

**Long Range Transportation Plan
for the
Lackawanna-Luzerne Transportation Study Area
(2003-2025)**

Prepared for:
**The Lackawanna County Regional Planning Commission
and
The Luzerne County Planning Commission**

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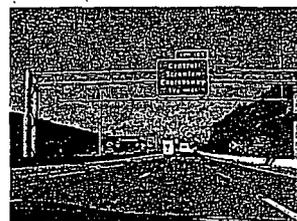


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ACKNOWLEDGEMENTS

The Long Range Plan for the Lackawanna-Luzerne Transportation Study Area was prepared under the authority of the Lackawanna-Luzerne Transportation Study Coordinating Committee and its Technical Committee. The Lackawanna-Luzerne Transportation Advisory Committee has provided invaluable assistance in the development of the Long Range Plan. We gratefully acknowledge their contributions.

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Lackawanna/Luzerne County Long Range Transportation Plan

INTRODUCTION

This document presents the Long Range Transportation Plan (2003-2025) for the Lackawanna-Luzerne Transportation Study (LLTS) Area. The Intermodal Surface Transportation Efficiency Act (ISTEA) expired on September 30, 1997, and was replaced by the Transportation Equity Act for the 21st Century (TEA-21). The LLTS (Figure 1, LLTS Area) acting as the Metropolitan Planning Organization (MPO) for Lackawanna County and Luzerne County is required to prepare a twenty year Long Range Plan. Originally prepared and adopted in 1994, and updated in 1997, the plan must be updated every three years to comply with TEA-21. The Transportation Advisory Committee (TAC) assisted in the preparation of the plan.

This plan creates a concise document to assess the current status of transportation planning conditions in the LLTS Area and to identify new initiatives. Geographic Information System (GIS) mapping is utilized throughout the plan to illustrate the LLTS Area transportation system and its related components. The purpose of this plan is:

- To identify plan goals and objectives and create performance standards for transportation initiatives; and
- To describe current modes of transportation in the LLTS Area and their baseline conditions;
- To update the Long Range Transportation Plan for the 2003-2025 period;
- To identify major transportation initiatives programmed for the LLTS Area;
- To consider the TEA-21 seven metropolitan planning factors.

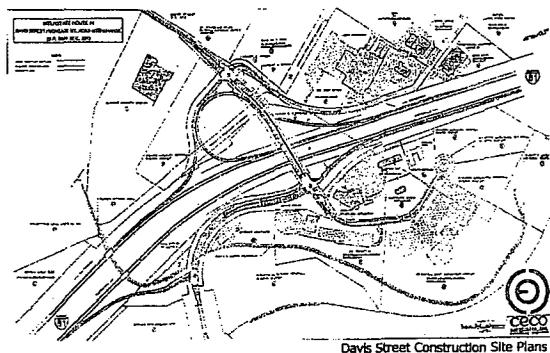
The Lackawanna/Luzerne Long Range Transportation Plan is organized into the following chapters:

- Introduction
- Transportation History of Lackawanna and Luzerne Counties
- Goals and Objectives of the Plan
- The Transportation Planning Process
- The Existing Transportation System
- Future Trends and Issues
- Long Range Transportation Plan
- Projects of Regional Significance
- Plan Evaluation
- Appendices

A record of public involvement activities for this plan, including the LLTS Transportation Advisory Committee, Technical Committee, Coordinating Committee and public hearing minutes, is included in the Appendices. Map 1 on the following page highlights the Lackawanna/Luzerne Counties Long Range Transportation Plan study area.



Gravity Railroad Beds



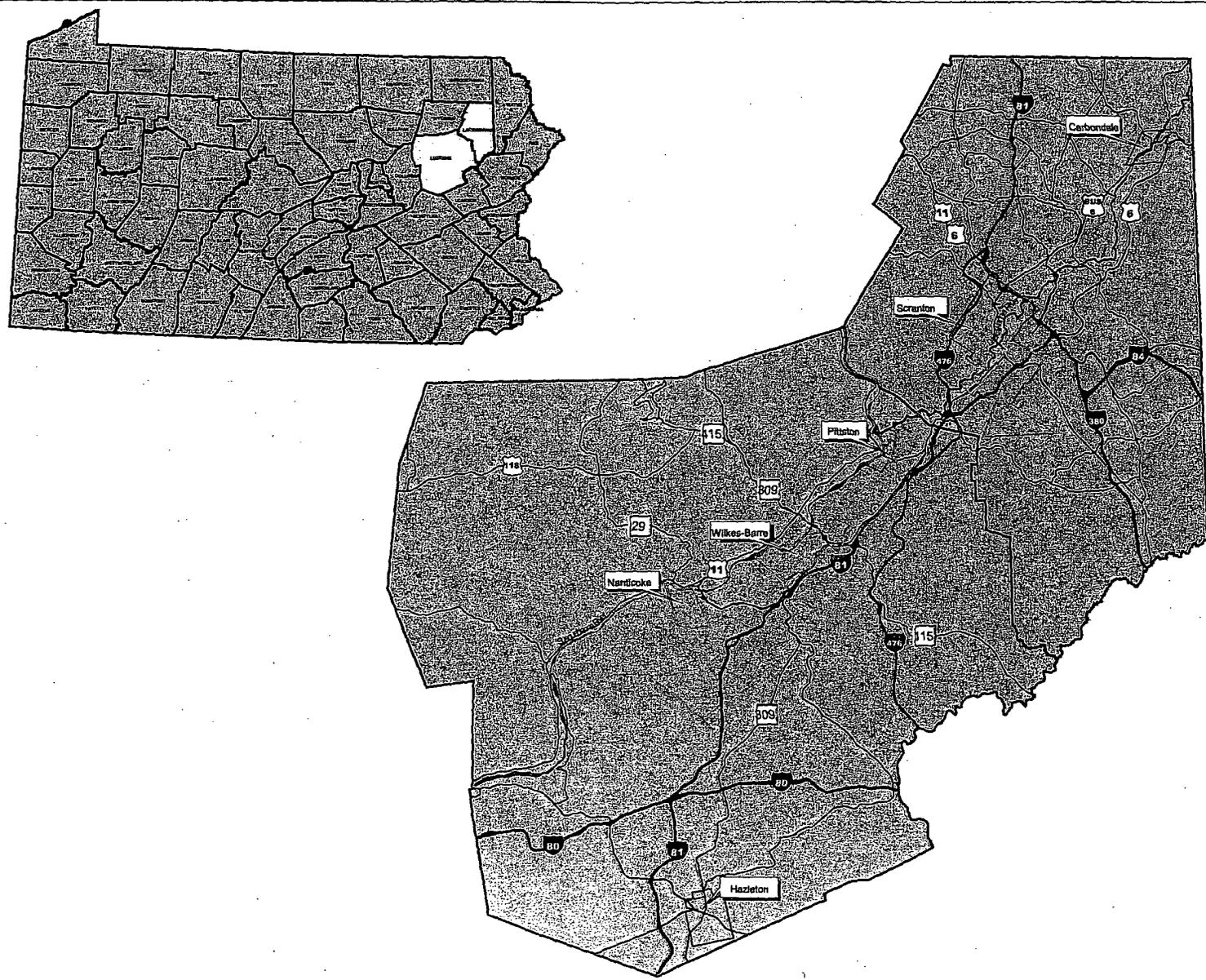
Davis Street Construction Site Plans



Wilkes-Barre/Scranton International Airport

**Map 1
Study Area**

**Lackawanna / Luzerne Counties
Long Range Transportation Plan**



Legend

- Interstate Routes
- PA Routes
- Major Rivers
- County Boundaries
- Highlighted Study Area
- Major Cities



Study Area View: 1 inch equals 5.5 miles
 5.5 0 5.5 Miles

Pennsylvania View: 1 inch equals 55 miles
 55 0 55 Miles



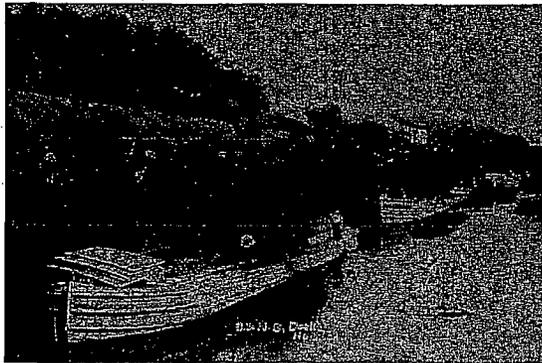
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TRANSPORTATION HISTORY

Both Lackawanna and Luzerne Counties have a rich transportation history that dates back to the region's roots in mining. The area contained one of the most productive anthracite coal deposits in the world, but its successful mining depended on reliable transportation over the mountains to New York and New England. Turnpikes, canals, railroads and roads succeeded one another as the primary transportation system. The following section describes the transportation history of the LLTS Area from its beginnings with the canals and railroads to present day modes of travel. Each major sector of the transportation system has been summarized by category, including:

- Canals & Railroads
- Electric Rail & Trolley
- Turnpikes & Highways
- Greenways & Trails



D&H Canal

Canals & Railroads

By 1830, the area had two canals: the North Branch Canal and the Delaware & Hudson Canal. The digging of the canals coincided with the beginning of the railroad era. The Delaware & Hudson built a gravity railroad line between Carbondale and Honesdale in 1829. Between 1830 and 1930, an extensive rail system was

developed in the region to transport coal and other products. By the mid 1800's, other railroad companies had built lines and were purchasing interests in valuable coal lands along these routes. By 1868, 163 miles of railroads crossed Luzerne County. Railroads continued to be constructed throughout Lackawanna and Luzerne Counties through the 1920's.



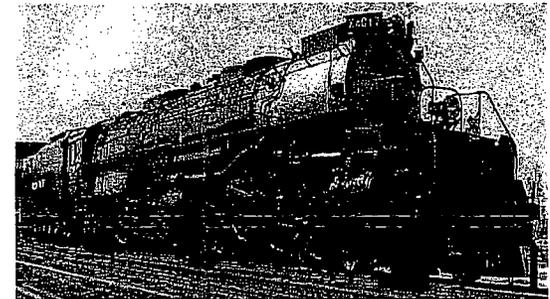
Gravity Railroad

With the decline of the coal market by 1930, many of the railroads were consolidated or abandoned. By 1960, only three railroads remained in Lackawanna County. Many railroads were purchased by salvagers who sold the rail and dug coal from beneath the right-of-way. Some were converted to asphalt roads. Today there are over 150 miles of inactive rail lines in the Lackawanna and Luzerne region, some of which are being converted into active recreational trails. In 1984, the Lackawanna County Rail Authority (LCRA) was incorporated and operates the rail system in Lackawanna County. The LCRA acquired the Scranton to Carbondale Rail Line in 1985, the Scranton to Mt. Pocono Rail Line in 1991, the Diamond Branch line in 1999, and the Laurel Line in 1999. In 1994, Luzerne County, through the Luzerne County Rail Corporation (LCRC) took over ownership of the former Pocono Northeast Rail Company.

Environmental studies have been undertaken to evaluate commuter and intercity passenger service between Scranton, Pennsylvania and New York City, New York with a transfer in Hoboken, New Jersey.

In 1995, a report titled "Transportation Options in the Pocono Corridor" was completed. The recommended option was to expand passenger rail service based upon the type of trips forecast, (tourist, inter-city, and commuter), a strong activity center at each end of the routes (Scranton, New York City), and public and private bus systems for passenger distribution. The existence of rail right-of-way from Scranton to Mt. Pocono and the recent acquisition of right-of-way from Mt. Pocono to Analomink by the Monroe County Railroad Authority provide an uninterrupted alignment to the New Jersey border. The State of New Jersey gained ownership of the Lackawanna Cut-off and the Delaware River Bridge and track that encompasses the right-of-way from Slateford Junction to Port Morris with connections at Port Morris, to the existing Morristown Line into New York. The report recommended placement of multi-modal terminals at key locations to provide an integrated transportation system for the region. Service on the commuter line is anticipated to begin by 2006.

A September 1999 study assessed the railroad assets in the Scranton to Wilkes-Barre corridor including freight, passenger, and trolley/light rail service potential. The study results indicated that the passenger market was too limited to support expanded service. The existing freight service between Scranton and Wilkes-Barre was found to be adequate. The trolley excursion/light rail alignments were found to be the most promising for expansion. In fact, the Trolley Museum constructed by the Lackawanna Heritage Valley Authority was opened and the LCRA Laurel Line now serves as the route of the historic trolley operation.



Courtesy of Steamtown National Historic Site

Electric Rail & Trolley

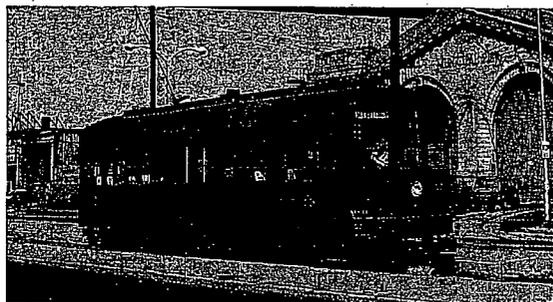
In 1844, Scranton was one of the first cities in the country to have an electric trolley system, earning the city the name, "Scranton, the Electric City." As a result, Scranton drew visitors from all over the

Lackawanna/Luzerne County Long Range Transportation Plan

country. By the early 1900's, two electric lines, the Laurel Line and the Northern Electric Line, were operating in Scranton. The Northern Electric Line operated until 1934. The Laurel Line provided service until 1952.

The Wilkes-Barre/Hazleton Railway, also known as the "Short Link," was a third-rail electric system and one of the first interurbans to operate on a fenced right-of-way without grade crossings. The railway, with a total of 33 bridges and a 2,684-foot-long tunnel through Wilkes-Barre Mountain, was completed in 1907. During the 1920's, the line continued to operate despite growing competition from automobiles and trucks since there was no convenient highway link between Wilkes-Barre and Hazleton. The completion of PA Route 309 resulted in heavy losses to the company, leading to the closure of the railway in 1933.

In December 1939, Wilkes-Barre became the second city in Pennsylvania, after Philadelphia, to operate a trackless trolley system. In August 1958, the Wilkes-Barre Transit Corporation, operators of the trolley system, was taken over by American Transportation Enterprises. All of Wilkes-Barre's trackless lines were abandoned within three months.



Red Arrow #76 built by J.G. Brill in 1926

The Electric City Trolley Museum was opened on October 30, 1999. The museum collection provides a showcase of the electric railway history of eastern Pennsylvania. The museum was created by the Lackawanna Heritage Valley Authority and is located on the Steamtown National Historic Site. In addition to numerous displays and exhibits, the museum operates a trolley excursion that began on April 18, 2001. This excursion is being implemented in two stages.

Stage one originates at the Steamtown train platform and follows the Laurel Line electric interurban railroad to Roaring Brook and includes the Iron Furnaces. Stage two will begin in late 2002. The trolley excursion will operate on a Red Arrow Car #76, built by J.G. Brill in 1926 and will continue to the Interstate 81 overpass through a 4,750' long tunnel and will eventually continue to the County Visitor Center on Montage Mountain Road.

Turnpikes & Highways

The "Philadelphia-Great Bend Turnpike," built by Henry Drinker in 1819, also known as the Drinker Turnpike, was one of the most popular routes in the region. The Drinker Turnpike generally followed the route of the present Penn-Can Highway, I-81. Until about 1960, the Drinker Turnpike was the connecting link between the Lackawanna Valley, the Poconos and New York.

The improvement of the first roads for use by automobiles progressed relatively slowly in northeastern Pennsylvania. By 1927, PA Route 2 (Lackawanna Trail) was improved from Philadelphia to Binghamton. For \$1, the Commonwealth of Pennsylvania purchased 25 miles of the abandoned Lackawanna Railroad, north of Clarks Summit, and converted it to an asphalt highway that became part of Lackawanna Trail. Also in the 1920s, Roosevelt Highway (PA Route 7) merged with PA Route 19 at Indian Orchard and continued through Honesdale and Carbondale to Scranton.

In 1950, the only state highway in Luzerne County was US Route 11. Northeastern Pennsylvania was not linked to the primary highway network until 1957 when the Northeast Extension of the Pennsylvania Turnpike was completed.

During the 1960s, construction of the interstate highway system with connections in northeastern Pennsylvania began to take shape. By the mid 1960s, I-81E (from Dunmore southeast to Stroudsburg, now called I-380) and I-84 (connecting Scranton with Port Jervis) were both in the planning stages, as was the East Scranton Expressway connecting I-81 with downtown Scranton and the Lackawanna Valley Parkway. The East Scranton Expressway was never constructed, but the North Scranton Expressway and the Central Scranton Expressway were built in 1961 and 1966, respectively.

By 1966, I-81 was completed from Scranton to Binghamton to the north and south to Wilkes-Barre. It was completed south through Hazleton in 1968. The section from Scranton to Harrisburg is known as the Anthracite Expressway. By 1966, the Keystone Shortway (I-80) was completed through Luzerne County and construction was continuing westward. The entire Shortway was opened in 1970. By 1974, all sections of the Pocono Expressway (I-380) were under construction, except the I-84 interchange. I-84 was completed in 1976. The last phase of the North Crossvalley Expressway was completed in November 1991 and connected with I-81. The South-Crossvalley Expressway (PA Route 29) connecting US Route 11 with I-81, was completed in the mid-1980's. Overall, the North Crossvalley expressway was built in four sections over a 24-year period.

Today, northeastern Pennsylvania has a well-developed highway network of over 300 miles of turnpike and interstate routes. The Northeastern Extension of the Pennsylvania Turnpike (I-476) provides a direct link to Philadelphia. I-80 and I-84 provide east-west travel, while I-81 and I-380 provide a north-south link. This roadway network makes it possible to reach New York City or Philadelphia within three hours and Boston or Baltimore within six hours.

The Lackawanna Valley Industrial Highway (LVIH), now known as US Route 6 or the Governor Casey Highway, was completed in September of 1999. Extending between Scranton and Carbondale, the roadway opened up access to the Lackawanna Valley and has improved traffic operations, provided relief for traffic congestion and improved safety conditions for US Route 6 (Business Route 6) and other Lackawanna Valley roadways. The improved access to the Lackawanna Valley facilitates economic redevelopment activities by increasing access to existing businesses and supporting new development opportunities in the valley.

In a related significant development, a *Land Use and Transportation Plan* for the Governor Casey Highway was prepared for the 12 affected municipalities in the corridor. These municipalities include: the City of Carbondale; Archbald, Blakely, Dickson City Borough, Dunmore, Jermyrn, Jessup, Mayfield, Olyphant and Throop Boroughs; and Carbondale and Fell Townships. Presently, the Plan has been adopted by 11 of the 12 municipalities. The purpose of this plan was to assure that development would be consistent with the traffic capacity and not overload the new highway network. This Plan was a required mitigation activity as part of the Governor Casey Highway construction, to reduce secondary development impacts.

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In December 1999, the Hazleton Southwest Beltway was opened. The new mile-long road connects PA Route 309 with I-81 at Interchange 141, located between Exit 138 in McAdoo and Exit 143 in Hazleton. The \$10.25 million dollar project removes regional truck traffic from local roads and provides direct access from I-81 to Commerce Center, Hazleton's only industrial park. The beltway also opens up approximately 200 acres for economic development in Hazleton's Enterprise Zone. This project represents the fourth segment of a five-segment highway system proposed in the 1960's. The fifth and final segment will connect the Heights Beltway with Stockton Road when constructed.

The construction of Exit 168 off I-81 was completed in 1999. This interchange links to Highland Park Boulevard in Wilkes-Barre Township and provides access to the First Union Arena. In August 2002, the Highland Boulevard and Mundy Street connecting road was opened to traffic.

Greenways & Trails

In February of 1997, the Luzerne County Board of Commissioners and Luzerne County Community College hosted a public visioning session to review outdoor recreational opportunities emerging within the region. Numerous organizations attended the meeting, many of which were not aware of the work being done by other groups. As a result, a coalition was formed to unite the resources of each group. On October 27, 1997 the Luzerne County Greenways and Open Space Advisory (Greenway Alliance) was formed. Today there are over 40 organizations involved in the Greenway Alliance.

Since 1999, both the Lackawanna County and Luzerne County Planning Commissions have engaged in the development of a Bicycle and Pedestrian Plan for the MPO region. An inventory and mapping of all known non-motorized network facilities is now complete. Major route connections from each county into the state network were the focus of the initial studies. Current studies are evaluating future system expansion opportunities to develop connector routes and to identify future network improvements for inclusion on the Transportation Improvement Program.

Currently, the Greenway Alliance is working to support a number of new greenway and trail projects within the county, including the Susquehanna Warrior Trail, the Back Mountain Trail, the Delaware & Lehigh National Heritage Corridor/Black Diamond Trail, and the Pittston to Wilkes-Barre Rail with Trail.

Lackawanna County has two established trails and a number of proposed trails that comprise its trail system. The county's largest trail authority is the Lackawanna Heritage Valley Authority. Individual communities manage the Lackawanna River Heritage Trail and work with other non-profit groups throughout the county to develop trails. The Rail-Trail Council of Northeastern Pennsylvania also works within Lackawanna County and manages the D&H Rail Trail that follows the Delaware and Hudson rail bed through the county and into New York State.



Lackawanna River/Susquehanna River, Pittston, PA



Lackawanna River Heritage Trail

Lackawanna/Luzerne County Long Range Transportation Plan

Figure 1 Goals and Objectives

Overall Goal:	
Develop, maintain, and manage an adequate, safe, accessible, and environmentally-sound intermodal transportation network to provide for the efficient movement of people and goods within Lackawanna and Luzerne Counties.	
Goals	Objectives
Maintain and Improve Existing Transportation Facilities	<ul style="list-style-type: none"> <i>Provide regular program of maintenance</i> <i>Reconstruction and resurfacing of roads and bridges</i> <i>Upgrade traffic signals and signage</i> <i>Identify service deficiencies</i> <i>Update Congestion Management Systems to identify congested corridors</i> <i>Continue to improve access to interstates and principal arterials</i>
Improve Safety of Transportation Facilities	<ul style="list-style-type: none"> <i>Study accident-prone areas and recommend improvements</i> <i>Continue on-going bridge inspection program</i>
Provide Transportation Services that Support Sound Land Use Planning	<ul style="list-style-type: none"> <i>Assess impacts of major transportation projects on communities via coordinated environmental review</i> <i>Encourage traffic impact studies to support local and regional economic goals</i>
Protect the Environment and Conserve Energy	<ul style="list-style-type: none"> <i>Promote energy conservation through reduction in traffic congestion</i> <i>Support alternative transportation modes to reduce the volume of single-occupant vehicles</i> <i>Provide park-n-ride facilities to promote carpooling</i>
Provide More Effective and Enhanced Public Transport Options	<ul style="list-style-type: none"> <i>Update short and long-term strategic transit plans</i> <i>Periodically conduct management audit to evaluate overall operation</i> <i>Consider technological improvements to increase system efficiency</i> <i>Comply with ADA requirements</i> <i>Promote intermodal facilities to support and expand transit and other modes</i>
Maintain and Upgrade Facilities at all Airports	<ul style="list-style-type: none"> <i>Update short and long-term airport management plans</i> <i>Actively pursue expanded carrier service</i>
Maintain and Improve Regional and Interstate Freight Access	<ul style="list-style-type: none"> <i>Continue and expand rail service to serve shippers, including intermodal facilities</i> <i>Identify impediments to freight movements</i>
Support Greenway Project Development	<ul style="list-style-type: none"> <i>Identify existing rights-of-way suitable for transportation facilities</i> <i>Prepare Open Space Master Plan</i> <i>Prepare Bicycle/Pedestrian Plan</i>
Educate and Involve the Public in the Transportation Planning Process	<ul style="list-style-type: none"> <i>Encourage expanded participation on the Transportation Advisory Committee</i> <i>Continue publication of quarterly newsletter</i>

Lackawanna/Luzerne County Long Range Transportation Plan

TRANSPORTATION PLANNING PROCESS

The purpose of a long-range transportation plan is to direct region-wide transportation decision-making for urban areas throughout the country over a 20-year period. The process is governed by the Clean Air Act Amendments of 1990 and the seven planning factors of TEA-21. These laws require a coordinated and comprehensive transportation planning process that looks at all transportation systems and the movement of both people and goods. This federally regulated document is adopted by state transportation agencies, transit authorities, and Metropolitan Planning Organizations (MPO).

The transportation systems include roadways, transit, airports, pedestrian and bicycle facilities, and freight movement facilities, as well as measures that reduce congestion through use of alternative transportation strategies such as ride-sharing, carpooling, and transit use. Since the LLTS Area is an air quality non-attainment area, the plan must be tested to determine and ensure that it meets air quality conformity standards. Since the plan is also a living document, any air quality changes significant to the plan must also be evaluated for air quality conformity on an on-going basis.

The process of developing the LLTS Long Range Plan involves input from a variety of persons and agencies interested in transportation issues. As a result, three committees have been developed to participate throughout the planning process (see Figure 3):

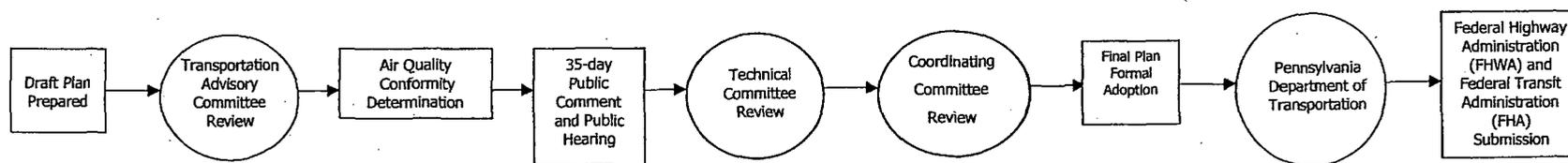
- The Transportation Advisory Committee (TAC) includes individuals representing a variety of public and non-profit agencies such as the chambers of commerce, environmental groups such as the Sierra Club, Pennsylvania Environmental Council, and private companies such as AAA, industry representatives, trucking and shipping firms, and bus companies.
- The Technical Committee includes professionals and public officials that provide guidance on transportation planning issues to the Coordinating Committee, the decision-making body of the MPO.
- The Coordinating Committee holds public hearings and takes official action on the Long Range

Transportation Plan. Members of the Coordinating Committee include representatives from PennDOT, Lackawanna and Luzerne Counties, various transportation modes, and the cities of Scranton and Wilkes-Barre.

Under current regulations, the Long Range Plan must be updated on a three-year basis. The current plan is prepared and undergoes review by the TAC (see Figure 2). An air quality conformity determination is then made on the Plan and changes, if required, are made. As part of the approved public involvement procedures, the plan is made available to the public for a 30-day period with an additional five-day period to reply to comments. At least one public meeting/hearing is also held to gather input on the plan and the air quality conformity determination.

The Plan is reviewed by the Technical Committee and Coordinating Committee and formally adopted by the MPO Coordinating Committee. The plan is then submitted to PennDOT, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

Figure 2 Transportation Planning Process



Lackawanna/Luzerne County Long Range Transportation Plan

The Transportation Planning Process undertaken by the LLTS requires submission of certain 'products' periodically. These include the following:

- Long Range Plan Update - An update is required every three years.
- The Transportation Improvement Program (TIP) – The TIP is updated every two years; it consists of the first four years of the 12-year program.
The TIP is fiscally constrained based upon anticipated funding availability.
- Adoption of the 12-Year Plan
- The Congestion Management System Plan prepared by both counties.
- Development of an annual Unified Planning Work Program for the LLTS MPO.
- Preparation of quarterly invoices and annual reports to document progress on the Work Program activities.

Figure 3 Metropolitan Planning Organization

Coordinating Committee

- PennDot (2 members)
- Lackawanna County (2 members)
- Luzerne County (2 members)
- City of Scranton
- City of Wilkes-Barre
- County of Lackawanna Transit System
- Wilkes-Barre Scranton International Airport
- Luzerne County Transit Authority
- Luzerne County Rail Authority (non-voting member)
- Federal Highway Administration (non-voting member)
- Federal Transit Administration (non-voting member)
- Federal Aviation Administration (non-voting member)

Technical Committee

- PennDot (3 members)
- Lackawanna County (2 members)
- Luzerne County (2 members)
- Lackawanna County Regional Planning Commission
- Luzerne County Planning Commission
- City of Scranton
- City of Wilkes-Barre
- City of Hazleton- Transit Representative
- County of Lackawanna Transit System
- Lackawanna County Railroad Authority
- Luzerne County Transit Authority
- Wilkes-Barre Scranton International Airport (2 members)
- Northeastern Pennsylvania Alliance
- Federal Highway Administration (non-voting member)
- Federal Transit Administration (non-voting member)
- Federal Aviation Administration (non-voting member)

Transportation Advisory Committee

- Rails to Trails & Greenways Organizations
- AAA
- Private Industry
- Public Agencies
- Disabled & Elderly Organizations
- Trucking Representatives
- Chambers of Commerce
- Para-Transit Operators
- Tourism Agencies

Lackawanna/Luzerne County Long Range Transportation Plan

THE EXISTING TRANSPORTATION SYSTEM

Introduction

The Lackawanna and Luzerne County existing highway system provides local access to Scranton, Wilkes-Barre, Hazleton and regional access to New York City, Philadelphia, and other major northeast cities. Existing conditions and improvements to this system are discussed and mapped in the following section.

Public transit in the LLTS Area is based out of the cities of Scranton, Kingston Borough (with the hub located in Wilkes-Barre), and Hazleton. The County of Lackawanna Transit System (COLTS), the Luzerne County Transportation Authority (LCTA), and the City of Hazleton manage these systems.

The Lackawanna County Rail Authority (LCRA) and the Luzerne County Rail Corporation (LCRC) operate rail services within the LLTS Area. Services include freight and limited passenger rail.

Bike and pedestrian trails in the LLTS Area are listed by county and described in detail in this section. A number of these trails are currently in construction, while others are still in the planning phase. Many of these trails will eventually link together creating a larger local trail network, with some connecting to regional trail systems like the 165-mile Delaware and Lehigh National Heritage Corridor.

Finally, airports in the LLTS Area are inventoried. These include the Wilkes-Barre/Scranton International Airport, Seaman's Field, the Wyoming Valley Airport and the Hazleton Airport. The Wilkes-Barre Scranton International Airport is the only airport housing national airline carriers and providing passenger service.

Existing Highway System

Lackawanna and Luzerne Counties are home to a diverse highway network. I-80 runs east and west through the southern half of Luzerne County providing direct access east to New Jersey and New York City, less than 100 miles away, and easy access to Ohio and the western states. Running north and south from I-80 are I-81 and I-380, as well as I-476, the Pennsylvania Turnpike Northeast Extension. I-81 runs north through Hazleton and Wilkes-Barre in Luzerne County and Scranton in Lackawanna County, into upstate New York and runs southbound to Harrisburg and the Maryland border.

The Pennsylvania Turnpike Northeast Extension is a direct route from I-80 north to Wilkes-Barre and Scranton terminating at I-81. The Pennsylvania Turnpike Northeast Extension provides access to regional centers to the south, including Allentown and the greater Philadelphia area connecting to I-76. I-380 intersects I-80 in Monroe County and runs north into Lackawanna County where it intersects with I-84 going east to New York and New England, and I-81 in Scranton going north. US Route 6 and US Route 11 converge in Scranton. US Route 6 provides direct access west across northern Pennsylvania to Ohio. US Route 11 runs southwest through Scranton and Wilkes-Barre, connecting them with Harrisburg and New York State.



PA Routes 6 & 11, Clarks Summit

On a more local level, several major highways improve access to the region's expressway system and work to relieve traffic congestion. The Governor Casey Highway (US Route 6) ties into the major thoroughfares of I-81, I-380, and Business Route 6. PA Route 309 in Luzerne County weaves its way through Wilkes-Barre and intersects the boroughs of Kingston, Courtdale, Forty-Fort, Ashley and the Greater Hazleton area. The South Crossvalley Expressway (PA Route 29) connects to US Route 11 through the Boroughs of Plymouth and Sugar Notch, and Hanover Township, to the North Crossvalley Expressway.

Traffic Volumes

Traffic volumes in Lackawanna and Luzerne counties are measured in terms of Average Annual Daily Traffic (AADT), which is the average of daily traffic for every day of the year, including weekends and holidays. As shown on Maps 2 and 3, current 2001 traffic volumes are highest on the interstate highways such as Interstate

81, Interstate 80, Interstate 380 and Interstate 84; heavier traffic volumes are especially concentrated between the cities of Scranton and Wilkes-Barre. Traffic volumes are also higher on principal arterial roadways, minor arterials, and major collector roads that serve the major population centers, small boroughs, and surrounding suburban areas. Traffic volumes are lower on the local and country roads where daily traffic volumes typically fall below 10,000 AADT.

Interstate 81, the longest north-south interstate highway in Pennsylvania, accounts for the highest traffic volumes on any other roadway in Lackawanna and Luzerne counties. Traffic is heaviest near Wilkes-Barre and Scranton where traffic volumes range from 50,000 to over 70,000 in 2001.

In the ten year period between 1992 and 2001, traffic has grown on all interstate highways in both counties including significant growth in Average Annual Daily Truck Traffic (AADTT). On some roadway segments, truck traffic has in fact increased at a greater rate than passenger vehicle traffic during this 10 year period. For example, on Interstate 81 near the Lackawanna and Luzerne County border, truck volumes increased by 125% or 8,500 AADTT compared to passenger vehicle traffic which increased only by 44% or almost 15,500 vehicles. On Interstate 81 near the US Route 6 interchange, truck traffic increased by 73% or 6,000 AADTT compared to passenger vehicles which increased by only 32% or 14,000 vehicles.

Interstate 80 is an east-west transcontinental route traversing the southern section of Luzerne County. Between 1992 and 2001, increases in traffic volumes on I-80 have ranged from 24% to 110% or from 4,550 to over 15,000 AADT. Historic traffic volume data has shown that truck traffic has increased at a much faster rate than passenger vehicles on sections of I-80 in Luzerne County. For example, on Interstate 80 at the Luzerne/Carbon County border there has been a significant increase in truck traffic of 47% or an additional 2,600 trucks to over 8,100 AADTT compared to only a 13% increase or 1,500 additional passenger vehicles. On Interstate 80 near Interchange 260 (I-81), truck traffic increased at a higher rate of 79% or 3,900 additional AADTT compared to passenger vehicles which grew at a lower rate of 56% or 5,900 additional cars. However, Interstate 80 near the Luzerne/Columbia County border had constant growth in both truck and passenger vehicle traffic - a 110% increase during this 10 year period.

On Interstate 84 in Lackawanna County, there was a greater increase in truck volume compared to passenger vehicles which only rose by 9% compared to 45% trucks. Lastly, traffic on Interstate 380, which connects to Scranton and Wilkes-Barre via Interstate 80

Lackawanna/Luzerne County Long Range Transportation Plan

increased at the same rate between 1992 and 2001 with truck and passenger vehicle increases of 25 percent.

Crash Hot Spots

Crash hot spots were identified through a survey of local, county and statewide police agencies working within Lackawanna and Luzerne Counties in Pennsylvania. Each police department was asked to identify the top two most dangerous intersections or segments of road within their jurisdiction. Additionally, PENNDOT provided an analysis and evaluation of other crash spot locations and augmented the data supplied by the local police. Fifty-five intersections and 18 segments were identified as hot spots in Lackawanna County and 76 intersections and 26 segments were identified in Luzerne County based on analysis of accident reports between January 1, 1996 and December 31, 2000 (Tables 1-4). For some of the crash hot spots, improvements are under preliminary design, in construction or have already been implemented. This data provides a basis for identifying future safety projects in the Transportation Improvement Program (TIP).

Lackawanna County

PENNDOT and local police have identified and evaluated 55 crash hot spot intersections in Lackawanna County. Eighteen crash hot spot locations reported 20 or more accidents in the five year study period. These include the intersection of Keyser Avenue and US 11 (North Scranton Expressway) in Scranton City with 94 crashes, the most countywide. Improvements have been designed and the intersection is under construction.

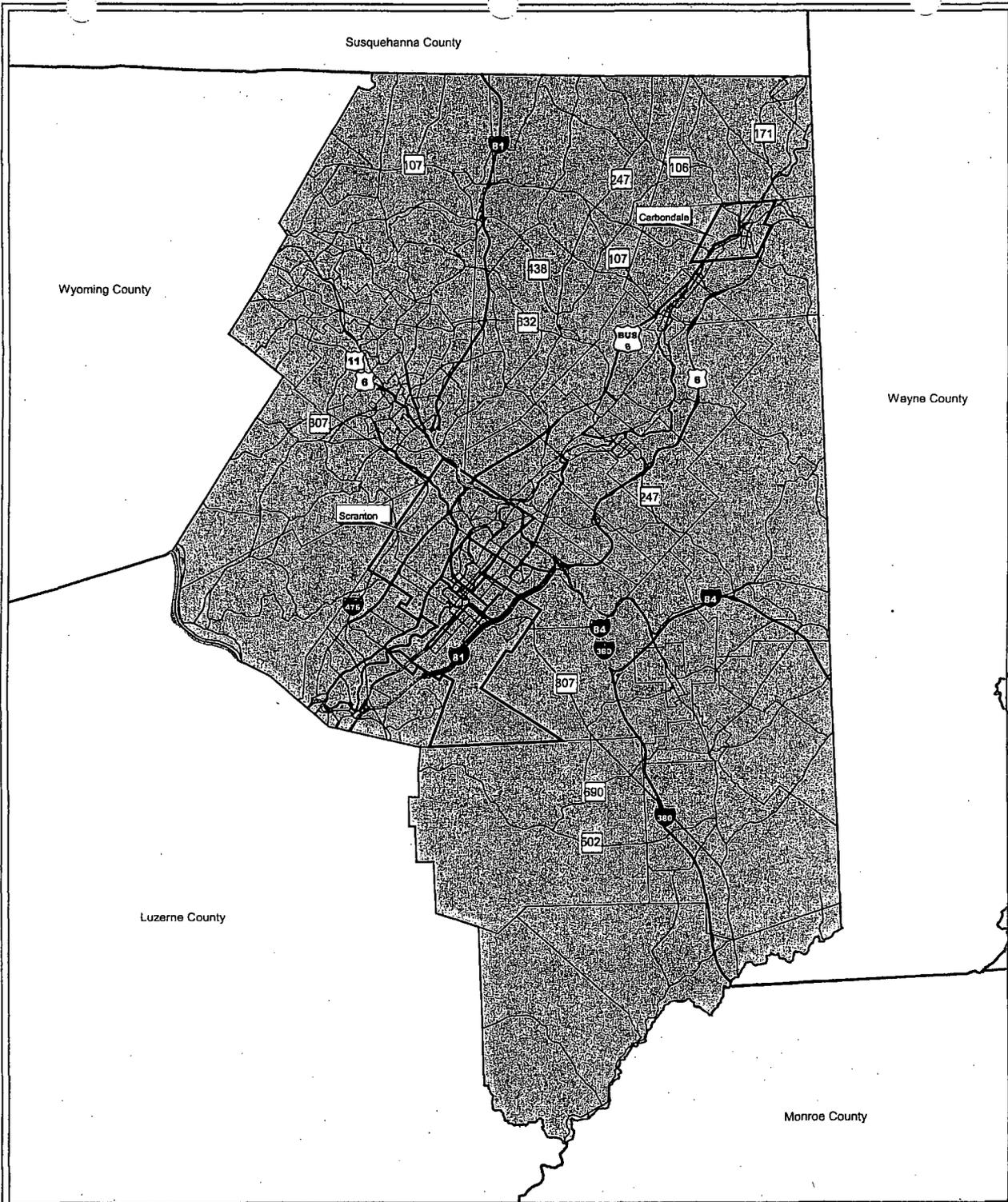
Progress is underway for other hot crash spot intersection locations. Out of the 55 identified intersection crash hot spots, thirteen percent of the intersections have completed construction, five percent of the intersections are under construction and twenty percent of the intersections are under design. Improvements to other selected intersections range from low cost safety items such as, installation of 3-way stop signs to studies on new interchanges (Table 1).

Local police and PENNDOT also identified 18 crash hot spot mid-block segments in Lackawanna County. These include Interstate 81 northbound and Interstate 81 southbound from Clarks-Summit, Exit 194 to the Luzerne County Line, which was the worst mid-block segment with 749 crashes reported during the five year period. Two of the mid-block segment crash hot spots are under design and one mid-block segment crash hot spot is under study to alleviate the number of crashes (Table 2).

