	Van Security Equipment	40,000	40,000			80,000
113622	Misc Shop Equip	40,000				40,000
116012	Office Furniture & Equipm	10,000	10,000			20,000
117679	Bus and Maint Facility	450,000	450,000	450,000	450,000	1,800,000
118236	Admin & Maint Facility	2,181,000				2,181,000
121235	Night Service Contract	723,671				723,671
	COLTS Totals	$16,714,691	$13,310,000	$8,575,000	$8,575,000	$47,174,691

D. Transit TIP

Project	Project Title	FFY 2025	FFY 2026	FFY 2027	FFY 2028	Total
Hazleton Public Transit (HPT)						
48986	PREVENTATIVE MAINTENANCE	1,146,273	1,174,838	1,198,334	1,222,301	4,741,746
105486	Replace ADA van		81,100			81,100
115451	Purchase (2) 29' CNG Tran	1,210,000			1,270,500	2,480,500
	HPT Totals	$2,356,273	$1,255,938	$1,198,334	$2,492,801	$7,303,346
Luzerne County Transportation (LCTA)						
70505	ADA Paratransit program	480,680	495,546	505,888	521,065	2,003,179
70506	Leasing of Bus Tires	75,000	75,000	75,000	85,000	310,000
70508	Purchase Signage	25,000			50,000	75,000
77343	Computer Software	66,028	102,000	85,000	85,000	338,028
77343	Computer Software	184,000	68,000			252,000
83642	Preventive Maint.	4,100,000	3,713,150	3,713,150	3,824,545	15,350,845
86456	Safety & Security Items	37,500	40,000	40,000	40,000	157,500
89293	Operating Assistance	10,985,514	11,575,948	12,097,704	12,447,738	47,106,904
102692	Purchase new Buses				3,000,000	3,000,000
111251	Computer hardware	50,000	50,000	50,000	50,000	200,000
111252	Paratransit Vehicle purch	1,536,674	1,540,500	1,695,050	1,865,055	6,637,279
111255	Bus Shelters/Solar lights	42,000	200,000			242,000
115281	Fare box equipment	40,000		400,000		440,000
118229	Alt. Energy Upgrades	1,280,000				1,280,000

D. Transit TIP

Project	Project Title	FFY 2025	FFY 2026	FFY 2027	FFY 2028	Total
118230	Landscaping LCTA	30,000		30,000		60,000
118231	Shared Ride Hard/Software	10,000		10,000	75,000	95,000
118232	Shop Equipment	50,000	50,000	50,000	50,000	200,000
118233	Transfer Facility		750,000		750,000	1,500,000
121462	Spare Parts	140,000	140,000	300,000	300,000	880,000
121467	Other Capital Items	275,000	275,000	275,000	274,940	1,099,940
121471	Bus training Equipemtn	400,000				400,000
121473	Surveillance/Security Bus	500,000		500,000		1,000,000
121474	Microtransit	650,000	650,000	650,000	650,000	2,600,000
	LCTA Totals	$20,957,396	$19,725,144	$20,476,792	$24,068,343	$85,227,675
	LLTS Region Totals	$40,028,360	$34,291,082	$30,250,126	$35,136,144	$139,705,712

D. Transit TIP

E. Community Demographics "Benefits and Burdens" Analysis

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E. Community Demographics "Benefits and Burdens" Analysis

F. Air Quality Conformity Analysis

DRAFT

Transportation Conformity Determination Report

1997 Ozone NAAQS

Transportation Conformity Determination
Lackawanna / Luzerne MPO Portion of the Scranton-Wilkes-Barre, PA Area

2050 Long-Range
Transportation Plan (LRTP)

August 2025

Table of Contents

Executive Summary

As part of its transportation planning process, the Lackawanna/Luzerne Metropolitan Planning Organization (MPO) completed a transportation conformity determination for the 2050 Long-Range Transportation Plan (LRTP). The LRTP includes projects from PennDOT's 2025-2036 Twelve-Year Program (TYP), and other projects identified within the LRTP planning process that are financially constrained. This report documents that the TYP and LRTP meet the federal transportation conformity requirements in 40 CFR Part 93.

Clean Air Act (CAA) section 176(c) (42 U.S.C. 7506(c)) requires that federally funded or approved highway and transit activities are consistent with ("conform to") the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant NAAQS or any interim milestones. EPA's transportation conformity rules establish the criteria and procedures for determining whether metropolitan transportation plans, transportation improvement programs (TIPs), and federally supported highway and transit projects conform to the SIP.

On February 16, 2018, the United States Court of Appeals for the District of Columbia Circuit in *South Coast Air Quality Mgmt. District v. EPA* ("*South Coast II*," 882 F.3d 1138) held that transportation conformity determinations must be made in areas that were either nonattainment or maintenance for the 1997 ozone national ambient air quality standard (NAAQS) and attainment for the 2008 ozone NAAQS when the 1997 ozone NAAQS was revoked. These conformity determinations are required in these areas after February 16, 2019. The *Scranton-Wilkes-Barre, PA* area (encompassing both Lackawanna and Luzerne counties) was maintenance at the time of the 1997 ozone NAAQS revocation on April 6, 2015 and was also designated attainment for the 2008 ozone NAAQS on May 21, 2012. Therefore, per the South Coast II decision, this conformity determination is being made for the 1997 ozone NAAQS.

This conformity determination was completed consistent with CAA requirements, existing associated regulations at 40 CFR Parts 51.390 and 93, and the *South Coast II* decision, according to EPA's *Transportation Conformity Guidance for the South Coast II Court Decision* issued on November 29, 2018.

1.0 Background

1.1 Transportation Conformity Process

The concept of transportation conformity was introduced in the CAA of 1977, which included a provision to ensure that transportation investments conform to a State Implementation Plan (SIP) for meeting the Federal air quality standards. Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations that detail implementation of the CAA requirements were first issued in November 1993, and have been amended several times. The regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from metropolitan transportation plans, transportation improvement programs and projects are consistent with ("conform to") the State's air quality goals in the SIP. This document has been prepared for State and local officials who are involved in decision making on transportation investments.

Transportation conformity is required under CAA Section 176(c) to ensure that Federally-supported transportation activities are consistent with ("conform to") the purpose of a State's SIP. Transportation conformity establishes the framework for improving air quality to protect public health and the environment. Conformity to the purpose of the SIP means Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding and approvals are given to highway and transit activities that will not cause new air quality violations, worsen existing air quality violations, or delay timely attainment of the relevant air quality standard, or any interim milestone.

1.2 National Ambient Air Quality Standards

The CAA requires the EPA to set NAAQS for pollutants considered harmful to public health and the environment. A nonattainment area is any area that does not meet the primary or secondary NAAQS. Once a nonattainment area meets the standards and additional redesignation requirements in the CAA [Section 107(d)(3)(E)], EPA will designate the area as a maintenance area.

Both Lackawanna and Luzerne counties are currently designated as part of a maintenance area under the 1997 8-hour ozone NAAQS. The counties are in attainment of the 2008 and 2015 8-hour ozone, 2006 24-hour $PM_{2.5}$ and 2012 annual $PM_{2.5}$ NAAQS. Transportation conformity requires nonattainment and maintenance areas to demonstrate that all future transportation projects will not prevent an area from reaching its air quality attainment goals.

1997 8-hour Ozone NAAQS

The EPA published the 1997 8-hour ozone NAAQS on July 18, 1997 (62 FR 38856), with an effective date of September 16, 1997. An area was in nonattainment of the 1997 8-hour ozone NAAQS if the 3-year average of the individual fourth highest air quality monitor readings, averaged over 8 hours throughout the day, exceeded the NAAQS of 0.08 parts per million (ppm). On May 21, 2013, the EPA published a rule revoking the 1997 8-hour ozone NAAQS, for the purposes of transportation conformity, effective one year after the effective date of the 2008 8-hour ozone NAAQS area designations (77 FR 30160).

On February 16, 2018, the D.C. Circuit reached a decision in South Coast Air Quality Management District v. EPA, Case No. 15-1115. In that decision, the court vacated major portions of the final rule that established procedures for transitioning from the 1997 ozone NAAQS to the stricter 2008 ozone NAAQS. By court decision, Lackawanna and Luzerne counties were designated as part of the *Scranton-Wilkes-Barre, PA* "orphan" maintenance area since the area was maintenance for the 1997 ozone NAAQS at the time of its revocation (80 FR 12264, March 6, 2015) and was designated attainment for the 2008 NAAQS in EPA's original designations for this NAAQS (77 FR 30160, May 21, 2012).

2008 and 2015 8-hour Ozone NAAQS

The EPA published the 2008 8-hour ozone NAAQS on March 27, 2008 (73 FR 16436), with an effective date of May 27, 2008. EPA revised the ozone NAAQS by strengthening the standard to 0.075 ppm. Thus, an area is in nonattainment of the 2008 8-hour ozone NAAQS if the 3-year average of the individual fourth highest air quality monitor readings, averaged over 8 hours throughout the day, exceeds the NAAQS of 0.075 ppm. Lackawanna and Luzerne counties were designated as an attainment area under the 2008 8-hour ozone NAAQS, effective July 20, 2012 (77 FR 30088).

In October 2015, based on its review of the air quality criteria for ozone and related photochemical oxidants, the EPA revised the primary and secondary NAAQS for ozone to provide requisite protection of public health and welfare, respectively (80 FR 65292). The EPA revised the levels of both standards to 0.070 ppm, and retained their indicators, forms (fourth-highest daily maximum, averaged across three consecutive years) and averaging times (eight hours). Under the Clean Air Act, the EPA administrator is required to make all attainment designations within two years after a final rule revising the NAAQS is published. Lackawanna and Luzerne counties are in attainment of the 2015 8-hour ozone NAAQS.

2.0 LACKAWANNA/LUZERNE MPO LRTP

The LRTP serves as the official transportation plan for a metropolitan area. The LRTP documents the current and future transportation demand and identifies long-term improvements and projects to meet those needs. The LRTP will be adopted by the

MPO in January 2026 and guides decision-making about transportation improvements in the region. The planning factors specified in federal regulations provide the framework for developing the LRTP. In addition, PennDOT provides guidance to help MPOs prepare LRTPs, and local policies and plans play a role in LRTP development to ensure transportation investments address current and future needs.

The February 16, 2018, South Coast vs. EPA Court decision did not vacate EPA's revocation of the 1997 ozone standard and the decision does not change the area's attainment status. Therefore, while such areas might be required to meet conformity requirements as part of anti-backsliding controls, such areas are not considered nonattainment or maintenance areas under the Transportation Planning Rule (23 CFR 450.104). Such areas continue to complete 5-year plan update cycles as described in 23 CFR 450.324(c). The 5-year metropolitan transportation plan update cycle continues to apply from the date of the most recent MPO metropolitan transportation plan adoption (not the most recent FHWA/FTA conformity determination). While these areas have a 5-year plan cycle for transportation planning purposes, as a result of the court decision they must still meet the 4-year frequency requirements for conformity determinations on TIPs and LRTPs as required by 40 CFR 93.104.

Appendix A provides a listing of the regional significant projects that are funded in the TYP and LRTP within Lackawanna and Luzerne counties. Regionally significant projects include transportation projects (other than exempt projects as defined under 40 CFR 93.126-127) that are on a facility which serves regional transportation needs.

3.0 Transportation Conformity Process

Per the court's decision in *South Coast II*, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA[1] for certain transportation activities, including updated or amended TIPs and LRTPs. Once US DOT makes its 1997 ozone NAAQS conformity determination, conformity will be required no less frequently than every four years. This conformity determination report addresses transportation conformity for the Lackawanna/Luzerne MPO 2050 LRTP.

[1] The areas identified can be found in EPA's "Transportation Conformity Guidance for the South Coast II Court Decision, EPA-420-B-18-050, available on the web at: www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation .

4.0 Transportation Conformity Requirements

4.1 Overview

On November 29, 2018, EPA issued **Transportation Conformity Guidance for the South Coast II Court Decision**[2] (EPA-420-B-18-050, November 2018) that addresses how transportation conformity determinations can be made in areas that were nonattainment or maintenance for the 1997 ozone NAAQS when the 1997 ozone NAAQS was revoked, but were designated attainment for the 2008 ozone NAAQS in EPA's original designations for this NAAQS (May 21, 2012).

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for TIPs and LRTPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c), and emissions budget and/or interim emissions (93.118 and/or 93.119).

For the 1997 ozone NAAQS areas, transportation conformity for TIPs and LRTPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

Therefore, transportation conformity for the 1997 ozone NAAQS can be demonstrated by showing the remaining requirements in Table 1 in 40 CFR 93.109 have been met. These requirements, which are laid out in Section 2.4 of EPA's guidance and addressed below, include:

- Latest planning assumptions (93.110)
- Consultation (93.112)
- Transportation Control Measures (93.113)
- Fiscal constraint (93.108)

4.2 Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally applies to a regional emissions analysis. In the 1997 ozone NAAQS areas, the use of latest planning assumptions requirement applies to assumptions about transportation control measures (TCMs) in an approved SIP. However, the *Scranton-Wilkes-Barre, PA* SIP maintenance plan does not include any TCMs.

[2] Available from Policy and Technical Guidance for State and Local Transportation | US EPA

4.3 Consultation Requirements

The consultation requirements in 40 CFR 93.112 were addressed both for interagency consultation and public consultation.

As required by the federal transportation conformity rule, the conformity process includes a significant level of cooperative interaction among federal, state, and local agencies. For this air quality conformity analysis, interagency consultation was conducted as required by the Pennsylvania Conformity SIP. This included conference call(s) or meeting(s) of the Pennsylvania Transportation-Air Quality Work Group (including the Pennsylvania Department of Transportation (PennDOT), DEP, EPA, FHWA, FTA and representatives from larger MPOs within the state).

