2045 LONG-RANGE TRANSPORTATION PLAN

JOINT COMPREHENSIVE PLAN &
LONG-RANGE TRANSPORTATION PLAN

FOR LACKAWANNA AND LUZERNE COUNTIES

February 2021

MEET

SHARE

PLAN

LACKAWANNA LUZERNE MPO

Funding for plan development was provided by the

Pennsylvania Department of Transportation and the Federal Highway Administration

Joint County Comprehensive Plan and Long Range Transportation Plan

Lackawanna & Luzerne Counties

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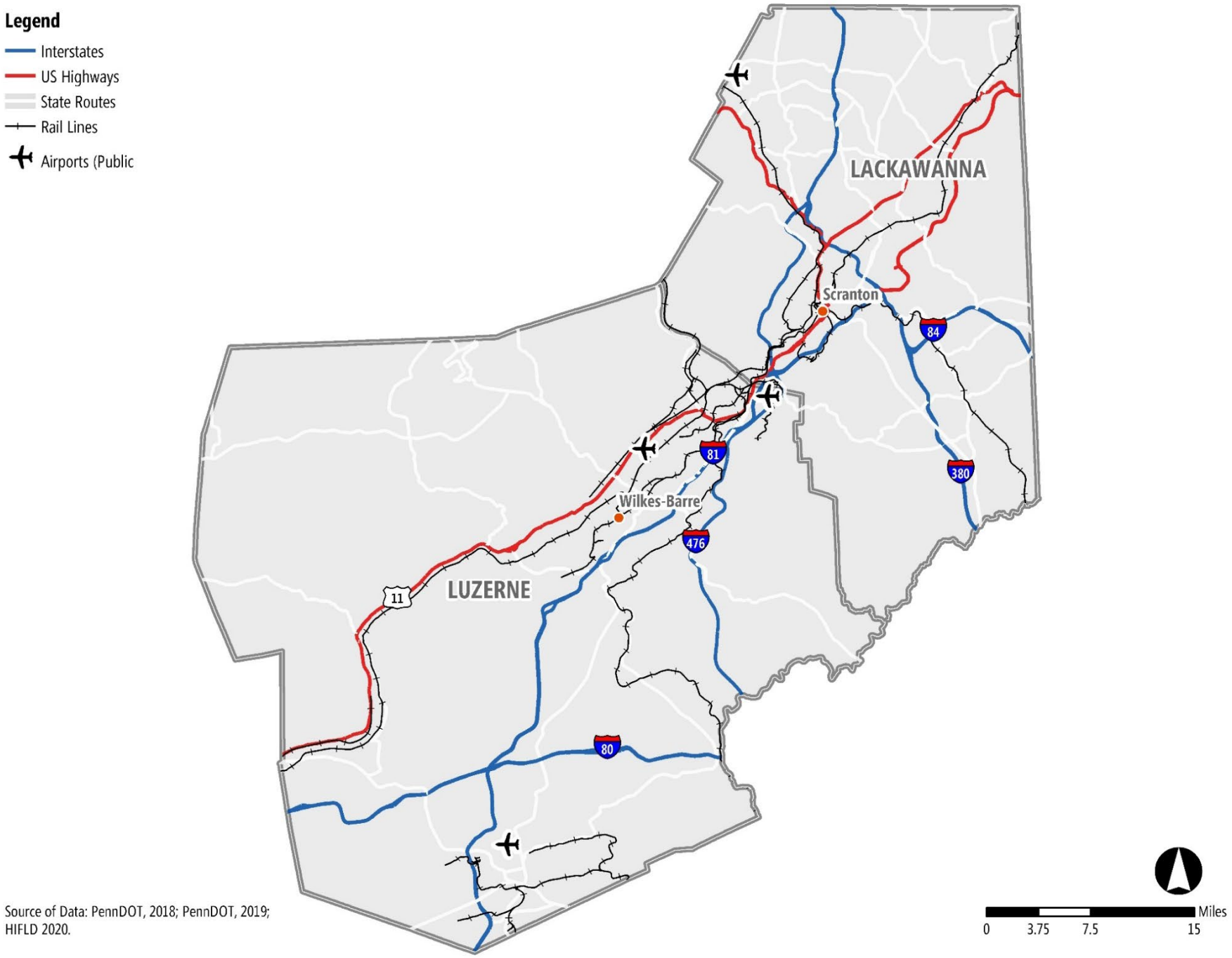
Adopted February 3, 2021

The Lackawanna/Luzerne Region Transportation System



Source of Data: PennDOT, 2018; PennDOT, 2019; HIFLD 2020.