Luzerne County

In Luzerne County, PENNDOT and local police identified 76 crash hot spot intersections. Twenty-seven crash hot spot locations reported 20 or more accidents during the study period (Table 3). Similar to Lackawanna County, various steps have been taken to improve identified crash hot spot intersections. Out of the 76 identified intersection crash hot spots, seven percent of the intersections have completed construction, thirty-two percent of the intersections are under design and five percent of the intersections are under construction. Examples of improvements to other intersections include the removal of signals, signalization upgrades, and reconfiguration of one-way roads.

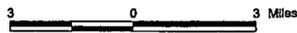
In addition, local police and PENNDOT identified 26 crash hot spot mid-block segments in Luzerne County (Table 4). This includes I-81 N.B. & I-81 S.B from Nanticoke, Exit 164 to Lackawanna County Line, which was the worst mid-block segment with 430 crashes reported between the time period of 1996 and 2000. Out of the 26 mid-block crash hot spots identified, one mid-block segment has completed construction, one mid-block segment is under construction and one mid-block segment is under design.



Map 2
Lackawanna County
Traffic Volume - 2001
 Lackawanna / Luzerne Counties
 Long Range Transportation Plan



County View: 1 Inch equals 3 miles



Legend

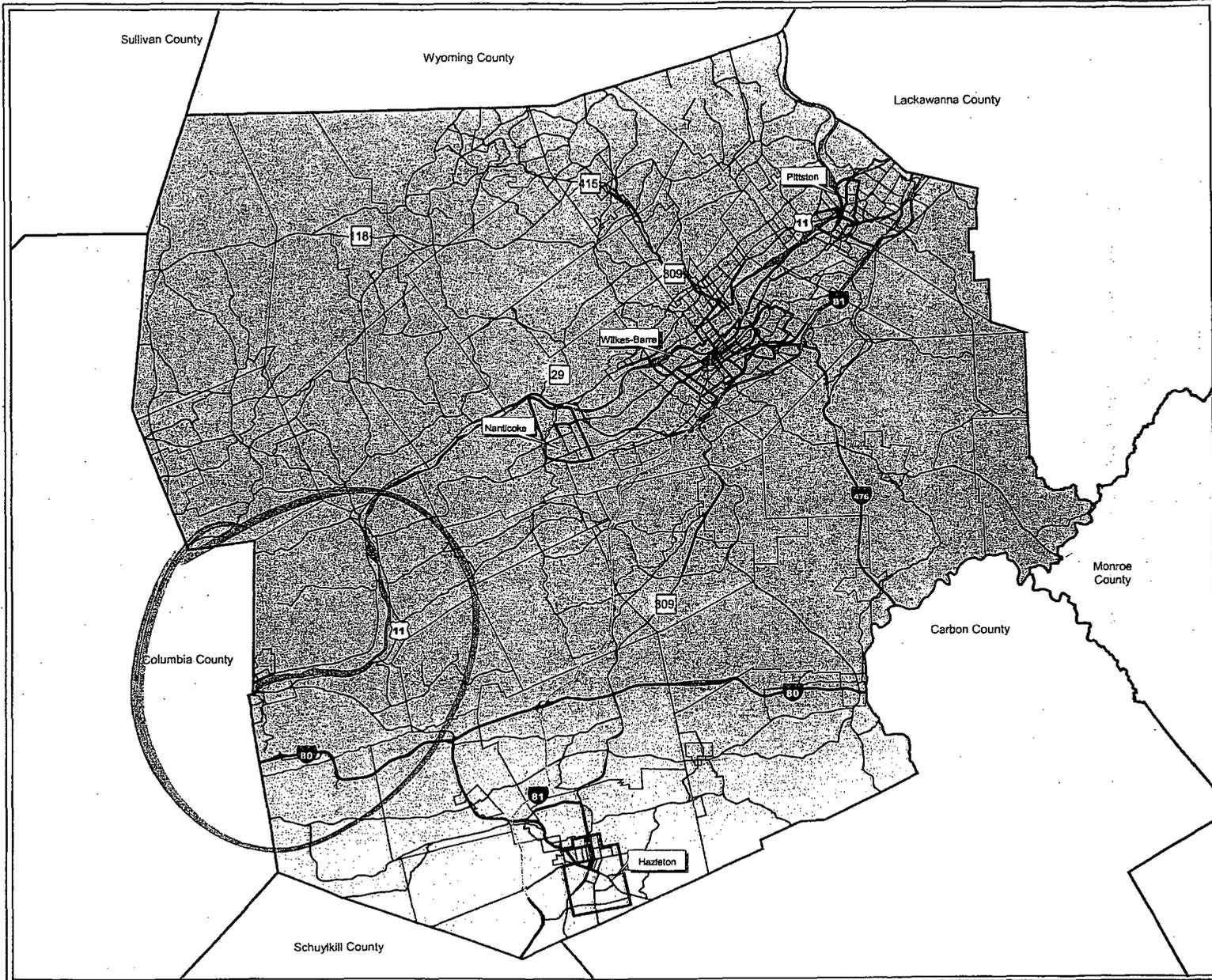
Average Annual Daily Traffic	
	1 - 9,999
	10,000 - 29,999
	30,000 - 49,999
	50,000 - 69,999
	70,000 and Above

	Lackawanna River
	Lackawanna County Boundary
	Municipal Boundaries
	County Boundaries
	Lackawanna County Cities

Date: May 2003



Map 3
Luzerne County
Traffic Volume - 2001
 Lackawanna / Luzerne Counties
 Long Range Transportation Plan



Legend

Average Annual Daily Traffic

- 1 - 9,999
- 10,000 - 29,999
- 30,000 - 49,999
- 50,000 - 69,999
- 70,000 and Above

— Susquehanna River

▭ Luzerne County Boundary

▭ Municipal Boundaries

▭ County Boundaries

▭ Luzerne County Cities

County View: 1 inch equals 3.75 miles

3.75 0 3.75 Miles

Date: March 2003

OFFICE OF GEOGRAPHIC INFORMATION SCIENCES

Lackawanna/Luzerne County Long Range Transportation Plan

Table 1 Lackawanna County Crash Hot Spots (Intersections)

MAP ID	County	Municipality	Location	Signalized	Listing Source	# of Crashes	COMMENTS
1	35	Springbrook Township	PA 307 & PA 690	YES	Local Police/PENNDOT	25	Done 7/31/00
2	35	Archbald Borough	SR 6006 & PA 247	YES	Local Police/PENNDOT	18	Working on under Low Cost Safety
3	35	Archbald Borough	SR 6006 & SR 1010(Betty Street)	YES	Local Police/PENNDOT	8	Working on under Low Cost Safety
4	35	Jefferson Township	PA 348 & SR 2003(Cortez Road)	NO	Local Police	12	
5	35	Dickson City Borough	Commerce Boulevard & Walmart	YES	Local Police	N/A	Under construction
6	35	Throop Borough	PA 347 North & SR 2008	YES	Local Police/PENNDOT	12	
7	35	Throop Borough	PA 347 South & SR 2008	YES	Local Police/PENNDOT	7	
8	35	Throop Borough	Underwood Road & SR 2008	NO	Local Police	6	
9	35	Throop Borough	Keystone Ind. Park Road & SR 2008	NO	Local Police	2	Previously placed three -way stop in November of 1997.
10	35	South Abington Township	US 6 & SR 4021(S. Abington Road)	YES	Local Police/PENNDOT	23	Done 8/24/01
11	35	South Abington Township	US 11 & SR 4032(Shady Lane Road)	YES	Local Police/PENNDOT	19	Done 8/24/01
12	35	South Abington Township	PA 307 & SR 4032 (Shady Lane Road)	YES	Local Police/PENNDOT	18	
13	35	Blakely Borough	PA 347 & Main Street	YES	Local Police/PENNDOT	12	New signal & turn lane added May of 2002
14	35	Blakely Borough	SR 6006 & PA 347 ramps (SR 8018)	NO	Local Police	13	Under design for signal installation.
15	35	Olyphant Borough	Delaware Avenue & Jackson Street	N/A	Local Police	N/A	
16	35	Moscow Borough	PA 690 & PA 435(Southern Int.)	NO	Local Police	3	Signal under design
17	35	Moscow Borough	PA 690 & PA 435(Northern Int.)	NO	Local Police	1	Signal under design
18	35	Scott Township	PA 247 & PA 107	NO	Local Police	N/A	
19	35	Scott Township	PA 632 & PA 347(near Scranton Times)	BEACON	Local Police/PENNDOT	16	
20	35	Archbald Borough	SR 6006 & Burlington Plaza	YES	Local Police	6	
21	35	Elmhurst Township	PA 435 & Gardner Road(TR 330)	NO	Local Police	2	
22	35	Scranton City	SR 6011(Green Ridge) & Sanderson	YES	PENNDOT	19	Green Ridge Corridor
23	35	Carbondale Township	US 6 & SR 6006	NO	PENNDOT	18	Under design
24	35	Scranton City	SR 3020(Linden Street) & SR 3025(Wyoming Avenue)	YES	PENNDOT	17	Scranton CBD
25	35	Scranton City	SR 0011(Pittston Avenue) & Hickory Street	YES	PENNDOT	19	
26	35	Dickson City Borough	I-81 & Main Street Interchange(Exit 190)	YES	PENNDOT	41	New interchange being discussed
27	35	Scranton City	SR 0011(Cedar Avenue) & Elm Street	YES	PENNDOT	18	
28	35	Scranton City	SR 3020(Linden Street) & Franklin Avenue	YES	PENNDOT	18	Scranton CBD
29	35	Scranton City	SR 3025(Wyoming Avenue) & SR 6011(Green Ridge)	YES	PENNDOT	17	Green Ridge Corridor & Low Cost Safety improvement made.
30	35	Clifton Township	SR 0435 & SR 2013(Clifton Beach Road) & Phillips Road	BEACON	PENNDOT	15	Signal under design for highway occupancy permit.
31	35	Moosic Borough	SR 0011(Pittston Avenue) & Washington Street/Bimey Plaza	YES	PENNDOT	17	Under design, Bimey Plaza
32	35	Scranton City	SR 0011(Mulberry Street) & Washington Avenue	YES	PENNDOT	28	Scranton CBD
33	35	Scranton City	SR 3025(Wyoming Avenue) & Popular Street	NO	PENNDOT	16	Added to Scranton CBD
34	35	Scranton City	SR 0011(Pittston Avenue) & Orchard Street	NO	PENNDOT	15	
35	35	Scranton City	SR 3013(S. Main Street) & SR 3014(Luzerne Street)	YES	PENNDOT	16	Main Street Corridor
36	35	Dickson City Borough	SR 6006 & Scott Road	YES	PENNDOT	17	
37	35	Scranton City	SR 6011(Green Ridge) & Washington Avenue	YES	PENNDOT	15	Green Ridge Corridor
38	35	Scranton City	SR 0011(McDade Exp./Mulberry Street) & Milfin Avenue	YES	PENNDOT	21	Scranton CBD
39	35	Scranton City	SR 0011(Mulberry Street) & Penn Avenue	YES	PENNDOT	29	Scranton CBD
40	35	Scranton City	SR 0011(Mulberry Street) & Franklin Avenue	YES	PENNDOT	22	Scranton CBD
41	35	Dunmore Borough	SR 0347 & Industrial Park Road	YES	PENNDOT	24	In house design
42	35	Taylor Borough	SR 3013(N. Main Street) & SR3012(Oak Street)	YES	PENNDOT	24	Under design (Acker)
43	35	Scranton City	SR 3023(Adams Avenue) & SR 0011(Mulberry Street)	YES	PENNDOT	40	Scranton CBD
44	35	Scranton City	SR 3025(Wyoming Avenue) & SR 0011(Mulberry Street)	YES	PENNDOT	39	Scranton CBD
45	35	Scranton City	SR 3027(Mulberry Street) & Jefferson Avenue	YES	PENNDOT	29	Scranton CBD
46	35	Scranton City	SR 6011(Harrison Avenue) & SR 3027(Mulberry Street)	YES	PENNDOT	26	Scranton CBD
47	35	Scranton City	US 11 & SR 8025 (Spruce Street Complex)	NO	PENNDOT	19	
48	35	Scranton City	SR 0081 & SR 8013(Business RT. 6 Ramps)(Exit 191)	NO	PENNDOT	17	

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MAP ID	County	Municipality	Location	Signalized	Listing Source	# of Crashes	COMMENTS
49	35	Moosic Borough	SR 0081 & SR 8003(Davis Street on ramp to I-81 N.B)	NO	PENNDOT	28	Under construction
50	35	Scranton City	SR 307& 6307(Keyser Avenue) &US 11(North Scranton Exp.)	YES	PENNDOT	94	Under construction
51	35	Scranton City	US 11 (Bimey Avenue) & SR 3016 (Davis Street)	YES	PENNDOT	25	
52	35	Scranton City	US 11 & SR 3023(Pittston Avenue) & Birch Street	YES	PENNDOT	24	
53	35	Blakely Borough	PA 347 & SR 1037(Dundaff Street)	NO	PENNDOT	19	Done 2001(Reconstructed)
54	35	Scranton City	SR 3023(Washington Avenue) & Gibson Street	YES	PENNDOT	17	
55	35	Scranton City	US 11(Central Scranton Exp.) & SR 3029(Seventh Street) Interchange	YES	PENNDOT	22	Scranton CBD

N/A Not Available

Note: Crashes listed by PennDOT are reportable crashes from 1/1/1996 to 12/31/2000 from the PENNDOT Crash Records System.

Table 2 Lackawanna County Crash Hot Spots (Mid-Block Segments)

MAP ID	County	Municipality	Location	Listing Source	Crashes	Comments
A	35	Moosic Borough, Scranton City	I-81 N.B. & I-81 S.B. from Luzerne County line to Clarks-Summit, Exit 194(Congested Corridor Area)	PENNDOT	749	
B	35	Dunmore Borough, South Abington Township South Abington Township, Scott Township, Benton Township, Dickson City Borough	I-81 N.B. & I-81 S.B. from Clarks-Summit, Exit 194 to the Susquehanna County line.	PENNDOT	219	
C	35	Carbondale Township	US 6(Gov. Casey Highway) @ Exit 7	Local Police	20	Under design
D	35	Dunmore Borough, Roaring Brook Township, Elmhurst Township, Jefferson Township, Madison Township	I-84 E.B. & I-84 W.B.	Local Police	215	
E	35	Jefferson Township, Roaring Brook Township	PA 348 near Mobile Gardens Trailer Park	Local Police	N/A	
F	35	Madison Township	SR 2005(Aberdeen Road)	Local Police	18	
G	35	Jefferson Township	SR 2002(Wimmers Road)	Local Police	7	
H	35	Throop Borough	Underwood Road(local)	Local Police	N/A	
I	35	Olyphant Borough	PA 347(South Valley Avenue)	Local Police	22	
J	35	Olyphant Borough	East Scott Street(local)	Local Police	N/A	
K	35	Olyphant Borough	SR 1016(North Valley Avenue)	Local Police	6	
L	35	Scranton City	SR 6006 from the end of N. Scranton Expressway to I-81	PENNDOT	19	Under study
M	35	Scranton City, Dickson City Borough	SR 6006 from I-81 through the Viewmont Mall area to the K-Mart area	PENNDOT	46&30&48	
N	35	Clarks Summit Borough	US 6(State Street) From Grove Street to the House of China	PENNDOT	33	
O	35	Dunmore Borough	PA 347(O'Neill Highway) from I-81 to Keystone Ind. Park Road	PENNDOT	29	Under design
P	35	Taylor Borough	SR 3012(Oak Street) from Third Street to Railroad Overpass	PENNDOT	15	
Q	35	Scranton City	SR 6307(Keyser Avenue) area of Keyser Avenue Shopping Center	PENNDOT	19	
R	35	Scranton City	SR 3013(N. Main Street) from Howell Street to Schlager Street	PENNDOT	16	

N/A Not Available

Note: Crashes listed by PennDOT are reportable crashes from 1/1/1996 to 12/31/2000 from the PENNDOT Crash Records System.

Lackawanna/Luzerne County Long Range Transportation Plan

Table 3 Luzerne County Crash Hot Spots (Intersections)

MAP ID	County	Municipality	Location	Signalized	Listing Source	# of Crashes	COMMENTS
1	40	Butler Township	PA 309 & St. Johns Road(T-427)	NO	Local Police	10	Under Design
2	40	Nanticoke City	Broad Street & Hanover Street	NO	Local Police	N/A	
3	40	Plymouth Borough	US 11(E. Main Street) & Bridge Street(SR 2005/Carey Avenue)	YES	Local Police	8	Signal being removed
4	40	Pittston City	SR 2037(Kennedy Boulevard) & Dock Street(Burger King)	NO	Local Police	6	
5	40	Nanticoke City	SR 2002(Main Street) & Kosciuszko Street	YES	Local Police	5	Under design
6	40	West Hazleton Borough	PA 93(N. Broad Street) & Monroe Avenue	YES	Local Police/PENNDOT	27	Hazleton - W. Hazleton Corridor under design
7	40	Pittston City	SR 2006(N. Main Street) & SR 2032(Parsonage Street)	NO	Local Police	2	Under design
8	40	Jenkins Township	SR 2004(N. River Road) & SR 1021(Eighth Street)	YES	Local Police	15	Under design w/ 8th. Street Brg.
9	40	Hughestown Borough	SR 2032(Parsonage Street) & SR 2030(Center Street)	NO	Local Police	1	Created three way stop
10	40	Yatesville Borough	SR 2028(Pittston Avenue) & Hale Street	NO	Local Police	1	
11	40	Forty Fort Borough	PA 309(Exit 4 Ramps/SR 8033) & SR 1006(Rutter Avenue)	YES/NO	Local Police/PENNDOT	6	Signal revised for PA 309 off ramps 2001
12	40	Lehman Township	PA 118 & SR 1049(Outlet Road) & Market & Meeker & Mt.View	NO	Local Police	4	
13	40	Lehman Township	PA 118 & Trojan Road(T-799)	NO	Local Police	7	
14	40	Butler Township	PA 309 & SR 3022/T-429(Butler Dr.)	YES	Local Police/PENNDOT	17	
15	40	Wilkes-Barre Township	SR 6309 & SR 2063 (Highland Pk. Boulevard)/Coal Street	YES	Local Police/PENNDOT	21	
16	40	Wilkes-Barre Township	SR 6309 & Walmart/Sheetz Drive	YES	Local Police	12	
17	40	Lafin Borough	PA 315 & SR 2026(Lafin Road)	YES	Local Police/PENNDOT	11	Under design
18	40	Lafin Borough	PA 315 & SR 2017(Yatesville Road/Pittston Avenue)	NO	Local Police/PENNDOT	15	Under design
19	40	Kingston Township	PA 309 & E./W. Center Street(T-846)	YES	Local Police/PENNDOT	16	
20	40	Sugarloaf Township	PA 93 & SR 3026(Airport Road)/Kwanis Boulevard	YES	Local Police/PENNDOT	22	Done 2002
21	40	Sugarloaf Township	PA 93 & SR 3020(Tomhicken Road)	YES	Local Police/PENNDOT	15	Done 2002
22	40	Swoyersville Borough	SR 1010(Main Street) & Shoemaker Street	NO	Local Police	3	
23	40	Swoyersville Borough	SR 1010(Main Street) & SR 1017(Slocum Street)	NO	Local Police	9	
24	40	Kingston Township	PA 309 & SR 1036(Carverton Road)	YES	Local Police/PENNDOT	29 & 28	
25	40	Yatesville Borough	Intersection of Stout Street	N/A	Local Police	N/A	
26	40	West Hazleton Boro	PA 93(Susquehanna Avenue) & Deer Run Road	YES	Local Police/PENNDOT	18	Done 2002
27	40	Plymouth Borough	US 11(W. Main Street) & Coal Street/Flat Road	YES	Local Police/PENNDOT	5	Plymouth CBD under design
28	40	West Pittston Borough	US 11(Wyoming Avenue) & Boston Avenue	YES	Local Police/PENNDOT	10	Kingston CBD under design
29	40	Kingston Borough	US 11(Wyoming Avenue) & Bannet Street	YES	Local Police	16	Kingston CBD under design
30	40	Kingston Borough	US 11(Wyoming Avenue) & SR 1009(Market Street)	YES	Local Police/PENNDOT	31	Kingston CBD under design
31	40	Forty Fort Borough	US 11(Wyoming Avenue) & SR 1006(River Street)	YES	Local Police/PENNDOT	20	Forty Fort CBD under design
32	40	Kingston Borough	US 11(Wyoming Avenue) & Union Street	YES	Local Police/PENNDOT	17	Kingston CBD under design
33	40	Plains Township	PA 315 & SR 2020(Jumper Road/Main Street)	YES	Local Police/PENNDOT	16	Under construction
34	40	Plains Township	PA 309(Exit 3 Ramps/SR 8031) & SR 2004(N. River Street)	YES	Local Police/PENNDOT	37	
35	40	Pittston Township	US 11(Pittston By-Pass) & Pittston Plaza	YES	Local Police/PENNDOT	12	
36	40	West Pittston Borough	US 11& Luzerne Avenue	YES	Local Police	7	
37	40	Wyoming Borough	US 11(Wyoming Avenue) & Midway Shopping Center	YES	Local Police	13	
38	40	Wilkes-Barre City	SR 1011(North Street) & SR 2004(River Street)	YES	PENNDOT	21 & 21	W.B. CBD
39	40	Wilkes-Barre City	SR 2014(Academy Street) & Franklin Street	YES	PENNDOT	20	W.B. CBD
40	40	Dallas Borough	PA 309 & PA 415	YES	PENNDOT	21	
41	40	Wilkes-Barre City	SR 2007(South Street) & Franklin Street	YES	PENNDOT	19	W.B. CBD
42	40	Kingston Borough	US 11(Wyoming Avenue) & Carle Street	NO	PENNDOT	18	Analyzed w/ Kingston CBD
43	40	Plains Township	SR 0081(Exit 47 ramps/SR 8015) & SR 0309 & SR 0115	NO	PENNDOT	36, 32 & 15	
44	40	Wilkes-Barre City	SR 2004(S. River Street) & Ross Street	YES	PENNDOT	15	W.B. CBD
45	40	Hanover Township	SR 2002(Sans Souci) & Dundee Road	NO	PENNDOT	16	

Lackawanna/Luzerne County Long Range Transportation Plan

MAP ID	County	Municipality	Location	Signalized	Listing Source	# of Crashes	COMMENTS
46	40	W. Pittston Borough	US 11 & SR 1027 (Tunk. Avenue) & Erie Avenue	YES	PENNDOT	17	Being studied
47	40	Wilkes-Barre City	PA 309(Exit 1 ramps/SR 8045) & PA 315 & SR 6309	YES	PENNDOT	17,23,83,31, & 28	
48	40	Wilkes-Barre City	SR 2007(South Street) & SR 2012(Washington Street)	YES	PENNDOT	17	W.B. CBD
49	40	Wilkes-Barre City	Market Street & Washington Street	YES	PENNDOT	30	W.B. CBD
50	40	Hazle Township	PA 924 & SR 8001(All ramps on western side I-81)	YES	PENNDOT	15	Being studied
51	40	Hazle Township	PA 309 & Old Airport Road	NO	PENNDOT	15	Under design
52	40	West Hazleton Borough	PA 93 & PA 924(Susquehanna Avenue) & Washington Avenue	YES	PENNDOT	15	Hazleton - W. Hazleton Corridor under design
53	40	Wilkes-Barre Township	SR 8013 & SR 6309 & SR 2005 (Blackman Street)	YES	PENNDOT	18	
54	40	Hazle Township	PA 309 & 23 rd Street	NO	PENNDOT	30	Recommended One-Way
55	40	Hazle Township	PA 309 & SR 3026(Airport Road)	YES	PENNDOT	20	Under design
56	40	Hazleton City	PA 93(Broad Street) & Locust Street	YES	PENNDOT	28	Hazleton - W. Hazleton Corridor under design
57	40	Dallas Township	PA 415 & PA 118	YES	PENNDOT	33	Under construction
59	40	Edwardsville Borough	US 11(Wyoming Avenue) & SR 1007(Northampton Street)	YES	PENNDOT	25	Kingston CBD under design
60	40	Wilkes-Barre City	Market Street & Franklin Street	YES	PENNDOT	22	W.B. CBD
61	40	Wilkes-Barre City	SR 2004(River S.) & SR 1009(Market Street)	YES	PENNDOT	53	W.B. CBD
62	40	Hanover Township	SR 2005(Carey Avenue) & SR 2002(Sans Souci)	YES	PENNDOT	17	Being studied
63	40	Wilkes-Barre City	SR 2010(Hazle Street) & SR 2005(Blackman Street)	YES	PENNDOT	20	Traffic is working on with Wilkes-Barre City
64	40	Wilkes-Barre City	S. Washington Street & SR 1011(North Street)	YES	PENNDOT	22	W.B. CBD
65	40	Wilkes-Barre City	SR 2014(Academy Street) & Main Street	YES	PENNDOT	23	W.B. CBD
66	40	Wilkes-Barre City	SR 6309 & SR 2020(Scott Street) & SR 2009(Kidder Street)	YES	PENNDOT	26	Under design
67	40	Plains Township	PA 115 & East Mountain Boulevard	YES	PENNDOT	16	Will be done with Exit 168 Connector
68	40	Hazleton City	PA 0093 & Lincoln Street	NO	PENNDOT	15	
69	40	Wright Township	PA 309 & Crestwood Industrial Park Road	YES	PENNDOT	18	
70	40	Larksville Borough	US 11 & Chestnut Street	YES	PENNDOT	16	Under design with Carey Avenue Bridge project
71	40	Sugarloaf Township	PA 93 & I-80(Exit 38 ramps/SR 8002)	NO	PENNDOT	15	
72	40	Hazleton City	PA 93 & SR 3017(Poplar Street)	NO	PENNDOT	31	Hazleton - W. Hazleton Corridor under design
73	40	Pittston, Jenkins Township	PA 315 & SR 8017(I-81 ramps, Exit 175)	YES/NO	PENNDOT	17	
74	40	DuPont Borough	PA 315 & SR 2035(Suscon Road) & Wilson Street	YES	PENNDOT	21	
75	40	Hazleton City	PA 924 & Locust Street	NO	PENNDOT	21	
76	40	Lake Township	PA 29 & PA 118	YES	PENNDOT	17	

N/A Not Available

Note: Crashes listed by PennDOT are reportable crashes from 1/1/1996 to 12/31/2000 from the PENNDOT Crash Records System.

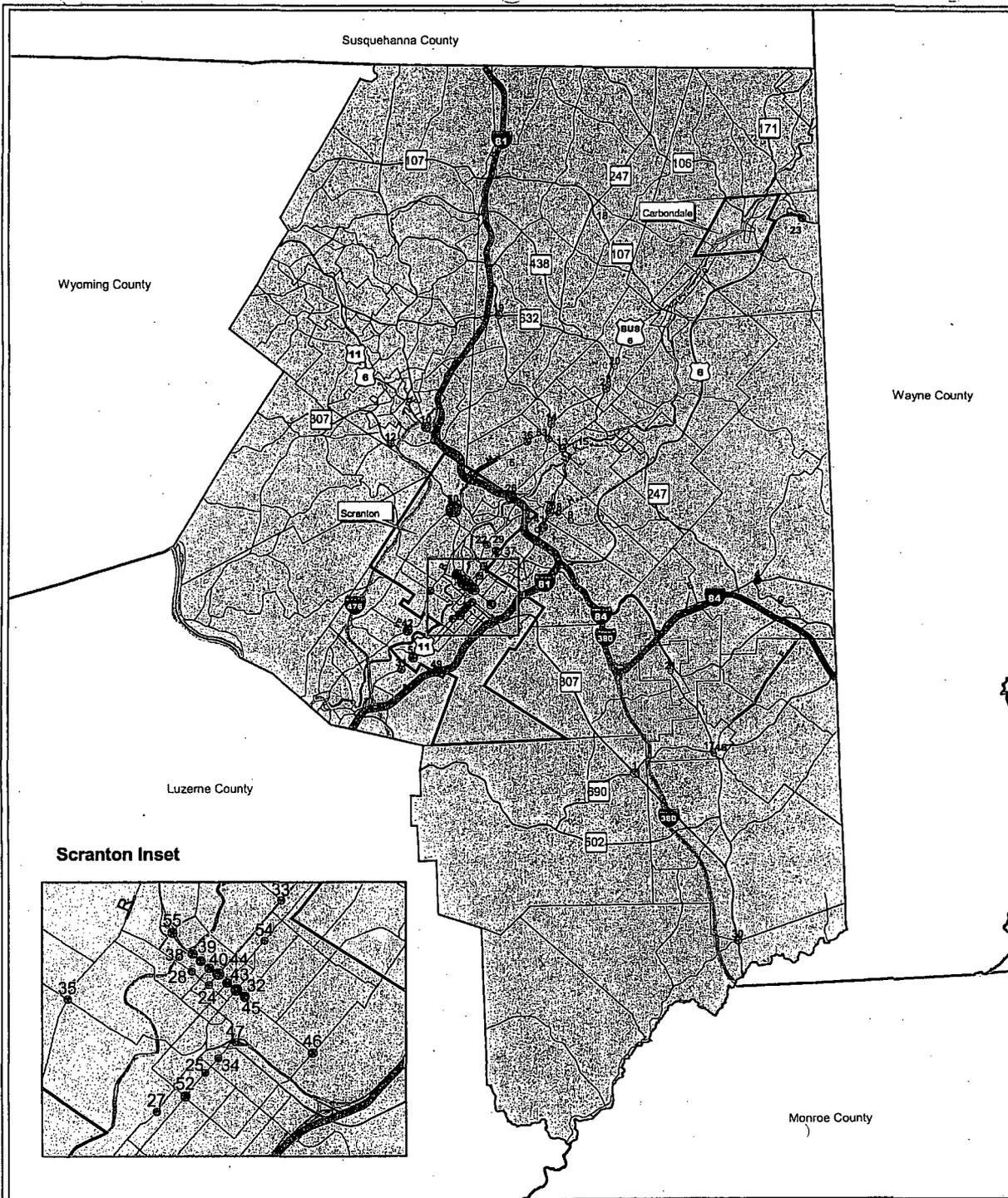
Lackawanna/Luzerne County Long Range Transportation Plan

Table 4 Luzerne County Crash Hot Spots (Mid-Block Segments)

MAP ID	County	Municipality	Location	Listing Source	Crashes	Comments
A	40	Wright Township	Church Road (Local)	Local Police	N/A	
B	40	Pittston Township	I-81 N.B. and I-81 S.B. from Nanticoke, Exit 164 to Lackawanna County line. (Congested Corridor Area)	PENNDOT	430	
C	40	Lehman Township	Old Route 115 (not 118) near Lake Lehman H.S. and PSU-W.B. (local)	Local Police	N/A	
D	40	Plymouth Township, Jackson Twp	PA 29 From US 11 to Chase Road	Local Police	77	
E	40	Jackson Township, Lehman Township, Plymouth Township	PA 29 From Chase Road to Moon Lake Park	Local Police	42	
F	40	Plains Township, Wilkes-Barre City	PA 309 N.B. & PA 309 S.B. in the area of Exit 1 of North Cross Valley	Local Police	70	
G	40	Hunlock Township, Union Township	SR 4016 From US 11 to SR 4005	Local Police	88	
H	40	Fairmont Township, Ross Township	PA 118 From SR 4024 to SR 4011	Local Police	57	
I	40	Wright Township	PA 309 from Crestwood Avenue to Crestwood Plaza (Mr. Z's)	Local Police	29	
J	40	Plymouth Township	US 11 From Hunlock Township To W. Nanticoke Brg.	Local Police	72	
K	40	Plymouth Township	US 11 From W. Nanticoke Brg. To Plymouth Borough	Local Police	32	
L	40	Wyoming Borough	US 11 N.B. & US 11 S.B. @ Midway Shopping Center	Local Police	41	
M	40	Wyoming Borough	US 11 N.B. & US 11 S.B. between 8th & 10th streets	Local Police	28	
N	40	Hazleton City	PA 93(Broad Street) From Church Street to Locust Street	PENNDOT	20	Intersections are on Hazleton -West Hazleton Corridor
O	40	Hazleton City	PA 93(Broad Street) From near Linden Street to near Diamond Avenue	PENNDOT	42	Intersection at Broad Street & Diamond Street done
P	40	Hanover Township	SR 2002(Sans Souci) From Dundee Road to Old K-Mart Shopping Center	PENNDOT	35	Under design
Q	40	Hanover Township	SR 2002(Sans Souci) The Business Area to Carey Avenue	PENNDOT	38	
R	40	Edwardsville Borough	US 11(Wyoming Avenue) From K-Mart to West Side Mall	PENNDOT	34	
S	40	Edwardsville Borough, Kingston Borough	US 11(Wyoming Avenue) From West Side Mall through Northampton Street	PENNDOT	28	
T	40	Bear Creek Township	PA 115 Near Turnpike Brg.	PENNDOT	15	
U	40	Hanover Township	PA 309 N.B. & PA 309 S.B. Curve before Pine Run Road	PENNDOT	15	
V	40	Kingston Township	PA 309 N.B. & PA 309 S.B. Near Hillside Drive	PENNDOT	24	New signal installed at Hillside Drive
W	40	Plains Township	PA 315 N.B. & PA 315 S.B. Near Woodlands	PENNDOT	30	Under construction
X	40	Jenkins Township	SR 2004(Main Street) From Courtright Street to near Carey Street	PENNDOT	17	
Y	40	Wilkes-Barre Township	SR 6309 N.B. & SR 6309 S.B. Area near Walmart and Sam's Club	PENNDOT	19	
Z	40	Wilkes-Barre City	SR 2005(Blackman Street) From near Gould Lane to 133' past Main Street	PENNDOT	18	

N/A Not Available

Note: Crashes listed by PennDOT are reportable crashes from 1/1/1996 to 12/31/2000 from the PENNDOT Crash Records System.



Map 4
Lackawanna County
Crash Hot Spots
 Lackawanna / Luzerne Counties
 Long Range Transportation Plan

Date: May 2003



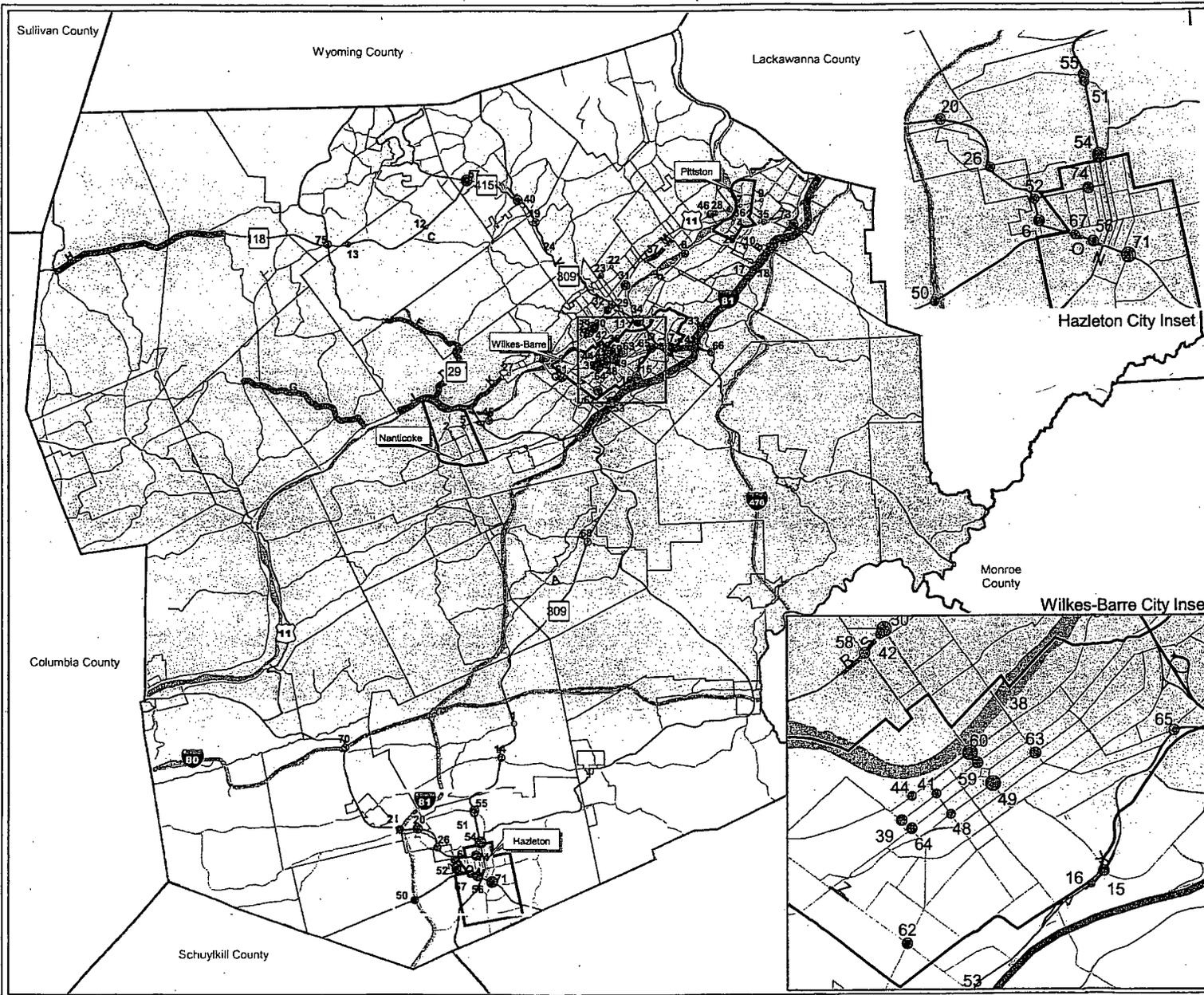
County View: 1 Inch equals 3 miles



Crash Hot Spots (number of accidents)	
Crash Hot Spots (Intersections)	Crash Hot Spot (Segments)
○ 1 - 8	▾ 0 - 7
● 9 - 19	▾ 8 - 22
⊙ 20 - 29	▾ 23 - 48
⊗ 30 - 41	▾ 49 - 219
⊕ 42 - 94	▾ 220 - 749

Legend

- Interstate Routes
- PA Routes
- Lackawanna River
- Lackawanna County Boundary
- ▭ Municipal Boundaries
- ▭ County Boundaries
- ▭ Lackawanna County Cities
- 11 Crash Hot Spot ID (Intersections)
- A Crash Hot Spot ID (Segments)



Map 5
Luzerne County
Crash Hot Spots
 Lackawanna / Luzerne Counties
 Long Range Transportation Plan

Legend

- Interstate Routes
- PA Routes
- Susquehanna River
- Luzerne County Boundary
- Municipal Boundaries
- County Boundaries
- Luzerne County Cities
- Crash Hot Spot ID (Intersections)
- Crash Hot Spot ID (Segments)

Crash Hot Spots (number of accidents)

Crash Hot Spot (Intersections)

- 1 - 6
- 7 - 13
- 14 - 19
- 20 - 28
- 29 - 53

Crash Hot Spot (Segments)

- 0
- 1 - 24
- 25 - 42
- 43 - 88
- 89 - 430

County View: 1 inch equals 3.75 miles

Lackawanna/Luzerne County Long Range Transportation Plan

Congested Areas

Both Lackawanna and Luzerne Counties initiated a Congestion Management System (CMS) in the mid-1990s. In July 1995, both counties completed a Phase I Congestion Management System Report for the LLTS Area which established the Congestion Management System goals and objectives. A definition of congestion was determined to evaluate the traffic conditions and a series of performance measures were developed to further analyze the congested areas. Hourly traffic volume thresholds on various roadway types (expressways, arterials, rural arterials, and city streets) were established to use as a "rule of thumb" indicator of congestion.

At intersections, Level of Service (LOS) is measured in terms of delay, ranging from LOS A with 0 to 5 seconds delay to LOS F with more than 60 seconds delay. Along the corridors, the delay is measured in speed of travel. LOS is assigned to the roadways based upon the average travel speed compared to the posted speed of the roadway. For the LLTS Area, intersections or corridors were considered congested if they performed worse than LOS 'D' in urban and LOS 'C' in rural areas during peak hours and LOS 'C' in both urban and rural areas during off-peak hours.