Meeting and conference calls are conducted quarterly and include the review of all input planning assumptions, methodologies and analysis years. This conformity analysis utilizes the assumptions and models used for the last biennial TIP update, which was coordinated through work group meetings in early 2024. Coordination through Pennsylvania's Interagency Consultation Group (ICG) on the review of regionally significant projects and the conformity report was conducted separately through email in July 2025.

The LRTP and associated conformity determination has undergone the public participation requirements as well as the comment and response requirements according to the procedures established in compliance with 23 CFR part 450, Lackawanna/Luzerne MPO's Public Participation Plan, and Pennsylvania's Conformity SIP. The draft document was made available for a 30-day public review and comment period beginning October 15, 2025, which included a public meeting.

4.4 Fiscal Constraint

The planning regulations, Sections 450.324(f)(11) and 450.326(j), require the transportation plan to be financially constrained while the existing transportation system is being adequately operated and maintained. Only projects for which construction and operating funds are reasonably expected to be available are included. The Lackawanna/Luzerne MPO, in conjunction with PennDOT, FHWA and FTA, has developed an estimate of the cost to maintain and operate existing roads, bridges and transit systems in the region and have compared the cost with the estimated revenues and maintenance needs of the new roads over the same period. The Lackawanna/Luzerne MPO LRTP has been determined to be financially constrained.

5.0 Conclusion

The conformity determination process completed for the Lackawanna/Luzerne MPO LRTP demonstrates that these planning documents meet the Clean Air Act and Transportation Conformity rule requirements for the 1997 ozone NAAQS.

Appendix A

Regionally Significant Project List
Lackawanna and Luzerne Counties

Project Name	Description	Municipality
PennDOT Interstate TYP (2025-2036)		
I-81 NB/SB Moosic-Scranton I-4R Lackawanna (MPMS 87736)	Interstate reconstruction on I-81 (American Legion Memorial Highway) from Exit 178 (Airport/Avoca) in Avoca Borough, Luzerne County to approximately Exit 185 (President Joseph R. Biden Expressway) in the City of Scranton, Lackawanna County. Rehabilitation/replacement of multiple structures through Avoca Borough, Duryea Borough, Moosic Borough and, City of Scranton and improvements to four interchanges (Exit 180 Moosic; Exit 182 Davis Street; Exit 184 River Street and; Exit 185 President Joseph R. Biden Expressway).	Avoca, Duryea, Moosic Boroughs and City of Scranton (Lackawanna County)
Scranton Beltway / Turnpike (MPMS 106682)	This project will link Interstate 81 and the Pennsylvania Turnpike's Northeastern Extension (I-476), creating a beltway around the City of Scranton. The project will widen I-81 to six lanes and provide new ramps to connect I-81 and the Turnpike (I-476) both south and north of Scranton.	Borough of Dupont, Pittston Township, South Abington Township
I-81 Luzerne County Ashley to Arena I4R (MPMS 115097)	Roadway improvements including evaluation for roadway reconstruction/widening, roadway realignment, bridge replacements/widening and interchange and intersection reconfigurations on Interstate 81 between Exit 159 and Exit 170A.	Ashley Borough, Hanver and Wilkes Barre Townships (Luzerne County)
PennDOT Highway-Bridge TYP (2025-2036)		
Tigue Street Park N Ride (MPMS 92949)	Construction of a Park and Ride on State Route 8002 (Tigue Street) in Dunmore Borough.	Dunmore Borough (Lackawanna County)
SR 247 Expand Jessup Borough Park and Ride (MPMS 106681)	Construction of a Park and Ride Extension on State Route 247 in Jessup Borough	Jessup Borough (Lackawanna County)
Butler Twp Park and Ride (MPMS 64481)	Construction of a Park and Ride Lot on State Route 309 (North Hunter Highway) at the Interstate 80 Interchange.	Butler Township (Luzerne County)

Project Name	Description	Municipality
Cooks Store Intersection (MPMS 92444)	Safety improvement at intersection of State Route 118, State Route 1049 (Fire House Road) and Township Road 700 (Mountain View Drive); intersection of State Route 118 and Township Road 811 (Meeker Road); and intersection of State Route 118 and Township Road 806 (Outlet Road) in Lehman Township.	Lehman Township (Luzerne County)
SR 309 Signal Corridor (MPMS 110327)	Safety improvements on State Route 309 (Memorial Highway/Tunkhannock Highway) between State Route 1050 and Wellington Avenue.	Kingston and Dallas Townships (Luzerne County)
Rotary Drive Local Access (MPMS 118849)	Rotary Drive improvements and public transit shelter installation.	West Hazleton Borough (Luzerne County)

F. Air Quality Conformity Analysis

DRAFT

G. Summary of Public Comments on Draft LRTP

forthcoming after public review

G. Summary of Public Comments on Draft LRTP

DRAFT

H. Locally Owned Roadway on the Federal Aid Highway System

Table H-1: Locally Owned Roadway on the Federal Aid Highway System

State Route	Segment	Length (ft)	Street Name	Beginning Description	Ending Description
LACKAWANNA COUNTY					
K102	0010	633	DEPOT ST	SR 0247	MAIN ST
K104	0010	5016	MONTAGE MOUNTAIN RD	GLENMAURA BL	GLENMAURA BL
K104	0020	2956	MONTAGE MOUNTAIN RD	GLENMAURA BL	SR 3016
K105	0010	6230	GLENMAURA NATIONAL BL	SR 0502	MONTAGE MOUNTAIN RD
K105	0020	9504	GLENMAURA NATIONAL BL	MONTAGE MOUNTAIN RD	MONTAGE MOUNTAIN RD
K106	0010	1056	DRAKE ST	BRIDGE ST/SR3017	DICK ST
K106	0020	792	DICK ST	DRAKE ST	LONESOME RD/SR3019
K106	0030	105	MAIN ST/COUNTY BRIDGE	MAIN ST/SR3024	MAIN ST/SR3024
K107	0070	3432	MAIN AV	MARKET ST/SR6011	PARKER ST
K107	0080	1267	MAIN AV	PARKER ST	SOUTH END LFA BRIDGE
K107	0084	52	MAIN AV/BK-20899	SOUTH END LFA BRIDGE	NORTH END LFA BRIDGE
K107	0086	422	MAIN AV	NORTH END LFA BRIDGE	MARVINE AV
K107	0090	2587	MAIN AV	MARVINE AV	I-81/RAMPS
K107	0100	158	MAIN AV	I-81/RAMPS	SCRANTON CITY LINE
K107	0104	5121	MAIN ST	SCRANTON CITY LINE	BOULEVARD AV/SR2006
K107	0110	2692	MAIN ST	BOULEVARD AV/SR2006	DUNDAFF ST/SR1037
K107	0120	3590	MAIN ST	DUNDAFF ST/SR1037	LACKAWANNA AV/SR0347
K107	0130	4963	MAIN ST	LACKAWANNA AV/SR0347	GINO MERLI DR/SR1023
K108	0010	369	UNION ST	MAIN ST/SR3013	COXTON RD
K108	0020	686	UNION ST	COXTON RD	CONNELL ST

H. Locally Owned Roadway on the Federal Aid Highway System

State Route	Segment	Length (ft)	Street Name	Beginning Description	Ending Description
K108	0040	211	CONNELL ST	UNION ST	FOUNDRY ST
K108	0050	1056	CONNELL ST	FOUNDRY ST	MILWAUKEE AV/SR3011
K116	0010	369	SANDERS ST	PITTSTON AV/SR0011	BIRNEY AV/SR0011
K118	0010	580	DUNCAN ST	BIRNEY AV/SR0011	PITTSTON AV/SR3023
K118	0020	1425	DUNCAN ST	PITTSTON AVSR3023	WEBSTER AV
K118	0030	9504	WEBSTER AV	DUNCAN ST	MOOSIC AV/SR0307
K120	0010	2534	BIRCH ST	CROWN AV	PITTSTON AV/SR0011
K120	0020	1108	BIRCH ST	CEDAR AV/SR3023	WASHINGTON AV
K120	0030	1161	WASHINGTON AV	BIRCH ST	HICKORY ST
K120	0040	1742	WASHINGTON AV	HICKORY ST	LACKAWANNA AV
K120	0050	528	WASHINGTON AV	LACKAWANNA AV	SPRUCE ST/SR3025
K120	0060	528	WASHINGTON AV	SPRUCE ST/SR3025	LINDEN ST/SR3020
K120	0070	528	WASHINGTON AV	LINDEN ST/SR3020	MULBERRY ST/SR0011
K120	0080	1056	WASHINGTON AV	MULBERRY ST/SR0011	OLIVE ST
K120	0090	211	WASHINGTON AV	OLIVE ST	ADAMS AV/SR3023
K120	0100	3696	WASHINGTON AV	ASH ST/SR3023	SR6011
K125	0010	1953	FIG ST	CEDAR AV/SR0011	WEBSTER AV
K128	0010	1478	CROWN AV	BIRCH ST	RIVER ST
K128	0020	1108	CROWN AV	RIVER ST	MOOSIC ST/SR0307
K129	0010	739	MATTES AV	CEDAR AV/SR3023	RIVER ST
K129	0020	475	MATTES AV	RIVER ST	HICKORY ST
K129	0030	528	HICKORY ST	MATTES AV	WASHINGTON AV

H. Locally Owned Roadway on the Federal Aid Highway System

State Route	Segment	Length (ft)	Street Name	Beginning Description	Ending Description
K129	0040	369	HICKORY ST	WASHINGTON AV	BROADWAY ST
K129	0050	844	BROADWAY ST	HICKORY ST	THIRD AV
K129	0060	580	THIRD AV	BROADWAY ST	LUZERNE ST
K129	0070	3273	LUZERNE ST	THIRD AV	MAIN AV/SR3013
K130	0010	1795	RIVER ST	CEDAR AV/SR3023	WEBSTER AV
K130	0020	1267	RIVER ST	WEBSTER AV	CROWN AV
K130	0030	633	RIVER ST	CROWN AV	STAFFORD AV/SR3021
K130	0040	950	RIVER ST	STAFFORD AV/SR3021	SR0081/BRIDGE
K130	0050	316	RIVER ST	SR0081/BRIDGE	MOLTKE AV
K130	0060	1636	MOUNTAIN RD	RIVER ST	CRONKEY AV
K130	0070	2428	MOUNTAIN RD	CRONKEY AV	SEYMOUR AV
K130	0080	3432	SEYMOUR AV	MOUNTAIN RD	SR 0307
K131	0010	4488	JACKSON ST	MAIN ST/SR3013	SHERMAN AV
K131	0020	739	SHERMAN AV	JACKSON ST	WASHBURN ST
K131	0030	528	WASHBURN ST	SHERMAN AV	DEWEY AV
K131	0040	792	DEWEY AV	WASHBURN ST	JACKSON ST
K131	0050	1108	JACKSON ST	DEWEY AV	KEYSER AV/SR3011
K132	0010	1108	PENN AV	LACKAWANNA AV	LINDEN ST/SR 3020
K132	0020	580	PENN AV	LINDEN ST/SR3020	MULBERRY ST/SR0011
K133	0010	3168	OLIVE ST	ADAMS ST/SR3023	PROVIDENCE RD/SR3029
K135	0010	422	SPRUCE ST	PENN AV	WYOMING AV/SR3025
K136	0010	897	LACKAWANNA AV	MAIN AV/SR3013	NINTH AV

H. Locally Owned Roadway on the Federal Aid Highway System

State Route	Segment	Length (ft)	Street Name	Beginning Description	Ending Description
K136	0020	792	LACKAWANNA AV	NINTH AV	SEVENTH AV
K136	0030	739	LACKAWANNA AV	SEVENTH AV	CLIFF AV
K136	0040	2217	LACKAWANNA AV	CLIFF AV	WASHINGTON AV
K136	0050	475	LACKAWANNA AV	WASHINGTON AV	ADAMS AV/SR3023
K140	0010	3484	JEFFERSON AV	MULBERRY ST/SR3027	ASH ST
K142	0010	3484	CLAY AV	MULBERRY ST/SR3027	ASH ST
K142	0012	580	CLAY AV	ASH ST	SCRANTON CITY LINE
K142	0014	422	CLAY AV	DUNMORE BOROUGH LINE	BLAKELY ST
K142	0020	2112	BLAKELY ST	CLAY AV	CHERRY ST
K142	0024	264	CHERRY ST	BLAKELY ST	SR 6011
K142	0030	1478	CHERRY ST	WHEELER AV/SR6011	ELM ST
K142	0040	580	ELM ST	CHERRY ST	DUDLEY ST
K142	0050	369	DUDLEY ST	ELM ST	BURKE ST
K142	0060	158	DUDLEY ST	BURKE ST	CHESTNUT ST
K142	0070	316	CHESTNUT ST	DUDLEY ST	WALNUT ST
K142	0080	1161	WALNUT ST	CHESTNUT ST	FRANKLIN ST
K143	0010	475	ASH ST	SR 3023	ADAMS AV
K143	0020	422	ASH ST	ADAMS AV	JEFFERSON AV
K143	0030	422	ASH ST	JEFFERSON AV	MADISON AV
K143	0040	844	ASH ST	MADISON AV	QUINCY AV
K143	0060	422	ASH ST	QUINCY AV	CLAY AV
K143	0070	422	ASH ST	CLAY AV	WEBSTER AV