LETTER FROM THE MPO CHAIRMAN

February 2021

Planning for transportation is a critical function of government. Our transportation system supports the people and industries of Lackawanna and Luzerne Counties with approximately 4,250 linear miles of roadway, 985 state-owned bridges greater than eight feet in length, and nearly 2.3 million trips annually on its public transportation systems. The Lackawanna/Luzerne Transportation Study Metropolitan Planning Organization (MPO) is responsible for planning for all of these assets and services, and how they support other modes such as bicycle, pedestrian, rail freight, and aviation.

The long-range transportation plan (LRTP) guides the MPO's overall transportation planning process. Through it, the LRTP guides area decision-makers with an examination of the region's existing transportation system, the driving forces affecting its long-term performance, and the strategic directions and investments needed.

The MPO continues to make advances in how it plans for our transportation system. Recent years have witnessed us taking a more performance-based approach to planning, and measuring the success of our programs.

The MPO's programming philosophy has also been changing with the advent of new asset management tools and approaches to programming. While the MPO has in the past addressed project needs based on a "worst first" approach, we are now moving toward a new paradigm known as "lowest life cycle cost," or providing preventive maintenance at appropriate intervals in order to extend the life of the asset.

One of the biggest challenges the MPO faces relates to the shortfall in available transportation funding. Even before the advent of the coronavirus pandemic locally in March 2020, which curtailed the demand for travel (and needed revenue into the Motor License Fund), the MPO was facing a funding crisis. As of this plan's adoption, PennDOT is grappling with an estimated loss of $840 million over a 16-month period from the pandemic's start, through June 2021. The loss of revenue will affect the delivery of highway construction and maintenance projects, as well as payments to municipalities, and the Commonwealth's ability to fund competitive grant programs such as Green Light-Go. Transit systems are also being negatively affected.

The shortfalls are sobering.

The uncertainty being cast by the pandemic and its impacts may likely be felt for years to come. Long-range planning is more important than ever in the face of these historic challenges.

The MPO looks forward to implementing its latest long-range transportation plan, which will begin with the implementation of a four-year program valued at nearly $280 million. And we will continue to plan for our region's transportation infrastructure to ensure it remains a valuable asset in support of our communities, economic competitiveness, and quality of life.

Sincerely,

David Pedri, Luzerne County Manager

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ACKNOWLEDGEMENTS – MPO MEMBERS