Table 5 Level of Service

Level of Service	Description
A	Represents free flow. Individual motorists are unaffected by the presence of other vehicles on the roadway. The individual can select speed and maneuver without interference from other vehicles.
B	Represents slightly less freedom to maneuver. The presence of other motorists in the traffic stream is now noticeable, but desired speed can still be selected freely. Maneuverability is now impeded occasionally.
C	Represents stable flow. Motorists are now significantly affected by interactions with others in the traffic stream. The selection of speed is influenced by others and maneuverability is achieved through careful decisions. However, overall traffic flow is still relatively smooth.
D	Represents occasional unstable flow. Speed and freedom to maneuver are restricted. Any additional traffic causes operational problems.
E	Represents unstable flow. Operating conditions are at or near full capacity. Speeds are typically reduced. Passing opportunities and gaps in traffic are infrequent.
F	Represents full congestion. Traffic flow is forced or broken down. This condition exists when the amount of traffic approaching a section of roadway exceeds the amount that can pass through it. Long queues form and stop-and-go waves form in the queues.

Several 'high growth' areas were pinpointed for close monitoring to enable the MPO to manage congestion proactively. Those areas identified in the 1995 report included:

In Lackawanna County:

- Moosic Mountain area of Jessup
- South Abington and Scott Townships
- Montage Mountain/Moosic area
- Carbondale and Fell Townships
- US Route 6 corridor north of Archbald

In Luzerne County:

- ~~Back Mountain area~~
- Business Route 309/Highland Park Boulevard/Mundy Street Corridor
- PA Route 315 corridor [North Crossvalley Expressway to the Pennsylvania Turnpike (I-476) interchange]
- Sans Souci Parkway/Middle Road/PA Route 29 Corridor
- ~~Marathon~~
- Humboldt Industrial Park in Hazleton
- ~~Hazleton~~ Airport Beltway

The CMS Phase II Report, completed in 1996 and updated in 2002 used the criteria adopted in the Phase I Report to rank congested corridors and intersections. Under the CMS Plan, the areas of congestion will continue to be monitored regularly and updated on an annual basis.

Lackawanna County Phase II CMS Report

In Lackawanna County, 13 corridors and six intersections were evaluated as part of the Phase II CMS Report (see Table 6). Lackawanna County had anticipated studying in detail one or two of the areas yearly, starting with the high priority areas first. However, because the Governor Casey Highway and other roadway construction had resulted in altered traffic patterns within the county, it was not feasible or prudent to conduct detailed studies of the congested corridors/sub-areas until the Governor Casey Highway was in operation and other construction projects were completed. The studies were placed on hold and resumed in 2001 with analysis of all corridors and intersections for new prioritization.

Lackawanna/Luzerne County Long Range Transportation Plan

The areas of congestion in Lackawanna County are:

Table 6 Lackawanna County, Areas of Congestion

Municipality	Corridor Location	Priority	Status
Blakely Borough	Main Street - Lackawanna Avenue to Gino Merli Drive	Moderate	No projects planned
City of Carbondale	Downtown Central Business District	High	Signals under design
Clarks Summit Borough	State Street - West Grove Street to Winola Road	Low	No projects planned
Dickson City Borough	Main Street - Boulevard Avenue to Lackawanna Avenue	Moderate	No projects planned
Dunmore Borough	Blakely Street - Jessup Avenue to Cherry Street	High	No projects planned
Jessup Borough	Constitution Avenue - Bridge Street to Main Avenue	Low	No projects planned
Moosic Borough	Montage Road - Davis Street to Skid Area	High	Reconstruction underway
Old Forge Borough	Main Avenue - Drakes Lane to Taylor Borough Line	Moderate	No projects planned
City of Scranton	Jefferson Avenue - Mulberry Street to Central Scranton Expressway	Low	No projects planned
City of Scranton	Main Avenue - Eynon Street to Lackawanna Avenue	Moderate	No projects planned
City of Scranton	Keyser Avenue - Continental Road to Market Street	High	Construction underway in northern section
South Abington Township	Northern Boulevard - Layton Road to Weis Market	Low	Construction complete
County-wide	I-81	High	Study underway
Municipality	Intersection Location	Priority	Status
Clarks Green Borough	Grove Street and S. Abington Road	Moderate	No projects planned
Dunmore Borough	Green Ridge Street and Monroe Avenue	Low	No projects planned
Olyphant Borough	Burke By-pass at South Valley Avenue/Scott Street	High	No projects planned
City of Scranton	Main Avenue and Market Street	Moderate	No projects planned
City of Scranton	Moosic Street and Harrison Avenue	Low	No projects planned
Throop Borough	Sanderson Avenue/Cypress Street/Dunmore Street	High	No projects planned

Luzerne County Phase II CMS Report

The 1996 Luzerne County Phase II CMS Report identified eight corridors and six intersections for a more detailed study. Five detailed studies were subsequently prepared for the following areas:

- Main Street Corridor, Plymouth Borough (May/June 1995)
- Intersection of River Road and Eighth Streets, Jenkins Township (August/September 1995)
- Main Street/ Kennedy Boulevard Couplet, Plymouth Borough (June 1996)
- Church Street (PA Route 309) Corridor, City of Scranton (February 1997)
- PA Route 6309 Corridor, Blackman Street to Mundy Street (September/October 1997)

Detailed studies were completed at the Main Street (US Route 11) Bridge Street intersection in Plymouth Borough in 1995. Recommendations were put forth to improve the delay problem experienced by northbound traffic during morning peak hours. These recommendations included a short-term parking ban in the northbound right-turn lane during the morning peak. In the long term, implementation of appropriate signalization and intersection improvements were part of the planned Carey Avenue Bridge Replacement Project. The Carey Avenue Bridge Replacement project, currently under construction, is expected to solve the problems found as a result of the 1995 CMS report.

A detailed study of the River Road/ 8th Street Bridge in Jenkins Township was conducted in August/ September 1995. The study concluded that a problem exists at the intersection during peak hours due to the lack of a left-turn lane northbound on River Road onto the bridge and inadequate green time for the 8th Street Bridge traffic. The 8th Street Bridge replacement design is now underway.

Of the ten corridors/intersections listed on the CMS network in Luzerne County, seven are listed on the current Transportation Improvement Program. These corridors/intersections will have follow-up monitoring in future CMS reports to evaluate changed conditions and determine whether additional improvements are required (see Table 7).

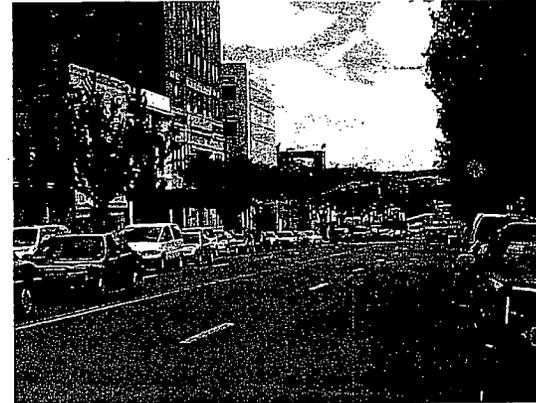
The Luzerne County Phase II CMS Report was updated in 2002 and findings indicated that most of the network has seen improvements in congestion levels. Areas of intense commercial activity, such as Route 6309 in Wilkes-Barre Township and Kidder Street in Wilkes-Barre City, are currently undergoing improvements. Funding constraints on the current TIP will make it difficult for additional projects in congested areas to be added in the near future.

Lackawanna/Luzerne County Long Range Transportation Plan

The areas of congestion in Luzerne County are:

Table 7 Luzerne County, Areas of Congestion

Municipality	Corridor Location	Priority	Status
Wilkes-Barre Township	PA Route 6309- Blackman Street to Mundy Street	High	On TIP
Wilkes-Barre City	CBD	Moderate	Under construction
Hazleton	Church Street- 22nd Street to 15th Street	Moderate	No projects planned
Hazleton	Broad Street- Diamond Street to Poplar Street	Moderate	Design underway
Plymouth Borough	Main Street- Chestnut Street to Hanover Street	Moderate	On TIP
Pittston City	Main Street- PA Route 2024 to Ft. Jenkins Bridge	Moderate	No projects planned
Hanover Township, Wilkes-Barre Township, Plains Township, Laffin Borough, Jenkins Township, Pittston Township, Dupont Borough, Avoca Borough	I-81- Exit 164 to Lackawanna County Line	High	Study underway
Plains Township, Laffin Borough, Jenkins Township, Pittston Township	PA Route 315 Corridor from North Crossvalley Interchange to PA Route 476 Interchange	Moderate	Under construction
Municipality	Intersection Location	Priority	Status
Kingston Township, Dallas Borough, Dallas Township	PA Route 309 North Back Mountain	Moderate	Completed
Jenkins Township	River Road and 8 th Street combined with 8 th Street Bridge Project	High	Under design



South Broad Street



Valmont Parkway

Lackawanna/Luzerne County Long Range Transportation Plan

Public Transit Systems

There are three public transit systems in the LLTS Area. They are based in the cities of Scranton and Hazleton and Kingston Borough. Intermodal facilities are also being planned for the cities of Scranton, Wilkes-Barre, and Hazleton to house both public and private bus operators (see Maps 6, 7 and 8).

COLTS

COLTS was founded in 1972 and currently operates 26 routes in Lackawanna County and extends into Luzerne County providing interconnection with the Luzerne County Transportation Authority routes. COLTS is the only public carrier within Lackawanna County and operates a fleet of 30 buses. Paratransit services are contracted out to private bus carriers who provide door-to-door service through the Lackawanna County Coordinated Transportation System.

Current projects by COLTS include the completion of a feasibility study for the implementation of an intermodal transportation center in Scranton. The center would house several transit operators including COLTS, Martz Trailways and Greyhound Capital Trailways, and is expected to be complete by the end of 2004. The center will also provide ticketing and other passenger services for the planned Scranton to New York City passenger rail service.



The Luzerne County Transportation Authority (LCTA) currently operates 16 bus routes within Wilkes-Barre and the surrounding areas Monday through Saturday. Fares range from \$1.10 to \$1.25 with transfers costing \$0.30 each. The LCTA has a total of 36 buses, 15 of which are handicapped-accessible. The LCTA main terminal is located in Kingston with a transit hub in Wilkes-Barre.

City of Hazleton

The City of Hazleton in Luzerne County operates nine bus routes Monday through Friday, with limited service on weekends. Fares range from \$0.75 to \$1.25. Public transit currently operates ten 30-foot New Flyer buses, one 40-foot Neoplan, and two paratransit buses. The City has also recently purchased a trackless trolley that will run on existing bus routes pending establishment of a separate trolley route. Future projects include the development of an intermodal bus center in downtown Hazleton.

Active Freight and Passenger Rail

Both Lackawanna and Luzerne Counties offer freight service, while Lackawanna County also offers limited passenger rail service.

Lackawanna County

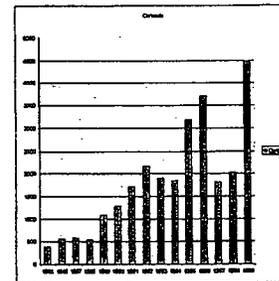
The Lackawanna County Railroad Authority (LCRA), an organization formed in 1984 to save the Scranton to Carbondale line from private sector liquidation, oversees Lackawanna County rail operations. Since its formation, the LCRA has secured over \$15 million in federal, state, and local grants to rehabilitate the rail line and rail crossings, and to establish access for new shippers and receivers.

The LCRA currently owns and operates over 55 miles of rail line that services 25 active shippers. These shippers transported 6,054 carloads of freight in the year 2001. The Scranton to Carbondale line is a freight-only line, while the Scranton to Mt. Pocono line provides both freight and passenger service. In

addition, the LCRA recently added five new miles of line to its service area providing passenger and freight access from Scranton to Moosic Borough.

The Canadian Pacific Railway (CP) also operates within Lackawanna County. The CP has transported freight on rail lines running locally between Harrisburg, Sunbury, Taylor, and Scranton, Pennsylvania and Binghamton, New York since 1991. The CP connects to the LCRA at its intermodal terminal located in Taylor. In addition to the CP, the LCRA also connects to the Norfolk Southern (NS) Railway in Monroe County. As the coordinating body for Lackawanna County, the LCRA meets twice a year with the CP and NS to discuss rail routes, new services and customers.

Scranton to Carbondale Rail Line
Scranton to Mt. Pocono Rail Line
Carloads on the Rise.....



- 1996 Figure includes Co Gen Cars/Conrail Detour
- 1995 Figure includes Co Gen Cars
- 1999 Figure includes Flour Mill Start Up

Luzerne County

The Luzerne County Rail Corporation (LCRC) operates 56 miles of freight-only line and services a total of 23 customers. A total of 1,034 carloads of freight were moved on the Luzerne and Susquehanna line in 2000. The Luzerne and Susquehanna Rail line splits into four branches: the Westside Branch, the Hanover Industrial Park Branch, the Avoca Branch, and the Mountain Branch. LCRC purchased the line in 1996. Future studies planned by the LCRC include a rail line feasibility and expansion study and a passenger rail from Wilkes-Barre to Scranton.

The National Park Service Steamtown National Historic Site excursions use the Mt. Pocono line for travel between Scranton and Moscow, while the Laurel Line will serve as the route of the Lackawanna County Historic Trolley Operation.

Future plans for passenger rail service include a commuter train from the Scranton/Wilkes-Barre area to Hoboken, New Jersey. The train will offer additional travel options for Pennsylvania commuters to New Jersey and New York through use of the Lackawanna Cut-off Line that transfers into the Morris Line to Hoboken. Total travel time is estimated at less than 3 hours with service anticipated to begin in 2006.

Ticketing, baggage, and boarding for Steamtown trolley service and New Jersey Transit Scranton-to-Hoboken passenger rail service will be located at the intermodal transit center in Scranton. Construction is expected to be completed by the end of 2004.

Map 6
Lackawanna County
Public Transportation
 Lackawanna / Luzerne Counties
 Long Range Transportation Plan

Legend

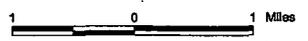
-  Bus Routes
-  Interstate Routes
-  PA Routes
-  County, Township, and Other Roads
-  Lackawanna River
-  Lackawanna County Boundary
-  Municipal Boundaries
-  County Boundaries
-  Scranton City Boundary
-  Bus Route ID Number

BUS ROUTE INDEX

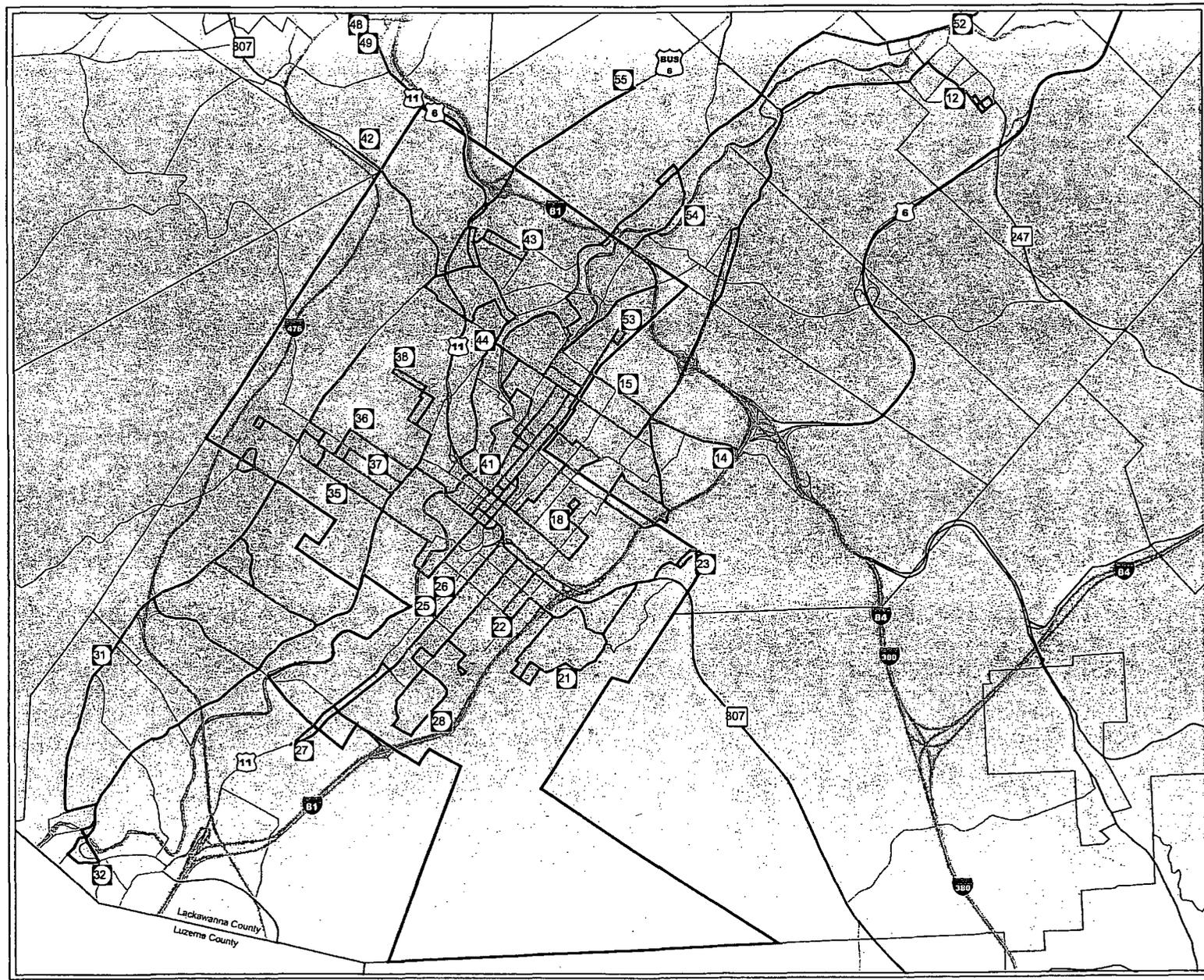
- 12 - Jessup
- 14 - Drinker
- 15 - Chestnut Street
- 18 - Petersburg
- 21 - East Mountain
- 22 - Wintermantle
- 23 - Oakmont
- 25 - Valley View
- 26 - Hilltop
- 27 - Minooka
- 28 - Pittston
- 31 - Old Forge
- 32 - Sibley
- 35 - Keyser Valley
- 36 - Lafayette
- 37 - Washburn
- 38 - Oram
- 41 - High Works
- 42 - Allied Services
- 43 - Bangor
- 44 - Viewmont Mall
- 48 - Dalton
- 49 - Waverly
- 52 - Carbondale
- 53 - Marywood
- 54 - Green Ridge
- 55 - Shopper's Special

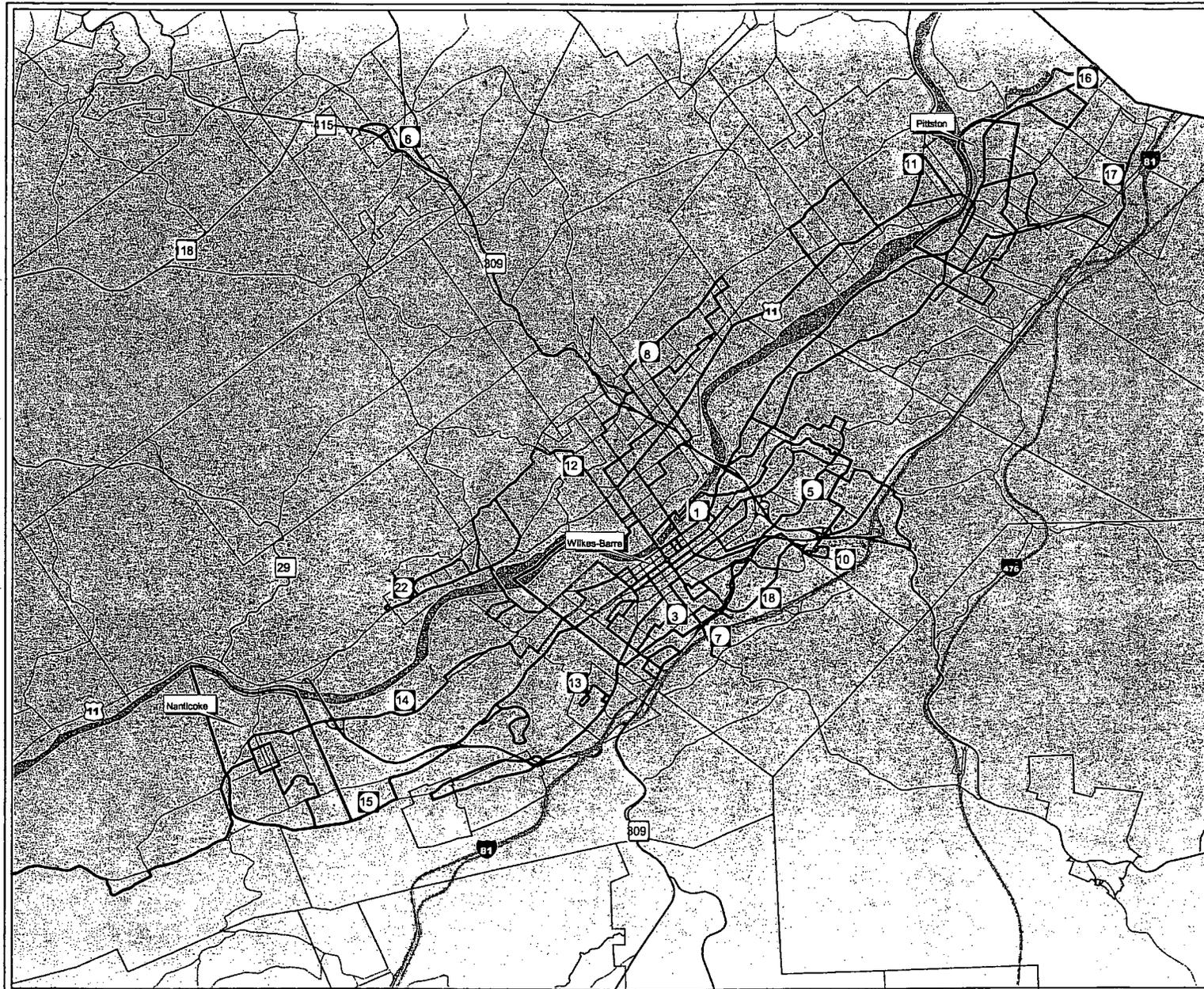


View: 1 Inch equals 1 mile



Date: October 2002



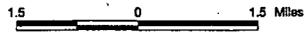


Map 7
Luzerne County
Public Transportation
 Lackawanna / Luzerne Counties
 Long Range Transportation Plan

Legend

- Bus Routes
- Interstate Routes
- PA Routes
- County, Township, and Other Roads
- Susquehanna River
- Luzerne County Boundary
- ▨ Municipal Boundaries
- County Boundaries
- ▨ Luzerne County City Boundaries
- Ⓜ Bus Route ID Number

- BUS ROUTE INDEX**
- 1 - Miners Mill / Hudson
 - 3 - Heights
 - 5 - Parsons / Gelsinger
 - 6 - Dallas
 - 7 - Georgetown
 - 8 - Swoyersville / Luzerne / Pringle / Atherton Park
 - 10 - Wyoming Valley Mall
 - 11 - West Pittston
 - 12 - Larksville
 - 13 - Ashley
 - 14 - Nanticoke / Glen Lyon
 - 15 - Nanticoke / Middle Road
 - 16 - Old Forge
 - 17 - East Side Connector
 - 18 - Shopper's Delight
 - 22 - Plymouth


 View: 1 Inch equals 1.5 miles


Map 8
Luzerne County
Public Transportation
Hazleton Public Transit
 Lackawanna / Luzerne Counties
 Long Range Transportation Plan

Legend

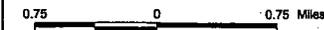
-  Blue Line Bus Route
-  Green Line Bus Route
-  Interstate Routes
-  PA Routes
-  County, Township, and Other Roads
-  Luzerne County Boundary
-  Municipal Boundaries
-  County Boundaries
-  Hazleton City Boundary
-  Bus Route ID Number

BUS ROUTE INDEX

- Green Line**
 10 - Hazleton Heights / Treskow
 70 - West Hazleton
 80 - Hazle Marketplace
 90 - Penn State
- Blue Line**
 20 - Beaver Meadows / Weatherly
 30 - McAdoo
 40 - Freeland
 50 - Northeast
 60 - Northwest



View: 1 inch equals .75 miles



Date: October 2002



Lackawanna/Luzerne County Long Range Transportation Plan

Bike and Pedestrian Trails

In 1999 and 2000, the Planning Commissions began to develop a Bicycle and Pedestrian Plan for the MPO region by reviewing the trail and on-road networks, both formal and informal, used by bicyclists and pedestrians. The process followed the outline for the Commonwealth's 1984 Statewide Bicycle and Pedestrian Plan. The first round of mapping listed all known non-motorized networks and then focused on one system in each county that had the potential to connect with a statewide network.

The Lackawanna County portion of the Plan consists mainly of US Route 6 and possible detour routes. The Luzerne County portion of the Plan considers primarily a northeast/southwest route following the Susquehanna River from Duryea to Hanover Township with a tie-in to Route L, the Department's eastern north/south corridor.

Continuing work on the Plan will include updating the route inventory to include collector routes, coordination with PENNDOT and local project sponsors to identify improvement projects to improve the bicycle and pedestrian network including new construction, resurfacing, restoration and similar projects.

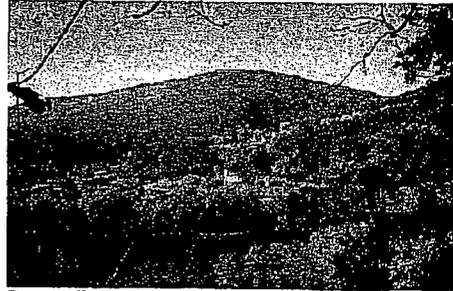
Lackawanna and Luzerne Counties have a number of existing trails extending throughout the region (see Maps 9 and 10). Several of the trail projects are new segments of existing trail systems such as the Delaware and Lehigh National Heritage Corridor and the Lackawanna River Heritage Trail, which cover major portions of northeast Pennsylvania. Other proposed trail projects will expand recreational activities locally. The following is a list of trail projects, both existing and proposed, along with the agency responsible for the development and a brief description.

Lackawanna County

Lackawanna River Heritage Trail: The Lackawanna Heritage Valley Authority is working with communities and non-profit groups to develop a 40-mile, multi-use trail. Several sections of the trail are open for public use, other sections have been acquired but not developed, with final sections to be acquired in the near future. The trail will eventually run from Pittston City, Luzerne County, into Old Forge, Lackawanna County, where it will link with the D & H rail trail in Carbondale. Developed portions of the trail include a 1.5-mile segment between Scranton and Taylor and a 3-mile segment extending from Blakely Borough through Jessup Borough to Monroe Street in Archbald. The completed trail will be owned and maintained by a number of different entities including local municipalities and non-profit organizations.

Roaring Brook Corridor: The 12-mile Roaring Brook Corridor trail will originate in Dunmore, and extend through Elmhurst Township to Moscow, along an abandoned rail line.

Countryside Conservancy: The Countryside Conservancy has received initial funding for a rail-trail along the Northern Electric rail line. The trail will extend two to three miles from Clarks Summit through Glenburn Township to Dalton Borough.



Escarpment Trail, photo courtesy of Earth Conservancy

D&H Rail Trail: The Rail-Trail Council of Northeastern Pennsylvania owns and manages this trail, which follows the Delaware and Hudson rail bed from Simpson to Stevens Point, PA. The trail extends north of Lackawanna County to the New York State border. The trail is open and usable for a range of activities including hiking, biking, snowmobiling, and possible ATV use. The organization has acquired ISTEAF funds for additional improvements that may include a link to both the proposed Delaware & Hudson Gravity railroad trail and the Lackawanna River Heritage Corridor Trail System.

Delaware & Hudson Gravity Railroad Beds: There is a potential trail project planned along the Delaware and Hudson Gravity Railroad Beds running from Carbondale through Clinton Township and into Wayne County.

Pennsylvania Coal Company Gravity Rail Beds: There is a potential trail project in the Borough of Dunmore and in Jefferson Township along the Pennsylvania Coal Company Gravity Rail Beds.

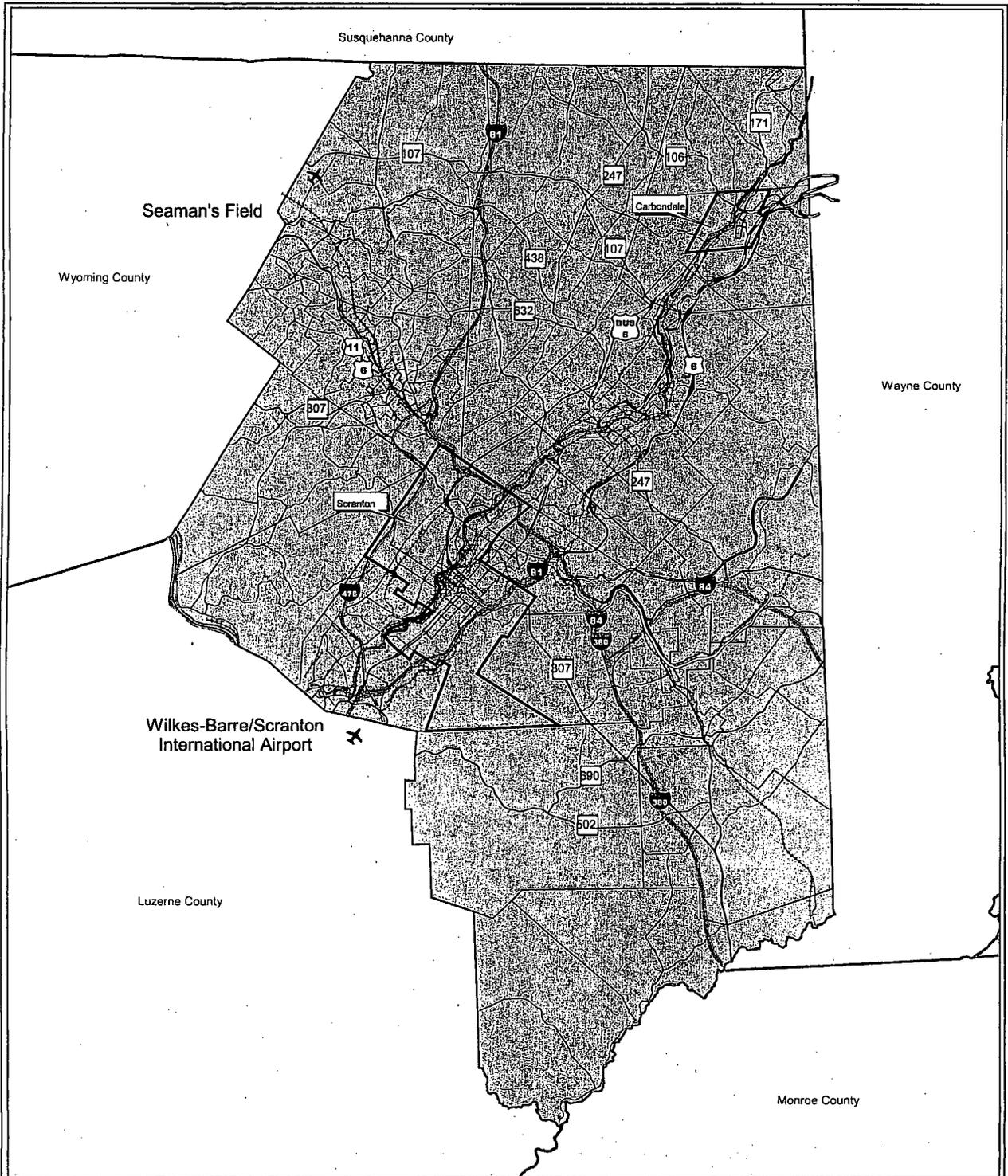
Luzerne County

Back Mountain Trail: Sponsored by the Anthracite Scenic Trails Association (ASTA), the Back Mountain Trail runs along the original Lehigh Valley Railroad line. It starts in Luzerne Borough and currently extends for 2.2 miles. Upon completion in 2004, this bicycle/pedestrian trail will run for 14 miles out to Harvey's Lake.

Susquehanna Warrior Trail: The Susquehanna Warrior Trail, sponsored by the Susquehanna Warrior Trail Council, is a proposed 18.5-mile trail that will run parallel to Route 11 from Larksville Borough south to Salem Township, ending at the Pennsylvania Power & Light River Lands Park. The trail is currently in the planning stage, with construction on the first nine miles between Shickshinny and West Nanticoke scheduled to begin by the end of 2001. The trail will be open to hikers and bikers and provide links to the Escarpment Trail, Back Mt. Trail, PP&L River Lands, and the Levee Trails.

Susquehanna Levee Trails: The Luzerne County Flood Protection Authority is constructing a series of four levees along the Susquehanna River, which will be supplemented by multi-use trails located on the top of the levee. The system will feature 15 miles of levees and 10 miles of trails. On the west bank of the Susquehanna River, the First Residents' Path, extending through parts of Wyoming and Forty Fort Boroughs, features accounts of Native Americans and early settlers. The Anthracite Heritage Walk that winds through the Boroughs of Kingston and Edwardsville highlights the area's coal industry. The Plymouth Passage illustrates the diversity of cultures and industries that shaped Plymouth Borough. On the east bank of the river, the Riverside Ramble highlights the architecture, business, arts and agriculture of Wilkes-Barre City and Hanover Township. The trail, in Forty-Fort Borough and Kingston Borough, is complete and open to the public.

Delaware and Lehigh National Heritage Corridor: Upon completion, the National Heritage Corridor will offer 165 miles of uninterrupted trail along the Delaware Canal and Railroad. The Corridor runs through four counties from just outside Bristol, Pennsylvania in Bucks County to the City of Wilkes-Barre in Luzerne County. The trail is complete from Bristol north to White Haven, with the remaining northern portion under study. The corridor trail will weave through state, county, and local parks, state game lands, numerous towns and cities, and offer opportunities for various types of recreation including bicycling, canoeing, fishing, horseback riding, hiking, cross-country skiing, and snowmobiling.



Map 9
Lackawanna County
Airports, Park & Ride,
Rails, Trails
Lackawanna / Luzerne Counties
Long Range Transportation Plan

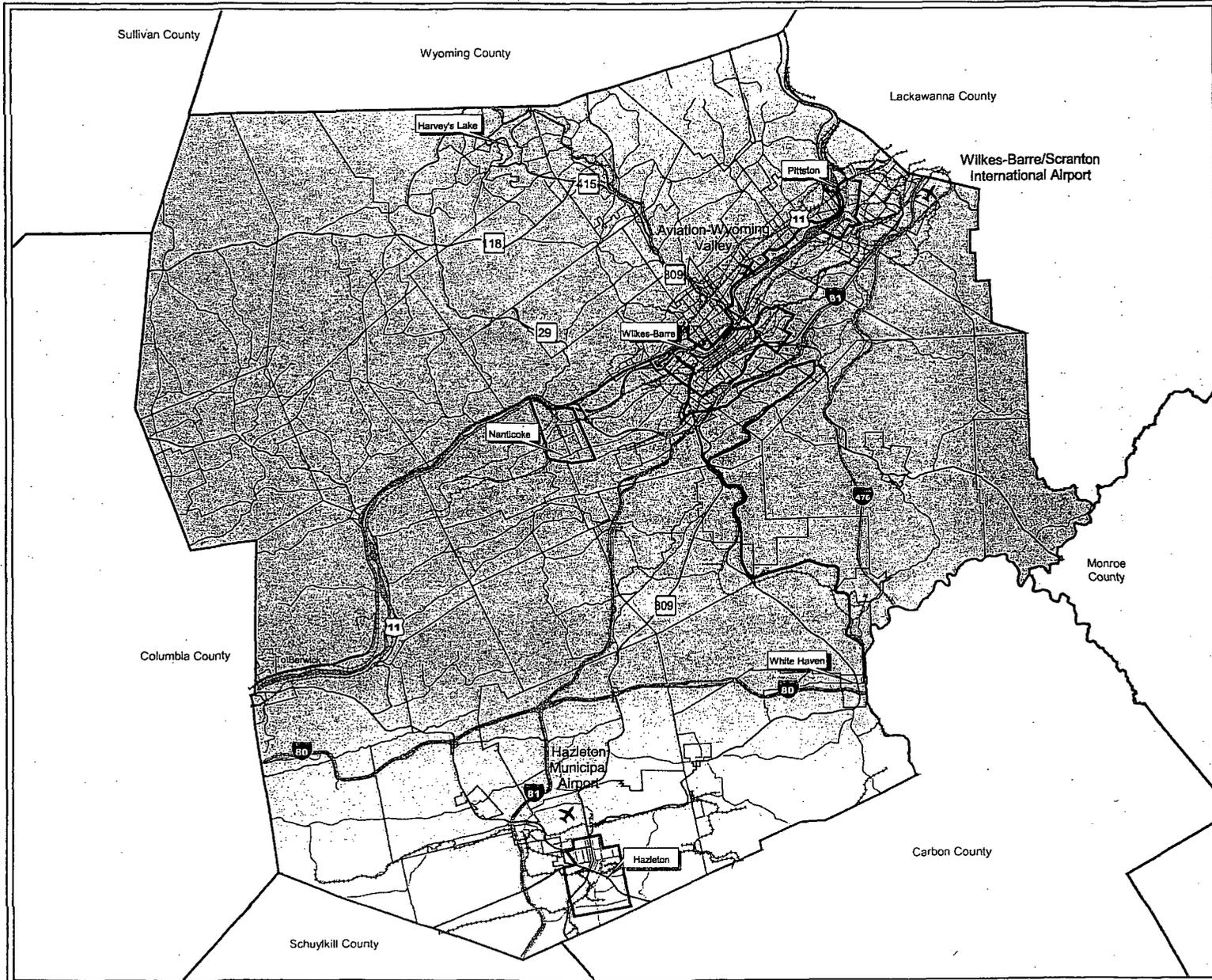


County View: 1 inch equals 3 miles
 3 0 3 Miles

Legend

- Park and Ride (Existing)
- Country Side Conservancy (Northern Electric Ry)
- D&H Gravity RR (light track and loaded track)
- D&H RR and O&W Ry
- Lackawanna River Heritage Trail (CNJ & O&W)
- Lackawanna River Heritage Trail (O&W)
- Lackawanna River Heritage Trail (CNJ & O&W RR)
- Lackawanna River Heritage Trail (CNJ)
- Pennsylvania Coal Co. Gravity RR (loaded track)
- Proposed Existing Flood Control Levee
- Roaring Brook Corridor (Lackawanna & Wyoming Valley RR - Erie/Lackawanna)
- Airports
- Railroads
- Interstate Routes
- PA Routes
- Lackawanna River
- Lackawanna County Boundary
- Municipal Boundaries
- County Boundaries
- Lackawanna County Cities

Map 10
Luzerne County
Airports, Park & Ride,
Rail, Trails
Lackawanna / Luzerne Counties
Long Range Transportation Plan



Legend

- Park and Ride (Existing)
- Park and Ride (Proposed)
- Ashley Planes Trail
- Back Mountain Trail
- Delaware and Lehigh National Heritage Corridor/Black Diamond Trail
- Susquehanna Warrior Trail
- West Side Levee Trail
- Westside Trail Project Wilkes-Barre to Duryea
- East Side Levee Trail
- Airports
- Railroads
- Interstate Routes
- PA Routes
- Susquehanna River
- Luzerne County Boundary
- Municipal Boundaries
- County Boundaries
- Luzerne County Cities



County View: 1 inch equals 3.75 miles

3.75 0 3.75 Miles

Date: April 2003



Lackawanna/Luzerne County Long Range Transportation Plan

Hazleton Trail: The proposed Hazleton Trail consists of a four-mile segment of a larger 12-mile corridor from Hazleton to Lehigh Gorge. The western trailhead begins at the junction of PA Route 93 and the Gardner Highway in New Coxeville, with the trail running east to the eastern trailhead at the end of Beryllium Road. This will be a mixed-use trail that will link to the Delaware and Lehigh National Heritage Corridor at the Lehigh Gorge State Park.