H. Locally Owned Roadway on the Federal Aid Highway System

State Route	Segment	Length (ft)	Street Name	Beginning Description	Ending Description
K143	0080	105	WEBSTER AV	ASH ST	ASH ST
K143	0090	369	ASH ST	WEBSTER AV	TAYLOR AV
K143	0100	422	ASH ST	TAYLOR AV	IRVING AV
K143	0110	422	ASH ST	IRVING AV	PRESCOTT AV
K143	0120	211	ASH ST	PRESCOTT AV	RIDGE AV
K143	0130	105	RIDGE AV	ASH ST	ASH ST
K143	0140	422	ASH ST	RIDGE AV	WHEELER AV/SR 6011
K144	0002	475	MONROE AV	ASH ST	SCRANTON CITY LINE
K144	0010	3484	MONROE AV	DUNMORE BOROUGH LINE	SR6011
K144	0020	1584	MONROE AV	SR6011	ELECTRIC ST
K145	0010	1267	POPLAR ST	WYOMING AV/SR3025	SANDERSON AV
K145	0020	1584	POPLAR ST	SANDERSON AV	GROVE ST
K145	0030	580	GROVE ST	POPLAR ST	ALBRIGHT AV
K145	0040	264	ALBRIGHT AV	GROVE ST	COURT ST
K145	0050	1531	COURT ST	ALBRIGHT ST	PROVIDENCE RD/SR3029
K146	0010	528	SANDERSON AV	POPLAR ST	WALNUT ST
K146	0020	1056	SANDERSON AV	WALNUT ST	GLEN ST
K146	0030	264	SANDERSON AV	GLEN ST	NEW YORK ST
K146	0040	1161	SANDERSON AV	NEW YORK ST	SR6011
K146	0050	1478	SANDERSON AV	SR6011	ELECTRIC ST
K146	0060	105	ELECTRIC ST	SANDERSON AV	BOULEVARD AV
K146	0070	792	BOULEVARD AV	ELECTRIC ST	RICHMONT ST

H. Locally Owned Roadway on the Federal Aid Highway System

State Route	Segment	Length (ft)	Street Name	Beginning Description	Ending Description
K146	0080	2112	BOULEVARD AV	RICHMONT ST	OLYPHANT AV
K146	0090	1003	OLYPHANT AV	BOULEVARD AV	PARKER ST
K146	0100	2745	OLYPHANT AV	PARKER ST	SR0081/RAMPS
K146	0110	1003	OLYPHANT AV	SR0081/RAMPS	SCRANTON CITY LINE
K146	0120	1478	CHARLES ST	THROOP BOROUGH LINE	SANDERSON ST/SR2008
K147	0010	686	POTTER ST	CHESTNUT ST	SPRING ST
K147	0020	369	POTTER ST	SPRING ST	BLAKELY ST/SR6011
K148	0010	1478	FRANKLIN ST	WALNUT ST	DRINKER ST/SR2020
K149	0010	3696	THEODORE ST	MAIN AV/SR6011	SERENE AV
K149	0020	264	SERENE AV	THEODORE ST	FERDINAND ST
K149	0030	1267	FERDINAND ST	SERENE AV	KEYSER AV/SR3011
K150	0010	211	BLAKELY ST	BLAKELY ST	SR 6011
K151	0010	2112	ELECTRIC ST	BLAKELY ST/SR0347	DRINKER ST
K151	0020	1214	ELECTRIC ST	DRINKER ST	JEFFERSON AV
K151	0030	633	ELECTRIC ST	JEFFERSON AV	DUNMORE BOROUGH LINE
K151	0040	422	ELECTRIC ST	SCRANTON CITY LINE	WASHINGTON AV
K151	0050	1056	ELECTRIC ST	WASHINGTON AV	CAPOUSE AV
K151	0060	792	ELECTRIC ST	CAPOUSE AV	BOULEVARD AV
K152	0010	1425	CHESTNUT ST	WALNUT ST	POTTER ST
K152	0020	1320	CHESTNUT ST	POTTER ST	DRINKER ST/SR2020
K154	0010	422	ROCKWELL AV	MARKET ST/SR6011	WILLIAM ST
K154	0020	2587	ROCKWELL AV	WILLIAM ST	CHARLES ST

H. Locally Owned Roadway on the Federal Aid Highway System

State Route	Segment	Length (ft)	Street Name	Beginning Description	Ending Description
K154	0030	1584	CHARLES ST	ROCKWELL AV	GEORGE AV
K154	0040	792	CHARLES ST	GEORGE AV	MARVINE AV
K154	0050	844	MARVINE AV	CHARLES ST	MAIN AV
K156	0010	1161	BOULEVARD AV	OLYPHANT AV	PARKER ST
K156	0020	3062	BOULEVARD AV	PARKER ST	SR 2105/BRIDGE
K156	0030	264	BOULEVARD AV	SR 2105/BRIDGE	PANCOAST ST
K158	0010	2534	HIGHLAND AV	STATE ST/SR0006	GLENBURN RD
K158	0020	950	HIGHLAND AV	GLENBURN RD	BIRCHWOOD DR
K158	0030	475	HIGHLAND AV	BIRCHWOOD DR	ABINGTON RD/SR0407
K160	0010	2692	GEORGE ST	SANDERSON ST/SR2008	DELAWARE ST
K160	0020	211	FRANKO ST	DELAWARE ST	DUNMORE ST
K160	0030	422	DUNMORE ST	FRANKO ST	SR 0347
K161	0020	2904	CENTER ST	SR4026	SR4024
K163	0010	686	NICHOLS ST	GRAND AV	SHERIDAN AV
K163	0030	316	NICHOLS ST	SHERIDAN AV	SUMMIT AV
K163	0040	369	NICHOLS ST	SUMMIT AV	GREENWOOD AV
K163	0050	316	NICHOLS ST	GREENWOOD AV	MELROSE AV
K163	0060	211	NICHOLS ST	MELROSE AV	HILLCREST AV
K163	0070	369	HILLCREST AV	NICHOLS ST	LAUREL DR/T612
K163	0080	1584	HILLCREST AV	LAUREL DR/T612	GRAVEL POND RD/T413
K163	0100	1214	GRAVEL POND RD	HILLCREST AV/T411	SR 0006
K172	0010	1636	BRICK AV	MARKET ST/SR6011	PARKER ST

H. Locally Owned Roadway on the Federal Aid Highway System

State Route	Segment	Length (ft)	Street Name	Beginning Description	Ending Description
K172	0020	2481	PARKER ST	BRICK AV	MAIN AV
K172	0030	1795	PARKER ST	MAIN AV	BOULEVARD AV
K172	0040	739	PARKER ST	BOULEVARD AV	OLYPHANT AV
K176	0010	2428	MILWAUKEE RD	RANSOM BLVD/SR3001	SR3002/BRIDGE
K176	0020	633	MILWAUKEE RD	SR3002/BRIDGE	SR 3002
K180	0010	1795	SECOND AV	LANE ST/SR1018	CHURCH ST/SR0247
K180	0020	1425	SECOND AV	CHURCH ST/SR0247	HILL ST/SR1014
K184	0010	4804	MAIN ST	KEYSTONE AV/SR0247	BLAKELY BOROUGH LINE
K184	0020	4857	MAIN ST	ARCHBALD BOROUGH M/L	KENNEDY DR/SR1012
K184	0030	7761	MAIN ST	WAYNE ST/SR1012	ARCHBALD BOROUGH M/L
K184	0050	2956	WASHINGTON AV	JERMYN BOROUGH LINE	WASHINGTON AV/SR1023
K190	0010	369	GIBSON ST	WASHINGTON AV/SR1023	MCKINLEY AV
K190	0020	369	GIBSON ST	MCKINLEY AV	JEFFERSON AV
K190	0030	1056	JEFFERSON AV	GIBSON ST	BACON ST
K190	0050	792	JEFFERSON AV	BACON ST	FRANKLIN ST
K190	0060	792	JEFFERSON AV	FRANKLIN ST	RUSHBROOK ST/SR0107
K190	0070	792	JEFFERSON AV	RUSHBROOK ST/SR0107	DIVISION ST
K190	0080	422	WHITMORE AV	DIVISION ST	GLENWOOD ST
K190	0090	580	WHITMORE AV	GLENWOOD ST	COYLE ST
K190	0100	422	WHITMORE AV	COYLE ST	POPLAR ST
K190	0110	211	POPLAR ST	WHITMORE AV	SR 1023
K192	0010	897	WASHINGTON AV	RUSHBROOK ST/SR0107	JERMYN BOROUGH LINE

H. Locally Owned Roadway on the Federal Aid Highway System

State Route	Segment	Length (ft)	Street Name	Beginning Description	Ending Description
K192	0020	1267	MAIN ST	MAYFIELD BOROUGH M/L	POPLAR ST
K193	0010	739	POPLAR ST	LACKAWANNA AV	MAIN ST
K193	0020	316	POPLAR ST	MAIN ST	SR1023
K194	0030	950	LACKAWANNA AV	POPLAR ST	MAPLE ST
K194	0040	1056	LACKAWANNA AV	MAPLE ST	CHESTNUT ST/SR1008
K194	0050	1056	LACKAWANNA AV	CHESTNUT ST/SR1008	OAK ST
K194	0060	2217	LACKAWANNA AV	OAK ST	MAYFIELD BOROUGH M/L
K194	0070	844	LACKAWANNA AV	CARBONDALE TWP LINE	MEREDITH ST/SR1039
K194	0080	211	LACKAWANNA AV	MEREDITH ST/SR1039	ERIE ST
K194	0090	158	ERIE ST	LACKAWANNA AV	GORDON AV
K194	0100	2798	GORDON AV	ERIE ST	REAR GORDON AV/T479
K194	0110	739	GORDON AV	REAR GORDON AV/T479	CARBONDALE TWP LINE
K194	0120	3273	GORDON AV	CARBONDALE CITY LINE	PIKE ST/SR1041
K197	0010	422	CHURCH ST	MAIN ST/SR6006	LINCOLN AV
K197	0020	475	CHURCH ST	LINCOLN AV	SALEM AV/SR1019
K197	0030	422	CHURCH ST	SALEM AV/SR1019	PARK PL
K197	0040	158	CHURCH ST	PARK PL	MORRIS PL
K197	0050	369	CHURCH ST	MORRIS PL	SEVENTH AV
K197	0060	211	CHURCH ST	SEVENTH AV	WILSON CT
K197	0070	211	CHURCH ST	WILSON CT	EIGHTH AV
K197	0080	422	CHURCH ST	EIGHTH AV	NINTH AV
K197	0090	369	CHURCH ST	NINTH AV	TENTH AV

H. Locally Owned Roadway on the Federal Aid Highway System

State Route	Segment	Length (ft)	Street Name	Beginning Description	Ending Description
K197	0100	158	CHURCH ST	TENTH AV	FLORENCE CT
K197	0110	211	CHURCH ST	FLORENCE CT	TENTH AV
K197	0120	844	CHURCH ST	TENTH AV	ELEVENTH AV
K197	0130	264	ELEVENTH AV	CHURCH ST	RUSSELL ST
K197	0150	264	ELEVENTH AV	RUSSELL ST	WASHINGTON ST
K197	0160	316	ELEVENTH AV	WASHINGTON ST	PARK ST
K197	0170	1320	PARK ST	ELEVENTH AV	TENTH AV
K197	0180	316	PARK ST	TENTH AV	NINTH AV
K197	0190	422	PARK ST	NINTH AV	EIGHTH AV
K197	0200	422	PARK ST	EIGHTH AV	SEVENTH AV
K197	0210	422	PARK ST	SEVENTH AV	SALEM AV/SR1019
K197	0220	422	PARK ST	SALEM AV/SR1019	LINCOLN AV
K197	0230	211	LINCOLN AV	PARK ST	SPRING ST
K197	0240	686	SPRING ST	LINCOLN AV	DARTE AV
K197	0280	105	SPRING ST	DARTE AV	DIXON AV
K197	0290	1214	DIXON AV	SPRING ST	GRAVITY AV
K197	0300	422	GRAVITY AV	DIXON AV	CANAAN ST/SR6006
K199	0010	1636	EIGHTH AV	WAYNE ST/SR1019	CHURCH ST
K199	0020	369	EIGHTH AV	CHURCH ST	MAIN ST/SR6006
K206	0010	2481	FORTYSECOND ST	FALLBROOK ST/SR0106	FAIRVIEW ST
K206	0020	264	FORTYSECOND ST	FAIRVIEW ST	DUNDAFF ST/SR1007
K209	0010	3590	MAIN ST	GINO MERLI DR/SR1023	KEYSTONE AV/SR0247

H. Locally Owned Roadway on the Federal Aid Highway System

State Route	Segment	Length (ft)	Street Name	Beginning Description	Ending Description
LUZERNE COUNTY					
001K	0010	3484	NORTH SHERMAN ST	COAL ST	SR 6309
002K	0010	3696	OLD RIVER RD	CAREY AV/SR2004	ACADEMY ST
003K	0010	2112	ACADEMY ST	CAREY AV/SR2004	RIVER RD
003Q	0010	9081	CRESTWOOD DR	SR0309	SR0437
004K	0010	1584	BROWN ST	BLACKMAN ST/SR2005	STANTON ST
005K	0010	1848	STANTON ST	HAZLE ST/SR2010	BROWN ST
006K	0010	1584	GROVE ST	STANTON ST	HIGH ST
007K	0010	6705	EAST MOUNTAIN BL	SR0115	SR2020/JUMPER RD
008K	0010	1584	LAIRD ST	SR 0315	WILKES BARRE CITY ML
008K	0020	950	LAIRD ST	WILKES BARRE CITY ML	PLAINS TOWNSHIP ML
008K	0030	633	LAIRD ST	PLAINS TOWNSHIP ML	WILKES BARRE CITY ML
008K	0040	1689	LAIRD ST	WILKES BARRE CITY ML	SR 2020
055K	0010	316	MARKET ST PUBLIC SQ	MARKET ST	SOUTH MAIN ST
055K	0020	316	MARKET ST PUBLIC SQ	SOUTH MAIN ST	MARKET ST
K002	0010	4118	COMMERCE DR	CUL-DE-SAC	SR 0924
K003	0010	316	MARKET ST	UNION ST	RIDGE ST
K003	0020	316	MARKET ST	RIDGE ST	NOBLE ST
K003	0030	369	MARKET ST	NOBLE ST	CHURCH ST
K003	0040	316	MARKET ST	CHURCH ST	GREEN ST
K003	0050	316	MARKET ST	GREEN ST	BROAD ST
K003	0060	1108	MARKET ST	BROAD ST	MAIN ST/SR3001