LLTS MPO Transportation Advisory Committee

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REGIONAL POSITION

Regional Overview

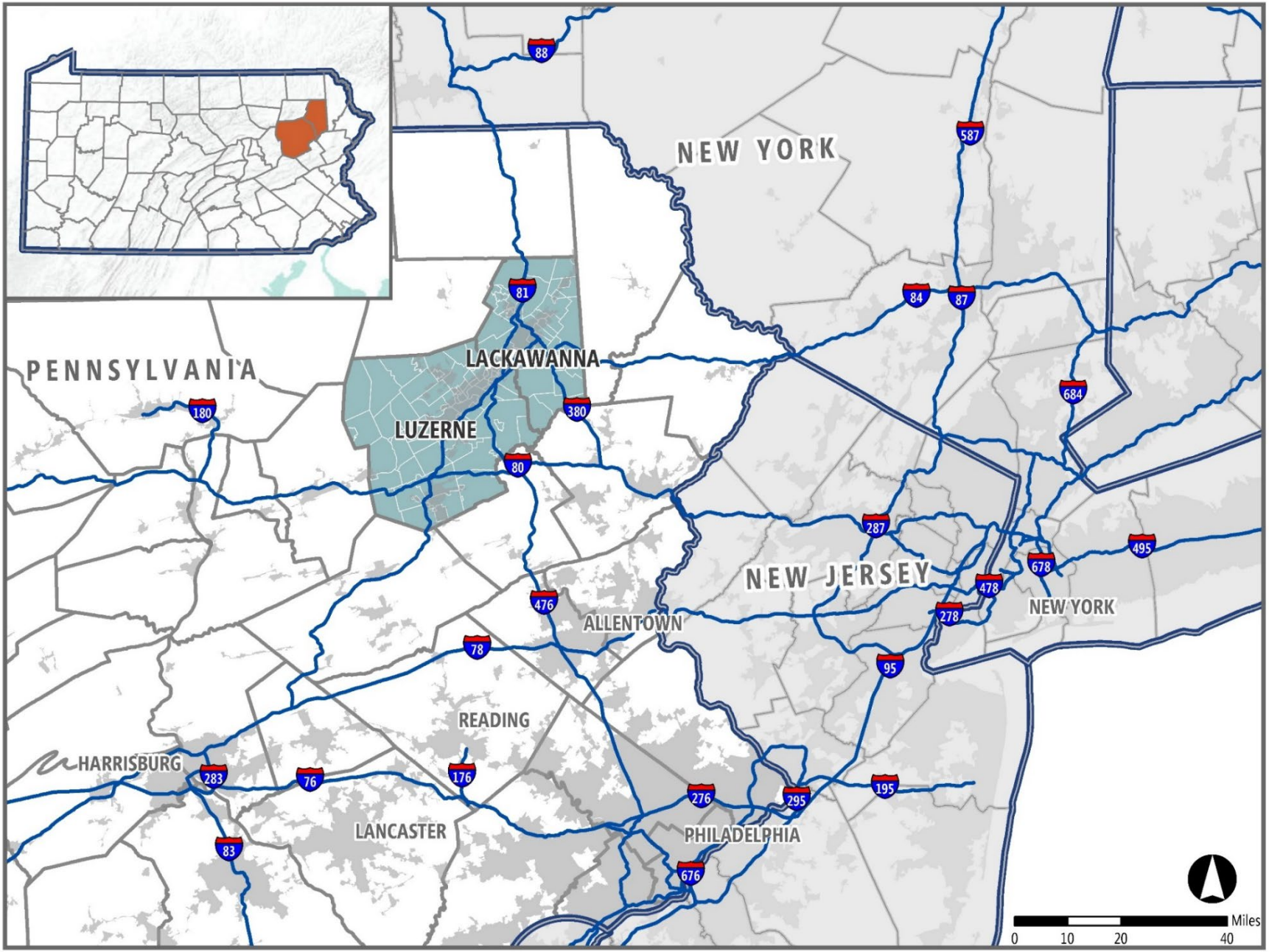
- The Lackawanna/Luzerne MPO region is located in northeastern Pennsylvania and includes Lackawanna and Luzerne Counties.
- The region is approximately 1,325 square miles in size.
- The region's largest city is Scranton, with additional population centers in Wilkes-Barre, Hazleton, Carbondale, and Pittston.
- The largest urbanized areas within the region are clustered around the Cities of Scranton and Wilkes-Barre, which serve as the core communities of the Metropolitan Statistical Area (MSA). The MSA also includes Wyoming County.
- From a geological perspective, Lackawanna and Luzerne Counties are in the Glaciated Lower Plateau section of Pennsylvania. Large portions of both counties are also within the Anthracite Upland section. Additionally, the footprint of the Marcellus formation also includes Lackawanna and Luzerne Counties.
- The region is located adjacent to the portion of the United States known as Megalopolis—an agglomeration of urbanized areas in the Northeast and Mid-Atlantic from Boston to Washington, D.C.
- A portion of Lackawanna County's western border is shared with Luzerne County's eastern border. Neighboring counties include Carbon, Columbia, Monroe, Schuylkill, Sullivan, Susquehanna, Wayne, and Wyoming Counties.
- Scranton is approximately 120 miles west of the Port of New York/New Jersey, a primary gateway to the global economy.

Planning Implications

- Interstates 80, 380, and 84 make commutes feasible between the eastern portion of the region and New York City's northern and western suburbs, while Interstate 476 facilitates easy commutes to Philadelphia and southeastern Pennsylvania. Interstate 84 also provides a connection to New England.
- The region is a gateway for goods moving from the Atlantic Seaboard to and from destinations in New England, via Interstates 80 and 84, and the area is favorable for warehousing.
- Interstate 81 and Interstate 476 are anticipated to experience changes in traffic patterns due to the Scranton Beltway project, which aims to link these roadways to help ease congestion on Interstate 81.
- The majority of the nation's anthracite coal has been extracted from this region. Due to a reduction of coal as a source of energy, coal-related properties in the region are being redeveloped for other uses.
- Despite the region's lack of productive shale, natural gas drilling activity in neighboring counties affects the region's transportation system.
- The region's economy has transitioned from coal to the warehousing and distribution, education, and health care industries.