Luzerne County Rail-with-Trail: The City of Pittston has obtained funding for completion of the first phase of the Luzerne County Rail-with-Trail. The multi-use trail will be implemented in three phases. Phase One will serve as the middle link between a northern extension to Duryea and Old Forge in Lackawanna County, and a southern extension to Wilkes-Barre. The proposed trail will total 11.6 miles and run along an active rail line. The Luzerne County Rail-with-Trail will also serve as a connector trail for a number of existing and planned trails in northeastern Pennsylvania. These include the Susquehanna Warrior Trail, the Delaware and Lehigh National Heritage Corridor, the Lackawanna River Heritage Trail, and the D&H Trail in Lackawanna County.



Mocanaqua Loop Trail: Earth Conservancy has developed a rugged ridge-top and mountain bike trail overlooking the Susquehanna River on the northern reach of Penobscot Mountain. This trail consists of a trailhead facility at the river and a series of four looping trails covering a total of 8 miles. The first 3-mile segment of this trail, from the trailhead to the ridgetop, will form the first one-third of the larger Escarpment Trail, a proposed 9-mile Mocanaqua to Nanticoke trail. There is a potential for the Escarpment Trail to connect to the Susquehanna Warrior Trail in the future.

Ashley Planes: Earth Conservancy is developing the \$1 million Ashley Planes Heritage Park at the historic Ashley Planes rail area in portions of Ashley Borough and Fairview and Hanover Townships. Old railroad beds, which were once used to transport coal from the Wyoming Valley to large urban markets, will be converted into hiking and biking trails that will link to other regional trails. Interpretive signs and a Visitor's Center will highlight the historic relevance of this site as well as route visitors through some exceptionally scenic places within the 441-acre Ashley Planes.

West Side Trail Project: The Westside Trail Project is in the proposal stage. The trail is tentatively set to start in Wyoming and run north, parallel to US Route 11, where it will split, with one side running back towards the mountain and the other looping down to the Susquehanna River through Exeter Township to West Pittston. The trail will meet again and terminate near the point at which Hicks Creek empties into the Susquehanna River.

ASTA Trail Project: The Anthracite Scenic Trails Association has accepted the Deed of Easement on a 15.5 mile trail between White Haven Borough and Laurel Run Borough. This segment is part of a 150-mile trail that will eventually extend from Bristol to Wilkes-Barre. Construction on the first link of the trail is expected to get underway in 2004.



Levee Trail, Luzerne Co.

Park-and-Ride Facilities

Lackawanna and Luzerne Counties have constructed park-and-ride facilities to encourage ride-sharing and reduce single occupancy vehicle use. Listed below are the existing park-and-ride facilities within each county (see Table 8). Three new park-and-ride lots are proposed in Luzerne County in addition to the expansion of an existing park-and-ride lot in Pittston Township. These projects are included on the current Transportation Improvement Program (TIP).



PA Route 309 at Blackman Street

Lackawanna/Luzerne County Long Range Transportation Plan

Table 8 Park-and-Ride Facilities

Lackawanna County	Number of Parking Spaces
Jefferson Township at I-84, Exit 8	86 spaces, 4 handicapped
Carbondale Township at Meredith Street and the Governor Casey Highway (US Route 6)	30 spaces, 3 handicapped
Jessup Borough at Moosic Lake Road (PA Route 247) and the Governor Casey Highway (US Route 6)	29 spaces, 2 handicapped
Luzerne County	
Pittston Township at Oak Street/PA Route 315	48 spaces, 2 handicapped (On TIP expansion to 124 spaces)
Sugar Notch Borough at PA Route 29/Main Road	51 spaces, 3 handicapped
Wilkes-Barre Township at BR 6309 at Casey Avenue	70 spaces; 4 handicapped
Nuangola park-and-ride, Rice Township	ON TIP
Tomhicken park-and-ride, Sugarloaf Township	ON TIP
Butler park-and-ride, Butler Township	ON TIP

Transportation Management Associations

The Back Mountain Transportation Management Association (TMA) was initiated in 1991 through a combined effort involving PennDOT, Luzerne County, Jackson, Lake, and Kingston Townships and Dallas Borough, business representatives, and the private community. Members of the TMA work together to solve local transportation problems and establish transportation policies for the Back Mountain area. No other TMAs are currently planned for the LLTS Area.

Airports

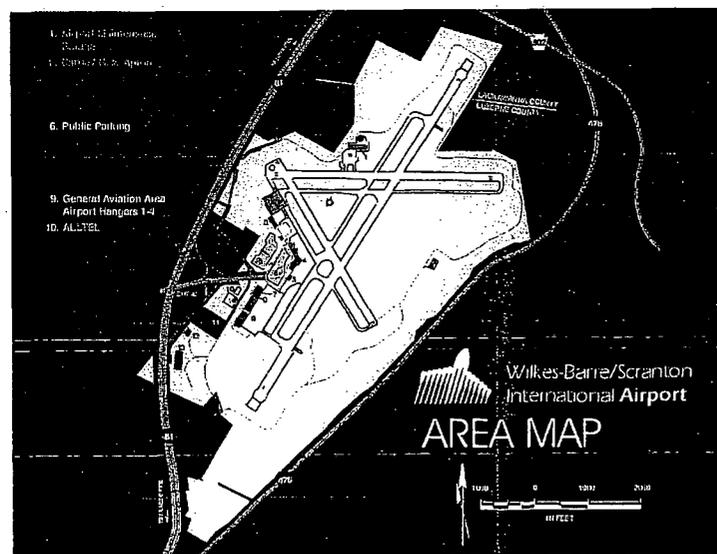
The airport was founded in 1945 when Luzerne and Lackawanna Counties entered into an agreement to co-sponsor and operate the facility. Although the airport is jointly operated, nearly all of its property is located within Luzerne County. Past airport projects included terminal expansions in 1958 and 1982, and a 1,050 ft. runway extension.

Today, the airport is home to US Airways, Comair, Continental Express, Delta, Northwest Airlines, and United Express. Services include over sixty daily flights to eight major hubs. Airport projects currently in progress include construction of a new terminal building, a parking garage, surface parking, an aircraft parking apron, and three new access loop roads. The airport also has several parcels of vacant land zoned commercial/industrial and available for development.

Wyoming Valley Airport: Founded in 1929, the airport is owned by Luzerne County and operated by Wyoming Valley Aviation. The airport does not house any airlines and operates as a general aviation airport that provides two runways, ramp services, fueling, and maintenance to individual planes. The airport is currently working on a Master Plan to identify future projects. Recently, the airport has undergone a series of safety improvements including runway lighting and security fencing.

Hazleton Airport: The Hazleton Airport is owned by the City of Hazleton and operated by Koro Aviation. The airport consists of one runway and provides the following services: storage hangers, refueling, and a terminal building available for use by privately-owned and company-owned planes. Hazleton Airport is also home to the Ripcords, a Parachute Club. The airport conducted an obstruction study to analyze how trees and other long-term obstructions impact the slope on airplane approaches.

Seaman's Field: Seaman's Field has been in operation for over fifty years and is located in Factoryville, PA. The airport has developed from a small grass strip to an airfield which operates 24-hours a day. The airport is a public use, privately owned airfield with a 2,500 foot asphalt runway. The airfield is utilized primarily by general aviation aircraft as well as some corporate planes. Facilities and services offered at the airport include major and minor aircraft repair, hangar rentals, tiedowns and aircraft instruction and rental services.



Lackawanna/Luzerne County Long Range Transportation Plan

FUTURE DEVELOPMENT TRENDS AND ISSUES

Future development within the LLTS Area is influenced by a number of different conditions. These include population, housing, employment opportunities, vacant land, accessibility, and transportation improvements. Population and housing trends are presented below. Employment statistics by sector and unemployment rates for the region have been considered. Finally, major vacant land parcels owned by both public and private organizations are listed and mapped to identify future growth areas. This inventory will assist in identifying future transportation improvements required to support economic development in the LLTS area.

Population Trends

Demographically, both Lackawanna and Luzerne Counties have been experiencing a decrease in population between 1990 and 2000, most of which can be attributed to a declining economy and relatively high unemployment rates. Lackawanna County has seen a 2.6 percent decrease in residents, with a loss of 5,744 people, while Luzerne County has decreased in population by 2.7 percent or 8,899 residents (see Table 9). Both Scranton and Wilkes-Barre underwent the largest population decline from 1990 to 2000. Scranton lost 5,390 people or 6.6 percent of its residents and the City of Wilkes-Barre declined by 4,400 people or 9.3 percent of its residents. The cities of Hazleton, Pittston, and Nanticoke in Luzerne County also experienced population loss, each losing between 1,200 and 1,400 people from 1990 to 2000. Dunmore Borough in Lackawanna County was second in population decline, losing a total of 1,385 residents.

In Lackawanna County, growth patterns seem to follow a circular formation and increase from Scranton outward, with the largest growth occurring along the perimeter of the county. South Abington Township increased the most with 2,261 people, followed by Moscow Borough with 356, Madison Township with 332, Springbrook Township with 270, Greenfield Township with 241, and Moosic Borough with 236 people.

With the exception of Hazleton, the municipalities experiencing the greatest population decline in Luzerne County are generally located along the I-81 corridor, north of Rice Township. The northwestern corner of the county gained population between 1990 and 2000, including 554 people in Dallas Township. In the southern half of the county, a cluster of five municipalities experienced growth. The population of these five municipalities increased by the following: Dorrance Township-331, Rice Township-553, Wright Township-908, Fairview Township-979, and Butler Township-1,146. In the northeast section of Luzerne County, Pittston Township experienced a ten-year gain of 725 people.

During the next twenty years, the population of both Lackawanna and Luzerne Counties is expected to decline. During the time period of 2000 to 2020, it is expected that Lackawanna and Luzerne Counties will decline by 1.96 percent and 0.43 percent, respectively and the State of Pennsylvania will remain stable and grow by 2.34 percent.

Table 9 Population Statistics

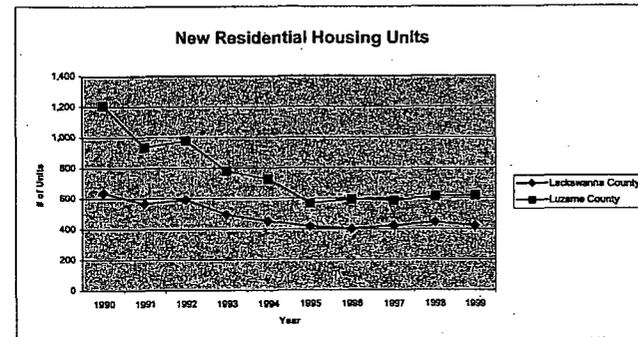
	Actual		Projections	Change 1990 -2000		Change 2000 -2020	
	1990	2000	2020	Percent	Number	Percent	Number
Pennsylvania	11,882,643	12,281,054	12,569,017	3.35%	398,411	2.34%	287,963
Lackawanna County	219,039	213,295	209,111	-2.62%	-5,744	-1.96%	-4,184
Luzerne County	328,149	319,250	317,870	-2.71%	-8,899	-0.43%	-1,380

Source: U.S. Census 1990, 2000, Pennsylvania State Data Center, Preliminary Population Projections

Housing Trends

Housing stock increased in both counties between 1990 and 2000. Lackawanna County increased by a ten-year total of 4,848 new housing units and Luzerne County increased in size by 7,637 units (See Figure 4). However, the annual rate of construction experienced a decline after 1990, the peak construction year for each county. In 1990, Lackawanna County constructed 620 new housing units and Luzerne County constructed 1,200 new housing units. By 1999, construction was down to 400 homes in Lackawanna County and 600 homes in Luzerne County.

Figure 4 Residential Housing

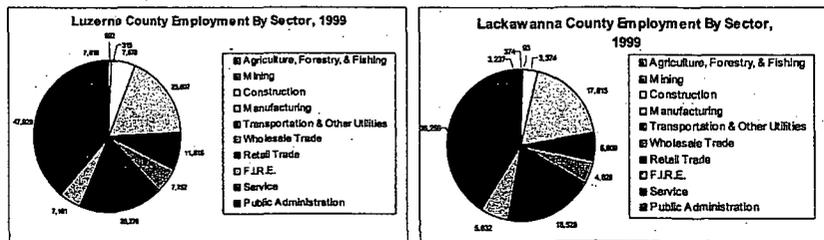


Lackawanna/Luzerne County Long Range Transportation Plan

Employment Trends

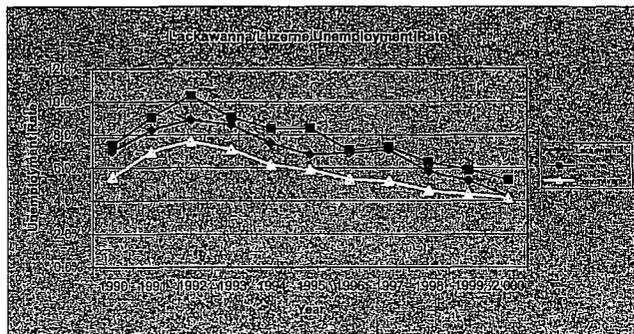
Occupation statistics for both counties in 1999 closely mirrored state averages. Employment by the service industry dominated both counties, accounting for 37.6 percent of the 96,246 total employed persons in Lackawanna County and 33.6 percent of the 142,764 people employed within Luzerne County. The retail trade sector ranked second as the highest employer within both counties with 19.3 percent and 18.4 percent respectively, while the manufacturing sector ranked third with 18.5 percent and 17.9 percent respectively in each county (see Figure 5).

Figure 5 Employment Statistics



The unemployment rate, while still slightly higher than the state average of 4.2 percent in 2000, has been decreasing since 1992. In Lackawanna County, the 2000 unemployment rate was 4.3 percent, a significant decrease from the 5.2 percent of 1999. Luzerne County experienced a 5.3 percent unemployment rate in 2000, also lower than its 1999 rate of 5.9 percent (see Figure 6).

Figure 6 Unemployment Rates

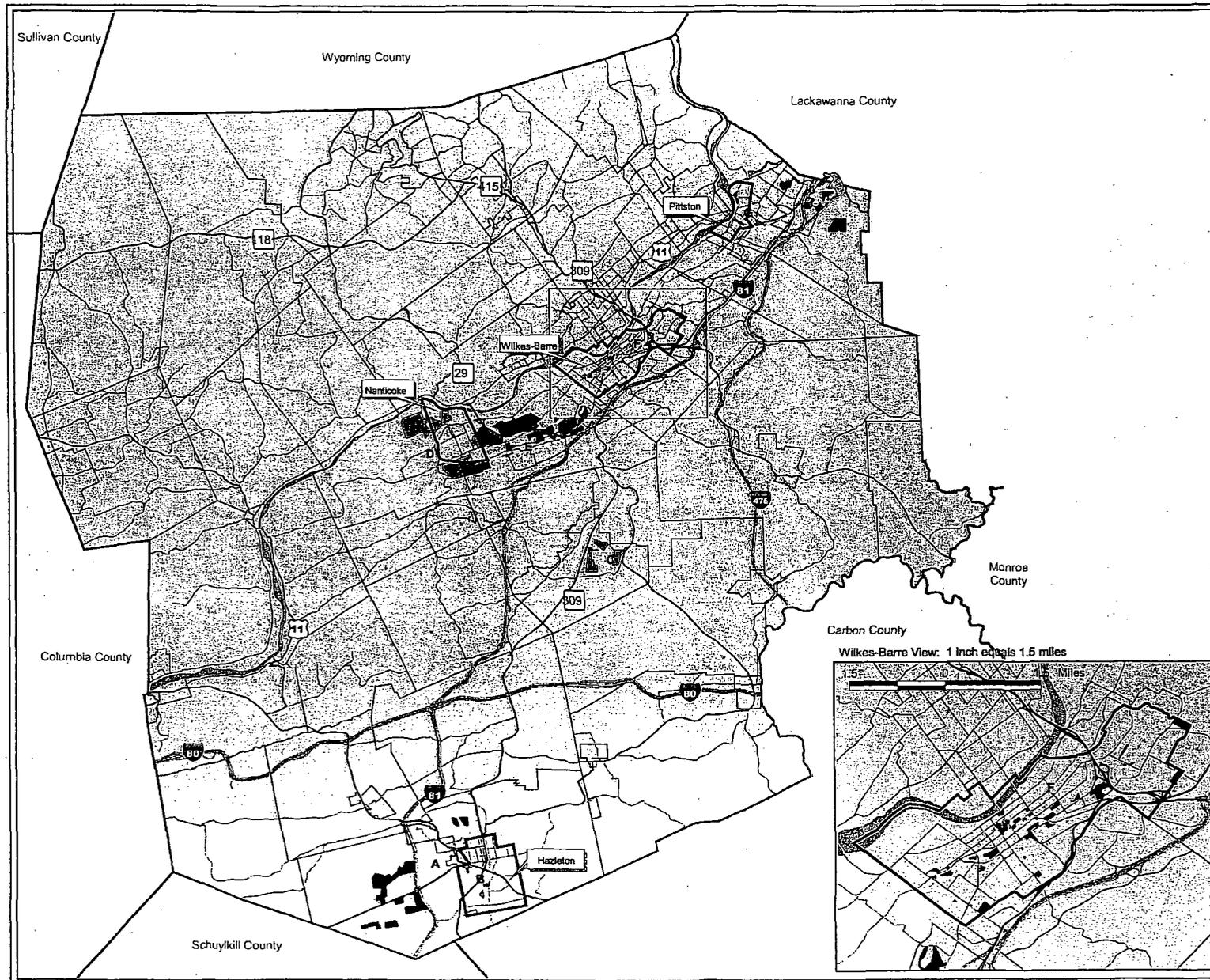


Future Development Centers

There are a number of economic development initiatives underway in both Lackawanna and Luzerne Counties to encourage reinvestment in the region. Keystone Opportunity Zones (KOZ), located throughout both counties, and the Earth Conservancy in Luzerne County are two of the largest development initiatives. The majority of these properties in Lackawanna County are located within the City of Scranton or along I-380, I-81, and the Pennsylvania Turnpike Extension. In Luzerne County, the largest number of vacant development parcels can be found between I-81 and the Susquehanna River in the City of Wilkes-Barre, the greater Hazleton area, Hamover Township, Nanticoke City, and Newport Township. Mapping accompanies this section to inventory each major development site, available parcels, and development potential, including location, acreage, access, and infrastructure (see Maps 11 and 12).

Keystone Opportunity Zones

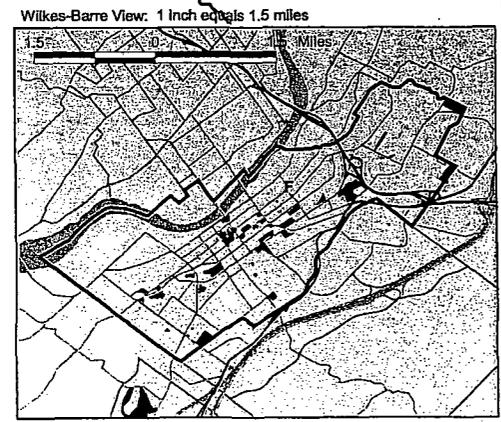
Several KOZs were established in 1999. The purpose of these KOZs includes returning mine-scarred land to productive use, accommodating new major employers to improve job opportunities, directing new investment into areas that have suffered economic decline, and linking job creation and community-building to increasing economic opportunity. Luzerne and Lackawanna counties contain more than 4,600 acres in a wide range of sizes and settings across nine subzones (see Table 10):



Map 12
Luzerne County
Future Development
Centers
 Lackawanna / Luzerne Counties
 Long Range Transportation Plan

Legend

- A KOZ Zone 1 (CAN DO)
- B KOZ Zone 2
- C KOZ Zone 3
- D KOZ Zone 4
- E KOZ Zone 5 (Earth Conserv.)
- F KOZ Zone 6
- G KOZ Zone 7 (includes Greater Pittston Area)
- H Wilkes-Barre / Scranton Airport
- I Former GOEX Site
- Interstate Routes
- PA Routes
- Other Roads (Wilkes-Barre View)
- Susquehanna River
- Luzerne County Boundary
- Municipal Boundaries
- County Boundaries
- Luzerne County Cities



County View: 1 Inch equals 3.75 miles

Date: October 2002



Lackawanna/Luzerne County Long Range Transportation Plan

Table 10 Keystone Opportunity Zones

Subzone	Acres	Description/Strategy	Location
1	1,056	Designed to coordinate land reclamation and job creation for Hazleton	Hazle/Butler Townships, Luzerne County
2	46	Designed to develop neighborhood clusters of blighted properties	Hazleton, Luzerne County
3	292	Environmentally contaminated property targeted for expansion by Harris Semiconductor	Wright Township, Luzerne County
4	818	Includes mixture of publicly and privately-owned blighted properties	Greater Nanticoke Area School District, Luzerne County
5	1,122	Reclamation of mine-scarred and distressed land for industrial use	Hanover Area School District, Luzerne County
6	294	Proposed to stimulate new capital investment in the CBD	Wilkes-Barre Area School District, Luzerne County
7	113	Designed for industrial use	Pittston Area School District, Luzerne County
8	648	Mine-scarred land requiring remediation for industrial and residential use	Scranton, Lackawanna County
9	648	Former mineland intended for commercial and industrial use	Carbondale, Lackawanna County

1970s. It consisted of scattered parcels of land throughout the Wyoming Valley and in Wilkes-Barre, most of which had undergone underground or surface anthracite coal mining since the early 1800s. Long-range land planning efforts undertaken by the Earth Conservancy have identified approximately 6,100 acres of the total 16,300 acres as being suitable for development (see Map 12).

The Earth Conservancy has classified 2,000 of the developable parcels, located in Hanover Township, Newport Township, and the City of Nanticoke along PA Route 29, into the following categories: parkland/open space, residential, industrial, institutional, commercial, resort/residential, and mixed use. The following land holdings were highlighted in the Earth Conservancy's 1999 mixed-use plan as having the most significant value to the future development of the Wilkes-Barre region (see Table 11):

Table 11 Earth Conservancy

Parcel	Time of Availability	Issues to Address
Hanover 6	0-5 yrs.	Water and sewer extensions required
Hanover 7A	0-5 yrs.	Water and sewer extensions required, landfill site within parcel
Hanover 7B	5-10 yrs.	Utility extensions required
Hanover 8	5-10 yrs.	Difficult topography and access
Hanover 9	5-10 yrs.	Requires connector highway for access
Hanover 10	0-5 yrs.	Wetlands on part of parcel
Hanover 12	0-5 yrs.	Difficult topography
Hanover 13a	5-10 yrs.	Mine scarring
Hanover 13b (west)	5-10 yrs.	Utility extensions required
Hanover 13b (east)	5-10 yrs.	Undergoing reclamation work
Hanover 13c	Beyond 10 yrs.	Utility and roadway extensions required
Hanover 13d	Beyond 10 yrs.	Difficult topography, requires roadway and utility extensions
Nanticoke 2	0-5 yrs.	Overhead wires divide parcel

Scranton Plan

In Lackawanna County, the Scranton Chamber of Commerce has developed an industrial marketing program called the Scranton Plan. The plan provides on site selection assistance to businesses and maintains a detailed list of available industrial, office, and commercial buildings and development sites. The following is a list of available development sites within the greater Scranton area (see Table 12):

Earth Conservancy

The Earth Conservancy, a non-profit organization established in 1992, acquired approximately 16,300 acres of former Blue Coal land in Luzerne County. The property had been in bankruptcy litigation since the early

Lackawanna/Luzerne County Long Range Transportation Plan

Table 12 Scranton Plan

Name	Number of Lots	Acres	Location and Access
Former Goex site	1	172	Adjacent to PA Route 507 in Moosic, one-half mile from I-80, on-site rail access
Shady Lane Business Park	5	2.92-16.28	Industrial/Office park on Skyline Dr, 2.5 miles west of I-81 and I-476
KOZ site	1	32	KOZ site with access to I-81, I-84 and I-380 via PA Route 6
Covington Park	1	950	Industrial park adjacent to Rt. 435 in Covington Township, 2 miles from I-380
Marvine site	1	150	Industrial land in Scranton near Throop and Dunmore off I-80, Boulevard Avenue
Mid Valley Industrial Park	22+	121+	Industrial park in Throop, Olyphant, and Jessup, one-half mile from the Gov. Casey Highway (US Route 6)
PEI Power Park	15+	4.9-32.9	Power park located near the Gov. Casey Highway (US Route 6), LCRA rail access
Scott Technology Park	25	2.3-7.6	Technology park in Scott Township, one mile from I-81
Business Park At Carbondale Yards	8	1.36-5.06	Business park directly served by PA Route 106, rail line access
Glenmaura Corporate Center	1	N/A	Corporate center with direct access to I-81 via Montage Mountain Road

Wilkes-Barre/Scranton Airport

The Wilkes-Barre/Scranton Airport also has several development opportunities available. Land holdings have been divided into ten different areas surrounding the airport, both with and without airport airfield access. The lots range in size from 2 acres to 170 acres and are zoned for commercial and industrial uses (see Table 13).

Table 13 Wilkes-Barre/Scranton Airport

Area	Acres	Location and Description
1	40	Access is dependent upon construction of Navy Way Road/PA Route 315 and foreign trade zone connector road, gas, sewer and water currently unavailable.
2	32	Direct access to airport and facilities; all utilities available
3	N/A	Parcel with all utilities located in the corporate aviation ramp area
4	N/A	Area contains three hangars totaling 11,000 sq. ft. with direct airfield access
5	11	Parcel with all utilities but limited access via a residential road
6	46	Access to airport via Spruce Street and PA Route 315
7	2	Access to I-81 and Exit 178 via Spruce Street and PA Route 315
8	19	Parcel with electric, access will be provided via future road to southeast side of airport
9	3	Direct access to airport facilities, Navy Way Road extension will provide access to Foreign Trade Zone
10	170	Direct access to two active rail lines and interstate system; airport access requires construction

Greater Pittston Area

The Greater Pittston Chamber of Commerce, Office of Industrial and Development Sites, has identified a number of development opportunities located in the center of a labor market extending from the City of Hazleton through the Greater Wilkes-Barre/Scranton area into Carbondale. The following is in addition to several KOZ properties discussed previously in the report (see Table 14).

Lackawanna/Luzerne County Long Range Transportation Plan

Table 14 Greater Pittston Area

Name	Acres	Location and Access
Vogelbacher Industrial Park	547	Zoned for industrial use; location is adjacent to Commerce Road and 1.5 miles from I-476 and I-81; rail access and utilities on-site

CAN DO

The Community Area New Development Organization (CAN DO) was founded in 1956 as a private, not-for-profit economic development corporation for the Greater Hazleton area of Luzerne County. CAN DO purchases land throughout the area, develops it into business and industrial parks, and installs the necessary infrastructure. CAN DO currently owns two industrial parks and one business park with 700,000 sq. ft. of rental space (see Table 15).

Table 15 CAN DO Vacant Land

Property	Total Acres	Vacant Acres	Description and Location
Valmont Industrial Park	550	35	Located in West Hazleton Borough and Hazle Township, adjacent to PA Route 93 and I-81, one mile from Hazleton Airport
Humboldt Industrial Park (West, North, and Southwest)	700	125	Humboldt west, north, and southwest are all additions to the original Humboldt building; the facilities are located 6 miles from Hazleton Airport and are adjacent to an active rail line.
CAN DO Corporate Center	Phase I - 195 Phase II - 700	Phase I - 100 Phase II - N/A	Construction is in two phases; located adjacent to I-80 at PA Route 309 in Butler Township

Lackawanna/Luzerne County Long Range Transportation Plan

THE LONG RANGE TRANSPORTATION PLAN

The Long Range Transportation Plan is an evolving document in which projects move through the three phases of engineering, right-of-way acquisition, and construction. The 20-year timeframe of the Long Range Transportation Plan incorporates the adopted fiscal years 2003-2006 Transportation Improvement Program. The TIP is a fluid document. It is regularly updated, i.e., as projects are completed, costs are refined, etc. (Appendix B includes the 2003-2006 TIP, together with the FFY 2007-2025 projects). Following are the major transportation projects (cost \$5 million or more) in the first four-year periods. Funding allocated to each of the three phases is identified using the following key: Roadway - R; Bridge - B; Urban - U. Significant transportation enhancement projects (cost \$1 million or more) are identified as Enhancement - E. Please note that project costs estimates are subject to change.

Lackawanna County

- Valley View Business Park (U) - \$7,590,000
- Exit 182 (Davis Street) Reconstruction (R) - \$21,500,000
- Keyser Avenue Betterment (R) - \$2,000,000
- Lackawanna River Heritage Trail (E) - \$1,531,000
- Rail-Trail Council NEPA (round 1) (E) - \$1,289,000

Luzerne County

- Broad Street Improvements (R) - \$7,805,500
- Connect Exit 168/115 (R) - \$7,200,000
- Sans Souci to LCCC (R) - \$22,440,400
- Coal Street Realignment (U) - \$10,440,000
- Airport Access Road (Wilkes-Barre Scranton International Airport) (B) - \$7,100,000
- Ashley Planes Historic Trail (E) - \$1,000,000

Fiscal Assessment

The current TIP totals almost \$268,800,000 for the four-year period. Of this total, 83 percent are federal funds, 15 percent are state funds, and 2 percent are local share funds. To determine fiscal constraint for the years 2007 through 2025 of the Long Range Transportation Plan, the funding levels for the first four years were extrapolated by straight-line projection for those remaining years of the Plan, and compared to the estimated costs listed for the projects in years 2007 through 2025. (See Appendix B).

As shown in the table below, the funding for the current TIP is almost \$268,800,000 or approximately \$67 million per year. Assuming the same level of federal, state and local funding for the next 19 years (not adjusting for inflation), the funding available for the costs shown for the projects in the years 2007 through 2025, will be approximately \$1.277 billion. Based on the estimated costs shown for the projects in the years 2007 through 2025, about \$58.2 million per year will be needed to cover the costs of those projects. Since this yearly amount is less than the amount allocated for the current TIP, there should be no difficulty in maintaining fiscal constraint for the 19-year period of the Plan.

The un-programmed available funding during this 19-year period (\$171,419,250) could be utilized to cover costs related to the following four factors:

1. Low project cost estimates
2. Actual project construction and/or Right-Of-Way cost overruns
3. The effect of inflation

4. New, unexpected projects
Therefore, it is considered prudent to have this reserve funding available for the continued success of the long range transportation planning effort.

FFY 2003-2006

4 year total	\$268,761,000
1 year average	\$67,190,250

FFY 2007-2025 (19 years)

Maximum costs (not including inflation)	\$1,276,614,750
Anticipated costs (not including inflation)	\$1,105,195,500
Funding Reserve	\$171,419,250

Air Quality Conformity Determination

Federal regulations require that transportation plans and programs be in conformity with the Clean Air Act Amendments (CAAA) of 1990 before the plans can be approved or federal funds distributed. The CAAA define conformity as "conforming to the Implementation Plan's purpose of eliminating and reducing the severity and number of Ambient Air Quality Standards (NAAQS) violations and achieving and maintaining status."

The CAAA mandate air quality improvements and the State Implementation Plan (SIP) for Pennsylvania defines the means to achieve these improvement goals. The Pennsylvania conformity SIP revisions were submitted to EPA on August 13, 1998. The CAAA require that an MPO determine that the Long Range Plan (LRP) and Transportation Improvement Program (TIP) conform to the SIP before the LRP and TIP can be adopted.

The Scranton/Wilkes-Barre MPO area is currently listed as a marginal non-attainment area for ozone. This denotes a minimal violation and the least demanding requirements. Conformity analyses for the Scranton/Wilkes-Barre MPO's 2003-2006 TIP and 2003-2025 LRP were prepared in April, 2003. These analyses used the measure of "less than 1990" conformity test to demonstrate that vehicle emissions would be reduced in the future compared to 1990.

Only 48 projects contained in the 2003-2006 TIP and 2003-2025 LRP were deemed to have an impact on air quality. The results of the analysis of these 48 projects indicate that the levels of VOC and NOx, the precursors of ozone formation, will be less than they were in 1990 for all the milestone years. Therefore, the 2003-2006 TIP and the 2003-2025 LRP conform with the current Implementation Plan and satisfy the conformity requirements of the CAAA as well.

To further address the VOC and NOx reductions in the later years of the LRP, emission reduction strategies such as decreasing VMT, speed changes, smoothing traffic flows, and use of alternative fuels will help reduce air pollution and maintain conformity standards¹.

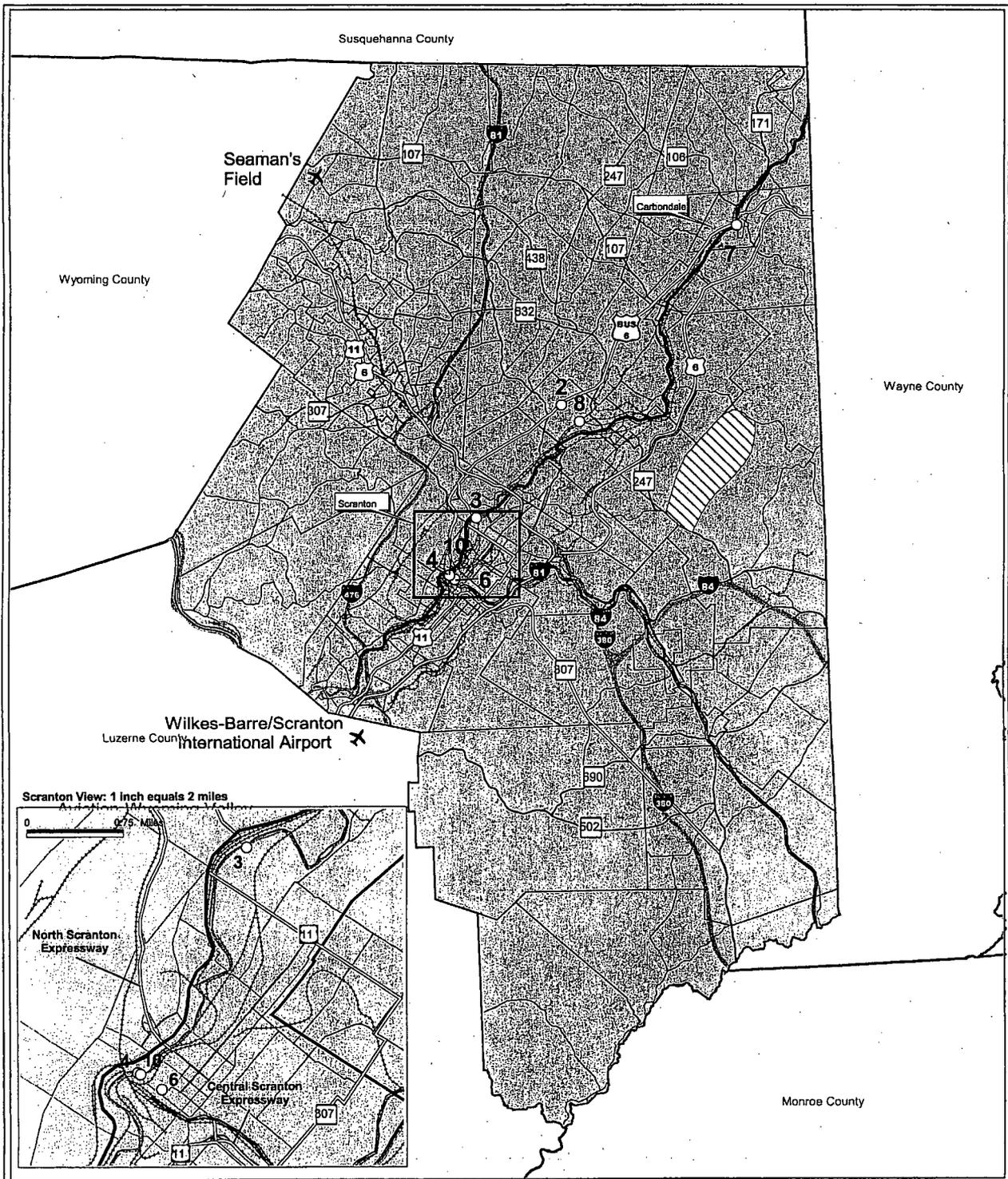
The Executive Summary of the air quality conformity results are attached as Appendix D.

¹ Air Quality Conformity Analysis Report for the Scranton/Wilkes-Barre MPO, Ozone Non-Attainment Area, prepared by the Pennsylvania Department of Transportation, April 17, 2003.

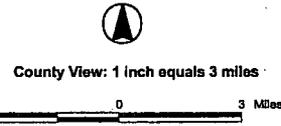
Lackawanna/Luzerne County Long Range Transportation Plan

Projects of Regional Significance

Projects from each county that are significant to the regional transportation system, but may not total \$5 million or more are listed in Tables 17 and 18. These were identified as the top projects from six major transportation categories: Highway, Bridge, Transit, Signal, Enhancement and Other. They include primarily projects that total \$1 million or more; however, projects not totaling \$1 million dollars, but having a large impact on the regional transportation network were also considered (see Maps 13 and 14).