H. Locally Owned Roadway on the Federal Aid Highway System

State Route	Segment	Length (ft)	Street Name	Beginning Description	Ending Description
K005	0010	580	PRINCE ST	ROBERT ST/SR3001	NEWPORT TWP LINE
K005	0020	1320	ALDEN RD	NANTICOKE CITY LINE	UNION ST
K005	0030	792	ALDEN RD	UNION ST	MAIN ST/SR 3001
K006	0010	686	UNION ST	ALDEN RD	NEW ST
K006	0020	475	UNION ST	NEW ST	LINE ST
K006	0030	369	UNION ST	LINE ST	FAIRCHILD ST
K006	0040	950	UNION ST	FAIRCHILD ST	HANOVER ST
K006	0050	739	UNION ST	HANOVER ST	MARKET ST
K006	0060	316	UNION ST	MARKET ST	PROSPECT ST
K006	0070	580	UNION ST	PROSPECT ST	WALNUT ST
K006	0080	633	UNION ST	WALNUT ST	CHESTNUT ST
K006	0090	897	UNION ST	CHESTNUT ST	COLLEGE ST
K006	0100	475	UNION ST	COLLEGE ST	KOSCIUSZKO ST
K007	0010	2270	PROSPECT ST	MIDDLE RD/SR2008	SOUTH ST
K007	0020	369	PROSPECT ST	SOUTH ST	FIELD ST
K007	0030	369	PROSPECT ST	FIELD ST	GROVE ST
K007	0040	369	PROSPECT ST	GROVE ST	WASHINGTON ST
K007	0050	369	PROSPECT ST	WASHINGTON ST	GRAND ST
K007	0060	369	PROSPECT ST	GRAND ST	UNION ST
K007	0070	369	PROSPECT ST	UNION ST	RIDGE ST
K007	0080	369	PROSPECT ST	RIDGE ST	NOBLE ST
K007	0090	369	PROSPECT ST	NOBLE ST	CHURCH ST

H. Locally Owned Roadway on the Federal Aid Highway System

State Route	Segment	Length (ft)	Street Name	Beginning Description	Ending Description
K007	0100	369	PROSPECT ST	CHURCH ST	GREEN ST
K007	0110	369	PROSPECT ST	GREEN ST	BROAD ST
K007	0120	369	PROSPECT ST	BROAD ST	STATE ST
K007	0130	580	PROSPECT ST	STATE ST	MAIN ST/SR2002
K008	0010	1478	BROADWAY ST BRIDGE	SR 3001	NANTICOKE CITY LINE
K008	0020	528	BROADWAY ST BRIDGE	NANTICOKE CITY LINE	SR 0011
K011	0010	2640	KOSCIUSZKO ST	MIDDLE RD/SR 2008	FIELD ST
K011	0020	369	KOSCIUSZKO ST	FIELD ST	GROVE ST
K011	0030	369	KOSCIUSZKO ST	GROVE ST	WASHINGTON ST
K011	0040	369	KOSCIUSZKO ST	WASHINGTON ST	GRAND ST
K011	0050	369	KOSCIUSZKO ST	GRAND ST	UNION ST
K011	0060	369	KOSCIUSZKO ST	UNION ST	RIDGE ST
K011	0070	369	KOSCIUSZKO ST	RIDGE ST	NOBLE ST
K011	0080	369	KOSCIUSZKO ST	NOBLE ST	CHURCH ST
K011	0090	369	KOSCIUSZKO ST	CHURCH ST	GREEN ST
K011	0100	369	KOSCIUSZKO ST	GREEN ST	MAIN ST/SR 2002
K012	0010	1689	SOUTH MAIN ST	DIVISION ST/SR2008	BLACKMAN ST/SR2005
K012	0020	792	SOUTH MAIN ST	BLACKMAN ST/SR2005	PENNSYLVANIA AV
K012	0030	3273	SOUTH MAIN ST	PENNSYLVANIA AV	ACADEMY ST/SR 2014
K012	0040	1689	SOUTH MAIN ST	ACADEMY ST/SR2014	SOUTH ST/SR2007
K012	0050	1848	SOUTH MAIN ST	SOUTH ST/SR2007	MARKET ST
K012	0060	1795	NORTH MAIN ST	MARKET ST	NORTH ST/SR1011

H. Locally Owned Roadway on the Federal Aid Highway System

State Route	Segment	Length (ft)	Street Name	Beginning Description	Ending Description
K012	0070	2164	NORTH MAIN ST	NORTH ST/SR1011	BUTLER ST
K012	0080	3590	NORTH MAIN ST	BUTLER ST	SR 2022
K015	0010	1742	FELLOWS AV	SANS SOUCI PK/SR2002	COLLEY ST
K015	0020	158	FELLOWS AV	COLLEY ST	FERRY RD
K015	0030	105	FELLOWS AV	FERRY RD	LYNDWOOD AV
K015	0040	792	LYNDWOOD AV	FELLOWS AV	DELANEY ST
K015	0050	528	LYNDWOOD AV	DELANEY ST	COLLEY ST
K015	0070	950	LYNDWOOD AV	COLLEY ST	SR 2005
K016	0010	1848	SWALLOW ST	MAIN ST/SR2004	PITTSTON CITY LINE
K016	0020	475	SWALLOW ST	PITTSTON TWP LINE	SR 2019
K017	0010	369	GAYLORD AV	SHAWNEE AV/SR1002	WALNUT ST
K017	0020	1056	GAYLORD AV	WALNUT ST	MAIN ST/SR0011
K019	0010	369	HUNTSVILLE RD	SR 1005	JACKSON TWP M/L
K019	0020	1003	HUNTSVILLE RD	LEHMAN TWP M/L	OVERBROOK RD/SR 1014
K019	0030	475	HUNTSVILLE RD	OVERBROOK RD/SR 1014	LEHMAN TWP M/L
K019	0040	1848	HUNTSVILLE RD	DALLAS TWP M/L	RESERVOIR RD
K019	0050	528	RESERVOIR RD	HUNTSVILLE RD	HUNTSVILLE RD
K019	0060	1108	HUNTSVILLE RD	RESERVOIR RD	DALLAS TWP M/L
K019	0070	3273	HUNTSVILLE RD	DALLAS BOROUGH M/L	JOSEPH ST
K019	0080	3115	HUNTSVILLE RD	JOSEPH ST	MAIN ST/SR1045
K020	0010	2851	CHASE RD	SR1005	NEWHART RD/T784
K020	0020	2692	CHASE RD	NEWHART RD/T784	HILLSIDE RD

H. Locally Owned Roadway on the Federal Aid Highway System

State Route	Segment	Length (ft)	Street Name	Beginning Description	Ending Description
K020	0030	3009	HILLSIDE RD	CHASE RD	JACKSON TWP LINE
K020	0040	211	HILLSIDE RD	KINGSTON TWP LINE	CHURCH RD/T617
K020	0050	3960	HILLSIDE RD	CHURCH RD/T617	SR 0309
K021	0010	6283	HILLSIDE RD	CHASE RD	FIELDCREST DR/T806
K021	0020	316	HILLSIDE RD	FIELDCREST DR/T806	GROSS RD/T615
K021	0030	3220	HILLSIDE RD	GROSS RD/T615	SR 1005
K021	0040	2798	OLD 115 HW	SR 1005	CHURCH RD/T589
K021	0050	1953	HILLSIDE RD	CHURCH RD/T589	HUNTSVILLE RD/T822
K022	0010	528	LOWER DEMUNDS RD	SR 1014	TERRACE ST/T744
K022	0020	3484	LOWER DEMUNDS RD	TERRACE ST/T744	ROUSHEY ST/T771
K022	0030	6336	LOWER DEMUNDS RD	ROUSHEY ST/T771	SR 1044
K024	0010	580	MACHELL AV	MAIN ST/SR0415	TERRACE ST
K024	0020	105	MACHELL AV	TERRACE ST	SPRING ST
K024	0030	422	MACHELL AV	SPRING ST	PARK AV
K024	0040	528	MACHELL AV	PARK AV	LEHMAN AV
K024	0050	211	MACHELL AV	LEHMAN AV	CRESCENT AV
K024	0060	158	MACHELL AV	CRESCENT AV	PINE CREST AV
K024	0070	211	MACHELL AV	PINE CREST AV	STERLING ST
K024	0080	739	STERLING AV	MACHELL AV	POWDERHORN DR
K024	0090	633	STERLING AV	POWDERHORN DR	LUZERNE ST
K024	0100	739	STERLING AV	LUZERNE ST	CENTER HILL RD
K024	0110	528	CENTER HILL RD	STERLING AV	BURNDALE RD

H. Locally Owned Roadway on the Federal Aid Highway System

State Route	Segment	Length (ft)	Street Name	Beginning Description	Ending Description
K024	0120	422	CENTER HILL RD	BURNDALE RD	SUSQUEHANNA AV
K024	0130	580	CENTER HILL RD	SUSQUEHANNA AV	COLUMBIA AV
K024	0140	211	CENTER HILL RD	COLUMBIA AV	SR 0415
K024	0150	739	CENTER HILL RD	SR 0415	SR 1047
K029	0010	2217	FORTYSECOND ST	IDETOWN RD/T823	BRIDGE/SR1018
K029	0020	211	FORTYSECOND ST	BRIDGE/SR1018	SR0415
K030	0010	3220	IDETOWN RD	SR 0415	FORTYSECOND ST/T814
K030	0020	3220	IDETOWN RD	FORTYSECOND ST/T814	PARK RD/T597
K030	0030	633	IDETOWN RD	PARK RD/T814	SR 0118
K032	0010	7392	CENTER ST	PIONEER AV/T881	ONDISH RD/T744
K032	0020	1848	CENTER ST	ONDISH RD/T744	HARRIS HILL RD/T783
K032	0030	2534	HARRIS HILL RD	CENTER ST/T846	SR 1029
K033	0010	7920	PIONEER AV	SR 0309	SR 1043
K037	0010	792	COURTRIGHT ST	COURTDALE AV/SR1002	NORTH ST
K037	0030	1214	COURTRIGHT ST	NORTH ST	CENTER ST
K037	0040	528	COURTRIGHT ST	CENTER ST	CONNOR ST
K037	0050	158	COURTRIGHT ST	CONNOR AV	EVANS ST
K037	0060	422	COURTRIGHT ST	EVANS ST	FLANAGAN AV
K037	0070	211	COURTRIGHT ST	FLANAGAN AV	GROVE AV
K038	0010	739	EVANS ST	SR 1054/BRIDGE	GROVE ST
K038	0030	844	GROVE ST	EVANS ST	KEMP ST
K038	0040	316	GROVE ST	KEMP ST	DIVISION ST

H. Locally Owned Roadway on the Federal Aid Highway System

State Route	Segment	Length (ft)	Street Name	Beginning Description	Ending Description
K038	0050	739	GROVE ST	DIVISION ST	COURTRIGHT ST
K038	0060	422	GROVE ST	COURTRIGHT ST	PRINGLE ST
K038	0070	211	GROVE ST	PRINGLE ST	PRINGLE ST
K038	0080	211	GROVE ST	PRINGLE ST	HOYT ST
K038	0090	316	GROVE ST	HOYT ST	PENN ST
K038	0100	105	GROVE ST	PENN ST	BROAD ST
K038	0110	422	GROVE ST	BROAD ST	HURBANE ST
K038	0120	211	GROVE ST	HURBANE ST	MYERS ST
K038	0130	264	GROVE ST	MYERS ST	ROOSEVELT ST
K038	0140	211	GROVE ST	ROOSEVELT ST	LAWRENCE ST
K038	0150	633	GROVE ST	LAWRENCE ST	LLOYDS LN
K038	0160	475	GROVE ST	LLOYDS LN	MAIN ST/SR1007
K039	0010	422	NORTHAMPTON ST	WYOMING AV/SR0011	BOWMAN AV
K039	0020	316	NORTHAMPTON ST	BOWMAN AV	LANDON AV
K039	0030	316	NORTHAMPTON ST	LANDON AV	ATHERTON AV
K039	0040	316	NORTHAMPTON ST	ATHERTON AV	LOVELAND AV
K039	0050	316	NORTHAMPTON ST	LOVELAND AV	GOODWIN AV
K039	0060	316	NORTHAMPTON ST	GOODWIN AV	WELLES AV
K039	0070	316	NORTHAMPTON ST	WELLES AV	THOMAS AV
K039	0080	316	NORTHAMPTON ST	THOMAS AV	GATES AV
K039	0090	1161	GATES AV	NORTHAMPTON ST	MARKET ST/SR1009
K040	0010	950	KELLY ST	BENNETT ST/SR1015	LUZERNE BOROUGH LINE