Sources:
ACS 2018 5-Year Estimates

Lackawanna and Luzerne Counties – Regional Location



SOCIO-DEMOGRAPHICS

Socio-Demographic Overview

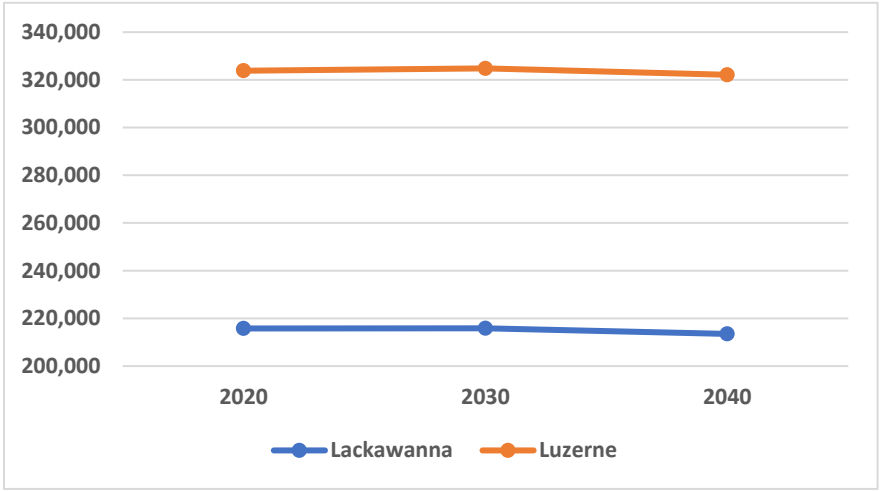
- As of 2018, the region had an estimated population of 528,439. Since 2010, the region has lost an estimated 3,650 persons— a 1.7 percent decline.
- Luzerne County is more populous than Lackawanna County; both counties experienced marginal population decline since 2010.
- According to the county economic and demographic data projection firm Woods & Poole, the region's total population is expected to grow to a total of 535,600 by 2040.
- Lackawanna County has experienced continuous population declines since 1970, but its population total is projected to remain relatively steady over the next 20 years.
- Luzerne County has also experienced a decrease in population since 1970, but is expected to increase slightly over the next 20 years.
- The Scranton urbanized area exceeded 380,000 in population as of the 2010 U.S. Census.
- The region's average age is increasing significantly. Projections indicate that by 2040 there will be 135,000 residents 65 or older, which will be roughly a quarter of the total population.