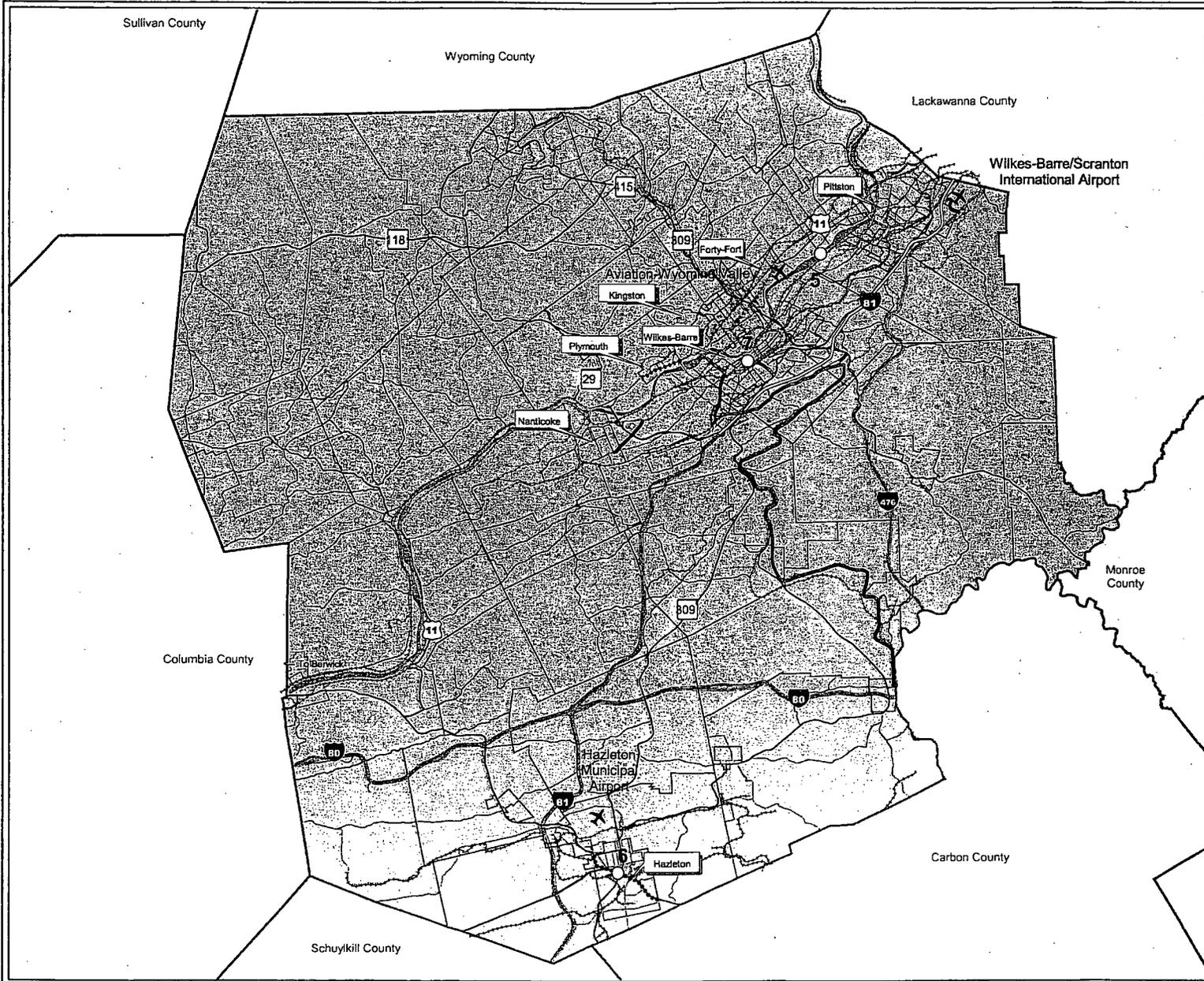


Map 13
Lackawanna County
Projects of Regional Significance
 Lackawanna / Luzerne Counties
 Long Range Transportation Plan



Legend

Interstate 81 Widening	Airports
Lackawanna River Heritage Trail	Railroads
Scranton/New York City Passenger Rail	Interstate Routes
Lackawanna Intelligent Transportation System	PA Routes
Valley View Business Park Access	Lackawanna River
Moosic Mountain Nature Conservancy	Lackawanna County Boundary
2 - Business Route 6 Widening (5 lanes)	Municipal Boundaries
3 - East Market Street Bridge #1	County Boundaries
4 - West Lackawanna Avenue Bridge	Lackawanna County Cities
6 - COLTS Intermodal Center	
7 - Carbondale Signal System	
8 - Main Street, Hospital Street & Gino Meril Drive Signal	
10 - Central New Jersey Railroad Building	



Map 14
Luzerne County
Projects of Regional
Significance
 Lackawanna / Luzerne Counties
 Long Range Transportation Plan

Legend

- Airport Access Road
- 115/I-81 Connector
- LCCC/Sans Souci Connector
- Coal Street
- I-81 Widening
- Hazleton Signals
- Plymouth Signals
- Kingston Signals
- Forty-Fort Signals
- Back Mountain Trail
- Delaware & Lehigh National Heritage Corridor
- 5 - 8th Street Bridge
- 6 - Hazleton Intermodal Center
- 7 - Wilkes-Barre Intermodal Center
- Airports
- Railroads
- Interstate Routes
- PA Routes
- Susquehanna River
- Luzerne County Boundary
- Municipal Boundaries
- County Boundaries
- Luzerne County Cities

County View: 1 Inch equals 3.75 miles

3.75 0 3.75 Miles

Lackawanna/Luzerne County Long Range Transportation Plan

Table 16 Projects of Regional Significance – Lackawanna County

Project Type	MPMS	PA Route	Description	Municipality	Estimated Cost
Highway					
Valley View Business Park Access	8342	6	Construction of a two lane road between PA Route 247 (Moosic Lake Road) in Jessup Borough and PA Route 1012 (Salem Road) in Archbald Borough. The road will provide access to approximately 1,000 acres of mine-scarred land zoned for industrial development along US Route 6.	Archbald/Jessup	\$7,477,000
Business Route 6 Road Widening (5 lanes)	8370	6006	Construction of a new overpass and interchange above PA Route 347, and widening of the present three lane facility to five lanes for approximately 1.5 miles. This will complete the widening of US Route 6 and Business Route 6 between Archbald Borough and Clarks Summit Borough from a three lane to a five lane facility.	Blakely	\$6,983,000
Bridge					
East Market Street Bridge #1	7908	Local	Involves the replacement of a structure built as a temporary bridge 20 years ago and removal of unused railroad tracks; an "S" curve in the area will also be straightened to improve sight in the corridor.	Scranton	\$1,300,000
West Lackawanna Avenue Bridge	7764	Local	Needs work to restore one closed travel lane, repair sidewalks for safety and aesthetic improvements to parapets and walls.	Scranton	\$100,000
Transit					
Scranton/New Jersey Passenger Rail	57729	Local	Lackawanna County and Monroe County in Pennsylvania, and Morris, Sussex and Warren Counties in New Jersey have been working for a number of years to restore passenger rail service between Pennsylvania and New Jersey due to traffic congestion on the I-380 and I-80 corridors. The Major Investment Study is nearing completion and the rail right-of-ways have been purchased. The project should move into the engineering phase in 2002 for resumption of service by 2006.	Various	\$10,000
COLTS Intermodal Center	N/A	Local	COLTS has begun engineering work on a facility in the Scranton Central Business District to bring all existing and future modes of transit travel together under one roof. The facility will be utilized by the COLTS transit buses, local tax services, the Martz/Greyhound bus companies, the Lackawanna County Trolley excursion, and future New York City passenger train service.	Scranton	\$4,500,000
Signals					
Carbondale Signal System	8375	6	Upgrade the existing signal network as outlined in the report done for the LCRPC by GSGS&B in the late 1980s.	Carbondale	\$440,000
Main Street, Hospital Street and Gino Merli Dr. Signal	8399	1023	Upgrade the system to current standards and remove numerous utility poles that currently create a traffic hazard.	Blakely	\$372,000
Enhancement					
Lackawanna River Heritage Trail	47948	Local	This trail system will provide non-motorized transportation facilities extending from up-state New York to the Chesapeake Bay. The Lackawanna Heritage Valley Authority has purchased numerous portions of abandoned rail right-of-ways along the Lackawanna River and has currently restored 10 miles for use by the public.	Various	\$1,531,000
Central New Jersey Railroad Building	57486	Local	Utilizing various public and private funding sources, private developers are attempting to restore this former freight handling facility of the CNJ railroad into commercial/office space. Funding from the Enhancement Program will be used to replace the roof preserving the structural integrity of the building until additional funding is obtained.	Scranton	\$125,000
Moosic Mountain Nature Conservancy	57529	Local	The Conservancy will utilize various funding sources to purchase nearly 1,400 acres of unique habitat for use by the public. This property was the original site of the Moosic Mountain Business Park that has now been moved off the mountaintop and closer to US Route 6.	Jessup	\$500,000
Other					
Intelligent Transportation System	57695	Various	PennDOT District 4-0 has undertaken numerous projects to improve the volume capacity of the transportation network in the county. These tools include the Highway Advisory Radio (HAR), variable message signboards (VMS) and video cameras at various locations on the network.	Various	\$800,000

Lackawanna/Luzerne County Long Range Transportation Plan

Table 17 Projects of Regional Significance - Luzerne County

Project Type	MPMS	PA Route	Description	Municipality	Estimated Cost
Highway					
Wilkes-Barre/Scranton International Airport Access Road: Reconstruction of Exit 178 of I-81	47955	81	Extend Access Road from Navy Way around the southern end of the extended runway to a point near Radar Hill; Reconstruct Interchange at Exit 178.	Avoca Borough, Dupont Borough, Pittston Township	\$55,800,000
115/I-81 Connector	9128	115/81	Construct new three lane road with right-of-way provided for four lane restricted access highway.	Plains Township, Laurel Run Borough, Wilkes-Barre Township	\$26,000,000
LCCC/Sans Souci Connector	9234	2002	Construct new four lane arterial with right-of-way with new half diamond interchange and roadway widening.	Hanover Township, Newport Township	\$42,000,400
I-81/PA Turnpike Study		81	Study of widening I-81 from Exit 164 to Exit 194.	Hanover Township, Luzerne County to South Abington Township, Lackawanna County	\$400,000
Coal Street	9223		Reconstruct, realign and extend Coal Street to Union Street	Wilkes-Barre City	\$10,440,000
Bridge					
8th Street Bridge	8677	1021	Replace existing structure with new bridge.	Jenkins Township, Wyoming Borough	\$21,300,000
Transit					
Hazleton Intermodal Center	63835	N/A	Construct intermodal center.	City of Hazleton	\$8,000,000
Wilkes-Barre Intermodal Center	6115	N/A	Construct intermodal center.	City of Wilkes-Barre	\$17,000,000
Signals					
Hazleton Signals	9227	93	14 traffic signals to be studied and inter-connected from the Hazleton By-pass in Hazle Township to Washington Street in West Hazleton; Corridor Improvements.	Hazle Township, Hazleton City, West Hazleton Borough	\$1,500,000
Plymouth Signals	9237	11	Flat Road to Carey Avenue; upgrade and interconnect.	Plymouth Borough	\$400,000
Kingston Signals	9238	11	Kingston Borough, from the Susquehanna River to U.S. Route 11; upgrade and connect.	Kingston Borough	\$1,200,000
Enhancement					
Delaware & Lehigh National Heritage Corridor	65662	N/A	Trail acquisition and master planning of 20-mile-long rail-to-trail from Oliver Mills, south to I-80, with environmental clearance and design for 8.5 mile, Phase 1 section from I-80 north to PA Gamelands 119.	City of Wilkes-Barre, Wright Township, Dennison Township, Fairview Township, Hanover Township, Plains Township, Whitehaven Borough, Penn Lake Park Borough, Laurel Run Borough, Ashley Borough	\$335,000
Back Mountain Trail	65663	N/A	This 1,400-foot-long trail will link the Back Mountain Trail to the College Misericordia campus. This link will offer trail users a mid-way entrance to the Back Mountain Trail as well as access to ample parking, restroom facilities, a snack bar, a library, and other recreational facilities.	Dallas Township, Kingston Township, Harveys Lake Borough, Luzerne Borough, Dallas Borough	\$52,000
Other					
Intelligent Transportation System	5722	81	Improve highway safety via message boards and other means.	Various	\$1,200,000

Lackawanna/Luzerne County Long Range Transportation Plan

PLAN EVALUATION

The Seven Planning Factors of TEA-21

The 1997 plan looked at the sixteen "metropolitan planning factors" identified by ISTEA to use for evaluating the Long Range Plan. TEA-21 reduced the number of "metropolitan planning factors" to seven. Table 18 – TEA 21 Planning Factors Evaluation evaluates the consistency of the goals and objectives of the Long Range Transportation Plan with the TEA-21 planning factors.

Table 18 TEA-21 Planning Factors Evaluation

		PLAN EVALUATION						
Goals	Objectives	TEA-21 Planning Factors						
		Support the economic vitality of the metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency	Increase the safety and security of the transportation system for motorized and non-motorized users	Increase the accessibility and mobility options available to people and freight	Protect and enhance the environment, promote energy conservation, and improve quality of life	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight	Promote efficient system management and operation	Emphasize the preservation of the existing transportation system
Maintain and improve existing transportation facilities	Provide regular program of maintenance						X	X
	Reconstruction and resurfacing of roads and bridges						X	X
	Upgrade traffic signals and signage	X						X
	Identify service deficiencies			X			X	
	Update Congestion Management Systems to identify congested corridors			X	X	X	X	X
	Continue to improve access to Interstates and principal arterials	X				X		
Improve safety of transportation facilities	Study accident prone areas and recommend improvements		X		X		X	
	Continue on-going bridge inspection program		X					X
Provide transportation services that support sound land use planning	Assess impacts of major transportation projects on communities via coordinated environmental review			X	X	X		
	Encourage traffic impact studies to support local and regional economic goals	X			X	X	X	
Protect the environment and conserve energy	Promote energy conservation through reduction in traffic congestion				X		X	
	Support alternative transportation modes to reduce the volume of single-occupant vehicles		X	X	X	X		
	Provide park-n-ride facilities to promote carpooling				X	X		

Lackawanna/Luzerne County Long Range Transportation Plan

Goals	Objectives	TEA-21 Planning Factors						
		Support the economic vitality of the metropolitan areas, especially by enabling global competitiveness, productivity, and efficiency	Increase the safety and security of the transportation system for motorized and non-motorized users	Increase the accessibility and mobility options available to people and freight	Protect and enhance the environment, promote energy conservation, and improve quality of life	Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight	Promote efficient system management and operation	Emphasize the preservation of the existing transportation system
Provide more effective and enhanced public transportation options	Update short and long-term strategic transit plans			X		X		X
	Provide more effective and enhanced public transport options			X	X		X	
	Periodically conduct management audit to evaluate overall operation		X	X	X		X	
	Consider technological improvements to increase system efficiency	X				X	X	
	Comply with ADA requirements		X		X			
Maintain and upgrade facilities at all airports	Promote intermodal facilities to support and expand transit and other modes	X		X		X		
	Update short and long-term airport management plans	X				X		X
Maintain and improve regional and interstate freight access	Actively pursue expanded carrier service	X		X			X	
	Continue and expand rail service to serve shippers, including intermodal facilities	X		X		X	X	
Support greenway project development	Identify impediments to freight movements					X	X	
	Identify existing rights-of-ways suitable for transportation facilities		X					X
	Prepare Open Space Master Plan		X	X	X	X		
Educate and involve the public in the transportation planning process	Prepare Bicycle/Pedestrian Plan		X	X	X	X		X
	Encourage expanded participation on the Transportation Advisory Committee	X	X	X	X	X	X	X
	Continue publication of quarterly newsletter	X					X	X

The LLTS Long Range Plan incorporates and addresses all seven planning factors. Lackawanna and Luzerne Counties are both striving for growth and economic development and have a number of agencies in place, such as the Earth Conservancy and CAN DO, to promote future development centers. The current transportation system is slated for a number of large, regionally significant construction projects aimed at reducing existing congestion and increasing safety, as well as renovating existing roadways and bridges. Numerous public transportation projects are under study to improve accessibility and mobility within the LLTS. These include construction of inter-modal transit centers, passenger rail service and additional park and ride lots. Environmental protection and enhancement goals are also being met through numerous trail construction projects which will serve to link existing recreational opportunities and preserve historically significant places.

APPENDICES

Appendix A

- Acronyms

Appendix B

- TIP – 2003-2025

Appendix C

- Minutes

Appendix D

- Air Quality Conformity Analysis Report (Volume I – Executive Summary)

Lackawanna/Luzerne County Long Range Transportation Plan

Appendix A- Acronyms

ACT 3 – Urban Transit Assistance (Operating & Capital – Dedicated)
ADA – Americans with Disabilities Act
ASTA – Anthracite Scenic Trails Association
AVLS – Automatic Vehicle Locator System
CAN DO – Community Area New Development Organization
CB – State Capital Budget
CC – Coordinating Committee
CMS – Congestion Management System
COLTS – County of Lackawanna Transit System
CP – Canadian Pacific
FHWA – Federal Highway Administration
FTA – Federal Transit Administration
GIS – Geographic Information System
HPT – Hazleton Public Transit
IMS – Intermodal Management System
ISTEA – Intermodal Surface Transportation Efficiency Act
ITS – Intelligent Transportation System
KOZ – Keystone Opportunity Zone
LCRA – Lackawanna County Rail Authority
LCRC – Luzerne County Rail Corporation
LCRPC – Lackawanna County Regional Planning Commission
LCTA – Luzerne County Transit Authority
LLTS – Lackawanna-Luzerne Transportation Study
LOS – Level of Service
LVIH – Lackawanna Valley Industrial Highway (now known as the Governor Casey Highway)
MPO – Metropolitan Planning Organization
NS – Norfolk Southern
PennDOT – Pennsylvania Department of Transportation
PNER – Pocono Northeast Rail Company
PTAF – Act 26 Public Transportation Assistance Funds (Capital Project Dedicated)
TAC – Transportation Advisory Committee
TEA 21 – Transportation Equity Act for the 21st Century
TIP – Transportation Improvement Program
TMA – Transportation Management Association
UPWP – Unified Planning Work Plan
5303 – Metropolitan Planning Funds (FTA)
5307 – Urbanized Area Formula Funds (FTA)
5309 – Capital Program – Earmarked (FTA)

APPENDIX B - TIP 2003-2025

LACKAWANNA-LUZERNE LONG RANGE PLAN PROJECT DATABASE 2003-2025

Program	MPMS	Description	County	SR	Sect.	Phase	Year	Fund Cat	Total Amount FFY 2003-2006	2003	2004	2005	2006
BRDG	7763	LACKAWANA AVE BRIDGE	35	7302	BRG	CON	3	BON	\$500,000	\$0	\$0	\$500,000	\$0
BRDG	7763	LACKAWANA AVE BRIDGE	35	7302	BRG	CON	4	BON	\$500,000	\$0	\$0	\$0	\$500,000
BRDG	7770	OLIVE ST VIADUCT	35	0	BRG	PE	3	BOF	\$150,000	\$0	\$0	\$150,000	\$0
BRDG	7792	MAIN ST BRG, OLD FORGE	35	3013	272	FD	1	BON	\$40,000	\$40,000	\$0	\$0	\$0
BRDG	7838	HARRISON AVE BRIDGE	35	6011	273	PE	2	BON	\$250,000	\$0	\$250,000	\$0	\$0
BRDG	7838	HARRISON AVE BRIDGE	35	6011	273	FD	3	BON	\$500,000	\$0	\$0	\$500,000	\$0
BRDG	7838	HARRISON AVE BRIDGE	35	6011	273	CON	4	BON	\$500,000	\$0	\$0	\$0	\$500,000
BRDG	7847	T-442 BURCHER AVE BR	35	7219	BRG	ROW	1	BOF	\$25,000	\$25,000	\$0	\$0	\$0
BRDG	7847	T-442 BURCHER AVE BR	35	7219	BRG	CON	3	BOF	\$600,000	\$0	\$0	\$600,000	\$0
BRDG	7850	T412 BRG NO. 5, JEFFERSON	35	7210	BRG	FD	1	BOF	\$80,000	\$80,000	\$0	\$0	\$0
BRDG	7850	T412 BRG NO. 5, JEFFERSON	35	7210	BRG	ROW	2	BOF	\$20,000	\$0	\$20,000	\$0	\$0
BRDG	7850	T412 BRG NO. 5, JEFFERSON	35	7210	BRG	CON	3	BOF	\$600,000	\$0	\$0	\$600,000	\$0
BRDG	7852	T-347 BRIDGE 1, COVINGTON	35	7205	BRG	ROW	1	BOF	\$17,000	\$17,000	\$0	\$0	\$0
BRDG	7852	T-347 BRIDGE 1, COVINGTON	35	7205	BRG	ROW	1	BOF	\$19,000	\$19,000	\$0	\$0	\$0
BRDG	7852	T-347 BRIDGE 1, COVINGTON	35	7205	BRG	CON	1	BOF	\$170,000	\$170,000	\$0	\$0	\$0
BRDG	7852	T-347 BRIDGE 1, COVINGTON	35	7205	BRG	CON	1	BOF	\$190,000	\$190,000	\$0	\$0	\$0
BRDG	7897	GILMARTIN ST BR #5	35	7401	BRG	CON	2	BOF	\$340,000	\$0	\$340,000	\$0	\$0
BRDG	7897	GILMARTIN ST BR #5	35	7401	BRG	CON	2	BOF	\$380,000	\$0	\$380,000	\$0	\$0
BRDG	7898	N. MAIN ST. BRIDGE 1	35	3013	000	FD	2	BON	\$235,000	\$0	\$235,000	\$0	\$0
BRDG	7900	MADISON AVE BR 2, JERMYN	35	7408	BRG	ROW			\$20,000	\$20,000			
BRDG	7900	MADISON AVE BR 2, JERMYN	35	7408	BRG	CON			\$180,000		\$180,000		
BRDG	7900	MADISON AVE BR 2, JERMYN	35	7408	BRG	CON			\$720,000		\$720,000		
BRDG	7908	EAST MARKET BRIDGE #1	35	7302	BRG	ROW	1	BOF	\$225,000	\$225,000	\$0	\$0	\$0
BRDG	7908	EAST MARKET BRIDGE #1	35	7302	BRG	CON	1	BOF	\$900,000	\$900,000	\$0	\$0	\$0
BRDG	7908	EAST MARKET BRIDGE #1	35	7302	BRG	CON	2	BOF	\$500,000	\$0	\$500,000	\$0	\$0
BRDG	7912	ROCKWELL AVE. BRIDGE	35	7302	BRG	ROW	1	BOF	\$20,000	\$20,000	\$0	\$0	\$0
BRDG	7912	ROCKWELL AVE. BRIDGE	35	7302	BRG	CON	3	BOF	\$500,000	\$0	\$0	\$500,000	\$0
BRDG	7912	ROCKWELL AVE. BRIDGE	35	7302	BRG	CON	4	BOF	\$500,000	\$0	\$0	\$0	\$500,000
BRDG	7930	GLEN ST. BRG, SCRANTON	35	0		PE			\$70,000	\$70,000			
HRST	7930	GLEN ST. BRG, SCRANTON	35	0		ROW			\$15,000	\$15,000			
BRDG	7930	GLEN ST. BRG, SCRANTON	35	0		CON			\$500,000		\$500,000		
BRDG	7939	KEYSER AVENUE BRIDGE	35	3011	271	FD			\$75,000	\$75,000			
BRDG	7939	KEYSER AVENUE BRIDGE	35	3011	271	CON			\$100,000		\$100,000		
BRDG	7939	KEYSER AVENUE BRIDGE	35	3011	271	CON			\$300,000		\$300,000		
BRDG	8040	6 TH AVE. BRG, CARBONDALE	35	0	BRG	CON	1	BOF	\$300,000	\$300,000	\$0	\$0	\$0
BRDG	8040	6 TH AVE. BRG, CARBONDALE	35	0	BRG	CON	2	BOF	\$600,000	\$0	\$600,000	\$0	\$0
BRDG	8046	SALEM ST. BRG, CARBONDALE	35	106	272	CON	2	BON	\$1,300,000	\$0	\$1,300,000	\$0	\$0
BRDG	8046	WINOLA ROAD BRG./FALLS CK	35	307	273	PE			\$100,000	\$100,000			
BRDG	8046	WINOLA ROAD BRG./FALLS CK	35	307	273	FD			\$55,000		\$55,000		
BRDG	8046	WINOLA ROAD BRG./FALLS CK	35	307	273	ROW			\$40,000		\$40,000		
BRDG	8046	WINOLA ROAD BRG./FALLS CK	35	307	273	CON			\$430,000		\$430,000		
BRDG	8058	MARION ST/ MEADOWBRK	35	0	BRG	FD			\$10,000	\$10,000			
BRDG	8058	MARION ST/ MEADOWBRK	35	0	BRG	ROW			\$5,000	\$5,000			
BRDG	8058	MARION ST/ MEADOWBRK	35	0	BRG	CON			\$50,000		\$50,000		
BRDG	8058	MONSEY AV/ MEADOWBRK	35	0	BRG	ROW			\$5,000	\$5,000			
BRDG	8058	MONSEY AV/ MEADOWBRK	35	0	BRG	CON			\$50,000		\$50,000		

* The funding in the column includes all phases of project implementation that are not identified in the current Transportation Improvement Program (TIP). It is not meant to be solely for the phase identified in the specific line.

Program	MPMS	Description	County	SR	Secl.	Phase	Year	Fund Cat	Total Amount FFY 2003-2006	2003	2004	2005	2006	FFY 2003-2006
BRDG	8060	CAPOUSE / MEADOWBRK	35	0	BRG	CON			\$50,000	\$50,000				\$0
BRDG	8075	MOLTKE ST. NO. 1	35	0	BRG	ROW			\$5,000	\$5,000				\$0
BRDG	8075	MOLTKE ST. NO. 1	35	0	BRG	CON			\$100,000		\$100,000			\$0
BRDG	8087	T-470 BRIDGE, LA PLUME	35	7211	BRG	PE	1	BOF	\$120,000	\$120,000	\$0	\$0	\$0	\$0
BRDG	8087	T-470 BRIDGE, LA PLUME	35	7211	BRG	FD	2	BOF	\$80,000	\$0	\$80,000	\$0	\$0	\$0
BRDG	8087	T-470 BRIDGE, LA PLUME	35	7211	BRG	ROW	3	BOF	\$30,000	\$0	\$0	\$30,000	\$0	\$0
BRDG	8087	T-470 BRIDGE, LA PLUME	35	7211	BRG	CON	4	BOF	\$800,000	\$0	\$0	\$0	\$800,000	\$0
BRDG	8104	GREENRIDGE/MEADOWBRK	35	6011	270	CON			\$150,000	\$150,000				\$0
BRDG	8150	FALL BROOK CK BR, FELL TWP	35	106	270	FD	1	BON	\$140,000	\$140,000	\$0	\$0	\$0	\$0
BRDG	8150	FALL BROOK CK BR, FELL TWP	35	106	270	ROW	2	BON	\$20,000	\$0	\$20,000	\$0	\$0	\$400,000
BRDG	8150	FALL BROOK CK BR, FELL TWP	35	106	270	CON	3	BON	\$740,000	\$0	\$0	\$740,000	\$0	\$0
BRDG	8151	DUNDAFF CK BRG-GREENFIELD	35	106	271	PE	1	BON	\$160,000	\$160,000	\$0	\$0	\$0	\$0
BRDG	8151	DUNDAFF CK BRG-GREENFIELD	35	106	271	FD	2	BON	\$80,000	\$0	\$80,000	\$0	\$0	\$0
BRDG	8151	DUNDAFF CK BRG-GREENFIELD	35	106	271	ROW	2	BON	\$50,000	\$0	\$50,000	\$0	\$0	\$0
BRDG	8151	DUNDAFF CK BRG-GREENFIELD	35	106	271	CON	3	BON	\$400,000	\$0	\$0	\$400,000	\$0	\$0
BRDG	8151	DUNDAFF CK BRG-GREENFIELD	35	106	271	CON	4	BON	\$390,000	\$0	\$0	\$0	\$390,000	\$0
BRDG	8153	LAYTON RD BRG, S.ABINGTON	35	1027	270	FD	1	BOO	\$90,000	\$90,000	\$0	\$0	\$0	\$0
BRDG	8153	LAYTON RD BRG, S.ABINGTON	35	1027	270	ROW	1	BOO	\$30,000	\$30,000	\$0	\$0	\$0	\$0
BRDG	8153	LAYTON RD BRG, S.ABINGTON	35	1027	270	CON	3	BOO	\$900,000	\$0	\$0	\$900,000	\$0	\$0
BRDG	8154	ACKERLY CK BRG, GLENBURN	35	4010	270	PE	1	BOO	\$120,000	\$120,000	\$0	\$0	\$0	\$0
BRDG	8154	ACKERLY CK BRG, GLENBURN	35	4010	270	FD	2	BON	\$120,000	\$0	\$120,000	\$0	\$0	\$0
BRDG	8154	ACKERLY CK BRG, GLENBURN	35	4010	270	ROW	2	BOF	\$10,000	\$0	\$10,000	\$0	\$0	\$0
BRDG	8154	ACKERLY CK BRG, GLENBURN	35	4010	270	CON	3	BOF	\$600,000	\$0	\$0	\$600,000	\$0	\$0
HCON	8162	EXIT 51 RECONST.(EXIT 188	35	81	295	CON	1	NHS	\$0	\$0	\$0	\$0	\$0	\$0
HCON	8162	EXIT 51 RECONST.(EXIT 188	35	81	295	CON	1	SXF	\$0	\$0	\$0	\$0	\$0	\$0
HCON	8162	EXIT 51 RECONST.(EXIT 188	35	81	295	CON	1	TOLL	\$0	\$0	\$0	\$0	\$0	\$0
BRDG	8173	ACKERLY CK, ABINGTON TWP	35	407	270	FD	2	BON	\$40,000	\$0	\$40,000	\$0	\$0	\$0
BRDG	8173	ACKERLY CK, ABINGTON TWP	35	407	270	PE	2		\$100,000	\$100,000				\$0
BRDG	8173	ACKERLY CK, ABINGTON TWP	35	407	270	ROW	3		\$20,000		\$20,000			\$0
BRDG	8173	ACKERLY CK, ABINGTON TWP	35	407	270	CON	3		\$320,000		\$320,000			\$0
BRDG	8179	STEGMEIERS POND BR, LEHIGH	35	2016	270	FD	1		\$40,000	\$40,000				\$0
BRDG	8179	STEGMEIERS POND BR, LEHIGH	35	2016	270	ROW	1		\$20,000	\$20,000				\$0
BRDG	8179	STEGMEIERS POND BR, LEHIGH	35	2016	270	CON	3		\$410,000		\$410,000			\$0
BRDG	8189	US 6 @ PA 347 BRIDGE	35	6008	272	CON	1	BON	\$2,296,000	\$2,296,000	\$0	\$0	\$0	\$0
BRDG	8189	US 6 @ PA 347 BRIDGE	35	6008	272	CON	2	BON	\$1,744,000	\$0	\$1,744,000	\$0	\$0	\$0
HRST	8204	GREENRIDGE & SANDERSON	35	6011	212	ROW	2	STP	\$8,000	\$0	\$8,000	\$0	\$0	\$0
HRST	8204	GREENRIDGE & SANDERSON	35	6011	212	ROW	2	TOLL	\$2,000	\$0	\$2,000	\$0	\$0	\$0
HRST	8204	GREENRIDGE & SANDERSON	35	6011	212	CON	2	STP	\$320,000	\$0	\$320,000	\$0	\$0	\$0
HRST	8204	GREENRIDGE & SANDERSON	35	6011	212	CON	2	TOLL	\$80,000	\$0	\$80,000	\$0	\$0	\$0
SAMI	8209	STATE & GROVE ST. (BETT.)	35	6	210	CON	1	STP	\$600,000	\$600,000	\$0	\$0	\$0	\$0
SAMI	8212	KEYSER AVENUE SAMI, 185	35	3011	203	FD	1	SXF	\$200,000	\$200,000	\$0	\$0	\$0	\$0
SAMI	8212	KEYSER AVENUE SAMI, 185	35	3011	203	CON	3	STS	\$675,000	\$0	\$0	\$675,000	\$0	\$0
SAMI	8212	KEYSER AVENUE SAMI, 185	35	3011	203	CON	3	SXF	\$1,125,000	\$0	\$0	\$1,125,000	\$0	\$0
HRST	8221	LACKAWANNA TRAIL (BETT.)	35	6	214	PE	1	STP	\$200,000	\$200,000	\$0	\$0	\$0	\$0
HRST	8221	LACKAWANNA TRAIL (BETT.)	35	6	214	PE	1	TOLL	\$50,000	\$50,000	\$0	\$0	\$0	\$0
HRST	8221	LACKAWANNA TRAIL (BETT.)	35	6	214	FD	2	STP	\$80,000	\$0	\$80,000	\$0	\$0	\$0
HRST	8221	LACKAWANNA TRAIL (BETT.)	35	6	214	FD	2	TOLL	\$20,000	\$0	\$20,000	\$0	\$0	\$0
HRST	8221	LACKAWANNA TRAIL (BETT.)	35	6	214	CON	3	STP	\$400,000	\$0	\$0	\$400,000	\$0	\$0
HRST	8221	LACKAWANNA TRAIL (BETT.)	35	6	214	CON	3	TOLL	\$100,000	\$0	\$0	\$100,000	\$0	\$0
HRST	8221	LACKAWANNA TRAIL (BETT.)	35	6	214	CON	4	STP	\$1,040,000	\$0	\$0	\$0	\$1,040,000	\$0
HRST	8221	LACKAWANNA TRAIL (BETT.)	35	6	214	CON	4	TOLL	\$260,000	\$0	\$0	\$0	\$260,000	\$0

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Program	MPMS	Description	County	SR	Secd.	Phase	Year	Fund Cat	Total Amount FFY 2003-2006	2003	2004	2005	2006	2007-2008
BRDG	8229	I-81/MAIN AVE&RIVER	35	81	270	PE	1	BON	\$100,000	\$100,000	\$0	\$0	\$0	
BRDG	8229	I-81/MAIN AVE&RIVER	35	81	270	FD	2	BON	\$100,000	\$0	\$100,000	\$0	\$0	
BRDG	8229	I-81/MAIN AVE&RIVER	35	81	270	ROW	3	BON	\$50,000	\$0	\$0	\$50,000	\$0	\$0
BRDG	8229	I-81/MAIN AVE&RIVER	35	81	270	CON	4	BON	\$1,900,000	\$0	\$0	\$0	\$1,900,000	
BRDG	8232	I-81 BR PRESERVATION	35	81		CON	2	BON	\$1,000,000	\$0	\$1,000,000	\$0	\$0	
BRDG	8232	I-81 BR PRESERVATION	35	81		CON	3	BON	\$2,000,000	\$0	\$0	\$2,000,000	\$0	\$4,000,000
BRDG	8232	I-81 BR PRESERVATION	35	81		CON	4	BON	\$3,000,000	\$0	\$0	\$0	\$3,000,000	
HRST	8276	SCOTT TECH PARK,DRIVEWAY	35	632	203	FD	1	STP	\$32,000	\$32,000	\$0	\$0	\$0	
HRST	8276	SCOTT TECH PARK,DRIVEWAY	35	632	203	FD	1	TOLL	\$8,000	\$8,000	\$0	\$0	\$0	
HRST	8276	SCOTT TECH PARK,DRIVEWAY	35	632	203	CON	2	STP	\$160,000	\$0	\$160,000	\$0	\$0	
HRST	8276	SCOTT TECH PARK,DRIVEWAY	35	632	203	CON	2	TOLL	\$40,000	\$0	\$40,000	\$0	\$0	\$300,000
HRST	8276	SCOTT TECH PARK,DRIVEWAY	35	632	203	CON	3	STP	\$240,000	\$0	\$0	\$240,000	\$0	
HRST	8276	SCOTT TECH PARK,DRIVEWAY	35	632	203	CON	3	TOLL	\$60,000	\$0	\$0	\$60,000	\$0	
BRDG	8307	PA 438/TUNKHANNOCK	35	438	272	FD	1	BOF	\$80,000	\$80,000	\$0	\$0	\$0	
BRDG	8307	PA 438/TUNKHANNOCK	35	438	272	CON	2	BOF	\$680,000	\$0	\$680,000	\$0	\$0	
IRST	8316	IMPROVE EXIT 190	35	81	241	PE	1	SXF	\$1,100,000	\$1,100,000	\$0	\$0	\$0	
IRST	8316	IMPROVE EXIT 190	35	81	241	FD	2	IM	\$405,000	\$0	\$405,000	\$0	\$0	
IRST	8316	IMPROVE EXIT 190	35	81	241	FD	2	SXF	\$135,500	\$0	\$135,500	\$0	\$0	
IRST	8316	IMPROVE EXIT 190	35	81	241	ROW	3	IM	\$250,000	\$0	\$0	\$250,000	\$0	\$4,109,500
IRST	8316	IMPROVE EXIT 190	35	81	241	CON	4	IM	\$2,060,000	\$0	\$0	\$0	\$2,060,000	
SAMI	8322	SCRANTON CBD NETWORK	35	0	CBD	CON	3	TAQ	\$300,000	\$0	\$0	\$300,000	\$0	
SAMI	8322	SCRANTON CBD NETWORK	35	0	CBD	CON	4	TAQ	\$1,700,000	\$0	\$0	\$0	\$1,700,000	
HRST	8328	KEYSTONE IND.PARK RD	35	0	000	FD	2	STU	\$80,000	\$0	\$80,000	\$0	\$0	
HRST	8328	KEYSTONE IND.PARK RD	35	0	000	ROW	2	STU	\$5,000	\$0	\$5,000	\$0	\$0	
LRST	8328	KEYSTONE IND.PARK RD	35	0	000	CON	3	STU	\$250,000	\$0	\$0	\$250,000	\$0	\$0
HCON	8342	VALLEY VIEW BUSINESS PARK	35	247	204	PE	1	SXF	\$200,000	\$200,000	\$0	\$0	\$0	
HCON	8342	VALLEY VIEW BUSINESS PARK	35	247	204	PE	1	TOLL	\$50,000	\$50,000	\$0	\$0	\$0	
HCON	8342	VALLEY VIEW BUSINESS PARK	35	247	204	FD	1	SXF	\$600,000	\$600,000	\$0	\$0	\$0	
HCON	8342	VALLEY VIEW BUSINESS PARK	35	247	204	FD	1	TOLL	\$150,000	\$150,000	\$0	\$0	\$0	
HCON	8342	VALLEY VIEW BUSINESS PARK	35	247	204	ROW	1	SXF	\$40,000	\$40,000	\$0	\$0	\$0	\$0
HCON	8342	VALLEY VIEW BUSINESS PARK	35	247	204	ROW	1	TOLL	\$10,000	\$10,000	\$0	\$0	\$0	\$0
HCON	8342	VALLEY VIEW BUSINESS PARK	35	247	204	CON	2	SXF	\$5,232,000	\$0	\$5,232,000	\$0	\$0	
HCON	8342	VALLEY VIEW BUSINESS PARK	35	247	204	CON	2	TOLL	\$1,308,000	\$0	\$1,308,000	\$0	\$0	
BRDG	8360	PA 247 WILDCAT RD BR	35	247	273	FD	1	BON	\$100,000	\$100,000	\$0	\$0	\$0	
BRDG	8360	PA 247 WILDCAT RD BR	35	247	273	ROW	2	BOO	\$20,000	\$0	\$20,000	\$0	\$0	
BRDG	8360	PA 247 WILDCAT RD BR	35	247	273	CON	3	BON	\$490,000	\$0	\$0	\$490,000	\$0	
BRDG	8370	RT 6 WIDENING @ PA 347	35	6006	222	CON	1	STP	\$2,145,600	\$2,145,600	\$0	\$0	\$0	
SAMI	8391	US 6 AND PLANK ROAD	35	6	223	PE	1	TAQ	\$100,000	\$100,000	\$0	\$0	\$0	
SAMI	8391	US 6 AND PLANK ROAD	35	6	223	CON	3	TAQ	\$200,000	\$0	\$0	\$200,000	\$0	\$565,000
SAMI	8394	DUNMORE SIGNAL NETWORK	35	347	207	FD	1	TAQ	\$250,000	\$250,000	\$0	\$0	\$0	
SAMI	8394	DUNMORE SIGNAL NETWORK	35	347	207	CON	4	TAQ	\$500,000	\$0	\$0	\$0	\$500,000	
SAMI	8400	BIRNEY PLAZA	35	11	214	FD	1	CAQ	\$50,000	\$50,000	\$0	\$0	\$0	
SAMI	8400	BIRNEY PLAZA	35	11	214	ROW	2	CAQ	\$100,000	\$0	\$100,000	\$0	\$0	
SAMI	8400	BIRNEY PLAZA	35	11	214	CON	2	CAQ	\$400,000	\$0	\$0	\$0	\$0	
SAMI	8401	MAIN ST/MAIN AVE CORRIDOR	35	3013	203	FD	1	TAQ	\$150,000	\$150,000	\$0	\$0	\$0	
SAMI	8401	MAIN ST/MAIN AVE CORRIDOR	35	3013	203	CON	2	TAQ	\$600,000	\$0	\$0	\$0	\$0	\$1,550,000
BRDG	8637	RIVER ROAD BRG. OVER R.R.	40	2004	370	FD	2	BON	\$80,000	\$0	\$80,000	\$0	\$0	
BRDG	8637	RIVER ROAD BRG. OVER R.R.	40	2004	370	ROW	2	BON	\$40,000	\$0	\$40,000	\$0	\$0	\$880,000