H. Locally Owned Roadway on the Federal Aid Highway System

State Route	Segment	Length (ft)	Street Name	Beginning Description	Ending Description
K040	0020	1003	MAIN ST	SWOYERSVILLE M/L	SLOCUM ST/SR1017
K041	0010	3854	PRINGLE ST	WYOMING AV/SR0011	GROVE ST
K042	0010	316	CHURCH ST	SHOEMAKER ST	A AV
K042	0020	316	CHURCH ST	A AV	B AV
K042	0040	633	CHURCH ST	B AV	DANA ST
K042	0050	897	CHURCH ST	DANA ST	TRIPP ST
K042	0060	844	CHURCH ST	TRIPP ST	SLOCUM ST/SR1017
K043	0010	1795	UNION ST	WYOMING AV/SR0011	KINGSTON BORO LINE
K045	0010	1795	BENNETT ST	RAILROAD AV	SR0011
K045	0020	1742	BENNETT ST	SR0011	RUTTER AV
K047	0010	1056	WELLES ST	RUTTER AV/SR1006	ELIZABETH ST
K047	0020	528	WELLES ST	ELIZABETH ST	BUTLER ST
K047	0030	633	WELLES ST	BUTLER ST	WYOMING AV/SR0011
K048	0010	1478	MAIN ST	MAIN ST/SR 1007	MARKET ST
K048	0020	105	MARKET ST	MAIN ST	WYOMING AV/SR 0011
K049	0010	1003	SHOEMAKER ST	WYOMING AV/SR0011	MURRAY ST
K049	0020	211	SHOEMAKER ST	MURRAY ST	FORTY FORT BORO LINE
K049	0030	211	SHOEMAKER ST	SWOYERSVILLE BORO ML	SIMPSON ST
K049	0040	369	SHOEMAKER ST	SIMPSON ST	WATKINS ST
K049	0050	211	SHOEMAKER ST	WATKINS ST	SCOTT ST
K049	0060	528	SHOEMAKER ST	SCOTT ST	CHURCH ST
K049	0070	369	SHOEMAKER ST	CHURCH ST	HEMLOCK ST

H. Locally Owned Roadway on the Federal Aid Highway System

State Route	Segment	Length (ft)	Street Name	Beginning Description	Ending Description
K049	0080	422	SHOEMAKER ST	HEMLOCK ST	PERRIN ST
K049	0090	422	SHOEMAKER ST	PERRIN ST	WHITE ST
K049	0100	897	SHOEMAKER ST	WHITE ST	MAIN ST/SR1010
K051	0010	580	OWEN ST	WYOMING AV/SR0011	MURRAY ST
K051	0020	158	OWEN ST	MURRAY ST	FORTY FORT BORO LINE
K051	0030	211	OWEN ST	SWOYERSVILLE BORO ML	LAVERICK ST
K051	0040	264	OWEN ST	LAVERICK ST	LACKAWANNA AV
K051	0050	316	OWEN ST	LACKAWANNA AV	MALTBY AV
K051	0060	633	OWEN ST	MALTBY AV	PARK AV
K051	0070	316	OWEN ST	PARK AV	NOYES AV
K051	0080	1056	OWEN ST	NOYES AV	MAIN ST/SR1010
K052	0010	1108	RUTTER AV	MARKET ST/SR1009	HOYT ST
K052	0020	422	RUTTER AV	HOYT ST	CHESTER ST
K052	0030	633	RUTTER AV	CHESTER ST	PIERCE ST
K052	0032	1900	RUTTER AV	PIERCE ST	DORRANCE ST
K052	0034	2059	RUTTER AV	DORRANCE ST	CHURCH ST
K054	0010	1108	WELLES AV	MARKET ST/SR1009	HOYT ST
K054	0020	316	WELLES AV	HOYT ST	HUMPLEBY ST
K054	0030	158	WELLES AV	HUMPLEBY ST	CHESTER ST
K054	0040	686	TIOGA AV	CHESTER ST	PIERCE ST
K055	0010	1372	MARKET ST	WILKES BARRE BL	MARKET ST PUBLIC SQ
K055	0020	316	MARKET ST SQUARE	MARKET ST	NORTH MAIN ST

H. Locally Owned Roadway on the Federal Aid Highway System

State Route	Segment	Length (ft)	Street Name	Beginning Description	Ending Description
K055	0030	316	MARKET ST SQUARE	NORTH MAIN ST	MARKET ST
K055	0040	792	MARKET ST	MARKET ST SQUARE	RIVER ST/SR2004
K056	0010	1795	CHURCH ST	WYOMING AV/SR 0011	RUTTER AV
K057	0010	2798	PIERCE ST	DAWES AV	WARREN AV
K057	0020	1953	PIERCE ST	WARREN AV	WYOMING AV/SR0011
K058	0010	950	THIRD AV	MARKET ST/SR1009	HOYT AV
K058	0020	422	THIRD AV	HOYT ST	DAVIS ST
K058	0030	739	THIRD AV	DAVIS ST	PIERCE ST
K058	0040	3326	THIRD AV	PIERCE ST	STANLEY DR
K058	0050	792	THIRD AV	STANLEY DR	CHURCH ST
K058	0060	1267	CHURCH ST	THIRD AV	NANDY DR
K058	0070	1372	CHURCH ST	NANDY DR	RUTTER AV
K060	0010	950	FRANKLIN ST	ACADEMY ST/SR2014	ROSS ST
K060	0020	950	FRANKLIN ST	ROSS ST	SOUTH ST/SR2007
K060	0030	1056	FRANKLIN ST	SOUTH ST/SR2007	NORTHAMPTON ST
K060	0040	1056	FRANKLIN ST	NORTHAMPTON ST	MARKET ST
K060	0050	1056	FRANKLIN ST	MARKET ST	UNION ST
K060	0060	264	FRANKLIN ST	UNION ST	CUL-DE-SAC
K060	0070	528	FRANKLIN ST	JACKSON ST	SR1011
K062	0010	528	HAZLE ST	SR 2010	MOYALLEN ST
K062	0020	686	HAZLE ST	MOYALLEN ST	DANA ST
K062	0030	528	HAZLE ST	DANA ST	ABBOTT ST

H. Locally Owned Roadway on the Federal Aid Highway System

State Route	Segment	Length (ft)	Street Name	Beginning Description	Ending Description
K062	0040	211	HAZLE ST	ABBOTT ST	WILKES BARRE BL
K062	0050	211	HAZLE ST	WILKES BARRE BL	RUDDLE ST
K062	0060	580	HAZLE ST	RUDDLE ST	PENNSYLVANIA AV
K063	0010	897	NEWPORT ST	MAIN ST/SR2010	RIDGE ST
K063	0020	686	NEWPORT ST	RIDGE ST	CHARLES ST
K063	0024	105	NEWPORT ST	CHARLES ST	OLD ASHLEY RD
K063	0030	1056	OLD ASHLEY RD	NEWPORT ST	SR 2018
K064	0010	316	SCOTT ST	MAIN ST	HISLOP ST
K064	0020	211	SCOTT ST	HISLOP ST	SAND ST
K064	0030	528	SCOTT ST	SAND ST	WILKES BARRE CITY ML
K064	0040	316	FIRST ST	PLAINS TWP LINE	CLEVELAND ST
K064	0050	1689	FIRST ST	CLEVELAND ST	SCHOOL ST/SR2011
K065	0010	264	BEAR CREEK BL	MUNDY ST/SR2061	WILKES BARRE M/L
K065	0020	316	BEAR CREEK BL	WILKES BARRE M/L	WILKES BARRE M/L
K065	0030	4118	BEAR CREEK BL	WILKES BARRE M/L	NURSING HOME RD
K066	0010	1636	ABBOTT ST	MAIN ST/SR2024	PLAINS TWP LINE
K066	0020	528	ABBOTT ST	WILKES BARRE CITY ML	MILL ST
K067	0010	422	STANTON ST	HAZLE AV/SR2010	MURRAY ST
K067	0020	264	STANTON ST	MURRAY ST	GRANT ST
K067	0030	475	STANTON ST	GRANT ST	SHERMAN ST
K067	0060	1003	STANTON ST	SHERMAN ST	EMPIRE ST
K067	0070	528	EMPIRE ST	STANTON ST	MOYALLEN ST

H. Locally Owned Roadway on the Federal Aid Highway System

State Route	Segment	Length (ft)	Street Name	Beginning Description	Ending Description
K067	0080	580	EMPIRE ST	MOYALLEN ST	DANA ST
K067	0090	211	EMPIRE ST	DANA ST	METCALF ST
K067	0100	1267	EMPIRE ST	METCALF ST	SOUTH ST
K067	0120	1214	EMPIRE ST	SOUTH ST	SR 2007
K068	0010	897	WASHINGTON ST	ROSS ST	SOUTH ST/SR2007
K068	0020	1003	WASHINGTON ST	SOUTH ST/SR2007	NORTHAMPTON ST
K068	0030	1056	WASHINGTON ST	NORTHAMPTON ST	MARKET ST
K068	0040	2112	WASHINGTON ST	MARKET ST	NORTH ST/SR1011
K068	0050	2217	WASHINGTON ST	NORTH ST/SR1011	BUTLER ST
K068	0060	3801	WASHINGTON ST	BUTLER ST	PENNSYLVANIA AV
K068	0070	1478	WASHINGTON ST	PENNSYLVANIA AV	WILKES BARRE BL
K068	0080	792	WASHINGTON ST	WILKES BARRE BL	GEORGE AV
K068	0090	3590	WASHINGTON ST	GEORGE AV	THOMAS ST
K068	0100	1108	MAIN ST	THOMAS ST	ABBOTT ST
K068	0110	158	WASHINGTON ST	ABBOTT ST	HOPKINS ST
K068	0120	422	WASHINGTON ST	HOPKINS ST	CAREY ST/SR-2011
K069	0010	211	SOUTH ST	EMPIRE ST	JOSEPH LN
K069	0020	211	SOUTH ST	JOSEPH LN	SHERIDAN ST
K069	0030	422	SOUTH ST	SHERIDAN ST	MEADE ST
K069	0040	422	SOUTH ST	MEADE ST	SHERMAN ST
K069	0050	422	SOUTH ST	SHERMAN ST	GRANT ST
K069	0060	422	SOUTH ST	GRANT ST	HANCOCK ST

H. Locally Owned Roadway on the Federal Aid Highway System

State Route	Segment	Length (ft)	Street Name	Beginning Description	Ending Description
K069	0070	211	SOUTH ST	HANCOCK ST	PARK AV/SR2010
K070	0002	422	FRANKLIN AV	HORTON ST/SR 2005	PENNSYLVANIA AV
K070	0004	4224	PENNSYLVANIA BL	FRANKLIN ST	HAZLE ST
K070	0010	1056	PENNSYLVANIA AV	SR 2014	NORTHAMPTON ST
K070	0020	1056	PENNSYLVANIA AV	NORTHAMPTON ST	MARKET ST
K070	0030	1056	PENNSYLVANIA AV	MARKET ST	UNION ST
K070	0040	1056	PENNSYLVANIA AV	UNION ST	NORTH ST
K070	0050	1003	PENNSYLVANIA AV	NORTH ST	BEAUMONT ST
K070	0060	1267	PENNSYLVANIA AV	BEAUMONT ST	BUTLER ST
K070	0070	4382	PENNSYLVANIA AV	BUTLER ST	WASHINGTON ST
K071	0010	264	NORTHAMPTON ST	PARK AV/SR 2007	WELLES ST
K071	0020	422	NORTHAMPTON ST	WELLES ST	WILKES BARRE BL
K071	0040	633	NORTHAMPTON ST	WILKES BARRE BL	PENNSYLVANIA AV
K071	0050	528	NORTHAMPTON ST	PENNSYLVANIA AV	WASHINGTON ST
K071	0070	528	NORTHAMPTON ST	WASHINGTON ST	SOUTH MAIN ST
K071	0080	528	NORTHAMPTON ST	SOUTH MAIN ST	FRANKLIN ST
K071	0090	528	NORTHAMPTON ST	FRANKLIN ST	RIVER ST/SR 2004
K072	0010	633	DANA ST	SOUTH MAIN ST	HIGH ST
K072	0020	1108	HIGH ST	DANA ST	HAZLE ST
K072	0030	4118	WILKES BARRE BL	HAZLE ST	MARKET ST
K072	0032	1056	WILKES BARRE BL	MARKET ST	COAL ST
K072	0034	3326	WILKES BARRE BL	COAL ST	BUTLER ST

H. Locally Owned Roadway on the Federal Aid Highway System

State Route	Segment	Length (ft)	Street Name	Beginning Description	Ending Description
K072	0040	5385	WILKES BARRE BL	BUTLER ST	WASHINGTON ST
K073	0010	158	COAL ST	SR 6309	WILKES BARRE CITY ML
K073	0020	4276	COAL ST	WILKES BARRE CITY ML	WILKES BARRE BL
K074	0010	792	CONYNGHAM AV	KIDDER ST	WILKES BARRE BL
K075	0010	475	BUTLER ST	KIDDER ST	WILKES BARRE BL
K075	0020	844	BUTLER ST	WILKES BARRE BL	PENNSYLVANIA AV
K075	0030	528	BUTLER ST	PENNSYLVANIA AV	WASHINGTON ST
K075	0040	580	BUTLER ST	WASHINGTON ST	NORTH MAIN ST
K075	0050	950	COURTWRIGHT AV	NORTH MAIN ST	RIVER ST/SR 2004
K076	0010	1372	PLANE ST	SR-2107	SPRUCE ST
K076	0030	369	WILLIAM ST	VINE ST	PLANE ST
K076	0040	1161	PLANE ST	WILLIAM ST	SR-0011/MAIN ST
K078	0010	369	HOPKINS ST	MILL ST	CAREY ST/SR 2011
K079	0010	950	GEORGE AV	WASHINGTON ST	PARKIN ST
K079	0020	422	GEORGE AV	PARKIN ST	MILL ST
K079	0030	528	GEORGE AV	MILL ST	RAILROAD ST
K079	0040	105	GEORGE AV	RAILROAD ST	GOVIER ST
K079	0050	475	GEORGE AV	GOVIER ST	TRETHAWAY AV
K079	0060	475	GEORGE AV	TRETHAWAY AV	SCOTT ST/SR2020
K080	0010	2006	VINE ST	TWENTYSECOND ST	FIFTEENTH ST/SR0924
K080	0020	3009	VINE ST	FIFTEENTH ST/SR0924	DIAMOND AV
K082	0010	633	DEER RUN RD	JAYCEE DR	HAZLE TOWNSHIP M/L