Planning Implications

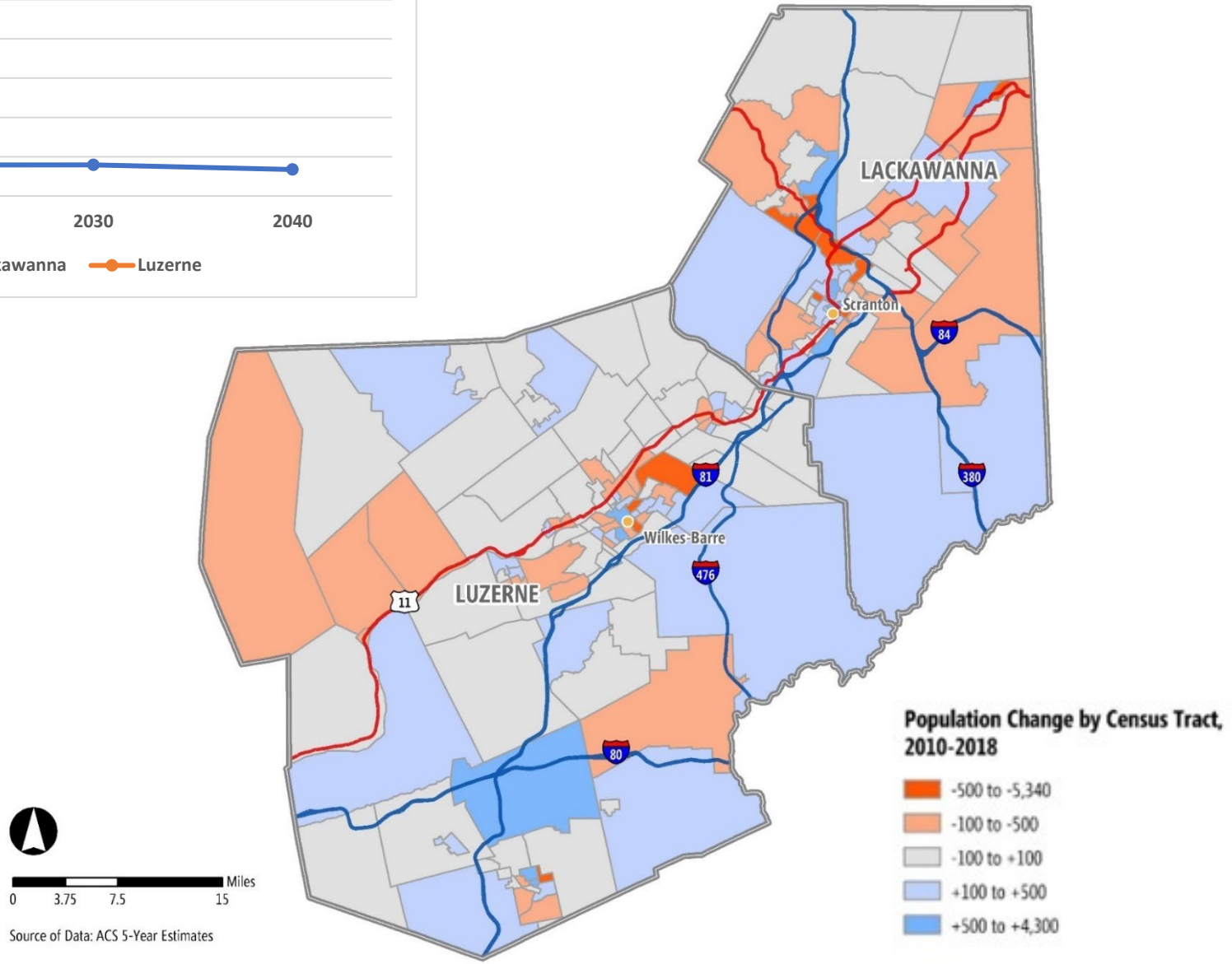
- As the region's population continues to grow and age, there will be additional demands on the transportation system. A growing population will require more transportation capacity and services, with a growing consumer market and "workshed" (commuting area) generating a greater demand for travel and trip-making in general.
- A growing, aging population will require more public transportation services, and a highway system that is more predictable to use, with greater reflectivity, maintenance and protection of traffic in work zones, and improved signage, to name a few categories of improvements.
- Identification of environmental justice (EJ) populations will enable the MPO to use that data to inform its investment strategies and project selection, even as it evaluates the benefits and burdens of its proposed programs on these population groups.

Sources:
ACS 2018 5-Year Estimates;
2010 Decennial Census

Projected Population Growth to 2040



Source: Woods & Poole, 2014



SOCIOECONOMICS

Employment by Industry

- As of 2019, the region's employment was highest in the industry sectors of **Health Care and Social Assistance** (45,543, or 19.3 percent), **Retail Trade** (27,539, or 11.7 percent), **Manufacturing** (26,656, 11.3 percent), and **Transportation and Warehousing** (19,657, or 8.3 percent). Together, these four industries account for half of the total employment in the region.
- A location quotient (LQ) is a metric that indicates which industries have a high concentration of employment and specialization in a region. Industries with a LQ greater than one are specialized and are also typically industries that drive economic growth. As shown in the table, the **Transportation and Warehousing** industry sector is significant to the regional economy and particularly to Luzerne County. The two industries with the highest LQs in Lackawanna County are **Health Care and Social Assistance** and **Finance and Insurance**.

Planning Implications

- Regional employment in the Transportation and Warehousing industry has increased significantly over the last several years. This brings with it an increase in truck traffic on the region's major thoroughfares. The MPO will consider interchange design and operation, access management, and truck parking opportunities.
- The regional concentration of employment in the healthcare and social assistance industry illustrates the needs to ensure adequate access to medical facilities throughout the region for employees as well as patients.