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Program	MPMS	Description	County	SR	Sect.	Phase	Year	Fund Cat	Total Amount FFY 2003-2006						
BRDG	8677	8TH STREET BRIDGE	40	1021	370	PE	1	BON	\$500,000	\$500,000	\$0	\$0	\$0	\$0	\$0
BRDG	8677	8TH STREET BRIDGE	40	1021	370	FD	1	BON	\$400,000	\$400,000	\$0	\$0	\$0	\$0	\$0
BRDG	8677	8TH STREET BRIDGE	40	1021	370	ROW	3	BON	\$400,000	\$0	\$0	\$400,000	\$0	\$0	\$17,000,000
BRDG	8677	8TH STREET BRIDGE	40	1021	370	CON	3	BON	\$2,000,000	\$0	\$0	\$2,000,000	\$0	\$0	\$0
BRDG	8677	8TH STREET BRIDGE	40	1021	370	CON	4	BON	\$1,000,000	\$0	\$0	\$0	\$1,000,000	\$0	\$0
SAMI	8724	6309 CORRIDOR @ SPRING ST	40	6309	309	PE	2	STP	\$10,000	\$0	\$10,000	\$0	\$0	\$0	\$0
SAMI	8724	6309 CORRIDOR @ SPRING ST	40	6309	309	FD	2	STP	\$600,000	\$0	\$600,000	\$0	\$0	\$0	\$5,390,000
BRDG	8742	MILL CREEK BRIDGE	40	2035	371	UTL	1	BON	\$30,000	\$30,000	\$0	\$0	\$0	\$0	\$0
BRDG	8742	MILL CREEK BRIDGE	40	2035	371	ROW	1	BON	\$10,000	\$10,000	\$0	\$0	\$0	\$0	\$2,000,000
BRDG	8742	MILL CREEK BRIDGE	40	2035	371	CON	1	BON	\$1,780,000	\$1,780,000	\$0	\$0	\$0	\$0	\$0
BRDG	8743	PLYMOUTH BORO BRIDGE	40	2005	370	PE	2	BON	\$60,000	\$0	\$60,000	\$0	\$0	\$0	\$0
BRDG	8743	PLYMOUTH BORO BRIDGE	40	2005	370	FD	3	BON	\$30,000	\$0	\$0	\$30,000	\$0	\$0	\$0
BRDG	8743	PLYMOUTH BORO BRIDGE	40	2005	370	CON	4	BON	\$500,000	\$0	\$0	\$0	\$500,000	\$0	\$0
BRDG	8748	T-860 BRIDGE, HANOVER TWP	40	7101	BRG	CON	1	BOF	\$500,000	\$500,000	\$0	\$0	\$0	\$0	\$0
BRDG	8755	N. MAIN ST. T-388 BRG #4	40	0	BRG	FD	1	BOF	\$190,000	\$190,000	\$0	\$0	\$0	\$0	\$0
BRDG	8755	N. MAIN ST. T-388 BRG #4	40	0	BRG	ROW	1	BOF	\$10,000	\$10,000	\$0	\$0	\$0	\$0	\$0
BRDG	8755	N. MAIN ST. T-388 BRG #4	40	0	BRG	CON	3	BOF	\$600,000	\$0	\$0	\$600,000	\$0	\$0	\$0
BRDG	8756	T375 HOLLENBACK BRG	40	7215	BRG	ROW	1	BOF	\$20,000	\$20,000	\$0	\$0	\$0	\$0	\$0
BRDG	8756	T375 HOLLENBACK BRG	40	7215	BRG	CON	1	BOF	\$630,000	\$630,000	\$0	\$0	\$0	\$0	\$0
BRDG	8759	T358 SLEEPY HOLLOW, BUTLER	40	7204	BRG	CON	1	BOF	\$418,000	\$418,000	\$0	\$0	\$0	\$0	\$0
BRDG	8776	MARY ST BR T-439(FAIRVIEW)	40	7211	BRG	CON	1	BOF	\$600,000	\$600,000	\$0	\$0	\$0	\$0	\$0
BRDG	8787	RIVER ROAD MINE ENTR	40	2004	371	FD	2	BON	\$30,000	\$0	\$30,000	\$0	\$0	\$0	\$970,000
BRDG	8788	RIVER RD BRG @ MILL CREEK	40	2004	372	FD	2	BON	\$80,000	\$0	\$80,000	\$0	\$0	\$0	\$0
BRDG	8788	RIVER RD BRG @ MILL CREEK	40	2004	372	ROW	2	BON	\$50,000	\$0	\$50,000	\$0	\$0	\$0	\$3,000,000
BRDG	8793	CLEVELAND ST BRG, PLAINS	40	7103	BRG	FD	1	BOF	\$60,000	\$60,000	\$0	\$0	\$0	\$0	\$0
BRDG	8793	CLEVELAND ST BRG, PLAINS	40	7103	BRG	UTL	3	BOF	\$8,000	\$0	\$0	\$8,000	\$0	\$0	\$0
BRDG	8793	CLEVELAND ST BRG, PLAINS	40	7103	BRG	ROW	3	BOF	\$25,000	\$0	\$0	\$25,000	\$0	\$0	\$0
BRDG	8793	CLEVELAND ST BRG, PLAINS	40	7103	BRG	CON	3	BOF	\$910,000	\$0	\$0	\$910,000	\$0	\$0	\$0
LRST	8821	DR M LUTHER KING BLV	40	0	000	CON	1	STU	\$390,000	\$390,000	\$0	\$0	\$0	\$0	\$1,610,000
LRST	8821	DR M LUTHER KING BLV	40	0	000	CON	2	STU	\$2,000,000	\$0	\$2,000,000	\$0	\$0	\$0	\$0
BRDG	8864	BRANCH FORGE CK, NEWPORT	40	3001	370	FD	1	BON	\$70,000	\$70,000	\$0	\$0	\$0	\$0	\$0
BRDG	8864	BRANCH FORGE CK, NEWPORT	40	3001	370	ROW	1	BON	\$40,000	\$40,000	\$0	\$0	\$0	\$0	\$0
BRDG	8864	BRANCH FORGE CK, NEWPORT	40	3001	370	CON	2	BON	\$730,000	\$0	\$730,000	\$0	\$0	\$0	\$0
BRDG	8867	GARDNER'S CK BRIDGE	40	2039	370	FD	1	BOF	\$15,000	\$15,000	\$0	\$0	\$0	\$0	\$0
BRDG	8867	GARDNER'S CK BRIDGE	40	2039	370	ROW	3	BOF	\$10,000	\$0	\$0	\$10,000	\$0	\$0	\$0
BRDG	8867	GARDNER'S CK BRIDGE	40	2039	370	CON	3	BOF	\$700,000	\$0	\$0	\$700,000	\$0	\$0	\$0
BRDG	8868	NESCOPECK CK BRIDGE	40	3014	370	PE	1	BOF	\$200,000	\$200,000	\$0	\$0	\$0	\$0	\$0
BRDG	8868	NESCOPECK CK BRIDGE	40	3014	370	FD	2	BOF	\$35,000	\$0	\$35,000	\$0	\$0	\$0	\$0
BRDG	8868	NESCOPECK CK BRIDGE	40	3014	370	ROW	3	BOF	\$10,000	\$0	\$0	\$10,000	\$0	\$0	\$0
BRDG	8868	NESCOPECK CK BRIDGE	40	3014	370	CON	3	BOF	\$500,000	\$0	\$0	\$500,000	\$0	\$0	\$0
BRDG	8868	NESCOPECK CK BRIDGE	40	3014	370	CON	4	BOF	\$500,000	\$0	\$0	\$0	\$500,000	\$0	\$0
HCON	8890	AIRPORT ACCESS ROAD	40	0	0	FD	1	SXF	\$800,000	\$800,000	\$0	\$0	\$0	\$0	\$0
HCON	8890	AIRPORT ACCESS ROAD	40	0	0	FD	1	TOLL	\$200,000	\$200,000	\$0	\$0	\$0	\$0	\$0
HCON	8890	AIRPORT ACCESS ROAD	40	0	0	ROW	2	SXF	\$800,000	\$0	\$800,000	\$0	\$0	\$0	\$0
HCON	8890	AIRPORT ACCESS ROAD	40	0	0	CON	2	STP	\$1,240,000	\$0	\$1,240,000	\$0	\$0	\$0	\$0
HCON	8890	AIRPORT ACCESS ROAD	40	0	0	CON	2	SXF	\$200,000	\$0	\$200,000	\$0	\$0	\$0	\$0
HCON	8890	AIRPORT ACCESS ROAD	40	0	0	CON	2	TOLL	\$360,000	\$0	\$360,000	\$0	\$0	\$0	\$6,700,000
HCON	8890	AIRPORT ACCESS ROAD	40	0	0	CON	3	STP	\$1,600,000	\$0	\$0	\$1,600,000	\$0	\$0	\$0
HCON	8890	AIRPORT ACCESS ROAD	40	0	0	CON	3	TOLL	\$400,000	\$0	\$0	\$400,000	\$0	\$0	\$0
HCON	8890	AIRPORT ACCESS ROAD	40	0	0	CON	4	STP	\$1,200,000	\$0	\$0	\$0	\$1,200,000	\$0	\$0
HCON	8890	AIRPORT ACCESS ROAD	40	0	0	CON	4	TOLL	\$300,000	\$0	\$0	\$0	\$300,000	\$0	\$0

* The funding in the column includes all phases of project implementation that are not identified in the current Transportation Improvement Program (TIP). It is not meant to be solely for the phase identified in the specific line.

Program	MPMS	Description	County	SR	Sect	Phase	Year	Fund Cat	Total Amount FFY 2003-2006	2003	2004	2005	2006	2007-2009
BRDG	8900	HARVEY'S CK BRG, PLYMOUTH TWP.	40	29	374	CON	2	BON	\$250,000	\$0	\$250,000	\$0	\$0	\$0
BRDG	8900	HARVEY'S CK BRG, PLYMOUTH TWP.	40	29	374	CON	3	BON	\$1,000,000	\$0	\$0	\$1,000,000	\$0	\$0
BRDG	8911	T-392 BRIDGE, CONYNGHAM	40	7205	BRG	ROW	3	BOF	\$20,000	\$0	\$0	\$20,000	\$0	\$0
BRDG	8911	T-392 BRIDGE, CONYNGHAM	40	7205	BRG	CON	3	BOF	\$550,000	\$0	\$0	\$550,000	\$0	\$0
BRDG	8912	COUNTY RD BR #30, DORRANCE	40	7208	BRG	FD	1	BOF	\$90,000	\$90,000	\$0	\$0	\$0	\$0
BRDG	8912	COUNTY RD BR #30, DORRANCE	40	7208	BRG	ROW	2	BOF	\$20,000	\$0	\$20,000	\$0	\$0	\$0
BRDG	8912	COUNTY RD BR #30, DORRANCE	40	7208	BRG	CON	2	BOF	\$400,000	\$0	\$400,000	\$0	\$0	\$0
BRDG	8913	COUNTY RD BR #29, DORRANCE	40	7208	0	FD	1	BOF	\$90,000	\$90,000	\$0	\$0	\$0	\$0
BRDG	8913	COUNTY RD BR #29, DORRANCE	40	7208	0	ROW	2	BOF	\$20,000	\$0	\$20,000	\$0	\$0	\$0
BRDG	8913	COUNTY RD BR #29, DORRANCE	40	7208	0	CON	2	BOF	\$400,000	\$0	\$400,000	\$0	\$0	\$0
BRDG	8920	OLD RTE 11 BRG, KINGSTON TWP.	40	7220	BRG	CON	1	BOF	\$500,000	\$500,000	\$0	\$0	\$0	\$0
BRDG	8922	CO RD #3, BR OHUNLOCK CK	40	7222	BRG	CON	3	BOF	\$560,000	\$0	\$0	\$560,000	\$0	\$0
HRST	8963	TR 93 CLIMBING LANES	40	93	303	PE	2	STP	\$450,000	\$0	\$450,000	\$0	\$0	\$15,000,000
HRST	8964	I-81 TO SCHUYLKILL (BETT)	40	824	301	UTL	1	STP	\$720,000	\$720,000	\$0	\$0	\$0	\$0
HRST	8964	I-81 TO SCHUYLKILL (BETT)	40	824	301	CON	1	STP	\$250,000	\$250,000	\$0	\$0	\$0	\$0
HRST	8964	I-81 TO SCHUYLKILL (BETT)	40	824	301	CON	2	STP	\$1,500,000	\$0	\$1,500,000	\$0	\$0	\$12,750,000
HRST	8964	I-81 TO SCHUYLKILL (BETT)	40	824	301	CON	3	STP	\$1,750,000	\$0	\$0	\$1,750,000	\$0	\$0
BRDG	8979	WAPWALLOPEN CK, HOLLENBACK	40	3012	370	PE	3	BOF	\$25,000	\$0	\$0	\$25,000	\$0	\$0
BRDG	8979	WAPWALLOPEN CK, HOLLENBACK	40	3012	370	FD	3	BOF	\$15,000	\$0	\$0	\$15,000	\$0	\$0
HRST	8993	PA 315 Corridor Hwy (Bett)	40	315	306	CON	1	STS	\$1,700,000	\$1,700,000	\$0	\$0	\$0	\$0
BRDG	9012	LILY LAKE RD. BRIDGE #1	40	3005	370	CON			\$500,000	\$500,000	\$0	\$0	\$0	\$0
BRDG	9013	LILY LAKE RD. BRIDGE #2	40	3005	371	FD			\$50,000	\$50,000	\$0	\$0	\$0	\$0
BRDG	9013	LILY LAKE RD. BRIDGE #2	40	3005	371	ROW			\$20,000	\$20,000	\$0	\$0	\$0	\$0
BRDG	9013	LILY LAKE RD. BRIDGE #2	40	3005	371	CON			\$380,000	\$0	\$380,000	\$0	\$0	\$0
BRDG	9027	CHERRY HILL RD BR/HUNTINGTON	40	4008	370	ROW			\$20,000	\$20,000	\$0	\$0	\$0	\$0
BRDG	9027	CHERRY HILL RD BR/HUNTINGTON	40	4008	370	CON			\$300,000	\$0	\$300,000	\$0	\$0	\$0
BRDG	9034	BARNEY STREET BRIDGE	40	7304	BRG	FD	2	BOF	\$100,000	\$0	\$100,000	\$0	\$0	\$0
BRDG	9034	BARNEY STREET BRIDGE	40	7304	BRG	CON	4		\$600,000	\$0	\$0	\$600,000	\$0	\$0
BRDG	9037	SIDNEY ST. BRG, W-B CITY	40	7304		CON	4	BOF	\$0	\$0	\$0	\$0	\$0	\$800,000
BRDG	9038	REGENT ST. BRIDGE, W-B	40	7304	BRG	CON			\$800,000	\$0	\$0	\$800,000	\$0	\$0
BRDG	9039	SOUTH FRANKLIN ST BR, W-B	40	7304	BRG	UTL	1	BOF	\$10,000	\$10,000	\$0	\$0	\$0	\$0
BRDG	9039	SOUTH FRANKLIN ST BR, W-B	40	7304	BRG	ROW	1	BOF	\$10,000	\$10,000	\$0	\$0	\$0	\$0
BRDG	9039	SOUTH FRANKLIN ST BR, W-B	40	7304	BRG	CON	1	BOF	\$800,000	\$800,000	\$0	\$0	\$0	\$0
BRDG	9040	WALLER STREET BR, W-B	40	7304	BRG	UTL	1	BOF	\$10,000	\$10,000	\$0	\$0	\$0	\$0
BRDG	9040	WALLER STREET BR, W-B	40	7304	BRG	ROW	1	BOF	\$10,000	\$10,000	\$0	\$0	\$0	\$0
BRDG	9040	WALLER STREET BR, W-B	40	7304	BRG	CON	1	BOF	\$800,000	\$800,000	\$0	\$0	\$0	\$0
SAMI	9054	SR 2002 & DUNDEE RD	40	2002	301	ROW	1	STS	\$20,000	\$20,000	\$0	\$0	\$0	\$0
SAMI	9054	SR 2002 & DUNDEE RD	40	2002	301	CON	2	STS	\$500,000	\$0	\$500,000	\$0	\$0	\$0
SAMI	9054	SR 2002 & DUNDEE RD	40	2002	301	CON	3	STS	\$500,000	\$0	\$0	\$500,000	\$0	\$0
SAMI	9062	BEAR CREEK RD & 315	40	2035	303	ROW	2	TSP	\$10,000	\$0	\$10,000	\$0	\$0	\$0
SAMI	9062	BEAR CREEK RD & 318	40	2035	303	CON	2	TSP	\$90,000	\$0	\$90,000	\$0	\$0	\$0
HCON	9122	BELTWAY TO STOCKTON RD	40	3032	302	PE	4	STP	\$100,000	\$0	\$0	\$0	\$100,000	\$1,120,000
HCON	9128	CONNECT EXIT 168/115	40	115	303	FD	1	NHS	\$500,000	\$500,000	\$0	\$0	\$0	\$0
HCON	9128	CONNECT EXIT 168/115	40	115	303	ROW	2	STP	\$500,000	\$0	\$500,000	\$0	\$0	\$0
HCON	9128	CONNECT EXIT 168/115	40	115	303	CON	3	STP	\$1,100,000	\$0	\$0	\$1,100,000	\$0	\$0
HCON	9128	CONNECT EXIT 168/115	40	115	303	CON	4	STP	\$3,400,000	\$0	\$0	\$0	\$3,400,000	\$0
BRDG	9161	UNION ST. BRG, NANTICOKE	40	7302	BRG	ROW	1	BON	\$60,000	\$60,000	\$0	\$0	\$0	\$0
BRDG	9161	UNION ST. BRG, NANTICOKE	40	7302	BRG	CON	2	BON	\$600,000	\$0	\$600,000	\$0	\$0	\$0
BRDG	9165	CNTY RD 16 BRG.1, KINGSTON TWP.	40	7220	BRG	FD	1	BOF	\$60,000	\$60,000	\$0	\$0	\$0	\$0
BRDG	9165	CNTY RD 16 BRG.1, KINGSTON TWP.	40	7220	BRG	ROW	3	BOF	\$20,000	\$0	\$0	\$20,000	\$0	\$0
BRDG	9165	CNTY RD 16 BRG.1, KINGSTON TWP.	40	7220	BRG	CON	3	BOF	\$500,000	\$0	\$0	\$500,000	\$0	\$0

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Program	MPMS	Description	County	SR	Sect.	Phase	Year	Fund Cat	Total Amount FFY 2003-2006	2003	2004	2005	2006
HRST	9187	315 @ OLD BOSTON ROAD	40	315	307	CON	1	TSP	\$400,000	\$400,000	\$0	\$0	\$0
HRST	9187	315 @ OLD BOSTON ROAD	40	315	307	CON	2	TSP	\$600,000	\$0	\$600,000	\$0	\$0
BRDG	9210	BLUE RIDGE TRAIL BRG	40	3007	370	PE	1	BOF	\$200,000	\$200,000	\$0	\$0	\$0
BRDG	9210	BLUE RIDGE TRAIL BRG	40	3007	370	FD	2	BOF	\$70,000	\$0	\$70,000	\$0	\$0
BRDG	9210	BLUE RIDGE TRAIL BRG	40	3007	370	CON	3	BOF	\$630,000	\$0	\$0	\$630,000	\$0
HRST	9214	PA239 WIDENING @ RR.TRACK	40	239	302	ROW	1	STP	\$200,000	\$200,000	\$0	\$0	\$0
HRST	9214	PA239 WIDENING @ RR.TRACK	40	239	302	CON	2	STP	\$800,000	\$0	\$800,000	\$0	\$0
HRST	9214	PA239 WIDENING @ RR.TRACK	40	239	302	CON	2	TOLL	\$200,000	\$0	\$200,000	\$0	\$0
LRST	9223	COAL ST. REALIGNMENT	40	0	0	FD	1	STP	\$200,000	\$200,000	\$0	\$0	\$0
LRST	9223	COAL ST. REALIGNMENT	40	0	0	UTL	1	STP	\$40,000	\$40,000	\$0	\$0	\$0
LRST	9223	COAL ST. REALIGNMENT	40	0	0	ROW	1	STP	\$200,000	\$200,000	\$0	\$0	\$0
LRST	9223	COAL ST. REALIGNMENT	40	0	0	CON	2	STP	\$3,000,000	\$0	\$3,000,000	\$0	\$0
LRST	9223	COAL ST. REALIGNMENT	40	0	0	CON	3	STP	\$3,000,000	\$0	\$0	\$3,000,000	\$0
LRST	9223	COAL ST. REALIGNMENT	40	0	0	CON	4	STP	\$4,000,000	\$0	\$0	\$0	\$4,000,000
SAMI	9227	HAZLETON SIGNALS	40	93	391	FD	1	TAQ	\$300,000	\$300,000	\$0	\$0	\$0
SAMI	9227	HAZLETON SIGNALS	40	93	391	CON	2	TAQ	\$1,200,000	\$0	\$1,200,000	\$0	\$0
HCON	9234	SANS SOUCI TO LCCC	40	3046	301	FD	1	SXF	\$1,000,000	\$1,000,000	\$0	\$0	\$0
HCON	9234	SANS SOUCI TO LCCC	40	3046	301	ROW	2	SXF	\$1,000,000	\$0	\$1,000,000	\$0	\$0
HCON	9234	SANS SOUCI TO LCCC	40	3046	301	CON	2	SXF	\$8,602,000	\$0	\$8,602,000	\$0	\$0
HCON	9234	SANS SOUCI TO LCCC	40	3046	301	CON	3	STP	\$1,737,600	\$0	\$0	\$1,737,600	\$0
HCON	9234	SANS SOUCI TO LCCC	40	3046	301	CON	3	SXF	\$3,100,800	\$0	\$0	\$3,100,800	\$0
HCON	9234	SANS SOUCI TO LCCC	40	3046	301	CON	4	STP	\$7,000,000	\$0	\$0	\$0	\$7,000,000
SAMI	9237	Plymouth Signals US 11	40	11	319	CON	1	TAQ	\$400,000	\$400,000	\$0	\$0	\$0
SAMI	9241	CONNECT PITTSSTON SIGNALS	40	2004	302	CON	1	TAQ	\$446,000	\$446,000	\$0	\$0	\$0
SAMI	9242	PA 309 & Airport Rd.(Bett)	40	309	328	CON	1	CAG	\$1,600,000	\$1,600,000	\$0	\$0	\$0
SAMI	9243	SHOEMAKER & 8th ST (BETT)	40	1021	302	ROW	1	TAQ	\$700,000	\$700,000	\$0	\$0	\$0
SAMI	9243	SHOEMAKER & 8th ST (BETT)	40	1021	302	CON	1	TAQ	\$0	\$0	\$0	\$0	\$0
BRDG	46945	CORTEZ RD. BR. JEFFERSON T	35	2003	250	CON	1	BOF	\$1,250,000	\$1,250,000	\$0	\$0	\$0
SAMI	47387	YEARLY RAIL LINE ITEM	35	0	0	CON	1	STX	\$309,000	\$309,000	\$0	\$0	\$0
SAMI	47387	YEARLY RAIL LINE ITEM	35	0	0	CON	2	STX	\$309,000	\$0	\$309,000	\$0	\$0
SAMI	47387	YEARLY RAIL LINE ITEM	35	0	0	CON	3	STX	\$309,000	\$0	\$0	\$309,000	\$0
SAMI	47387	YEARLY RAIL LINE ITEM	35	0	0	CON	4	STX	\$309,000	\$0	\$0	\$0	\$309,000
HRST	47623	ROCK GLEN 2 COUNTY RD. (BETT)	40	93	308	CON	1	STP	\$1,200,000	\$1,200,000	\$0	\$0	\$0
HRST	47623	ROCK GLEN 2 COUNTY RD. (BETT)	40	93	308	CON	1	TOLL	\$300,000	\$300,000	\$0	\$0	\$0
TENN	47948	LACK RIVER HERITAGE TRAIL	35	0	0	CON	1	STE	\$1,531,000	\$1,531,000	\$0	\$0	\$0
LRST	47952	BEAR CK BOULEVARD, PLAINS	40	0	000	ROW	1	STU	\$75,000	\$75,000	\$0	\$0	\$0
LRST	47952	BEAR CK BOULEVARD, PLAINS	40	0	000	CON	1	STU	\$800,000	\$800,000	\$0	\$0	\$0
IRST	47955	RECONSTRUCT EXIT 178 AVOCA	40	81	397	PE	1	IM	\$500,000	\$500,000	\$0	\$0	\$0
IRST	47955	RECONSTRUCT EXIT 178 AVOCA	40	81	397	FD	2	IM	\$1,500,000	\$0	\$1,500,000	\$0	\$0
IRST	47955	RECONSTRUCT EXIT 178 AVOCA	40	81	397	ROW	3	IM	\$1,000,000	\$0	\$0	\$1,000,000	\$0
IRST	47955	RECONSTRUCT EXIT 178 AVOCA	40	81	397	CON	3	IM	\$2,000,000	\$0	\$0	\$2,000,000	\$0
IRST	47955	RECONSTRUCT EXIT 178 AVOCA	40	81	397	CON	4	IM	\$2,000,000	\$0	\$0	\$0	\$2,000,000
HRST	47966	BROAD ST. BETTERMENT	40	93	307	FD	1	SXF	\$750,000	\$750,000	\$0	\$0	\$0
HRST	47966	BROAD ST. BETTERMENT	40	93	307	ROW	2	SXF	\$250,000	\$0	\$250,000	\$0	\$0
HRST	47966	BROAD ST. BETTERMENT	40	93	307	CON	2	STP	\$400,000	\$0	\$400,000	\$0	\$0
HRST	47966	BROAD ST. BETTERMENT	40	93	307	CON	2	SXF	\$920,000	\$0	\$920,000	\$0	\$0
HRST	47966	BROAD ST. BETTERMENT	40	93	307	CON	3	STP	\$1,800,000	\$0	\$0	\$1,800,000	\$0
HRST	47966	BROAD ST. BETTERMENT	40	93	307	CON	4	STP	\$3,685,500	\$0	\$0	\$0	\$3,685,500
SAMI	50703	NUANGOLA PARK & RIDE	40	81	396	PE	2	TAQ	\$30,000	\$0	\$30,000	\$0	\$0
SAMI	50703	NUANGOLA PARK & RIDE	40	81	396	FD	2	TAQ	\$30,000	\$0	\$30,000	\$0	\$0
SAMI	50703	NUANGOLA PARK & RIDE	40	81	396	ROW	3	TAQ	\$50,000	\$0	\$0	\$50,000	\$0
SAMI	50703	NUANGOLA PARK & RIDE	40	81	396	CON	3	TAQ	\$500,000	\$0	\$0	\$500,000	\$0

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Program	MPMS	Description	County	SR	Secl	Phase	Year	Fund Cat	Total Amount FFY 2003-2005	2003	2004	2005	2006	2007
HCON	50714	WIDEN HAZLETON AIRPORT RD	40	3026	301	ROW	2	STP	\$100,000	\$0	\$100,000	\$0	\$0	\$0
HCON	50714	WIDEN HAZLETON AIRPORT RD	40	3026	301	CON	4	STP	\$400,000	\$0	\$0	\$0	\$400,000	\$4,500,000
BRDG	50805	EAST CENTER ST BRG (T846)	40	0	BRG	UTL			\$10,000	\$10,000	\$0	\$0	\$0	\$0
BRDG	50805	EAST CENTER ST BRG (T846)	40	0	BRG	ROW			\$10,000	\$0	\$0	\$0	\$0	\$0
BRDG	50805	EAST CENTER ST BRG (T846)	40	0	BRG	CON			\$340,000	\$340,000	\$0	\$0	\$0	\$0
HRST	50879	CENTRAL CITY EXPRESSWAY	35	3022	203	FD	1	NHS	\$90,000	\$90,000	\$0	\$0	\$0	\$0
HRST	50879	CENTRAL CITY EXPRESSWAY	35	3022	203	FD	1	TOLL	\$10,000	\$10,000	\$0	\$0	\$0	\$0
HRST	50879	CENTRAL CITY EXPRESSWAY	35	3022	203	CON	2	NHS	\$315,000	\$0	\$315,000	\$0	\$0	\$0
HRST	50879	CENTRAL CITY EXPRESSWAY	35	3022	203	CON	2	TOLL	\$35,000	\$0	\$35,000	\$0	\$0	\$0
SAMI	51149	SR315 & AVOCA AIRPORT RD	40	315	308	CON	1	TSP	\$150,000	\$150,000	\$0	\$0	\$0	\$0
LRST	51350	COUNTY ROAD RESURFACING	35	0		CON	1	STU	\$200,000	\$200,000	\$0	\$0	\$0	\$0
LRST	51351	CNTY RD(MAYFIELD TO CARB)	35	0		CON	3	STU	\$200,000	\$0	\$0	\$200,000	\$0	\$0
LRST	51352	CNTY RD(RUSHBK TO CDALE)	35	0		CON	2	STU	\$350,000	\$0	\$350,000	\$0	\$0	\$0
BRDG	56920	STANTON STREET BRIDGE	40	0	BRG	CON			\$600,000	\$600,000	\$0	\$0	\$0	\$0
BRDG	56622	NESBITT ST BR, LARKSVILLE	40	0	BRG	FD			\$60,000	\$60,000	\$0	\$0	\$0	\$0
BRDG	56622	NESBITT ST BR, LARKSVILLE	40	0	BRG	ROW			\$33,000	\$0	\$33,000	\$0	\$0	\$0
BRDG	56622	NESBITT ST BR, LARKSVILLE	40	0	BRG	CON			\$600,000	\$600,000	\$0	\$0	\$0	\$0
BRDG	56699	EVANS ST/ TOBY'S CK, LUZ.	40	1054	370	UTL	1	BOF	\$80,000	\$80,000	\$0	\$0	\$0	\$0
BRDG	56699	EVANS ST/ TOBY'S CK, LUZ.	40	1054	370	ROW	1	BOF	\$100,000	\$100,000	\$0	\$0	\$0	\$0
BRDG	56699	EVANS ST/ TOBY'S CK, LUZ.	40	1054	370	CON	2	BOF	\$600,000	\$0	\$600,000	\$0	\$0	\$0
BRDG	56699	EVANS ST/ TOBY'S CK, LUZ.	40	1054	370	CON	3	BOF	\$600,000	\$0	\$0	\$600,000	\$0	\$0
LRST	56749	ABBOTT ST., PLAINS TWP.	40	0		FD	1	STU	\$110,000	\$110,000	\$0	\$0	\$0	\$0
LRST	56749	ABBOTT ST., PLAINS TWP.	40	0		ROW	2	STU	\$50,000	\$0	\$50,000	\$0	\$0	\$0
LRST	56749	ABBOTT ST., PLAINS TWP.	40	0		CON	2	STU	\$650,000	\$0	\$650,000	\$0	\$0	\$0
HRST	56984	LACKA,BETTERMENT FFY 2003	35	0		CON	1	STP	\$520,000	\$520,000	\$0	\$0	\$0	\$0
HRST	56984	LACKA,BETTERMENT FFY 2003	35	0		CON	1	TOLL	\$130,000	\$130,000	\$0	\$0	\$0	\$0
HRST	56989	LUZ BETTERMENT FFY 2004	40	0		CON	2	STP	\$600,000	\$0	\$600,000	\$0	\$0	\$0
HRST	56989	LUZ BETTERMENT FFY 2004	40	0		CON	2	TOLL	\$150,000	\$0	\$150,000	\$0	\$0	\$0
SAMI	57001	LACKA GUIDE RAIL FFY 2003	35	0		CON	1	TSP	\$800,000	\$800,000	\$0	\$0	\$0	\$0
SAMI	57002	LACKA GUIDE RAIL FFY 2004	35	0		CON	2	TSP	\$800,000	\$0	\$800,000	\$0	\$0	\$0
SAMI	57005	LUZ GUIDE RAIL FFY 2003	40	0		CON	1	TSP	\$750,000	\$750,000	\$0	\$0	\$0	\$0
SAMI	57006	LUZ GUIDE RAIL FFY 2004	40	0		CON	2	TSP	\$750,000	\$0	\$750,000	\$0	\$0	\$0
HRST	57316	CONYNGHAMMOCANAGUA CURVE	40	239	303	CON	1	STP	\$160,000	\$160,000	\$0	\$0	\$0	\$0
HRST	57316	CONYNGHAMMOCANAGUA CURVE	40	239	303	CON	1	TOLL	\$40,000	\$40,000	\$0	\$0	\$0	\$0
LRST	57317	EAST MOUNTAIN BETTERMENT	35	0		CON	1	STU	\$3,000,000	\$3,000,000	\$0	\$0	\$0	\$0
BRDG	57667	ROARING BK & ERIE RR BR	35	84	270	PE	3	BON	\$100,000	\$0	\$0	\$100,000	\$0	\$2,800,000
BRDG	57667	ROARING BK & ERIE RR BR	35	84	270	FD	4	BON	\$100,000	\$0	\$0	\$0	\$100,000	\$0
BRDG	57671	BR.HARVEY'S CREEK BRIDGE	40	1012	370	PE	2		\$40,000	\$40,000	\$0	\$0	\$0	\$0
BRDG	57671	BR.HARVEY'S CREEK BRIDGE	40	1012	370	FD	2		\$50,000	\$0	\$50,000	\$0	\$0	\$0
BRDG	57671	BR.HARVEY'S CREEK BRIDGE	40	1012	370	UTL	2		\$5,000	\$0	\$5,000	\$0	\$0	\$0
BRDG	57671	BR.HARVEY'S CREEK BRIDGE	40	1012	370	ROW	2		\$5,000	\$0	\$5,000	\$0	\$0	\$0
BRDG	57671	BR.HARVEY'S CREEK BRIDGE	40	1012	370	CON	2		\$300,000	\$0	\$300,000	\$0	\$0	\$0
BRDG	57672	LITTLE WAPWALLOPEN CK BR	40	2042	370	FD	2		\$40,000	\$40,000	\$0	\$0	\$0	\$0
BRDG	57672	LITTLE WAPWALLOPEN CK BR	40	2042	370	ROW	2		\$20,000	\$0	\$20,000	\$0	\$0	\$0
BRDG	57672	LITTLE WAPWALLOPEN CK BR	40	2042	370	CON	3		\$320,000	\$0	\$0	\$320,000	\$0	\$0
SAMI	57692	DAVIS & UNION @ MAIN ST.	35	3010	202	CON	1	CAQ	\$400,000	\$400,000	\$0	\$0	\$0	\$0
SAMI	57692	DAVIS & UNION @ MAIN ST.	35	3010	202	CON	1	TOLL	\$100,000	\$100,000	\$0	\$0	\$0	\$0
HRST	57693	SR 435 & 690, MOSCOW	35	435	205	CON	1	TOLL	\$120,000	\$120,000	\$0	\$0	\$0	\$0
HRST	57693	SR 435 & 690, MOSCOW	35	435	205	CON	1	TSU	\$480,000	\$480,000	\$0	\$0	\$0	\$0

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Program	MPMS	Description	County	SR	Sect.	Phase	Year	Fund Cat	Total Amount FFY 2003-2006	2003	2004	2005	2006	2007-2012
HRST	57694	BETTY STREET IMPROVEMENT	35	1010	202	CON	1	STP	\$320,000	\$320,000	\$0	\$0	\$0	\$0
HRST	57694	BETTY STREET IMPROVEMENT	35	1010	202	CON	1	TOLL	\$80,000	\$80,000	\$0	\$0	\$0	\$0
SAMI	57699	TIP SAFETY (LACKAWANNA)	35	0		CON	1	STP	\$450,000	\$0	\$450,000	\$0	\$0	\$0
SAMI	57699	TIP SAFETY (LACKAWANNA)	35	0		CON	2	STP	\$450,000	\$0	\$0	\$450,000	\$0	\$0
SAMI	57699	TIP SAFETY (LACKAWANNA)	35	0		CON	3	STP	\$450,000	\$0	\$0	\$0	\$450,000	\$0
SAMI	57699	TIP SAFETY (LACKAWANNA)	35	0		CON	4	STP	\$450,000	\$0	\$0	\$0	\$0	\$450,000
LRST	57702	I-81/PA TURNPIKE STUDY	35	0		STUDY	1	IM	\$400,000	\$400,000	\$0	\$0	\$0	\$0
LRST	57704	GLENMAURA BLVD. LOOP ROAD	35	0		CON	1	STU	\$100,000	\$100,000	\$0	\$0	\$0	\$500,000
LRST	57705	GLENMAURA (502 /MONTAGE)	35	0		CON	1	STU	\$100,000	\$100,000	\$0	\$0	\$0	\$0
LRST	57705	GLENMAURA (502 /MONTAGE)	35	0		CON	2	STU	\$400,000	\$0	\$400,000	\$0	\$0	\$0
HRST	57706	KENNEDY DRIVE/COUNTY ROAD	35	1012	202	ROW	1	STP	\$32,000	\$32,000	\$0	\$0	\$0	\$0
HRST	57706	KENNEDY DRIVE/COUNTY ROAD	35	1012	202	ROW	1	TOLL	\$8,000	\$8,000	\$0	\$0	\$0	\$0
HRST	57706	KENNEDY DRIVE/COUNTY ROAD	35	1012	202	CON	1	STP	\$240,000	\$240,000	\$0	\$0	\$0	\$0
HRST	57706	KENNEDY DRIVE/COUNTY ROAD	35	1012	202	CON	1	TOLL	\$80,000	\$80,000	\$0	\$0	\$0	\$0
SAMI	57708	PA 309 AND ST. JOHNS	40	309	331	PE	1	STS	\$50,000	\$50,000	\$0	\$0	\$0	\$0
SAMI	57708	PA 309 AND ST. JOHNS	40	309	331	FD	1	STS	\$50,000	\$50,000	\$0	\$0	\$0	\$0
SAMI	57708	PA 309 AND ST. JOHNS	40	309	331	ROW	2	STS	\$40,000	\$0	\$40,000	\$0	\$0	\$460,000
SAMI	57708	PA 309 AND ST. JOHNS	40	309	331	CON	3	STS	\$600,000	\$0	\$0	\$600,000	\$0	\$0
SAMI	57712	TOMHICKEN RD PARK & RIDE	40	93	309	PE	2	TAQ	\$50,000	\$0	\$50,000	\$0	\$0	\$0
SAMI	57712	TOMHICKEN RD PARK & RIDE	40	93	309	FD	3	TAQ	\$50,000	\$0	\$0	\$50,000	\$0	\$0
SAMI	57712	TOMHICKEN RD PARK & RIDE	40	93	309	UTL	3	TAQ	\$20,000	\$0	\$0	\$20,000	\$0	\$0
SAMI	57712	TOMHICKEN RD PARK & RIDE	40	93	309	ROW	3	TAQ	\$50,000	\$0	\$0	\$50,000	\$0	\$0
SAMI	57712	TOMHICKEN RD PARK & RIDE	40	93	309	CON	3	TAQ	\$250,000	\$0	\$0	\$250,000	\$0	\$0
IMOD	57729	SCRANTON-NYC RR	35	0		PE	2	STU	\$10,000	\$0	\$10,000	\$0	\$0	\$0
TENH	57730	ENHANCEMENT SUPPLEMENTAL	35	0		CON	2	STP	\$765,000	\$0	\$765,000	\$0	\$0	\$0
TENH	57731	ENHANCEMENT SUPPLEMENTAL	40	0		CON	2	STP	\$1,437,000	\$0	\$1,437,000	\$0	\$0	\$0
SAMI	57733	TIP SAFETY (LUZERNE)	40	0		CON	1	STS	\$405,000	\$405,000	\$0	\$0	\$0	\$0
SAMI	57733	TIP SAFETY (LUZERNE)	40	0		CON	1	TOLL	\$45,000	\$45,000	\$0	\$0	\$0	\$0
SAMI	57733	TIP SAFETY (LUZERNE)	40	0		CON	2	STS	\$405,000	\$0	\$405,000	\$0	\$0	\$0
SAMI	57733	TIP SAFETY (LUZERNE)	40	0		CON	2	TOLL	\$45,000	\$0	\$45,000	\$0	\$0	\$0
SAMI	57737	ASHLEY SIGNALS	40	2003	301	FD	3	TSP	\$100,000	\$0	\$0	\$100,000	\$0	\$0
SAMI	57737	ASHLEY SIGNALS	40	2003	301	CON	3	TSP	\$300,000	\$0	\$0	\$300,000	\$0	\$0
HRST	57738	MIDDLE ROAD/HANOVER TWP	40	2008	302	CON	1	STP	\$320,000	\$320,000	\$0	\$0	\$0	\$0
HRST	57738	MIDDLE ROAD/HANOVER TWP	40	2008	302	CON	1	TOLL	\$80,000	\$80,000	\$0	\$0	\$0	\$0
HRST	59857	SPRINGBROOK TWP DRAINAGE	35	690	202	CON	1	STP	\$640,000	\$640,000	\$0	\$0	\$0	\$0
HRST	59857	SPRINGBROOK TWP DRAINAGE	35	690	202	CON	1	TOLL	\$160,000	\$160,000	\$0	\$0	\$0	\$0
HCON	62685	LACKAWANNA COUNTY AUC	35	0		CON	1	NHS	\$350,000	\$350,000	\$0	\$0	\$0	\$0
HCON	62686	LUZERNE COUNTY AUC	40	0		CON	1	STP	\$350,000	\$350,000	\$0	\$0	\$0	\$0
HRST	62958	REMOVE WEAVE CONDITION	35	6006	201	CON	2	STP	\$400,000	\$0	\$400,000	\$0	\$0	\$0
HRST	62958	REMOVE WEAVE CONDITION	35	6006	201	CON	2	TOLL	\$100,000	\$0	\$100,000	\$0	\$0	\$0
HRST	62960	EXIT 7 IMPROVEMENTS	35	6	224	FD	1	STP	\$80,000	\$80,000	\$0	\$0	\$0	\$0
HRST	62960	EXIT 7 IMPROVEMENTS	35	6	224	FD	1	TOLL	\$20,000	\$20,000	\$0	\$0	\$0	\$0
HRST	62960	EXIT 7 IMPROVEMENTS	35	6	224	CON	2	STP	\$160,000	\$0	\$160,000	\$0	\$0	\$0
HRST	62960	EXIT 7 IMPROVEMENTS	35	6	224	CON	2	TOLL	\$40,000	\$0	\$40,000	\$0	\$0	\$0
HRST	62968	PA 115 ROCK FENCE	40	115	305	CON	1	STS	\$450,000	\$450,000	\$0	\$0	\$0	\$0
HRST	62968	PA 115 ROCK FENCE	40	115	305	CON	1	TOLL	\$50,000	\$50,000	\$0	\$0	\$0	\$0
HRST	62969	PA 309 ROCK FENCE	40	309	333	CON	1	STS	\$450,000	\$450,000	\$0	\$0	\$0	\$0
HRST	62969	PA 309 ROCK FENCE	40	309	333	CON	1	TOLL	\$50,000	\$50,000	\$0	\$0	\$0	\$0
BRDG	63167	Group 4-03-BR1	40	81	FY3	CON	1	BOO	\$2,061,900	\$2,061,900	\$0	\$0	\$0	\$0
BRDG	63167	Group 4-03-BR1	40	81	FY3	CON	1	TOLL	\$229,100	\$229,100	\$0	\$0	\$0	\$509,000
BRDG	63394	BRIDGE @ ST MARY CEMETERY	35	81	271	PE	1	BON	\$500,000	\$500,000	\$0	\$0	\$0	\$0
BRDG	63394	BRIDGE @ ST MARY CEMETERY	35	81	271	CON	4	BON	\$2,000,000	\$0	\$0	\$0	\$2,000,000	\$0