H. Locally Owned Roadway on the Federal Aid Highway System

State Route	Segment	Length (ft)	Street Name	Beginning Description	Ending Description
K082	0020	950	DEER RUN RD	WEST HAZLETON M/L	SR 0093
K083	0010	1056	DESSEN DR	KIWANIS BL	JAYCEE DR
K084	0010	1900	KIWANIS BL	DESSEN DR	SR 0093
K085	0010	2376	NINTH ST	SEYBERT ST	HARRISON ST
K086	0010	3115	CEDAR ST	BROAD ST/SR0093	DIAMOND ST/SR3030
K087	0010	1584	SEYBERT ST	SEVENTEENTH ST	NINTH ST
K087	0020	1900	SEYBERT ST	NINTH ST	DIAMOND ST/SR3030
K088	0010	2745	SUSQUEHANNA AV	SR 1021	FIRST ST
K088	0020	3432	SUSQUEHANNA AV	FIRST ST	SCHOOLEY AV
K088	0030	3432	SUSQUEHANNA AV	SCHOOLEY AV	EXETER BOROUGH LINE
K088	0060	3062	SUSQUEHANNA AV	WEST PITTSTON M/L	MONTGOMERY AV
K088	0070	792	SUSQUEHANNA AV	MONTGOMERY AV	LUZERNE AV
K088	0080	792	SUSQUEHANNA AV	LUZERNE AV	WYOMING AV/SR0011
K089	0010	1636	SEYBERT ST	SEVENTEENTH ST	TWENTYSECOND ST
K090	0010	528	NORTH ST	WASHINGTON ST	PENNSYLVANIA AV
K090	0020	897	SCOTT ST	PENNSYLVANIA AV	WILKES BARRE BL
K090	0030	4224	SCOTT ST	WILKES BARRE BL	SR 6309
K091	0010	316	WATER ST BRIDGE	MAIN ST	WHARF ST
K091	0020	580	WATER ST BRIDGE	WHARF ST	PITTSTON CITY LINE
K091	0030	528	WATER ST BRIDGE	WEST PITTSTON M/L	SUSQUEHANNA AV
K091	0040	475	LUZERNE AV	SUSQUEHANNA AV	RACE ST
K091	0050	264	LUZERNE AV	RACE ST	WYOMING ST/SR0011

H. Locally Owned Roadway on the Federal Aid Highway System

State Route	Segment	Length (ft)	Street Name	Beginning Description	Ending Description
K093	0020	950	FIRST ST	SUSQUEHANNA AV	MONUMENT AV
K093	0030	528	FIRST ST	MONUMENT AV	SCARBOROUGH AV
K093	0040	316	FIRST ST	SCARBOROUGH AV	WYOMING AV/SR0011
K095	0010	633	SCHOOLEY AV	WYOMING AV/SR0011	SUSQUEHANNA AV
K097	0010	1795	ERIE AV	SUSQUEHANNA AV	WYOMING AV/SR 0011
K099	0010	528	MONTGOMERY AV	SUSQUEHANNA AV	RACE ST
K099	0020	633	MONTGOMERY AV	RACE ST	WYOMING AV/SR0011
K099	0030	369	MONTGOMERY AV	WYOMING AV/SR0011	WARREN ST
K099	0040	422	MONTGOMERY AV	WARREN ST	SPRING ST
K099	0050	211	MONTGOMERY AV	SPRING ST	FOURTH ST
K099	0060	211	MONTGOMERY AV	FOURTH ST	PARKE ST
K099	0070	316	MONTGOMERY AV	PARKE ST	WASHINGTON ST
K099	0080	211	MONTGOMERY AV	WASHINGTON ST	FRANKLIN ST
K099	0090	211	MONTGOMERY AV	FRANKLIN ST	MAPLE ST
K099	0100	528	MONTGOMERY AV	MAPLE ST	FREMONT ST
K099	0110	422	MONTGOMERY AV	FREMONT ST	SALEM ST
K099	0120	369	MONTGOMERY AV	SALEM ST	SR1027
K100	0010	1320	KEYSTONE AV	SR 0315	CENTERPOINTE BL
K100	0012	844	CENTERPOINTE BL	KEYSTONE AV	ARMSTRONG RD
K100	0014	580	ARMSTRONG RD	CENTERPOINTE BL	PITTSTON TWP LINE
K100	0020	6916	ARMSTRONG RD	PITTSTON TWP LINE	SR2035
K104	0010	792	NEW ST	PARSONAGE ST/SR2032	LYNN DR

H. Locally Owned Roadway on the Federal Aid Highway System

State Route	Segment	Length (ft)	Street Name	Beginning Description	Ending Description
K104	0030	316	NEW ST	LYNN DR	HUGHESTOWN BORO LINE
K104	0040	1425	NEW ST	PITTSTON CITY LINE	BOLIN ST
K104	0050	316	NEW ST	BOLIN ST	WILFORD ST
K104	0060	316	NEW ST	WILFORD ST	CORNELIA ST
K104	0070	369	NEW ST	CORNELIA ST	MAIN ST/SR2006
K106	0010	264	TWENTYSECOND ST	CINDY DR	SR 0093
K108	0010	4224	PENNSYLVANIA BL	HAZLE ST	FRANKLIN ST
K110	0010	1636	KIDDER ST	BUTLER ST	CONYNGHAM AV
K110	0020	1108	KIDDER ST	CONYNGHAM AV	SR 2009
K120	0010	316	NAVY WAY RD	COMMERCE RD	COUNTY BRIDGE
K120	0020	3484	NAVY WAY RD	COUNTY BRIDGE	DUPONT BOROUGH LINE
K120	0030	422	NAVY WAY RD	PITTSTON TWP M/L	SR 2105
W021	0010	2428	OLD ROUTE 115 RD	SR 0118	MOUNTAINVIEW DR/T700
W021	0020	5227	OLD ROUTE 115 RD	MOUNTAINVIEW DR/T700	HAYFIELD RD/T587
W021	0030	422	OLD ROUTE 115 RD	HAYFIELD RD/T587	MARKET ST/T813
W021	0040	4963	OLD ROUTE 115 RD	MARKET ST/T813	JACKSON RD/T812
W021	0050	422	OLD ROUTE 115 RD	JACKSON RD/T812	HUNTSVILLE RD/T822
K130	0010	2428	HILLSIDE DR	SR 0940	LATTIMER RD/T550
K130	0020	2428	HILLSIDE DR	LATTIMER RD/T550	SR 0309
K131	0010	264	JAYCEE DR	DEER RUN RD/T479	HAZLE TOWNSHIP LINE
K131	0020	3115	JAYCEE DR	WEST HAZLETON M/L	DESSEN DR
K132	0010	686	DIAMOND AV	BROAD ST/SR0093	LINCOLN ST

H. Locally Owned Roadway on the Federal Aid Highway System

State Route	Segment	Length (ft)	Street Name	Beginning Description	Ending Description
K132	0030	475	DIAMOND AV	LINCOLN ST	GRANT ST
K132	0040	475	DIAMOND AV	GRANT ST	PEACE ST
K132	0050	475	DIAMOND AV	PEACE ST	JAMES ST
K132	0060	475	DIAMOND AV	JAMES ST	LOCUST ST
K132	0070	475	DIAMOND AV	LOCUST ST	ALTER ST
K132	0080	475	DIAMOND AV	ALTER ST	VINE ST
K132	0090	475	DIAMOND AV	VINE ST	CHURCH ST/SR0309
K133	0010	1425	HARRISON ST	DIAMOND AV/SR3030	SEVENTH ST
K133	0020	422	HARRISON ST	SEVENTH ST	NINTH ST
K134	0010	475	ELEVENTH ST	CHURCH ST/SR0309	LAUREL ST
K134	0020	475	ELEVENTH ST	LAUREL ST	WYOMING ST
K134	0030	475	ELEVENTH ST	WYOMING ST	CARSON ST
K134	0040	475	ELEVENTH ST	CARSON ST	SEYBERT ST
K135	0010	1848	TWENTYSECOND ST	CINDY DR	WEST HAZLETON M/L
K135	0020	1214	TWENTYSECOND ST	HAZLE TOWNSHIP LINE	TWENTYTHIRD ST/T327
K135	0030	2059	TWENTYTHIRD ST	TWENTYSECOND ST/T405	GRANT ST/T322
K135	0040	369	GRANT ST	TWENTYTHIRD ST/T327	TWENTYSECOND ST/T405
K135	0050	2851	TWENTYSECOND ST	GRANT ST/T322	SR 0309
K135	0060	1795	TWENTYSECOND ST	SR 0940	SEYBERT ST/T465
K136	0010	422	LAUREL ST	BROAD ST/SR0093	GREEN ST
K136	0020	422	LAUREL ST	GREEN ST	OAK ST
K136	0030	422	LAUREL ST	OAK ST	TAMARACK ST

H. Locally Owned Roadway on the Federal Aid Highway System

State Route	Segment	Length (ft)	Street Name	Beginning Description	Ending Description
K136	0040	422	LAUREL ST	TAMARACK ST	MAGNOLIA ST
K136	0050	422	LAUREL ST	MAGNOLIA ST	SPRING ST
K136	0060	422	LAUREL ST	SPRING ST	DIAMOND AV/SR3030
K136	0070	211	LAUREL ST	DIAMOND AV/SR3030	FIRST ST
K136	0080	422	LAUREL ST	FIRST ST	THIRD ST
K136	0090	422	LAUREL ST	THIRD ST	FIFTH ST
K136	0100	422	LAUREL ST	FIFTH ST	SEVENTH ST
K136	0110	422	LAUREL ST	SEVENTH ST	NINTH ST
K136	0120	422	LAUREL ST	NINTH ST	ELEVENTH ST
K136	0130	211	LAUREL ST	ELEVENTH ST	TWELFTH ST
K136	0140	422	LAUREL ST	TWELFTH ST	FOURTEENTH ST
K136	0150	211	LAUREL ST	FOURTEENTH ST	FIFTEENTH ST
K136	0160	422	LAUREL ST	FIFTEENTH ST	SEVENTEENTH ST
K136	0170	422	LAUREL ST	SEVENTEENTH ST	NINETEENTH ST
K136	0180	422	LAUREL ST	NINETEENTH ST	TWENTIETH ST
K136	0190	422	LAUREL ST	TWENTIETH ST	TWENTYFIRST ST
K136	0200	422	LAUREL ST	TWENTYFIRST ST	TWENTYSECOND ST
K137	0010	211	MUIR AV	POPLAR ST/SR3017	EAST CT
K137	0020	369	MUIR AV	EAST CT	HAZLE ST
K137	0030	528	MUIR AV	HAZLE ST	MILL ST
K137	0040	528	MUIR AV	MILL ST	EAST ST
K137	0050	422	MUIR AV	EAST ST	LUZERNE ST

H. Locally Owned Roadway on the Federal Aid Highway System

State Route	Segment	Length (ft)	Street Name	Beginning Description	Ending Description
K137	0060	1689	FRANKLIN ST	LUZERNE ST	CRANBERRY ST
K137	0070	211	FRANKLIN ST	CRANBERRY AV	CHESTNUT ST
K137	0080	211	FRANKLIN ST	CHESTNUT ST	MINE ST
K137	0090	264	FRANKLIN ST	MINE ST	BROAD ST/SR0093
K138	0010	1584	VINE ST	BROAD ST/SR0093	DIAMOND AV
K139	0010	897	BUTTONWOOD ST	CHURCH ST/SR0309	WYOMING ST
K139	0020	1320	BUTTONWOOD ST	WYOMING ST	POPLAR ST/SR3017
K140	0010	5016	ALTER ST	DIAMOND AV	TWENTYSECOND ST
K141	0010	211	JAMES ST	DIAMOND AV	FIRST ST
K141	0020	211	JAMES ST	FIRST ST	SECOND ST
K141	0030	211	JAMES ST	SECOND ST	THIRD ST
K141	0040	211	JAMES ST	THIRD ST	FOURTH ST
K141	0050	211	JAMES ST	FOURTH ST	FIFTH ST
K141	0060	211	JAMES ST	FIFTH ST	SIXTH ST
K141	0070	211	JAMES ST	SIXTH ST	SEVENTH ST
K141	0080	211	JAMES ST	SEVENTH ST	EIGHTH ST
K141	0090	211	JAMES ST	EIGHTH ST	NINTH ST
K141	0100	211	JAMES ST	NINTH ST	TENTH ST
K141	0110	211	JAMES ST	TENTH ST	ELEVENTH ST
K141	0120	211	JAMES ST	ELEVENTH ST	TWELFTH ST
K141	0130	211	JAMES ST	TWELFTH ST	THIRTEENTH ST
K141	0140	211	JAMES ST	THIRTEENTH ST	FOURTEENTH ST