Employment Location Quotient, 2019

NAICS	Industry Sector	Lackawanna	Luzerne	Region
11	Agriculture, Forestry, Fishing and Hunting	0.21	0.05	0.12
21	Mining, Quarrying, and Oil and Gas Extraction	0.04	0.56	0.35
22	Utilities	0.54	2.39	1.64
23	Construction	0.74	0.68	0.71
31-33	Manufacturing	1.20	1.38	1.30
42	Wholesale Trade	1.11	1.10	1.10
44-45	Retail Trade	1.03	1.10	1.07
48-49	Transportation and Warehousing	1.10	2.68	2.04
51	Information	0.60	0.47	0.52
52	Finance and Insurance	1.46	0.90	1.13
53	Real Estate and Rental and Leasing	0.44	0.40	0.42
54	Professional, Scientific, and Technical Services	0.50	0.39	0.43
55	Management of Companies and Enterprises	0.84	0.69	0.75
56	Administrative and Support and Waste Management and Remediation Services	1.07	0.98	1.02
61	Educational Services	0.90	0.76	0.82
62	Health Care and Social Assistance	1.46	1.19	1.30
71	Arts, Entertainment, and Recreation	0.64	0.71	0.68
72	Accommodation and Food Services	0.82	0.82	0.82
81	Other Services (except Public Administration)	1.03	0.84	0.92
92	Public Administration	0.76	0.90	0.85

Source: U.S. Census Bureau, Center for Economic Studies, Longitudinal Employer-Household Dynamics (LEHD), 2019 Quarter 1

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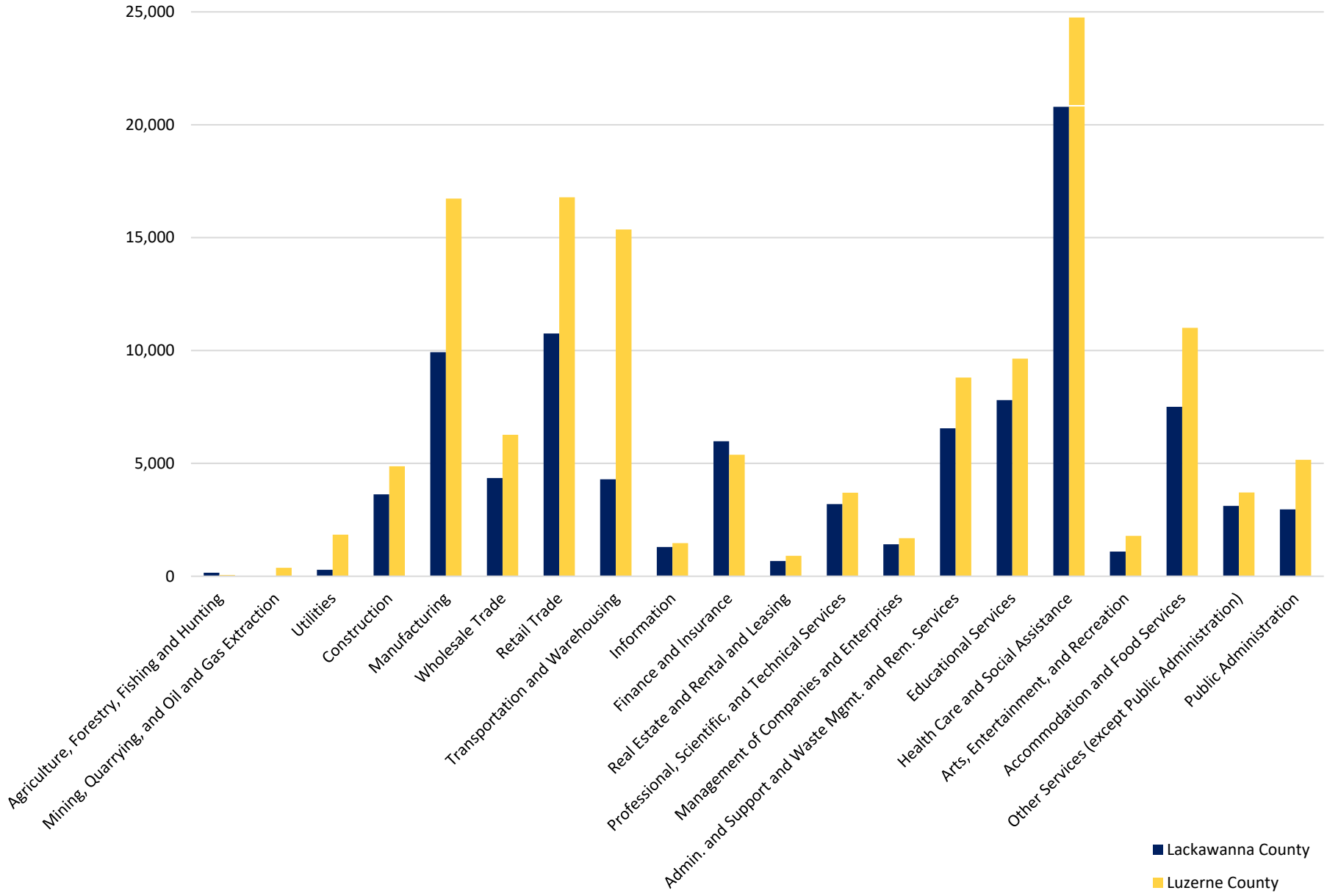
2019 Employment by Industry