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Program	MPMS	Description	County	SR	Sect.	Phase	Year	Fund Cat	Total Amount FFY 2003-2006	2003	2004	2005	2006
HRST	63437	EDDY CREEK BOX, OLYPHANT	35	347	251	CON	2	STP	\$560,000	\$0	\$560,000	\$0	\$0
HRST	63437	EDDY CREEK BOX, OLYPHANT	35	347	251	CON	2	TOLL	\$140,000	\$0	\$140,000	\$0	\$0
SAMI	63591	MARKET AND PIERCE SIGNALS	40	1009	302	CON	1	TAQ	\$200,000	\$200,000	\$0	\$0	\$0
SAMI	63591	MARKET AND PIERCE SIGNALS	40	1009	302	CON	2	TAQ	\$1,000,000	\$0	\$1,000,000	\$0	\$0
IRST	63662	LLTS INTERSTATE/PM	35	81	0	CON	1	IM	\$1,500,000	\$1,500,000	\$0	\$0	\$0
IRST	63662	LLTS INTERSTATE/PM	35	81	0	CON	2	IM	\$4,500,000	\$0	\$4,500,000	\$0	\$0
IRST	63662	LLTS INTERSTATE/PM	35	81	0	CON	3	IM	\$3,000,000	\$0	\$0	\$3,000,000	\$0
IRST	63662	LLTS INTERSTATE/PM	35	81	0	CON	4	IM	\$3,000,000	\$0	\$0	\$0	\$3,000,000
SAMI	63704	LACKA CO. GUIDERAIL 2005	35	0		CON	3	TSP	\$800,000	\$0	\$0	\$800,000	\$0
SAMI	63705	LACKA CO GUIDERAIL 2006	35	0		CON	4	TSP	\$800,000	\$0	\$0	\$0	\$800,000
SAMI	63706	LUZ. CO GUIDERAIL 2005	40	0		CON	3	STP	\$750,000	\$0	\$0	\$750,000	\$0
SAMI	63707	LUZ. CO. GUIDERAIL 2006	40	0		CON	4	STP	\$750,000	\$0	\$0	\$0	\$750,000
SAMI	63718	TIP SAFETY (LUZ. 2005)	40	0		CON	3	TSP	\$450,000	\$0	\$0	\$450,000	\$0
SAMI	63719	TIP SAFETY (LUZ 2006)	40	0		CON	4	TSP	\$450,000	\$0	\$0	\$0	\$450,000
HRST	63730	Luz. Betterment FFY 2005	40	0		CON	3	STP	\$600,000	\$0	\$0	\$600,000	\$0
HRST	63730	Luz. Betterment FFY 2005	40	0		CON	3	TOLL	\$150,000	\$0	\$0	\$150,000	\$0
HRST	63731	Luz. Betterment FFY 2006	40	0		CON	4	STP	\$600,000	\$0	\$0	\$0	\$600,000
HRST	63731	Luz. Betterment FFY 2006	40	0		CON	4	TOLL	\$150,000	\$0	\$0	\$0	\$150,000
TENH	63822	Heritage Trail, Mayfield	35	0		CON	1	SXF	\$375,000	\$375,000	\$0	\$0	\$0
SAMI	64067	ITS LINE ITEM	35	0		CON	1	STP	\$400,000	\$400,000	\$0	\$0	\$0
SAMI	64067	ITS LINE ITEM	35	0		CON	1	TOLL	\$100,000	\$100,000	\$0	\$0	\$0
SAMI	64067	ITS LINE ITEM	35	0		CON	2	STP	\$400,000	\$0	\$400,000	\$0	\$0
SAMI	64067	ITS LINE ITEM	35	0		CON	2	TOLL	\$100,000	\$0	\$100,000	\$0	\$0
SAMI	64067	ITS LINE ITEM	35	0		CON	3	STP	\$400,000	\$0	\$0	\$400,000	\$0
SAMI	64067	ITS LINE ITEM	35	0		CON	3	TOLL	\$100,000	\$0	\$0	\$100,000	\$0
SAMI	64067	ITS LINE ITEM	35	0		CON	4	STP	\$400,000	\$0	\$0	\$0	\$400,000
SAMI	64067	ITS LINE ITEM	35	0		CON	4	TOLL	\$100,000	\$0	\$0	\$0	\$100,000
HCON	64076	EIGHTH STREET CONNECTOR	40	0		STUDY	2	STP	\$200,000	\$0	\$200,000	\$0	\$0
HRST	64077	LLTS BIKE/PED LINE ITEM	35	0		CON	1	STP	\$320,000	\$320,000	\$0	\$0	\$0
HRST	64077	LLTS BIKE/PED LINE ITEM	35	0		CON	1	TOLL	\$80,000	\$80,000	\$0	\$0	\$0
HRST	64077	LLTS BIKE/PED LINE ITEM	35	0		CON	2	STP	\$320,000	\$0	\$320,000	\$0	\$0
HRST	64077	LLTS BIKE/PED LINE ITEM	35	0		CON	2	TOLL	\$80,000	\$0	\$80,000	\$0	\$0
HRST	64077	LLTS BIKE/PED LINE ITEM	35	0		CON	3	STP	\$320,000	\$0	\$0	\$320,000	\$0
HRST	64077	LLTS BIKE/PED LINE ITEM	35	0		CON	3	TOLL	\$80,000	\$0	\$0	\$80,000	\$0
HRST	64077	LLTS BIKE/PED LINE ITEM	35	0		CON	4	STP	\$320,000	\$0	\$0	\$0	\$320,000
HRST	64077	LLTS BIKE/PED LINE ITEM	35	0		CON	4	TOLL	\$80,000	\$0	\$0	\$0	\$80,000
HRST	64188	KEYSER AVE UNNAMED CREEK	35	3011	205	FD	1	STP	\$80,000	\$80,000	\$0	\$0	\$0
HRST	64188	KEYSER AVE UNNAMED CREEK	35	3011	205	FD	1	TOLL	\$20,000	\$20,000	\$0	\$0	\$0
HRST	64188	KEYSER AVE UNNAMED CREEK	35	3011	205	CON	1	STP	\$24,000	\$24,000	\$0	\$0	\$0
HRST	64188	KEYSER AVE UNNAMED CREEK	35	3011	205	CON	1	TOLL	\$6,000	\$6,000	\$0	\$0	\$0
HRST	64188	KEYSER AVE UNNAMED CREEK	35	3011	205	CON	2	STP	\$320,000	\$0	\$320,000	\$0	\$0
HRST	64188	KEYSER AVE UNNAMED CREEK	35	3011	205	CON	2	TOLL	\$80,000	\$0	\$80,000	\$0	\$0
HRST	64229	STONE BOX REPLACEMENT	40	3004	351	CON	1	STP	\$400,000	\$400,000	\$0	\$0	\$0
HRST	64229	STONE BOX REPLACEMENT	40	3004	351	CON	1	TOLL	\$100,000	\$100,000	\$0	\$0	\$0
HRST	64229	STONE BOX REPLACEMENT	40	3004	351	CON	2	STP	\$400,000	\$0	\$400,000	\$0	\$0
HRST	64229	STONE BOX REPLACEMENT	40	3004	351	CON	2	TOLL	\$100,000	\$0	\$100,000	\$0	\$0
SAMI	64235	TRAFFIC SIGNAL UPGRADE042	35	0		CON	4	TAQ	\$1,000,000	\$0	\$0	\$0	\$1,000,000
SAMI	64236	TRAFFIC SIGNAL UPGRADE043	40	0		CON	4	TAQ	\$1,000,000	\$0	\$0	\$0	\$1,000,000
TENH	64279	LLTS ENHANCEMENT LINE	35	0		CON	1	STE	\$733,000	\$733,000	\$0	\$0	\$0
TENH	64279	LLTS ENHANCEMENT LINE	35	0		CON	2	STE	\$733,000	\$0	\$733,000	\$0	\$0
TENH	64279	LLTS ENHANCEMENT LINE	35	0		CON	3	STE	\$733,000	\$0	\$0	\$733,000	\$0
TENH	64279	LLTS ENHANCEMENT LINE	35	0		CON	4	STE	\$733,000	\$0	\$0	\$0	\$733,000

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Program	MPMS	Description	County	SR	Secl	Phase	Year	Fund Cat	Total Amount FFY 2003-2006	2003	2004	2005	2006
HCON	64476	DENAPLES ROW CLAIM	35	6	ROW	ROW	1	NHS	\$10,000,000	\$10,000,000	\$0	\$0	\$0
HCON	64476	DENAPLES ROW CLAIM	35	6	ROW	ROW	2	NHS	\$9,600,000	\$0	\$9,600,000	\$0	\$0
HCON	64476	DENAPLES ROW CLAIM	35	6	ROW	ROW	3	NHS	\$9,400,000	\$0	\$0	\$9,400,000	\$0
HCON	64476	DENAPLES ROW CLAIM	35	6	ROW	ROW	4	NHS	\$9,000,000	\$0	\$0	\$0	\$9,000,000
SAMI	64481	BUTLER TWP PARK & RIDE	40	309	393	PE	3	TAQ	\$100,000	\$0	\$0	\$100,000	\$0
SAMI	64481	BUTLER TWP PARK & RIDE	40	309	393	FD	4	TAQ	\$50,000	\$0	\$0	\$0	\$50,000
LRST	65046	K ROUTES IMPROVEMENTS	35	0				STU	\$350,000	\$0	\$0	\$350,000	\$0
LRST	65047	K Route K072 (W-B BLVD)	40	0				STU	\$350,000	\$0	\$0	\$350,000	\$0
HRST	65050	UNSPECIFIED DESIGN \$	35	0				FD	\$1,000,000	\$1,000,000	\$0	\$0	\$0
TENH	65662	DELAWARE&LEHIGH HER.CORR.	40	0				CON	\$268,000	\$268,000	\$0	\$0	\$0
TENH	65662	DELAWARE&LEHIGH HER.CORR.	40	0				CON	\$67,000	\$67,000	\$0	\$0	\$0
TENH	65663	BACK MOUNTAIN TRAIL PH 3	40	0				CON	\$41,600	\$41,600	\$0	\$0	\$0
TENH	65663	BACK MOUNTAIN TRAIL PH 3	40	0				CON	\$10,400	\$10,400	\$0	\$0	\$0
TENH	65664	PITTSTON RIVERFRONT PARK	40	0				CON	\$276,800	\$276,800	\$0	\$0	\$0
TENH	65664	PITTSTON RIVERFRONT PARK	40	0				CON	\$69,200	\$69,200	\$0	\$0	\$0
TENH	65673	CENTRAL NJ RR BUILD. PH2	35	0				CON	\$96,000	\$96,000	\$0	\$0	\$0
TENH	65673	CENTRAL NJ RR BUILD. PH2	35	0				CON	\$24,000	\$24,000	\$0	\$0	\$0
TENH	65674	RESTORE BOSTON & MAINE	35	0				CON	\$160,000	\$160,000	\$0	\$0	\$0
TENH	65674	RESTORE BOSTON & MAINE	35	0				CON	\$40,000	\$40,000	\$0	\$0	\$0
TENH	65675	PROVIDENCE SQUARE REDEVEL	35	0				CON	\$300,000	\$300,000	\$0	\$0	\$0
TENH	65675	PROVIDENCE SQUARE REDEVEL	35	0				CON	\$75,000	\$75,000	\$0	\$0	\$0
TENH	65676	ERIE LACKA. DINING CAR	35	0				CON	\$22,400	\$22,400	\$0	\$0	\$0
TENH	65676	ERIE LACKA. DINING CAR	35	0				CON	\$5,600	\$5,600	\$0	\$0	\$0
TENH	65677	D&H TRANSPORT. MUSEUM	35	0				CON	\$4,000	\$4,000	\$0	\$0	\$0
TENH	65677	D&H TRANSPORT. MUSEUM	35	0				CON	\$1,000	\$1,000	\$0	\$0	\$0
		Urban Flexible	35										\$13,340,000
		ITS	35										\$5,535,000
		Interstate pm, FFY 2005	35										\$2,000,000
		Old Forge (3 signals)	35										\$500,000
		STUDY/UPDATE TRAFFIC SIGNAL SYSTEM-PITTSTON, SCRANTON	35										\$1,250,000
		STUDY/UPDATE TRAFFIC SIGNAL SYSTEM-SOUTH MAIN AVENUE, SCRANTON	35										\$1,250,000
		REHABILITATION/RECONSTRUCTION VARIOUS COUNTY BRIDGES	35										\$20,000,000
		PARK AND RIDE LOT - KEYSER AVENUE, SCRANTON	35										\$500,000
		PARK AND RIDE LOT - TIGUE STREET DUNMORE	35										\$250,000
		PARK AND RIDE LOT - DAVIS STREET, MOOSIC	35										\$250,000
		PARK AND RIDE LOT - CLARKS SUMMIT	35										\$500,000
		BACK MT. AREA SIGNALS	35										\$2,000,000
		I-81 Widening	40										\$500,000,000
		8th St. Bridge-PA Route 315 Connector	40										\$94,000,000
		Newport-Slickshinny Connector	40										\$56,000,000
		Nanticoke-Newport Connector	40										\$53,000,000
		River Rd. from N. Crossvalley Expy. To Pittston City	40										\$33,300,000
		Urban Flexible	40										\$11,403,000
		N. River St. from North St. -Crossvalley Expy.	40										\$8,000,000
		Williams St. Connector to PA Route 315	40										\$30,000,000
		Interstate pm, FFY 2006	35										\$2,000,000
		Interstate PM, FFY 2005	40										\$2,000,000
		Interstate PM, FFY 2006	40										\$2,000,000

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Program	MPMS	Description	County	SR	Sect.	Phase	Year	Fund Cat	Total Amount FFY 2003-2006	2003	2004	2005	2006
		Lisman Blvd-connect PA Ave & Wilkes-Barre Blvd.	40										\$2,000,000
		McAlpine & Main / Main & Hawthorne	40										\$450,000
		Nescopeck (3 signals)	40										\$400,000
		West Pittston (3 signals)	40										\$400,000
		SR 3034, Main St. & Butler Ave Recon., Drainage	40										\$490,000
		Sans Souci Pkwy., Franklin Jct. & Breaker Rd.	40										\$2,086,000
		PA 309 Linkage Road, Wright Twp., Rice Twp	40										\$7,790,000
		Sugar Notch/Newport Connection	40										\$62,000,000
		SR 1019 (Dennison St.) Swoyersville Borough	40										\$229,000
		SR 1010 (Main St) Swoyersville Borough	40										\$549,000
		SR 3022 (South St.) & SR 940, Vine-Juniper St	40										\$175,000
		PA Rte 115 South, SR 2041 to SR 2038	40										\$900,000
		Intersection of PA Rte 115 & SR 2038	40										\$500,000
		N. Main St., Parsonage to Panama St.	40										\$800,000
		Plank & Mill Sts., Jenkins Twp. To Duryea Bor.	40										\$400,000
		William St., Church St to Main St	40										\$135,000
		Blackman St., Rte 309 to S. Main St.	40										\$300,000
		Laird St. Extension - Scott St. to N. Washington St	40										\$500,000
		AVOCA BOROUGH SIGNALS											\$500,000
		NANTICOKE CITY SIGNALS											\$500,000
		HAZLE TWP - I-81 AND RT. 424 PARK AND RIDE LOT											\$500,000
		BEAR CREEK TWP, PA. TURNPIKE AND PA 115 PARK AND RIDE LOT											\$500,000
		PLAINS TWP, RIVER RD & RT 309 PARK AND RIDE LOT											\$500,000
TOTAL									2,586,000	2,586,000	2,586,000	2,586,000	2,586,000

* The funding in the column includes all phases of project implementation that are not identified in the current Transportation Improvement Program (TIP). It is not meant to be solely for the phase identified in the specific line.

LACKAWANNA TRANSIT SYSTEM														
Program	MPMS	Description	County	SR	Secl.	Phase	Year	Fund Cat	Total Amount FFY 2003-2006	2003	2004	2005	2006	2007-2008
Transit	61088	Preventative Maintenance	35					5307/Loc/CB	\$340,000	\$340,000	\$0	\$0	\$0	\$0
Transit	61133	Tire Lease	35					5307/Loc/CB	\$85,000	\$85,000	\$0	\$0	\$0	\$0
Transit	61138	Transit Enhancements	35					5307/Loc/CB	\$19,000	\$19,000	\$0	\$0	\$0	\$0
Transit	65301	Facility Renovation	35					5307/Loc/PTAF	\$400,000	\$400,000	\$0	\$0	\$0	\$0
Transit	65314	Purchase Fareboxes	35					5303/Loc/ACT3	\$410,000	\$410,000	\$0	\$0	\$0	\$0
Transit	65318	Paratransit Vehicle	35					5303/Loc/PTAF	\$55,000	\$55,000	\$0	\$0	\$0	\$0
Transit	65321	Intermodal Transportation Center	35					5309/Loc/ACT3	\$1,250,000	\$1,250,000	\$0	\$0	\$0	\$0
Transit	65327	Preventative Maintenance	35					5307/Loc/PTAF	\$350,000	\$0	\$350,000	\$0	\$0	\$0
Transit	65329	Tire Lease	35					5307/Loc/PTAF	\$65,000	\$0	\$65,000	\$0	\$0	\$0
Transit	65332	Paratransit Vehicle	35					5307/Loc/PTAF	\$56,000	\$0	\$56,000	\$0	\$0	\$0
Transit	65334	Facility Renovation	35					5307/Loc/PTAF	\$80,000	\$0	\$80,000	\$0	\$0	\$0
Transit	65337	Shop Equipment	35					5307/Loc/PTAF	\$20,000	\$0	\$20,000	\$0	\$0	\$0
Transit	65341	ADP Hardware	35					5307/Loc/PTAF	\$20,000	\$0	\$20,000	\$0	\$0	\$0
Transit	65348	Intermodal Transportation Center	35					5309/Loc/ACT3	\$1,250,000	\$0	\$1,250,000	\$0	\$0	\$0
Transit	65349	Public Arts at TTC site	35					5307/Loc/PTAF	\$21,000	\$0	\$21,000	\$0	\$0	\$0
Transit	65353	Preventative Maintenance	35					5307/Loc/PTAF	\$400,000	\$0	\$0	\$400,000	\$0	\$0
Transit	65355	Tire Lease	35					5307/Loc/PTAF	\$67,000	\$0	\$0	\$67,000	\$0	\$0
Transit	65360	Security Vehicle	35					5307/Loc/PTAF	\$26,000	\$0	\$0	\$26,000	\$0	\$0
Transit	65377	Facility Renovation	35					5307/Loc/PTAF	\$75,000	\$0	\$0	\$75,000	\$0	\$0
Transit	65379	Intermodal Transportation Center	35					5307/Loc/PTAF	\$150,000	\$0	\$0	\$150,000	\$0	\$0
Transit	65380	Transit Enhancements	35					5307/Loc/PTAF	\$22,000	\$0	\$0	\$22,000	\$0	\$0
Transit	65381	Preventative Maintenance	35					5307/Loc/PTAF	\$415,000	\$0	\$0	\$0	\$415,000	\$0
Transit	65382	Tire Lease	35					5307/Loc/PTAF	\$69,000	\$0	\$0	\$0	\$69,000	\$0
Transit	65383	Bus Stop Signs	35					5307/Loc/PTAF	\$35,000	\$0	\$0	\$0	\$35,000	\$0
Transit	65384	Paratransit Vehicle	35					5307/Loc/PTAF	\$59,000	\$0	\$0	\$0	\$59,000	\$0
Transit	65385	Transit Enhancements	35					5307/Loc/PTAF	\$23,000	\$0	\$0	\$0	\$23,000	\$0
Transit		REPLACE EXISTING BUS FLEET (TWICE ON TWELVE YEAR CYCLE)	35											\$18,125,000
Transit		ELECTRONIC SIGNBOARDS/UPGRADE AVL SYSTEM/DATA COUNTERS	35											\$2,295,000
Transit		UPGRADE EXISTING FACILITIES/SECURITY SYSTEMS	35											\$1,435,000
Transit		CONSTRUCT CNG STATION	35											\$2,500,000
Transit		NEW TICKET FACILITIES/INTRA-COUNTY TRANSFER STATIONS	35											\$4,500,000
LUZERNE COUNTY TRANSIT SYSTEM														
Transit	65756	Purchase Office Equipment	40					Loc/Act3	\$4,000	\$4,000	\$0	\$0	\$0	\$0
Transit	65758	Purchase Bus	40					Loc/PTAF	\$307,000	\$307,000	\$0	\$0	\$0	\$0
Transit	65759	Construct Intermodal Center	40					Loc/PTAF	\$1,500,000	\$1,500,000	\$0	\$0	\$0	\$0
Transit	65761	Purchase Bus Location System	40					Loc/ACT3	\$25,000	\$25,000	\$0	\$0	\$0	\$0
Transit	65762	Replace Existing Signage	40					Loc/ACT3	\$3,000	\$3,000	\$0	\$0	\$0	\$0
Transit	65763	Purchase Buses	40					Loc/PTAF	\$613,000	\$0	\$613,000	\$0	\$0	\$0
Transit	65765	Purchase Bike Racks	40					Loc/ACT3	\$8,000	\$0	\$8,000	\$0	\$0	\$0
Transit	65766	Purchase Bus Shelters	40					Loc/ACT3	\$45,000	\$0	\$45,000	\$0	\$0	\$0
Transit	65767	Purchase GIS System	40					Loc/ACT3	\$150,000	\$0	\$150,000	\$0	\$0	\$0
Transit	65768	Purchase Station Wagon	40					Loc/ACT3	\$30,000	\$0	\$30,000	\$0	\$0	\$0
Transit	65769/70	Purchase Buses	40					Loc/PTAF/ACT3	\$614,000	\$0	\$0	\$614,000	\$0	\$0
Transit	65771	Purchase ADA Van	40					Loc/PTAF	\$45,000	\$0	\$0	\$45,000	\$0	\$0
Transit	65772	Purchase Schedule Holders	40					Loc/ACT3	\$3,000	\$0	\$0	\$3,000	\$0	\$0
Transit	65773	Purchase Computers	40					Loc/ACT3	\$7,000	\$0	\$0	\$7,000	\$0	\$0
Transit	65774/75	Purchase Buses	40					Loc/PTAF/ACT3	\$920,000	\$0	\$0	\$0	\$920,000	\$0
Transit	65408	Preventive Maintenance	40					Loc/PTAF/507	\$510,000	\$510,000	\$0	\$0	\$0	\$0
Transit	65412	Para Transit Efforts	40					Loc/5307	\$76,000	\$76,000	\$0	\$0	\$0	\$0
Transit	65476	Purchase 10 ADA-accessible buses	40					Loc/PTAF/5307	\$2,750,000	\$2,750,000	\$0	\$0	\$0	\$0
Transit	65481	Preventive Maintenance	40					Loc/PTAF/5307	\$21,000	\$21,000	\$0	\$0	\$0	\$0
Transit	65487	Multi-Modal Center construction	40					Loc/5307	\$7,391,000	\$7,391,000	\$0	\$0	\$0	\$0
Transit	65519	Preventive Maintenance	40					Loc/PTAF/5307	\$530,000	\$0	\$530,000	\$0	\$0	\$0
Transit	65520	Para Transit Efforts	40					Loc/5307	\$79,000	\$0	\$79,000	\$0	\$0	\$0
Transit	65521	Purchase 7 ADA accessible buses	40					Loc/PTAF/5307	\$1,250,000	\$0	\$1,250,000	\$0	\$0	\$0
Transit	65523	Purchase electronic fareboxes	40					Loc/PTAF/5307	\$344,000	\$0	\$344,000	\$0	\$0	\$0
Transit	65525	Transit Enhancements	40					Loc/PTAF/5307	\$21,000	\$0	\$21,000	\$0	\$0	\$0

* The funding in the column includes all phases of project implementation that are not identified in the current Transportation Improvement Program (TIP). It is not meant to be solely for the phase identified in the specific line.

Program	MPMS	Description	County	SR	Sect.	Phase	Year	Fund Cat	Total Amount FFY 2003-2006	2003	2004	2005	2006	FFY 2007-2015
Transit	65526	Multi-Modal Center construction	40					Loc/5309	\$1,125,000	\$0	\$1,125,000	\$0	\$0	\$0
Transit	65531	Preventive Maintenance	40					Loc/PTAF/5307	\$551,000	\$0	\$0	\$551,000	\$0	\$0
Transit	65534	Para Transit Efforts	40					Loc/5307	\$81,000	\$0	\$0	\$81,000	\$0	\$0
Transit	65538	Purchase Service Vehicles	40					Loc/PTAF/5307	\$120,000	\$0	\$0	\$120,000	\$0	\$0
Transit	65540	Transit Enhancements	40					Loc/PTAF/5307	\$22,000	\$0	\$0	\$22,000	\$0	\$0
Transit	65543	Multi-Modal Center construction	40					Loc/5309	\$1,125,000	\$0	\$0	\$1,125,000	\$0	\$0
Transit	65544	Preventive Maintenance	40					Loc/PTAF/5307	\$573,000	\$0	\$0	\$0	\$573,000	\$0
Transit	65548	Para Transit Efforts	40					Loc/5307	\$84,000	\$0	\$0	\$0	\$84,000	\$0
Transit	65552	Transit Enhancements	40					Loc/PTAF/5307	\$22,000	\$0	\$0	\$0	\$22,000	\$0
Transit	65553	Multi-Modal Center construction	40					Loc/5309	\$1,125,000	\$0	\$0	\$0	\$1,125,000	\$0
Transit		Purchase 57 buses	40						\$0	\$0	\$0	\$0	\$0	\$23,700,000
Transit		Purchase 37 fareboxes	40						\$400,000	\$0	\$0	\$0	\$400,000	\$0
Transit		Purchase radio/dispatch system	40						\$0	\$0	\$0	\$0	\$0	\$100,000
Transit		Purchase Vehicle Locator System	40						\$400,000	\$0	\$0	\$400,000	\$0	\$0
Transit		Enhancement of Vehicle Locator System	40						\$0	\$0	\$0	\$0	\$0	\$300,000
Transit		Purchase New VLS	40						\$0	\$0	\$0	\$0	\$0	\$500,000
Transit		Purchase 4 New Service Vehicles	40						\$115,000	\$0	\$0	\$115,000	\$0	\$0
Transit		Replace Service Vehicles	40						\$0	\$0	\$0	\$0	\$0	\$455,000
Transit		Purchase New Dump Truck & Pick-Up Truck	40						\$60,000	\$0	\$0	\$0	\$60,000	\$0
Transit		Replace Dump Truck & Pick-Up Truck	40						\$0	\$0	\$0	\$0	\$0	\$290,000
Transit		Replace Shop Equipment	40						\$500,000	\$500,000	\$0	\$0	\$0	\$0
Transit		Replace Shop Equipment	40						\$0	\$0	\$0	\$0	\$0	\$550,000
Transit		Replace Telephone System	40						\$25,000	\$25,000	\$0	\$0	\$0	\$0
Transit		Replace Telephone System	40						\$0	\$0	\$0	\$0	\$0	\$75,000
Transit		Replace Computer Equipment	40						\$30,000	\$30,000	\$0	\$0	\$0	\$0
Transit		Replace Computer Equipment	40						\$0	\$0	\$0	\$0	\$0	\$240,000
Transit		Build New Administration Bldg. & Bus Storage	40						\$5,000,000	\$5,000,000	\$0	\$0	\$0	\$0
Hazleton Public Transit														
Transit		Purchase Office Furniture	40					Act 3	\$4,000	\$4,000	\$0	\$0	\$0	\$0
Transit		Purchase Bus	40					PTAF	\$307,000	\$307,000	\$0	\$0	\$0	\$0
Transit		Develop Intermodal Center	40					PTAF & FED	\$1,500,000	\$1,500,000	\$0	\$0	\$0	\$0
Transit		Purchase Bus Stop Signs	40					ACT 3	\$2,500,000	\$2,500,000	\$0	\$0	\$0	\$0
Transit		Purchase Bus Locator System	40					ACT 3	\$25,000	\$25,000	\$0	\$0	\$0	\$0
Transit		Purchase Buses	40					PTAF	\$613,000	\$0	\$613,000	\$0	\$0	\$0
Transit		Purchase Bike Racks	40					ACT 3	\$8,000	\$0	\$8,000	\$0	\$0	\$0
Transit		Purchase Bus Shelters	40					ACT 3	\$45,000	\$0	\$45,000	\$0	\$0	\$0
Transit		Purchase GIS System	40					ACT 3	\$150,000	\$0	\$150,000	\$0	\$0	\$0
Transit		Purchase Station Wagon	40					ACT 3	\$30,000	\$0	\$30,000	\$0	\$0	\$0
Transit		Purchase Buses	40					PTAF/ACT 3	\$614,000	\$0	\$0	\$614,000	\$0	\$0
Transit		Purchase ADA Van	40					PTAF	\$45,000	\$0	\$0	\$45,000	\$0	\$0
Transit		Purchase Schedule Holders	40					ACT 3	\$3,000	\$0	\$0	\$3,000	\$0	\$0
Transit		Purchase Computers	40					ACT 3	\$7,000	\$0	\$0	\$7,000	\$0	\$0
Transit		Purchase Buses	40					PTAF/ACT 3	\$920,000	\$0	\$0	\$0	\$920,000	\$0
Transit		Bus Replacements (12)	40						\$0	\$0	\$0	\$0	\$0	\$3,600,000
Transit		ADA Van Replacements (6)	40						\$0	\$0	\$0	\$0	\$0	\$270,000
Transit		Replace 3 Station Wagons	40						\$0	\$0	\$0	\$0	\$0	\$90,000
Transit		Replace Bus Shelters	40						\$0	\$0	\$0	\$0	\$0	\$45,000
Transit		Replace Computers	40						\$0	\$0	\$0	\$0	\$0	\$12,000
Transit		Replace Schedule Holders	40						\$0	\$0	\$0	\$0	\$0	\$5,000

* The funding in the column includes all phases of project implementation that are not identified in the current Transportation Improvement Program (TIP). It is not meant to be solely for the phase identified in the specific line.

RAILROAD													
Lackawanna County Railroad Authority													
Program	MPMS	Description	County	SR	Sect.	Phase	Year	Fund Cat	Total Amount FFY 2003-2006	2003	2004	2005	2006
		ELECTRIC TRANSIT VEHICLES	35						\$0	\$0	\$0	\$0	\$9,000,000
		POCONO MAINLINE UPGRADE/SIGNALIZATION TO CLASS 4	35						\$0	\$0	\$0	\$0	\$36,000,000
		CARBONDALE MAINLINE UPGRADES TO CLASS 3	35						\$0	\$0	\$0	\$0	\$18,000,000
Luzerne County Rail Authority													
		Railroad Bridge Rehabilitation	40						\$0	\$0	\$0	\$0	\$1,534,000
		Railroad Bridge Removal/Demolish	40						\$0	\$0	\$0	\$0	\$127,000
		Railroad Bridge Replacement	40						\$0	\$0	\$0	\$0	\$1,552,000
		Rail Reconstruction/Relocation	40						\$0	\$0	\$0	\$0	\$4,735,000
		Rail Construction	40						\$0	\$0	\$0	\$0	\$3,405,000
AIRPORT													
Wilkes-Barre/Scranton International Airport													
		TAXIWAY CONSTRUCTION, RUNWAY LIGHTING UPGRADES	35						\$0	\$0	\$0	\$0	\$32,425,500
		AIRPORT SERVICE ROAD TO MAINTENANCE AREA	35						\$0	\$0	\$0	\$0	\$2,000,000
		RUNWAY/RAMP EXPANSIONS/OVERLAYS	35						\$0	\$0	\$0	\$0	\$59,700,000
		DEICING PAD UPGRADES	35						\$0	\$0	\$0	\$0	\$1,450,000
		PURCHASE ARFF VEHICLE	35						\$0	\$0	\$0	\$0	\$300,000
		AIR TRAFFIC CONTROL TOWER	35						\$0	\$0	\$0	\$0	\$10,000,000
Wyoming Valley Airport													
		Rehab Runway 7/25 Profile Repair, Phase I, Design	40						\$50,000	\$0	\$0	\$0	\$0
		Rehab Runway 7/25 Profile Repair, Construction	40						\$250,000	\$0	\$0	\$0	\$0
		Acquire Land	40						\$38,000	\$0	\$0	\$0	\$0
		Construct Parallel Taxiway, Ph. 1, Design	40						\$0	\$60,000	\$0	\$0	\$0
		Construct Parallel Taxiway, Ph. 2, Construct	40						\$0	\$0	\$406,000	\$0	\$0
		Replace MIRL & GVGI, Install MITL T/WA A & B	40						\$0	\$0	\$0	\$0	\$0
		Install Guidance Signs, Ph. 1 Design	40						\$0	\$0	\$100,000	\$0	\$0
		Phase 2, Construction of Above-Named Project	40						\$0	\$0	\$450,000	\$0	\$0
		Rehab Runway 7/25	40						\$0	\$0	\$220,000	\$0	\$0
		Construct Apron 652,000 SF, Ph. 1, Design	40						\$0	\$0	\$0	\$100,000	\$0
		Construct Apron 130,500 SF, Ph. IIA, Construction	40						\$0	\$0	\$0	\$0	\$445,000
		Construct Apron 130,500 SF, Ph. IIB, Construction	40						\$0	\$0	\$0	\$0	\$445,000
		Construct Apron 130,500 SF, Ph. IIC, Construction	40						\$0	\$0	\$0	\$0	\$445,000
		Construct SRE Storage Bldg., Ph. I, Design	40						\$0	\$0	\$0	\$0	\$15,000
		Construct Terminal Bldg., Ph. I, Design	40						\$0	\$0	\$0	\$0	\$48,000
		Construct Apron 130,500 SF, Ph. IID, Construction	40						\$0	\$0	\$0	\$0	\$2,226,000
		Construct SRE Storage Bldg., Ph. II Construct	40						\$0	\$0	\$0	\$0	\$150,000
		Construct Terminal Bldg., Ph. II Construct	40						\$0	\$0	\$0	\$0	\$475,000
		Construct Apron 130,500 SF, Ph. IIE, Construction	40						\$0	\$0	\$0	\$0	\$445,000
		Construct Airport Access Road	40						\$0	\$0	\$0	\$0	\$80,000
		Construct Airport Parking Lot	40						\$0	\$0	\$0	\$0	\$95,000
		Construct 60,000 SF T-Hangers	40						\$0	\$0	\$0	\$0	\$881,000
		Demolish Existing T-Hangers	40						\$0	\$0	\$0	\$0	\$25,000
		Non-Directional Beacon	40						\$0	\$0	\$0	\$0	\$44,000

* The funding in the column includes all phases of project implementation that are not identified in the current Transportation Improvement Program (TIP). It is not meant to be solely for the phase identified in the specific line.

Lackawanna/Luzerne County Long Range Transportation Plan

Appendix C

MINUTES

LACKAWANNA/LUZERNE TRANSPORTATION STUDY (LLTS) METROPOLITAN PLANNING ORGANIZATION (MPO) TRANSPORTATION ADVISORY COMMITTEE (TAC) JULY 25, 2000 MEETING MINUTES

The LLTS MPO Transportation Advisory Committee met on Tuesday, July 25, 2000 at 12:00 PM at Muggs Restaurant.

Two new members, Julie McMonigle and John Tomchko, were among the members present. (See attached sign-in sheet for full attendance list.) Ms. McMonigle is serving as a permanent proxy for Ellen Alaimo who represents the Pennsylvania Environmental Council. Mr. Tomchko replaces Jim Burke of the Lackawanna County Coordinated Transportation System.

After introductions of all present, Chairman Bernie McGurl called for review and comments on the minutes from the February 2 meeting. There being no comments, corrections, additions or deletions, Mr. McGurl called for a motion to approve the minutes. Ted Patton made the motion, Merle Mackin seconded and the motion carried unanimously.

The main agenda item was the Transportation Improvement Program (TIP). Steve Pitoniak, Lackawanna County Regional Planning Commission, explained that the TIP is formulated through the efforts of both planning commissions, PaDOT District 4-0 and central office. It is a fiscally-constrained document that contains highway and bridge projects as well as line item rail funding and enhancement projects. Mr. Pitoniak went on to explain that this is the first time that TIP highway funds have ever been used to fund enhancement projects. The enhancement projects receiving TIP funds will be funded either in 2001 or 2002.

One of the main comments raised concerned the format of the TIP - that it does not provide enough information about each project. Several committee members felt that it would be beneficial to have a brief description of each project. Mr. Horutz of PaDOT explained that the new computer system does not provide a project description at this time. Mr. Horutz stated that some of the other MPOs or LDDs had taken it upon themselves to prepare a brief description of the projects.

Linda Melvin raised questions about specific projects, such as the Clarks Summit By-Pass and Route 247 shoulder widening. Ms. Melvin also asked whether projects ever get turned down for reasons other than lack of funding - in other words, does the MPO have criteria that they use to determine the projects that get on the TIP. Ms. Snee and Mr. Pitoniak replied that most new projects arise from priority lists from each county.

Maintenance, rehabilitation or restoration projects usually arise from the District's assessment of need. The criteria used by the county planning commissions for new projects are primarily congestion relief, safety improvement, or economic development. The projects listed on the TIP are not in any prioritized order. Projects are let on the basis of readiness to be constructed.

Judy Rimple stated that she would like to see an intermodal transportation guide that would include not only bike trails but also bike lanes on existing roadways. She asked how she could develop a project that would provide for a bike lane from Route 309 in the Back Mountain over Carverton Road to Frances Slocum State Park. Ms. Snee suggested that she go through the Luzerne County Planning Commission to get the project placed on the County's Highway/Bridge Priority List and from there make its way onto the TIP. Bob Doble said that she could also coordinate such a project through the District's Bicycle Coordinator, Dick Cochrane, since all of the roads involved in such a project would be state routes. Ms. Rimple also raised the question of the role of the TAC in relation to the TIP. Ms. Snee suggested that one of the roles the TAC could play would be to formulate criteria by which all new projects should be evaluated, such as their impact on the environment and their capacity to promote urban sprawl. Mr. McGurl suggested that a sub-committee be formed to work on those criteria.

Mr. McGurl commended the planning commissions and PaDOT for their efforts in putting the TIP together.

There being no further business, the meeting was adjourned at 2:00 PM.

Lackawanna/Luzerne Metropolitan Planning Organization (MPO) Transportation Advisory Committee (TAC) Meeting Minutes September 10, 2002

The Lackawanna/Luzerne MPO TAC met on Tuesday, September 10, 2002 at 12:00 PM at Muggs Restaurant, Moosic, PA. The following committee members attended: Donna Palermo, Ellen Alaimo, Tom Lawson, Bernie McGurl, Judy Rimple, and John Tomcho. Also in attendance were Steve Pitoniak, Lackawanna County Regional Planning Commission, Nancy Snee, Luzerne County Planning Commission, Richard Cochrane and Ted Slivinski, PENNDOT District 4-0, and Marcia Shiffman, Orth-Rodgers and Associates.

Chairman Bernie McGurl called the meeting to order at 12:45 PM. Following introductions by the committee, Mr. McGurl called for a motion to approve the minutes of the June 20, 2002 meeting. There being no corrections, additions, or deletions, Steve Pitoniak made a motion to approve the minutes, Tom Lawson seconded, and the motion carried unanimously.