H. Locally Owned Roadway on the Federal Aid Highway System

State Route	Segment	Length (ft)	Street Name	Beginning Description	Ending Description
K141	0150	211	JAMES ST	FOURTEENTH ST	FIFTEENTH ST/SR0924
K142	0010	211	LINCOLN ST	DIAMOND AV	FIRST ST
K142	0020	211	LINCOLN ST	FIRST ST	SECOND ST
K142	0030	211	LINCOLN ST	SECOND ST	THIRD ST
K142	0040	211	LINCOLN ST	THIRD ST	FOURTH ST
K142	0050	211	LINCOLN ST	FOURTH ST	FIFTH ST
K142	0060	211	LINCOLN ST	FIFTH ST	SIXTH ST
K142	0070	211	LINCOLN ST	SIXTH ST	SEVENTH ST
K142	0080	422	LINCOLN ST	SEVENTH ST	NINTH ST
K142	0090	422	LINCOLN ST	NINTH ST	ELEVENTH ST
K142	0100	422	LINCOLN ST	ELEVENTH ST	THIRTEENTH ST
K142	0110	422	LINCOLN ST	THIRTEENTH ST	FIFTEENTH ST/SR0924
K143	0010	2534	WYOMING ST	DIAMOND AV/SR3030	BROAD ST/SR0093
K144	0010	105	BROAD ST	DIAMOND AV/SR0924	CRANBERRY AV
K144	0020	950	BROAD ST	CRANBERRY AV	SR0093
K145	0010	211	BROAD ST	SR0093	NINETEENTH ST
K145	0020	1161	BROAD ST	NINETEENTH ST	TWENTYSECOND ST
K146	0010	792	RUTTER AVE	WELLES ST	RIVER ST
K146	0020	4329	RIVER ST	RUTTER AVE	SR 0011
K222	0010	316	SAINT JOHNS RD	SR 0093	SR 3040/BRIDGE
K222	0020	5438	SAINT JOHNS RD	SR 3040/BRIDGE	BUTLER TOWNSHIP LINE
K222	0030	897	SAINT JOHNS RD	BUTLER TOWNSHIP LINE	SR3040/BRIDGE

H. Locally Owned Roadway on the Federal Aid Highway System

State Route	Segment	Length (ft)	Street Name	Beginning Description	Ending Description
K222	0040	3062	SAINT JOHNS RD	SR3040/BRIDGE	ROTH DR/T339
K222	0050	2481	SAINT JOHNS RD	ROTH DR/T339	OLD AIRPORT RD/T350
K222	0060	52	SAINT JOHNS RD	OLD AIRPORT RD/T350	SR3040/BRIDGE
K222	0070	686	SAINT JOHNS RD	SR3040/BRIDGE	DEEP HOLE RD/T364
K222	0080	4646	SAINT JOHNS RD	DEEP HOLE RD/T364	SR3040/BRIDGE
K222	0090	1584	SAINT JOHNS RD	SR 3040/BRIDGE	N BEISELS RD
K222	0100	1689	SAINT JOHNS RD	N BEISELS RD	MILL MOUNTAIN RD
K222	0110	686	SAINT JOHNS RD	MILL MOUNTAIN RD	POLICE GROVE RD
K222	0120	897	SAINT JOHNS RD	POLICE GROVE RD	SR3040/STRUCTURE
K222	0140	316	SAINT JOHNS RD	KLINGERS RD/T363	SR3021
K222	0150	7708	SAINT JOHNS RD	SR3021	SR3040/BRIDGE
K222	0160	422	SAINT JOHNS RD	SR3040/BRIDGE	SLEEPY HOLLOW RD
K222	0170	2640	SAINT JOHNS RD	SLEEPY HOLLOW RD	SR 0309
K224	0010	4118	ROCK GLEN RD	SUGARLOAF TWP LINE	SR3018/BRIDGE
K224	0020	3009	ROCK GLEN RD	SR3018/BRIDGE	SUGARLOAF MTN RD
K224	0030	5385	ROCK GLEN RD	SUGARLOAF MTN RD	TURKEY PATH RD/T334
K224	0040	580	ROCK GLEN RD	TURKEY PATH RD/T334	SR3018/BRIDGE
K224	0050	1742	ROCK GLEN RD	SR3018/BRIDGE	ABBEY RD/T447
K224	0060	3115	ROCK GLEN RD	ABBEY RD/T447	SR 0093
K224	0070	528	SUGARLOAF AV	SR0093	SR3034
K224	0090	4171	CONYNGHAM DRUMS RD	CENTER HILL RD/T338	SUGARLOAF TWP LINE
K224	0100	7128	BUTLER DR	BUTLER TWP LINE	SR3034/BRIDGE

H. Locally Owned Roadway on the Federal Aid Highway System

State Route	Segment	Length (ft)	Street Name	Beginning Description	Ending Description
K224	0110	3484	BUTLER DR	SR3034/BRIDGE	SR3021
K224	0120	422	BUTLER DR	SR3021	SR3034/BRIDGE
K227	0010	6177	CHURCH RD	SR2045	SR0309
K227	0020	8184	CHURCH RD	SR0309	LAKE FRANCIS RD
K227	0030	5121	CHURCH RD	LAKE FRANCIS RD	SR 0437
K230	0010	475	SHICK MOC BRIDGE	SR 0239	CONYNGHAM TWP LINE
K230	0020	580	SHICK MOC BRIDGE	SHICKSHINNY BORO M/L	SR 0239
K231	0010	5596	MAIN RD	SCHOOL HOUSE RD/T684	POST OFFICE RD/T571
K231	0020	1478	MAIN RD	POST OFFICE RD/T571	SR4025
K231	0030	2798	MAIN RD	SR4025	SR4031
K231	0040	3326	MAIN RD	SR4031	SR4029
K231	0050	2006	MAIN RD	SR4029	UPDYKE RD/T674
K231	0060	1795	MAIN RD	UPDYKE RD/T674	MOYER RD/T676
K231	0070	422	MAIN RD	MOYER RD/T676	ROSS TOWNSHIP LINE
K231	0080	528	MAIN RD	LAKE TOWNSHIP LINE	LAMOREAUX RD/T748
K231	0090	1848	MAIN RD	LAMOREAUX RD/T748	CEMETERY RD/T706
K231	0100	1267	MAIN RD	CEMETERY RD/T706	SR0118
K232	0010	7550	SWEET VALLEY RD	SR 4016	SKURAT RD
K232	0020	4224	SWEET VALLEY RD	SKURAT RD	UNION TOWNSHIP LINE
K468	0010	528	FIFTH ST	COLUMBIA COUNTY LINE	FOWLER AV/T480
K468	0020	1689	FIFTH ST	FOWLER AV/T480	JOHNSON AV/T424
K468	0030	52	JOHNSON AV	FIFTH ST/T413	FIFTH ST/T413

H. Locally Owned Roadway on the Federal Aid Highway System

State Route	Segment	Length (ft)	Street Name	Beginning Description	Ending Description
K468	0040	1161	FIFTH ST	JOHNSON AV/T424	LUZERNE AV/T426
K468	0050	1320	LUZERNE AV	FIFTH ST/T413	FRONT ST/SR0011
K469	0010	211	FOWLER AV	FRONT ST/SR0011	SECOND ST/T405
K469	0020	264	FOWLER AV	SECOND ST/T405	THIRD ST/T407
K469	0030	211	FOWLER AV	THIRD ST/T407	FOURTH ST/T409
K469	0040	211	FOWLER AV	FOURTH ST/T409	FOUR AND ONE HALF ST
K469	0050	211	FOWLER AV	FOUR AND ONE HALF ST	FIFTH ST/T413
K469	0060	264	FOWLER AV	FIFTH ST/T413	FIVE AND ONE HALF ST
K469	0070	264	FOWLER AV	FIVE AND ONE HALF ST	SIXTH ST/T474
K469	0080	211	FOWLER AV	SIXTH ST/T474	SEVENTH ST/T454
K469	0090	211	FOWLER AV	SEVENTH ST/T454	EIGHTH ST/T455
K470	0010	528	SIXTEENTH ST	HOLLY DR/T466	BOWERS RD/T415
K470	0030	1795	BOWERS RD	MILL RD/T401	BOMBOY LN/T430
K471	0010	897	TENTH ST	COLUMBIA COUNTY LINE	HOLLY DR/T466
K471	0020	1795	HOLLY DR	TENTH ST/T458	SIXTEENTH ST/T432
K222	0130	2798	SAINT JOHNS RD	SR3040/STRUCTURE	KLINGERS RD/T363
K224	0080	2798	CONYNGHAM DRUMS RD	SR3034/BRIDGE	CENTER HILL RD/T338
K224	0130	9345	BUTLER DR	SR3034/BRIDGE	SR0309
K232	0030	4540	SWEET VALLEY RD	ROSS TOWNSHIP LINE	SCHOOL HOUSE RD
K470	0020	2640	BOWERS RD	SIXTEENTH ST/T432	MILL RD/T401
K470	0040	5860	BOMBOY LN	BOWERS RD/T415	FRONT ST/SR0011
K076	0020	844	WILLIAM ST	SPRUCE ST	VINE ST
K233	0010	211	PIERCE ST	DAWES AV	SR-1011 / BRIDGE
K057	0004	211	PIERCE ST	SR1011/BRIDGE	DAWES AV

I. Complete Streets Policy

Introduction

The Scranton/Wilkes-Barre Urbanized Area, participating in the programs of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), must assure that relevant transportation plans and policies are maintained through a process that is comprehensive and coordinated. The Lackawanna and Luzerne Transportation Study Metropolitan Planning Organization (LLTS MPO) maintains those plans and policies for the Scranton/Wilkes-Barre Urbanized Area, which includes Lackawanna and Luzerne counties. The LLTS MPO is responsible for carrying out the provisions of 23 U.S.C. Section 134, which establishes that plans and Transportation Improvement Programs for the metropolitan area shall provide "for the development and integrated management and operation of transportation systems and facilities (including accessible pedestrian walkways and bicycle transportation facilities) that will function as an intermodal transportation system for the metropolitan planning area and as an integral part of an intermodal transportation system for the State and the United States."

Objective

It is the intent of the LLTS MPO to establish a Complete Streets policy so that all roads within the jurisdiction of the LLTS MPO will be designed and built to accommodate all users of a corridor, including pedestrians, bicyclists, users of public transit, people with disabilities, the elderly, children, motorists, freight providers, emergency responders, agricultural users, and adjacent residents and businesses, supported by land use context and honoring community character. The elected officials of the LLTS MPO encourage the respective counties and municipalities throughout the MPO area to develop their own Complete Streets policies and applicable street design standards to ensure that investments in transportation infrastructure consider and address the needs of all users of a corridor.

MPO Planning and Review

The basis for transportation planning and improvement programming for the LLTS MPO continues to be the current 2025-2050 Long-Range Transportation Plan (LRTP) and the biennial Transportation Improvement Program (TIP). The LRTP goals and objectives align with the Federal Planning Factors established under the FAST Act (2015) and upheld under subsequent federal transportation funding legislation. The planning factors and requirements include:

- Increase the safety and security of the transportation system for motorized and non-motorized users;
- Support the economic vitality of the region, especially by enabling global competitiveness, productivity, and efficiency by increasing the accessibility and mobility options available to people and goods;
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state/bi-county area planned growth and economic development patterns;
- Enhance integration and connectivity of the transportation system across and between modes, for people and freight, in an effort to promote efficiency in system management and operation;

I. Complete Streets Policy

- Emphasize preservation and connectivity of the existing transportation system (all modes); and
- Ensure consistency with the fundamental principles of Title VI and the Community Demographics Analysis.

Decision-making at the LLTS MPO involves three committees: the Transportation Advisory Committee (TAC), the Technical Committee, and the Coordinating Committee. The planning process maintained by the LLTS MPO staff has assured that plans, such as the Bicycle and Pedestrian Study for the Central Business Districts of Scranton and Wilkes-Barre, the Long-Range Transportation Plan, and subsequent improvement projects, are consistent with the comprehensively planned development of the Lackawanna–Luzerne Urbanized Metropolitan Planning Area as well as federal policy and priorities. The LLTS MPO will continue to support funding for bicycle and pedestrian planning, with special focus on the development of new plans and the update of plans more than five years old. The LLTS MPO will fund programming policies that ensure project sponsors provide accommodation for non-motorized travelers consistent with state and federal guidance.

Project Planning and Design

The LLTS MPO will make readily available and frequently update routine accommodations reports and publications along with recommended urban and rural street design guidelines and manuals on the www.lltsmpo.com website to display evidence-based best practices as acceptable designs in appropriate conditions. The following design guidelines or their successors shall be consulted for information on accessibility and compliance, while at the same time encouraging innovation: Manual on Uniform Traffic Control Devices (MUTCD); Americans with Disabilities Act Accessibility Guidelines (ADAAG); American Association of State Highway and Transportation Officials (AASHTO) publications; Public Rights-of-Way Accessibility Guidelines (PROWAG); and the Urban Bikeway Design Guide and Urban Street Design Guide by the National Association of City Transportation Officials (NACTO). The LLTS MPO will provide resources for small towns and rural communities such as: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/

To promote local non-motorized involvement, the LLTS MPO will maintain and share annually at the Transportation Advisory Committee meetings a list of ongoing PennDOT- and locally sponsored projects on state highway facilities where non-motorized users are permitted.

All Complete Streets accommodations may not be practical in every situation due to factors beyond the LLTS MPO's control.