Next, Marcia Shiffman, the consultant on the Long Range Plan, presented an overview of the Plan via a PowerPoint presentation. Ms. Shiffman briefly described the highlights of the Plan and then asked for questions. A copy of the draft plan and two copies of the brochure or poster of the plan were also available to review. Several comments were received from the committee members present regarding the Plan. (See attached list).

Following discussion of the Long Range Plan, Ted Slivinski discussed the proposed funding levels of NEXT TEA. Based on information received at a PENNDOT meeting held in Harrisburg a few weeks ago, there is great uncertainty pertaining to the amount of money that is going to be appropriated and/or obligated under the next transportation bill, although District officials feel that it will eventually be comparable to what the state and MPO have received in the past.

Under Other Business, Mr. McGurl brought up the issue of approaching stormwater and sewer issues on a regional basis as is transportation planning. He stated the need to work with agencies responsible for controlling these two systems and the need for a regional policy plan.

Also under Other Business, Mr. Lawson spoke about the Safe 80 committee that he and other users of the interstate serve on regarding a stretch of I-80 in the Poconos. The purpose of the committee is to discuss ways to make that heavily-traveled part of the interstate safer. He wondered if a similar committee would be helpful for the stretch of I-81 between Wilkes-Barre and Scranton. Those present thought it would be a good idea. Ms. Snee suggested that he come to the next MPO meetings and make that proposal.

There being no other business, the meeting was adjourned at 2:30 PM.

Lackawanna/Luzerne County Long Range Transportation Plan

Lackawanna/Luzerne Metropolitan Planning Organization (MPO) Transportation Advisory Committee (TAC) January 29, 2003 Meeting Minutes

The Lackawanna/Luzerne MPO TAC met on Wednesday, January 29, 2003 at 12:00PM at Muggs Restaurant, Moosic, PA. The following committee members were in attendance: Judy Rimple, Bernie McGurl, Chairman, Donna Palermo, Ellen Ferretti, Tom Lawson, and Ted Patton. Also in attendance were Steve Pitoniak, Lackawanna County Regional Planning Commission, Nancy Snee, Luzerne County Planning Commission, Bob Doble, George Roberts, and Ted Slivinski, PENNDOT District 4-0.

The first order of business was review and approval of the September 10, 2002 meeting minutes. There being no corrections, additions, or deletions, Mr. McGurl called for a motion to approve the minutes. Judy Rimple made the motion, Ted Patton seconded and the motion carried unanimously.

The second item on the agenda was review of the final draft of the Long Range Plan. Several members suggested some minor changes that need to be made to the Plan. Mr. Pitoniak explained that two major changes had been made to the Plan since the Committee last reviewed it. Based on comments from the Federal Highway Administration (FHWA) representative, the Air Quality Conformity section and the Fiscal Constraint section had been revised to more fully explain those processes. Ms. Snee added that several typographical errors and/or omissions had been corrected since the last draft had been reviewed by the Committee, and that it was hoped that this would be the final draft before the Plan is adopted.

The only significant change that the Committee recommended involved the traffic volume map on page 14. The Committee feels that these volumes are low and could be indicative of the traffic in one direction only. Overall, the Committee was pleased with the format of the Plan and its readability, charts, maps and photos. (A detailed list of the suggested changes/corrections is attached.) Mr. Lawson would like to have the Planning Commission make a presentation to all the Chambers of Commerce in the area once the Plan has been adopted. After a detailed discussion of the Plan, Mr. McGurl called for a motion to approve the Long Range Plan contingent upon the suggested changes being made. Tom Lawson made the motion, Judy Rimple seconded, and the motion carried unanimously.

Under Other Business, Mr. Pitoniak informed the Committee that the Planning Commissions were in the process of adopting the next Unified Planning Work Program (UPWP), the document that lays out all of the contract items the Planning Commissions and transit providers have with PENNDOT. There are a few new studies included in the 2003-2004 UPWP including a study of I-81 in which the Planning Commissions will partner with PENNDOT to create an I-81 Task Force. The Task Force will study the congestion on the interstate and connecting roadways and recommend possible short-term and long-term solutions. The Planning Commissions and PENNDOT will also study the possibility of using the Pennsylvania

Turnpike for diversion of traffic from I-81 through Luzerne and Lackawanna Counties. This diversion could be viewed as a short-term option (10-15 years) to help alleviate congestion while parts of the interstate are being widened, or as a permanent option. A part of this study is already underway by Pennoni Associates and the proposed study by the Planning Commissions will give with the on-going study.

In addition to the I-81 studies, the Lackawanna County Regional Planning Commission will undertake a traffic study on Main Avenue/Street in the City of Scranton, Dickson City and Blakely Borough to Kennedy Drive in Archbald. The signal system and important intersections will be looked at to see if improvements can be made to traffic flow.

Also under Other Business, Mr. McGurl posed the question as to whether PENNDOT had ever considered extending Keyser Avenue corridor down to Duryea Borough over the Susquehanna River to connect to US Route 11. Mr. Doble said that there was some discussion about providing another roadway from the west side to I-81 in the area of Pittston or Jenkins Township. However, no firm plans have been submitted.

Ellen Feretti and Bernie McGurl informed the Committee that there will be two public meetings on the Lackawanna and Luzerne Counties Open Space Plan on February 4 in Scranton and on February 5 at LCCC in Nanticoke, and that all interested people are invited to attend.

Mr. Pitoniak gave the committee an update on the Scranton - NYC Passenger Rail Service project. 30% of the engineering phase is completed. \$40 million in funds have been allocated to be used for hardware such as diesel engines, train stations, and the like. Service is expected to begin in the fall of 2006.

Mr. Doble discussed the status of the federal transportation budget with the Committee, explaining that the transportation bill has still not been passed. This situation could start affecting the progress of projects in our region in 3 to 6 months. The federal budget issue is a serious one since there is a possibility that the amount of funds the state receives for transportation planning once the bill has been passed could be less than in previous years.

Mr. Doble then gave an overview of the progress on several major on-going projects and informed the group that projects on Wilkes-Barre Boulevard, S. Main Street in Wilkes-Barre, a signal project in Plymouth, Meadow Run, and an emergency flood protection project in Bear Creek have been recently bid.

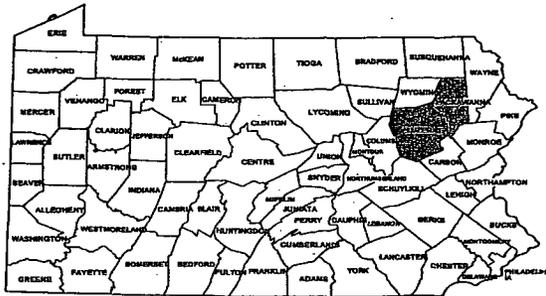
There being no further business, the meeting was adjourned at 2:00 PM.

Revised Date
04/17/2003

**AIR QUALITY
CONFORMITY ANALYSIS REPORT
FOR THE SCRANTON/ WILKES-BARRE MPO**

OZONE NONATTAINMENT AREA

VOLUME I - EXECUTIVE SUMMARY



Prepared by:
Pennsylvania Department of Transportation

DRAFT

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1. INTRODUCTION

The Clean Air Act Amendments of 1990 (CAAA) mandate improvements in the nation's air quality. The means for achieving these goals are defined in State Implementation Plans (SIPs).

Of Pennsylvania's sixty-seven counties, thirty-seven are classified as nonattainment under EPA's one-hour ozone standard, eight are classified as maintenance areas and twenty-two are in an attainment status. Of the nonattainment counties, five are listed as severe, twenty are marginal and twelve are classified as nonattainment insufficient data.

Several of the nonattainment and maintenance areas have developed, or are in the process of developing, travel demand-forecasting models, which are used to perform conformity analyses. These areas include the Philadelphia, Pittsburgh, Reading, Lehigh Valley, Lancaster and Harrisburg nonattainment areas.

The Scranton/ Wilkes-Barre MPO area is currently listed as a marginal nonattainment area for ozone, which denotes a minimal violation, and the least demanding requirements. Since vehicular emissions contribute to ozone violations, the Act requires transportation planners in nonattainment and maintenance to consider the air quality impacts of their proposed plans, programs, and projects. These activities, if subject to federal involvement, must be shown to conform to the applicable SIP.

1.1 Purpose

The CAAA directs the U.S. Environmental Protection Agency (EPA) to implement regulations, which will provide for reductions in pollutant emissions. Subsequently, the US EPA promulgated a Final Rule on Transportation Conformity (40 CFR Part 51) on November 24, 1993. A statewide Conformity SIP revision was submitted to EPA on August 13, 1998. This conformity determination complies with the procedures set forth in Pennsylvania's Conformity SIP.

Conformity for the Scranton/ Wilkes-Barre MPO nonattainment area can be determined by either the "less than 1990" conformity test or the "build/no-build" test. The less than 1990 test must demonstrate emissions reductions in future milestone years versus what they were in 1990. The build/no-build emissions test evaluates emissions generated by implementing a TIP or LRP versus a do nothing approach. For the purpose of this report, the less than 1990 test will be applied.

1.2 Coverage

This report considers the impacts within the Scranton/ Wilkes-Barre MPO ozone nonattainment area. Lackawanna and Luzerne Counties are included in the analysis.

Ozone is a secondary pollutant; it is not directly discharged into the atmosphere. Instead, it is produced by the reaction of several emissions in the presence of sunlight. Volatile organic compounds (VOC) and nitrogen oxides (NO_x) are primary reactants.

Emissions from highway vehicles within these areas have been analyzed using MOBILE5B, the currently approved EPA computer model. The modeling procedures are described in more detail later in this report. Emissions of both VOCs and NO_x have been analyzed.

The Final Transportation Conformity Rule (Sect 51.428 (b) (5)) states that, "an emissions analysis shall be performed for any years in the time span of the transportation plan provided they are not more than ten years apart and provided the analysis is performed for the last year of the plan's forecast period.

In this vein, 1990 is shown as the base year the CAAA was enacted and the year from which all SIP emission reduction percentages are calculated. 1999 is the next milestone year as it represents the current conditions of the highway system. 2006 is used as another milestone year for the emissions analysis, because the Commonwealth will adopt the 2003 Transportation Program (including MPO TIPs and the rural portion of the Statewide Transportation Improvement Program (STIP)) in August. The STIP coincides with the first four years of the 2003 Transportation Program (years 2003 through 2006). The next milestone year, 2015, coincides closely with the second and third four-year periods of the 2003 Program (years 2007 through 2014). Finally, to coincide with the last year of the MPO/IDD Long Range Plans (LRPs), 2025 was chosen as the final milestone year.

Certain projects were excluded upon determination that they would not impact regional emissions (e.g., reconstructing bridges, resurfacing projects, etc.) in accordance with 40 CFR Part 51. These projects are referred to as "Exempt." Other

projects are referred to as "Not Significant," and include projects which are not exempt by definition, but whose air quality impacts are too small to quantify through current modeling practice. Consequently, those projects, which were analyzed for their emissions impact in this conformity report, are noted as "Significant."

1.3 Document Contents

The conformity analysis for the Scranton/ Wilkes-Barre MPO area is divided into two volumes. Volume I is the executive summary of the analysis. It consists of six subsections:

Section one provides introductory material and defines the purpose of the report. Further, it describes the scope of the study: its geographical coverage, the time frame considered, and the emissions, which have been analyzed. The limitations of the study, primarily related to constraints affecting the analysis, are also presented here.

Section two provides a summary of the analysis. This information is also presented in graphic form in Tables 1 and 2 at the end of this report.

A more detailed discussion of the analysis is presented in section three, which provides an overview of the study process and background information on the relation between vehicular emissions and ozone. The Long Range Plan and Transportation Improvement Programs are discussed, with a focus on projects that might significantly affect emissions. Traffic parameters used in the modeling process are presented and other parameters are also discussed. This section also includes a discussion of the emission tables developed during the analysis, and presenting the implications of these results.

The fourth section of this report discusses the "financial constraints" of the Long Range Plan and Transportation Improvement Programs.

Section five discusses the public participation process of the conformity analysis. This process includes the advertisements of availability of the LRP/TIP and accompanying conformity documents, as well as any comments or responses related to the documents.

The sixth, and final, section concludes this report by summarizing the results of the analysis and stating a conclusion regarding the conformity of the Long Range Plan and Transportation Improvement Programs to the State Implementation Plan, and the Clean Air Act, as amended.

Volume II of this report contains the technical data used to conduct the conformity determination. Key variables, such as vehicle miles traveled (VMT), vehicle hours

traveled (VHT), average speed and VOC and NO_x emissions are shown. In addition, the LRP/TIP for the region, MOBILE5B set-up files and other variables are shown. Copies of Volume II are available from PENNDOT's Air Quality Section upon request.

1.4 Limitations

The Final Conformity Rule asserts that the conformity process must include an evaluation of proposed capital facility investments. This is required to assure that such expenditures, which are typically irreversible, are not made without consideration of air quality consequences, and that CAAA requirements are currently being implemented.

In order to proceed with its planned projects, each MPO must adopt a conformity resolution. To that end, this study has proceeded with reasonable assumptions and the best data available. The intent of this analysis is to provide an even-handed comparison within these limitations, applying the same assumptions to each of the milestone scenarios within any given year. Reasonable effort has also been extended to provide an evaluation of anticipated improvements from pollutant levels in 1990 to the levels in the future years considered in this analysis.

It should be noted that there are several key differences between this conformity submission and those submitted in previous years, including the 1990 Base Year Inventory that was submitted in 1993. These changes include:

- New Traffic Data- Updated traffic information from PENNDOT's Roadway Management System database is used for the calculations. This information represents 1999 conditions. Previous submissions utilized older data representing 1996 traffic data.
- Updated Growth Rates- For each conformity round, updated PENNDOT growth rates are determined and projected to future years. Updated HPMS Adjustments- 1990 VMT is always adjusted to the 1990 HPMS totals. However, the adjustments used for other years are based on the base year of traffic data used for the analysis. For example, past conformity

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submissions used 1996 traffic data adjusted to 1996 HPMS VMT totals. This submission utilizes 1999 traffic data adjusted to 1999 HPMS VMT totals.

- Updated Pattern Data- Based on 1999 traffic count data, new hourly patterns and vehicle mix distributions are calculated and used for the emissions analysis.
- Base Project Conditions- The base conditions summarized in PENNDOT's RMS database are updated using available information from project data forms. For each project analyzed as part of the conformity analysis, data forms are collected. These data forms provide information on the current conditions and the project improvements. The RMS database is updated to ensure consistency with the collected project data.

These changes make it difficult to directly compare the conformity emissions to those presented in the 1990 inventory.

2. SUMMARY

As required by the Clean Air Act Amendments of 1990 (CAAA), a study of vehicle emissions was performed for the Scranton/Wilkes-Barre MPO area. The study compared the base 1990 emissions for VOC and NO_x to future emission projections (less than 1990 test).

For the Scranton/Wilkes-Barre MPO area, forty-eight (48) projects on the Federal Fiscal Year (FFY) 2003 TIP and LRP will have an impact on air quality. The regional evaluation of the TIP/LRP indicates a lower level of VOC and NO_x emissions in future years compared to the base year, 1990.

To further address VOC and NO_x reductions in the later years of the LRP, strategies such as reduction in VMT, speed changes, smoothing of traffic flows, use of alternative fuels, and other factors will be the key to reducing air pollution levels and producing a conforming LRP/TIP. Some of these efforts have been mandated by the CAAA, and the state has committed to executing others.

3. ANALYSIS

This section of the report presents the premises for the analysis and the results of the modeling. In addition, it provides background information to support the conclusions.

3.1 Overview

The study used a set of computer programs and databases to estimate vehicle miles of travel and operating speeds, and to subsequently calculate emission factors and total emissions. These programs provide a comparison of

vehicular emissions from the 1990 base year with future milestone years. The programs rely on a variety of input factors, which are discussed in more detail below.

Key traffic parameters include daily vehicle miles of travel (DVMT), average speeds, and vehicle type mix. These input factors are calculated by the Post Processor for Air Quality (PPAQ) computer program from highway databases containing traffic volumes and descriptions of physical characteristics. In addition, roads are broken into six functional classifications (Interstate, Other Principal Arterials, Minor Arterials, Major Collectors, Minor Collectors and Local Roads) in three settings: urbanized area, small urban area, and rural area.

The existing DVMT was determined for each roadway class/setting by multiplying the length of road by the number of vehicles using the road per day. Additional adjustments were applied to reflect average summer weekday conditions, and to align DVMT totals with those reported for the (HPMS). This existing DVMT was then projected to the future years by applying a local growth factor derived from both historic traffic volume growth trends and trip-end growth, as related to past and future projected population and employment growth. Using the latest planning assumptions, population growth, employment growth, and land use trends have been considered in the analyses to as great an extent as possible.

Speed data was calculated for each highway segment and hour of the day, based on the capacity and traffic volume. Thus, average speeds reflect physical highway conditions, the effects of traffic signals, and congestion caused by traffic volume. For future conditions, congestion (and thereby speed) is affected by traffic growth and other changes in physical conditions due to LRP and/or TIP improvement projects.

Other input parameters used include information about the types of vehicles using the road and environmental factors. Since local data provides a useful distinction for this comparative analysis,

county specific data was used to describe the vehicle fleet on the highway. The environmental factors used in this analysis (e.g., ambient temperature) were established based on historic records for peak ozone events within the county.

The 1990 CAAA requires air quality improvements in nonattainment and maintenance areas through transportation conformity and that this be demonstrated according to the Final Conformity Rule. This analysis demonstrates that a conforming TIP and LRP will result in fewer emissions in future milestone years when compared to the base year, 1990. For the Scranton/Wilkes-Barre MPO area, emissions generated from the LRP/TIP meet these requirements.

3.2 Background

Ozone is a strong irritant to the eyes and upper respiratory system. It hampers breathing and also damages crops and rubberized materials and it is the main component of smog. National Ambient Air Quality Standards (NAAQS) have been established for a number of pollutants. If a region experiences more than three violations of a standard over a three-year period, it is considered to be nonattainment for that pollutant. At this time, the standard for ozone is a maximum one-hour average exposure of 0.12 parts per million (ppm).

Ozone is formed by chemical reactions occurring under specific atmospheric conditions. Two of the important classes of compounds in these reactions are hydrocarbons (including VOC) and oxides of nitrogen (NO_x). Both of these are compounds present in vehicular exhaust. In addition, hydrocarbons may be produced by evaporation and by displacement of vapors in the gas tank during refueling. By controlling these emissions, ozone formation can be controlled.

The actual reactions occurring in the atmosphere are complex and the subject of ongoing research. However, it is known that the formation of ground level ozone is a photochemical oxidation process, activated by sunlight. In addition, higher concentrations are associated with warm temperatures, and high-pressure systems involving temperature inversions and low wind speeds. Under these stagnant conditions, emissions tend to accumulate, rather than disperse.

The role that each component plays in the formation of ozone is also complex. Increases in NO_x could lead to an increase in ozone, depending on the time of suspension in the atmosphere and its transport to other polluted areas. Reductions in NO_x emissions would achieve regional ozone reductions. On the other hand, reductions in VOC are most often important for local ozone reduction.

Transportation accounts for significant portions of man-made emissions. On average, mobile sources contribute approximately 36% of the hydrocarbons, 45% of the oxides of nitrogen, and 78% of the carbon monoxide emissions from man-made sources. For VOCs, the rate of emissions (expressed in grams per mile) generally decreases with an increase of vehicle speed. This trend is most dramatic for VOC and CO at low speeds. However, both VOC and CO exhibit a slight increase in emission rates from vehicles traveling above 40 miles per hour.

For NO_x , however, the rate of change is a more gradual decline with increasing speed up to approximately 25 miles per hour. Above that speed, vehicle NO_x emissions increase gradually. At 40 mph, the NO_x emissions increase rapidly, due, in part, to the higher engine temperatures associated with higher speeds. Thus, while increasing speeds generally reduces VOC emissions, increasing speeds often create NO_x emissions increases (see Chart 1). There is no simple way to solve both issues without producing an overall LRP and TIP with a mix of strategies that reduce the NO_x increases.

Recognizing the contribution of transportation sources to air pollution; the federal government initiated an emission control program in 1968. These requirements are periodically revised, based on the effectiveness of existing controls. In addition, cleaner burning fuel and controls at refueling stations have worked to decrease the emissions rates of gasoline powered cars, and to some extent, diesel vehicles. Additional federal new vehicle and fuel control programs are planned for the period 2004-2010. Increasing VMT, however, tends to absorb portions of the reductions attributable to cleaner cars and fuels.

In order to assure that emission controls are working properly, vehicle inspection and maintenance (I/M) programs have been adopted in some nonattainment areas. These programs have the added benefit of improving the fuel efficiency of vehicles on the road. Currently, Pennsylvania has an enhanced I/M program in two regions: Pittsburgh and Philadelphia. An enhanced I/M program utilizing On-Board Diagnostics (OBD) technology will be expanded to several other nonattainment areas (eight counties) of the state in the future. The Scranton/

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Wilkes-Barre MPO area will not be included in this expansion.

3.3 Long Range Plan/Transportation Improvement Program

The complete Transportation Improvement Program and Long Range Plan for the Scranton/ Wilkes-Barre MPO area are included in Volume II, Appendix A, for highways, and Volume II, Appendix B, for transit service projects.

Detailed assessments were only performed for those projects on the LRP and TIP which may have a significant effect on emissions in accordance with 40 CFR Part 51. Essentially, only those projects, which would increase capacity or significantly impact vehicular speeds were considered. Projects such as bridge replacements and roadway restoration projects, which constitute the majority of the LRP/TIP list, have been excluded from consideration since they are not expected to significantly alter the volume or speed of traffic.

The following LRP/TIP AQ significant highway projects are included in this analysis. They are also depicted on a map at the conclusion of the executive summary.

Lackawanna County:

1. Keyser Avenue SAMI- This 3.67 corridor safety improvement project involves widening the roadway for left-turn lanes and updating traffic signals at 3 intersections on Keyser Avenue (SR 3011). The project extends from Continental to Keyser RR Bridge in Taylor Borough and the City of Scranton.
2. Scranton CBD Network- This project involves updating and interconnecting 50 traffic signals in the City of Scranton Central Business District.
3. Dunmore Signal Network- This project involves updating and interconnecting eleven traffic signals on SR 347, the O'Neil Highway from University Drive to Greenridge, in Dunmore and Throop Boroughs.
4. Carbondale Signals- This project involves updating and interconnecting eight traffic signals on the Main and Church Street corridors in the City of Carbondale.
5. Valley View Business Park – This project involves the construction of a new roadway on new alignment between SR 247 and Salem Road. It is located in Olyphant and Jessup Boroughs.
6. Main Street/ Main Avenue Corridor- This project involves updating and interconnecting traffic signals at

twelve intersections between Green ridge Street and Kennedy Drive in the City of Scranton and the Boroughs of Dickson City, Blakely and Archibald.

7. Old Forge (3 signals) N – This project involves the installation of 3 new traffic signals in the municipality of Old Forge.
8. Scranton City – Pittston Ave. Signals. This project involves updating the existing traffic signal system.
9. Scranton City – South Main Ave. Signals. This project involves updating the existing traffic signal system.
10. Scranton – Keyser Ave. Park-and-Ride – This project involves the construction of a new 50-space Park & Ride lot.
11. Dunmore – Tighe St Park-and-Ride – This project involves the construction of a new 50-space Park & Ride lot.
12. Moosic – Davis St. Park-and-Ride – This project involves the construction of a new 70-space Park & Ride lot.
13. Clark Summit Park-and-Ride – This project involves the construction of a new 50-space Park & Ride lot.

Luzerne County:

1. Widen Route 924 in Hazel Township – This project involves widening PA 924 for 4.14 miles from I-81 to Schuylkill County Line.
2. Connect Exit 46 and Route 115 - Construct a new two lane roadway (1.75 miles) to connect East Mountain Road to Exit 46 in Plains, Wilkes-Barre and Laurel Run Townships.
3. Hazleton Signals- This 4.5 mile project involves updating and interconnecting traffic signals at 12 intersections in the City of Hazleton and Hazleton Borough.

4. Sans Souci to LCCC - Construct a new four lane roadway (5 miles) , with a new interchange at Route 29, extending from Sans Souci to the Luzerne County Community College. The project is located in Hanover Township and the City of Nanticoke.
5. Plymouth Signals – This 1.63 mile project involves updating and interconnecting traffic signals on US 11 from Flat Road to Carey Avenue in Plymouth Borough.
6. Kingston Signals – This 2.99 mile safety improvement involves updating and interconnecting traffic signals on Wyoming Avenue (US 11), Market Street and Pierce Street in Kingston Borough.
7. Forty Fort Signals – This 2.03 mile safety improvement involves updating and interconnecting traffic signals on River Street and Wyoming Avenue in Forty Fort Borough.
8. PA-315 Corridor Highway- This 3.63 mile project involves various intersection improvements (widening for center-turn lanes, updating traffic signals, etc.) along PA-315 from the Cross Valley Expressway to Pocono Downs in Plains, Jenkins, Laffin and Pittston Townships.
9. Airport Beltway Widen- This 2.8 mile project involves widening the existing Hazleton Airport Beltway (SR 3026) to five lanes.
10. Nuangola Park and Ride – This project involves the construction of a new Park and Ride lot at the Exit 43 Interchange (SR 2042) of I-81.
11. Tomhicken Road Park and Ride – This project involves the construction of a new Park and Ride lot near Exit 41 of Interstate 81 in Sugarloaf Township.
12. Butler Township Park and Ride – This project involves the construction of a new Park and Ride lot at the intersection of US 80 and PA 309 in Butler Township.
13. Airport Access Road – This project involves the construction of a connector 2-lane roadway, connecting PA 35 and commerce Rd. in Eastern Distribution Center.
14. Beltway to Stockton Road – This project involves the extension of a 2-lane existing beltway in Hazle Twp.
15. PA 309, Linkage Road – This project involves the construction of a 2-lane connector road between SR 2045 (Main Rd.) and PA 309 (Mountain Blvd.)

16. I-81 Widening – This project involves widening I-81 from 4 lanes to 6 lanes in multiple municipalities in the Scranton area.
17. Newport-Shickshinny Connector – This project involves constructing a 2-lane connector Rd. form PA 239 to SR 3004 (Kirmar St.)
18. Nanticoke-Newport Connector – This project involves constructing a 2-lane connector Rd. from SR 3004 to Nanticoke City.
19. River Rd-N. Crossvalley Exp. To Pittston City. This project involves widening the roadway from 2 lanes to 4 lanes, from PA 309 to the Pittston City boundary.
20. N. River St. from North St. to Crossvalley Exp. – This project involves an extension of Water St, from Courtright St, to the N. Crossvalley Expy. to form a couplet w/River St.
21. Williams St. Connector to PA Route 315 – This project involves constructing a 2-lane connector road between William St. and PA 315.
22. Back Mountain Area Signals – This project involves the interconnection of 9 traffic signals along the Route 309 corridor.
23. West Pittston (3 signals) – This project involves interconnecting 3 traffic signals along US 11.
24. Sugar Notch/Newport Connection – This project involves a connector road from SR 2008 (Kirmar St.) to PA 29 (S. Crossvalley Expy.)
25. Avoca Borough Signals – This project interconnects 2 existing traffic signals and the installation of 1 new proposed traffic signal along US 11.
26. Hazle Twp: PA I-81 & RT 424 Park-and-Ride – This project involves constructing a new 50-space park and ride lot in a location close to an I-81 interchange.
27. Bear Creek Twp: PA TP & PA 115 P&R – This project involves the constructing a new 50-space Park & Ride lot in the vicinity of PA Tumpike interchanges.

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28. Plains Twp: River Rd & RT 309 P&R – This project involves constructing 50 new spaces for a Park & Ride lot near the N. Crossvalley Expy.

The following list of LRP/TIP AQ significant transit projects are included in this analysis. These projects are not depicted on the maps at the conclusion of the executive summary.

Lackawanna County:

1. This project involves purchasing twelve buses for the Hazelton fleet.
2. This project involves purchasing sixteen buses for the Hazelton fleet.
3. This project involves purchasing thirty buses for the County Of Lackawanna Transit System (COLTS) fleet.

Luzerne County:

1. Purchase seven buses for the Luzerne County Transportation Authority's fleet.
2. Purchase ten buses for the Luzerne County Transportation Authority's fleet.
3. Purchase fifty-seven buses for the Luzerne County Transportation Authority's fleet.
4. Purchase sixteen Buses for the Luzerne County Transportation Authority's fleet.

3.4 Traffic Parameters

Traffic parameters within the emissions modeling provide the basis for comparison of the emissions budget versus build conditions. Emission factors vary with average speed and vehicle type mix. Daily emissions are calculated by multiplying the emission factor (expressed in grams per vehicle mile) and traffic volumes (expressed in daily vehicle miles of travel).

The PENNDOT Bureau of Planning and Research provided the traffic data in subsets. All roadways within the study area have been grouped into the six (6) functional classifications, as listed in section 3.1. Similar classes have been established for urban, small urban, and rural settings, for a potential total of eighteen (18) distinct subsets. It is possible that there are no roadways of a given category within the study area.

Annual Average Daily Traffic (AADT) volumes on individual roadway segments were generated from PENNDOT HPMS and Roadway Management System (RMS) databases. Actual traffic counts are completed at thousands of sites around the state at least once every three years. Separate from the HPMS, there are 60 permanent counting stations that provide data on growth trends and periodic fluctuations in traffic volumes (e.g., seasonal variations). Adjustment factors developed from these permanent station records are applied to the HPMS data.

Individual roadway segments are designated within RMS to one of the six (6) functional classifications and to one of the three settings. RMS also records the length of roadway for each segment, the number of lanes, and the traffic volume. A computerized tabulation of daily vehicle miles of travel (DVMT) for each roadway class and setting is generated by multiplying the ADT and the length for each segment, and summing the products. In addition, PENNDOT has developed temporal variation data, which describe both the hourly variation of traffic volumes within a day, the daily variation within a week, and the monthly variation over the year. The AADT volumes were adjusted to reflect average weekday conditions in July, the peak ozone season, and were also disaggregated to hourly volumes within the day to support detailed speed estimation.

Using historic data, PENNDOT also provided growth rates of DVMT for each county and highway functional class. As a standard process under RMS, growth is evaluated for ten traffic pattern groups, which are determined by functional class and geographic setting. That data was refined for this study by reviewing longer-term data, which had been collected at the county level. The reliability of these historic trends for predicting future growth was assessed by considering other local factors, including past and future projected population, employment, and trip end growth.

Speeds were calculated for both 1990 and future conditions by the Post Processor for Air Quality (PPAQ) computer system, and were validated against data from PENNDOT's ongoing speed monitoring program. The PPAQ software contains procedures to

calculate the capacity of each highway segment, giving consideration to the physical attributes of the highway (functional class, number of lanes, geographic setting), the effects of traffic congestion are then accounted for by comparing traffic volumes to this capacity for each hour of the day, and calculating the speeds which will result.

Speeds are forecasted by adjusting the link attributes to reflect future physical improvements, changing the traffic volumes to reflect growth or other actions, and recalculating capacities and speeds. This approach has proven to be appropriately sensitive to the variety of factors, which affect congestion and speed.

The traffic data was developed using the projection process described above. Conditions were evaluated for the years 1999, 2006, 2015, and 2025. The roadways affected by the LRP/TIP projects as listed were further analyzed to determine operational changes, which may result from implementation of the LRP/TIPs. In this way, emission characteristics were developed for the region.

The traffic data serves as the regional population, employment, travel, and congestion estimates required by the CAAA, and uses the area's latest planning assumptions. Travel, represented by DVMT, reflects population and employment trends. The speed estimation procedure serves as a measure of congestion, and is consistent with on-going, established monitoring programs. The estimates were coordinated with other data resources, such as the local planning departments. The RMS and HPMS data are available in published formats.

With supplemental analysis performed by PPAQ, both speed and vehicle type mix data were used in application of the MOBILE5B computer model. The emission factors (expressed in grams per vehicle mile) derived by the model were then multiplied by the appropriate VMT for each functional class / setting / time period to calculate the total emissions (in kilograms per day). Off-system adjustments were made using the Congestion Mitigation and Air Quality (CMAQ) methodologies and the PAQ-1 emissions model developed by the consulting firm of Michael Baker Jr., Inc. for PENNDOT.

3.5 Other Parameters

MOBILE5B includes a variety of input parameters, which characterize the environmental setting, the vehicle fleet, the condition of emission controls, and the volatility of gasoline. A set of sample input files has been provided in Volume II, Appendix C, of this document. Five separate runs of the program were performed. They include: a 1990 Base year, 1999 current conditions, 2006 TIP year, 2015 interim year, and 2025 LRP year, with the outputs of VOC and NO_x recorded for each.

In looking at the sample input file, a number of the parameters indicate use of MOBILE5B default or uncorrected values. Either the default assumptions were determined to be appropriate, or there was a lack of site-specific data to warrant an adjustment. For all data, assumptions were applied uniformly to the baseline, TIP and LRP cases, providing an unbiased comparison.

MOBILE5B allows a calculation for refueling losses. This analysis might be useful for estimating the effectiveness of a vapor recovery system. Furthermore, the Department of Environmental Protection (DEP) has indicated that it will treat these emissions in the stationary, not mobile, source category. Therefore this component has not been calculated.

Minimum and maximum diurnal temperature data in the local area parameter and scenario records have been developed by DEP following a review of historic records in 14 regions across the state (see Volume II, Appendix C2). These temperatures represent conditions occurring during recent "worst case" ozone events.

An in-use Reid vapor pressure (RVP) of 8.7 pounds per square inch (see Volume II, Appendix C3) has been used for 2006 TIP through 2025 LRP scenarios.

Emission rates vary depending on the age of the vehicle, the fuel used, the length of time the vehicle has been operating, and whether the engine was cold when it was started. The effect of start condition also varies depending on the emission control system. This study used national average percentages.

3.6 Transportation Control Measures

No Transportation Control Measures (TCMs) have been incorporated into the SIP for the Scranton/Wilkes-Barre MPO area because the SIP emissions control strategy, where applicable, is sufficient for attainment and maintenance purposes.

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3.7 Emissions

The results of the computer modeling show improvements in emissions when compared to the 1990 base year for both TIP and LRP conditions. The following tables present the basic variables used to project the total emissions, and the total emissions assuming five scenarios:

1. **Base Year Network** - 1990 summer traffic volumes and the base highway network.
2. **Current Conditions** - 1999 summer traffic volumes and the base highway network plus those projects completed by the end of calendar year 2002.
3. **TIP Future Network** - 2006 summer traffic volumes and the base highway network plus those FFY 2003 TIP AQ significant projects scheduled for completion by the end of calendar year 2006.
4. **Interim Future Network** - 2015 summer traffic volumes and the base highway network, plus those AQ significant projects which are on the 2003 Program but not in the FFY 2003 TIP.
5. **LRP Future Network** - 2025 summer traffic volumes and the base highway network, plus those AQ significant projects which are scheduled for completion after 2015 or are not on the 2003 Program.

3.8 Discussion

This analysis demonstrates lower VOC and NO_x emissions than 1990 Base Year levels. Therefore, implementation of the LRP and TIP, as defined in the study, will not adversely affect air quality.

Further measures directed at reducing vehicle trips may become increasingly important in future transportation plans and programs. Transit and intermodal alternatives may serve as a means for achieving these reductions. The current plan and program present several appropriate means of achieving this. Additionally, transit and intermodal alternatives can be incorporated into preliminary engineering for highway projects.

4. FINANCIAL CONSTRAINT

The Planning Regulations, Sections 450.322(b)(11) and 450.324(e) require the LRP and the TIP 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 Transportation Study (LLTS), the Metropolitan Planning Organization (MPO) in conjunction

with PENNDOT, has developed an estimate of the cost to maintain and operate the existing roads and bridges in the Scranton/ Wilkes-Barre MPO area and have compared that with the estimated revenues and maintenance needs of the new roads.

5. PUBLIC PARTICIPATION

This LRP and TIP have undergone the public participation requirements and the comment and response requirements set forth in the Final Conformity Rule, the Final Statewide/Metropolitan Planning Rule and Pennsylvania's Conformity SIP. The documentation of the public notice for the hearings, comments and the responses to comments can be found in Volume II, Appendix D.

6. CONFORMITY STATEMENT

The Clean Air Act Amendments of 1990 (CAAA) require that a Metropolitan Planning Organization (MPO) determine that a Long Range Plan (LRP) and Transportation Improvement Program (TIP) conform with the applicable State Implementation Plan (SIP) before the LRP and TIP are adopted. No Federal agency may approve, accept, or fund a LRP/TIP or its component projects unless the LRP/TIP have been found to conform to the SIP. Under the Act, conformity is determined by applying three criteria; that "the transportation plans and programs--

- (i) Are consistent with the most recent estimates of mobile source emissions;
- (ii) Provide for the expeditious implementation of transportation control measures in the applicable implementation plan; and
- (iii) With respect to ozone and carbon monoxide non-attainment areas, contribute to annual emissions reductions consistent with sections 182(b)(1) and 187(a)(7)"

Each new transportation plan and TIP must be found to conform before the transportation plan/TIP are approved by the MPO or accepted by DOT.

As specified under the first item, the most recent estimates of highway emissions for the Scranton/ Wilkes-Barre MPO area have been developed as a part of this study. The analyses indicate that the ozone precursors, VOC and NO_x, will be less in all milestone years than they were in 1990. Consequently, the overall precursor emissions will be reduced, satisfying the third criterion.

The Scranton/ Wilkes-Barre MPO area was not considered to be nonattainment for ozone (prior to the CAAA). As a result, no transportation control measures were included in previous state implementation plans. Consequently, the second criterion is not applicable.

Therefore, the Long Range Plan and Transportation Improvement Programs for the Scranton/ Wilkes-Barre MPO area conform with the current implementation plan, and satisfies the conformity requirements of the Clean Air Act Amendments of 1990.

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TABLE 1

**Summary of Total Highway Vehicle Miles Traveled (VMT)
Average Summer Weekday**

Scranton/ Wilkes-Barre MPO Area

	1990	1999	2006	2015	2025
Base Year	11,831,806	--NA--	--NA--	--NA--	--NA--
New TIP/LRP	--NA--	14,127,393	16,084,669	18,685,804	21,771,156

TABLE 2

**Summary of Total Highway VOC Emissions
Average Summer Weekday**

Scranton/ Wilkes-Barre MPO Area

	1990	1999	2006	2015	2025
Base Year	52,349.98	--NA--	--NA--	--NA--	--NA--
New TIP/LRP	--NA--	24,617.51	19,142.79	20,506.93	25,656.30

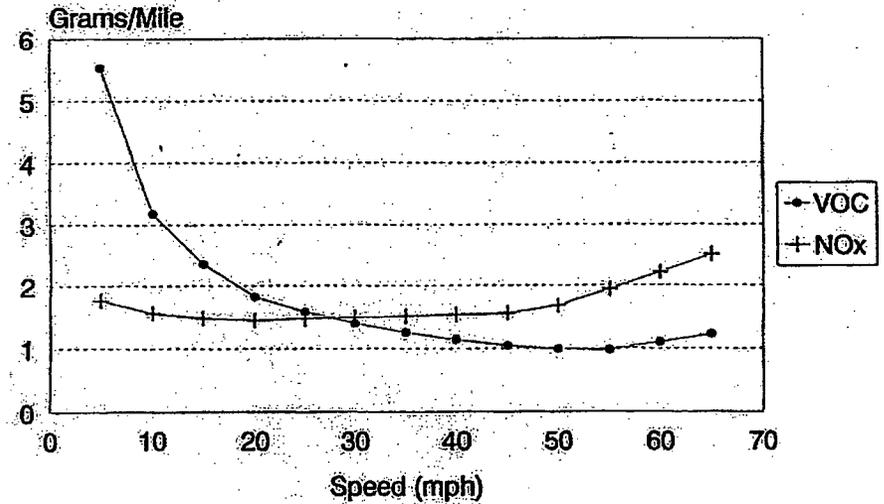
TABLE 3

**Summary of Total Highway NO_x Emissions
Average Summer Weekday**

Scranton/ Wilkes-Barre MPO Area

	1990	1999	2006	2015	2025
Base Year	84,852.98	--NA--	--NA--	--NA--	--NA--
New TIP/LRP	--NA--	44,021.32	37,179.89	35,648.81	39,980.82

VOC and NO_x Emissions Factors (gm/mi vs. mph)



All emissions shown in kilograms per day, as calculated for a day representing "worst case" ozone conditions.