Exceptions to the Complete Streets policy may be considered when any one of the following occurs:

a. The existing and future projected motor traffic volumes on a particular roadway or facility are so low that bicyclists and pedestrians do not need to be specifically accommodated and/or are already addressed by the current design;

b. The existing and future projected bicycle and pedestrian needs as well as transit need are so low that one or more of these modes do not need to be specifically addressed;

c. The cost or impacts of accommodation are excessively disproportionate to the current or future need, which is defined

I. Complete Streets Policy

by the FHWA at the time of the adoption of this policy as exceeding 20 percent of the cost of the larger project;

d. There is an existing or proposed parallel facility with sufficient accommodation, or it is more feasible and/or less costly to locate the proposed accommodation on an alternative route. Compared to the original route, the alternative shall not increase travel distance for pedestrians by more than ¼ mile and/or for bicyclists by more than 1 mile.

Evaluation

The LLTS MPO will continue to expand its data collection and evaluation efforts. The LLTS MPO will use PennDOT safety data to identify high-crash locations and help determine areas where safety improvements need to be made for motorized and non-motorized users. Performance measures for this policy include:

- Pedestrian, bicyclist, and motorist crash rates;
- Volume counts for vehicles, bus passengers, bicyclists, and pedestrians;
- Linear feet or miles of new or reconstructed sidewalks to improve and expand contiguous networks;
- Number of new or reconstructed ADA-accessible curb ramps;
- Number of new or repainted crosswalks;
- Number of new pedestrian signals;
- Linear feet or miles of on-street bicycle facilities;
- Walkability scores;
- Percentage completion of bicycle and pedestrian networks identified in the Bicycle and Pedestrian Study for the Central Business Districts of Scranton and Wilkes-Barre;
- Percentage of transit stops accessible via sidewalks and ADA-accessible curb ramps;
- Increase in mode shares for pedestrians, cyclists, and transit users;
- Share of roads with design speeds in the safe range for pedestrians; and
- Percentage of funds spent on bicycle, pedestrian, and transit facilities.

Implementation and Next Steps

The elected officials of the LLTS MPO and its staff will oversee the implementation of this policy. The LLTS MPO and its staff will provide a written report on an annual basis to the Coordinating Committee evaluating the MPO's progress and advise ongoing implementation efforts. The following steps are recommended for the LLTS MPO region:

- Develop a Complete Streets checklist for use on all road projects throughout the MPO, applicable to both rural and urban areas.
- Continue biannual meetings of the Bicycle and Pedestrian Committee to evaluate implementation progress for the Bicycle and Pedestrian Study for the Central Business Districts of Scranton and Wilkes-Barre.

I. Complete Streets Policy

- Employ automated traffic monitoring equipment along with manual and virtual tracking methods to count non-motorized travelers in fixed and temporary locations.
- Implement all project and policy recommendations of the Bicycle and Pedestrian Study for the Central Business Districts of Scranton and Wilkes-Barre for pedestrian, bicycle, greenways, and trails.
- Review future projects in the Transportation Improvement Program (TIP) for applicability of this policy and review facility designs to ensure access for all users.
- Promote individual communities to evaluate and modify this policy for adoption at the local level to ensure consistency throughout the MPO region.
- Encourage municipalities to install non-motorized improvements such as sidewalks at a reduced cost during routine contracted maintenance and construction activities (e.g., sewer and other underground utility work; road resurfacing).

Funding

Projects funded all or in part with regional discretionary funds must consider bicycle and pedestrian facilities in the full project cost. FHWA recommends including up to 20 percent of the project cost to address non-motorized access such as bicycle and pedestrian improvements; the LLTS MPO encourages local agencies to adopt their own minimum percentages of at least 5 percent. New roadway or transit construction projects should include funding to enhance bicycle and/or pedestrian access as part of the project.

Training

The LLTS MPO will continue to promote and host project manager and designer training sessions for staff and local agencies to facilitate accommodation of all modes as a matter of routine in transportation projects, unless exceptions are determined.

J. Priority Congestion Locations

Following are the 45 priority locations that were identified in the region's Congestion Management Process (CMP) report. The locations are either roadway segments or intersections.

Note that the numbering does not indicate a priority order; it corresponds to the identification numbers used in the associated interactive mapping.

The full CMP is available at: https://www.lltsmpo.com/wp-content/uploads/2024/04/Final-2024-LLTS-CMP-Report_wPDFcover.pdf

1. **S. Abington Rd (Clarks Green Boro)**
2. **S. State St – Northern Blvd (Clarks Summit Boro)**
3. **I-81 (South Abington Twp)**
4. **Constitution Ave (Jessup Boro)**
5. **W. Lackawanna Ave – S. Valley Ave (Olyphant Boro)**
6. **Scranton Carbondale Highway (Dickson City Boro)**
7. **Commerce Blvd – Ravine St Intersection (Dickson City Boro)**
8. **Viewmont Dr – Main St Intersection (Dickson City Boro)**
9. **Mount Cobb – Moosic Lake Intersection (Jefferson Twp)**
10. **S. Main St (Moscow Boro)**
11. **Blakely St – O'Neill Highway (Dunmore Boro)**
12. **N. Main Ave (Scranton City)**
13. **N. Keyser Ave (Scranton City)**
14. **N Main Ave (Taylor Boro)**
15. **Mulberry St – Jefferson Ave (Scranton City)**
16. **S. Washington Ave – East Elm St (Scranton City)**
17. **Moosic St – Meadow Ave (Scranton City)**
18. **I-81 (Moosic Boro)**
19. **Davis St (Scranton City)**
20. **Birney Avenue (Moosic Boro)**
21. **S. Main St (Old Forge Boro)**
22. **Fort Jenkins Br – Exeter Ave Intersection (West Pittston Boro)**
23. **S. Main St (Pittston City)**
24. **S. Township Blvd – William St Intersection (Pittston City)**
25. **Chestnut St – Oak St Intersection (Pittston Twp)**
26. **PA 309 – Hildebrandt Rd Intersection (Dallas Twp)**
27. **Memorial Highway (Dallas Boro)**
28. **Memorial Highway (Kingston Twp)**
29. **Wyoming Ave – Welles St Intersection (Forty Fort Boro)**
30. **Rutter Ave (Forty Fort Boro)**

J. Priority Congestion Locations

31. S. River St (Plains Twp)
32. Kidder St (Plains Twp)
33. Wyoming Ave (Kingston Boro)
34. River Street (Wilkes-Barre City)
35. Wilkes-Barre Blvd (Wilkes-Barre City)
36. Wilkes-Barre Twp Blvd (Wilkes-Barre Twp)
37. Highland Park Blvd (Wilkes-Barre Twp)
38. I-81 (Wilkes-Barre Twp)
39. E. Main St (Larksville-Plymouth Boros)
40. Carey Ave (Hanover Twp – Wilkes-Barre City)
41. E. Main St (Nanticoke City)
42. PA 309 (Fairview Twp)
43. Can Do Expressway (Hazle Twp)
44. N. Church St (Hazleton City)
45. W. Broad St (Hazleton City)

K. Glossary and Acronyms

ACS – American Community Survey
A annual sample household survey conducted by the U.S. Census Bureau to obtain information similar to the long-form decennial census questionnaire.

ADA – Americans with Disabilities Act
Federal act that requires accommodation for persons with disabilities.

ADT – Average Daily Traffic
The average volume of traffic per day on a particular road or section of road.

COLTS – County of Lackawanna Transit System
Operator of public transportation for the City of Scranton and surrounding areas of Lackawanna County.

CP – Canadian Pacific
Class I railroad company that offers transportation services and supply chain expertise with access to eight major ports and key markets across North America.

CRFCs – Critical Rural Freight Corridors
Public roads not in an urbanized area that provide links to the NHFN and the Interstate Highway System from important freight generators such as ports or other intermodal freight facilities.

CUFCs – Critical Urban Freight Corridors
Public roads in urbanized areas that provide links to the NHFN and the Interstate Highway System from important freight generators such as ports or other intermodal transportation facilities.

DCNR – Pennsylvania Department of Conservation and Natural Resources
State agency with a mission to protect, preserve, promote, and manage the state's natural and cultural resources.

DL – Delaware-Lackawanna Railroad Company
Railroad company that handles a large variety of commodities, serving nine Eastern Pennsylvania counties.

FAA – Federal Aviation Administration
A branch of the U.S. Department of Transportation that regulates the nation's civil aviation activities, including managing air traffic in U.S. airspace.

FHWA – Federal Highway Administration
A branch of the U.S. Department of Transportation that administers the Federal Aid highway program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.

FTA – Federal Transit Administration
A branch of the U.S. Department of Transportation that administers federal funding to transportation authorities, local governments, and states to support a variety of locally planned, constructed, and operated public transportation systems throughout the U.S., including buses, subways, light rail, commuter rail, streetcars, monorail, passenger ferry boats, inclined railways, and people movers.

FY – Fiscal Year
The yearly accounting period, which for the federal government begins on October 1, and for the Commonwealth of Pennsylvania on July 1. State fiscal years are denoted by the calendar year in which they end.

HPT – Hazleton Public Transit
Operator of public transportation for the City of Hazleton and surrounding townships and boroughs.

HSIP – Highway Safety Improvement Program
A core Federal Aid highway program, the purpose of which is to achieve a significant reduction in fatalities and serious injuries on all public roads.

K. Glossary and Acronyms

IRI – International Roughness Index
Index used by PennDOT to measure pavement smoothness. An expression of the "rideability" of a roadway, as it is experienced by vehicle passengers.

LCTA – Luzerne County Transportation Authority
Operator of public transportation for the City of Wilkes-Barre and surrounding areas of Luzerne County.

LEHD – Longitudinal Employer-Household Dynamics
Local labor market data developed through a partnership between the U.S. Census Bureau and U.S. states.

LQ – Location Quotient
A ratio comparing an area's concentration of employment by industry to that of the state or another reference area.

LRTP – Long-Range Transportation Plan
A long-range (20 or more years) plan required by federal law to guide the investment of public funds in multimodal transportation facilities.

MPO – Metropolitan Planning Organization
An agency required by federal law in metropolitan areas with populations of greater than 50,000 to ensure federally funded transportation projects are planned and developed according to federal requirements and with the input of local elected officials and transportation organizations.

MSA – Metropolitan Statistical Area
A geographical region delineated by the U.S. Office of Management and Budget consisting of an urbanized area with a population of at least 50,000 and the adjacent communities sharing strong economic and social ties.

NHPP – National Highway Performance Program
A funding program that provides support for maintaining the condition and performance of the National Highway System (NHS) and for constructing new facilities on the NHS.

NHS – National Highway System
A system of federally designated and approved highways established in 1995. The NHS network includes the Interstate Highway System as well as other roads that connect to major transportation facilities (such as airports or rail stations) and military bases.

NHTSA – National Highway Traffic Safety Administration
A branch of the U.S. Department of Transportation that helps to reduce the number of deaths, injuries, and economic losses resulting from motor vehicle crashes on the nation's highways.

NMFN – National Multimodal Freight Network
Established by Federal Register Notice under 49 U.S.C. 70103, the National Multimodal Freight Network includes the National Highway Freight Network that USDOT established under the National Highway Freight Program (23 U.S.C. 167); freight rail systems of Class I railroads; U.S. public ports that have total annual foreign and domestic trade of at least two million short tons; U.S. inland and intracoastal waterways, the Great Lakes, the St. Lawrence Seaway, and coastal and ocean domestic freight routes; 50 U.S. airports with the highest annual landed weight; and other strategic freight assets, including strategic intermodal facilities and other freight rail lines.

NS – Norfolk Southern
Class I rail carrier that operates approximately 19,500 route-miles in 22 states and in the District of Columbia, serving every major container port in the eastern United States, and offering connections to other rail carriers.

K. Glossary and Acronyms

NSRR – North Shore Railroad Company
Railroad company serving variety of businesses and industries located in Central Pennsylvania, operating on 247.2 miles of track.

OPI – Overall Pavement Index
Index used by PennDOT that combines IRI data with additional measures that more completely assess pavement condition.

PennDOT – Pennsylvania Department of Transportation
State agency responsible for planning, designing, constructing, and maintaining Pennsylvania's transportation infrastructure, including roads, bridges, public transit, and aviation. The agency is responsible for more than 40,500 miles of state roads and highways, about 25,000 bridges, as well as new roadway construction.

PM – Performance Measures
The use of both quantitative evidence (such as the measurement of customer travel times) and qualitative evidence to determine progress toward specific defined organizational objectives.

PNRRA – Pennsylvania Northeast Regional Railroad Authority
100-mile regional rail system handling freight and passenger excursion service in four counties in Northeast Pennsylvania.

RBMN (R&N) – Reading Blue Mountain & Northern Railroad
Railroad company serving major businesses in nine Eastern Pennsylvania counties (Berks, Bradford, Carbon, Columbia, Lackawanna, Luzerne, Northumberland, Schuylkill, and Wyoming).

RBR – Rapid Bridge Replacement
A public-private partnership between the Pennsylvania Department of Transportation and Plenary Walsh Keystone Partners to replace and maintain 558 bridges throughout Pennsylvania.

TAC – State Transportation Advisory Committee
Independent body established by Act 120 of 1970 to advise the State Transportation Commission and the Secretary of Transportation on transportation planning, programming, and policy across all modes in the Commonwealth.

T&E – Threatened and Endangered Species
Status metrics for risk of extinction.

TAMP – Transportation Asset Management Plan
Federally required plan addressing the state's highway and bridge assets, their management strategies, and long-term condition and expenditure forecasts.

TIP – Transportation Improvement Program
The list of transportation projects eligible for federal funding and expected to be undertaken by an MPO/RPO region within the next four years.

TSMO – Transportation Systems Management & Operations
An approach to congestion management that emphasizes operational improvements over capacity-adding projects.

LACKAWANNA LUZERNE MPO

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