Source: Source: U.S. Census Bureau, Center for Economic Studies, Longitudinal Employer-Household Dynamics (LEHD), 2019 Quarter 1
Note: Employment figures are not seasonally adjusted.

ENVIRONMENTAL JUSTICE ANALYSIS

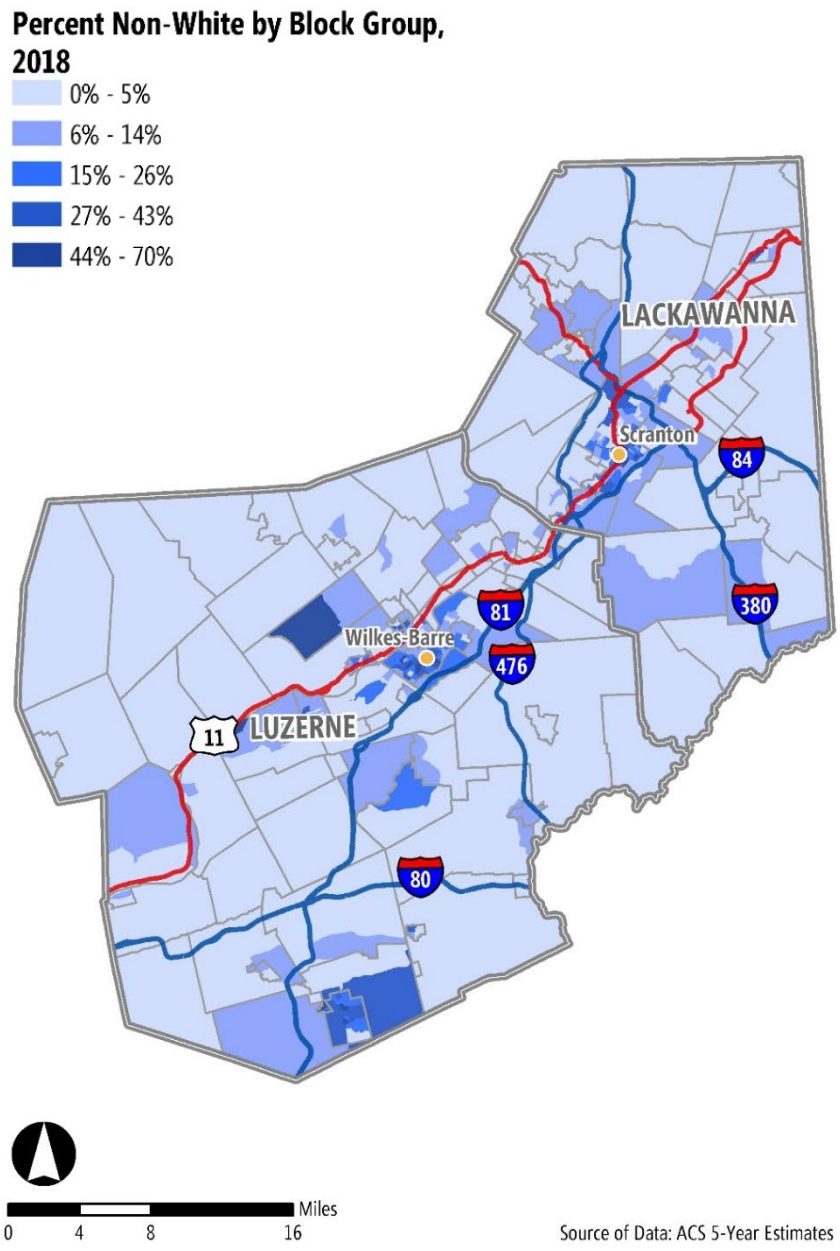
Overview

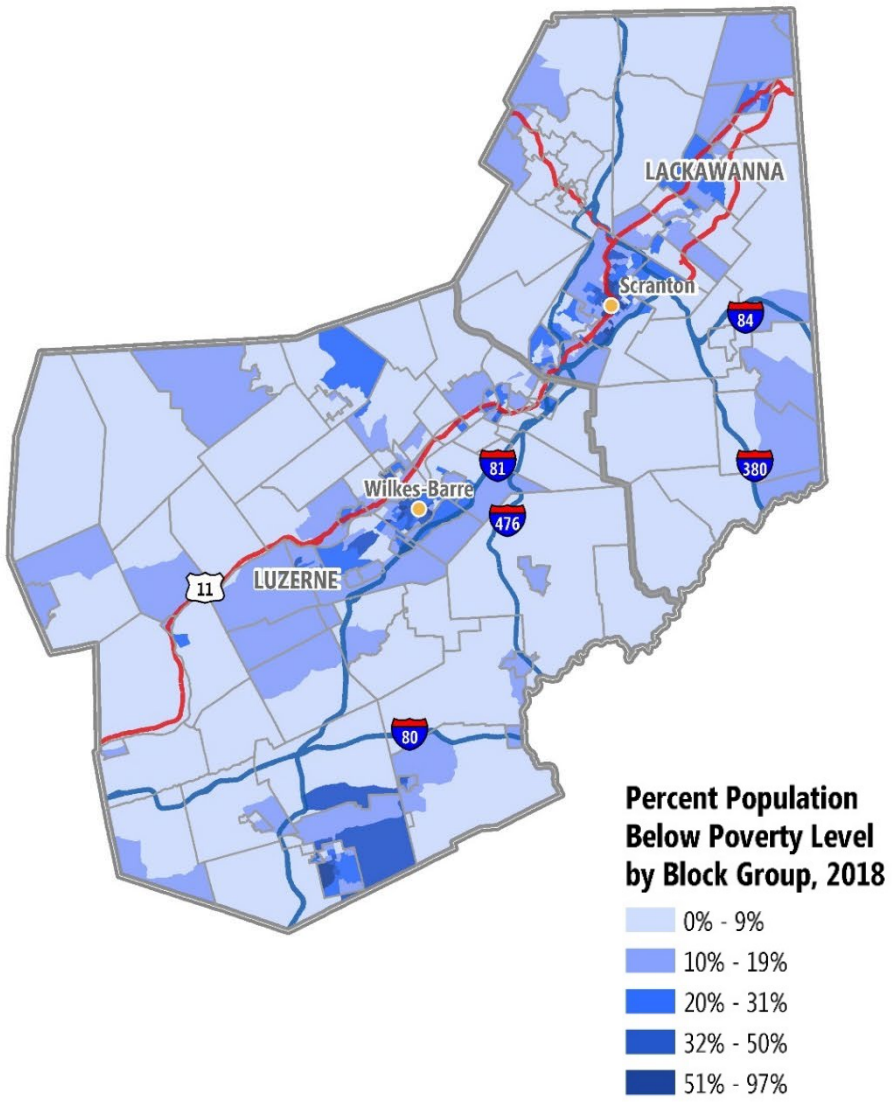
- Racial minorities represent approximately 11.3 percent of the region's population.
- The number of individuals living in poverty has stayed consistent over the past decade, hovering right around 15 percent.
- It should be noted that there are correctional facilities in both Lackawanna and Luzerne Counties. Along with colleges and universities, these entities may impact the data.
- The share of residents living with a disability is now 15.6 percent, with a little less than half of those individuals being 65 years old or better. This figure is roughly in line with statewide figures—13.9 percent of Pennsylvanians are living with a disability.
- While bridges rated "Poor" are present in the region's in-poverty and minority-populated census block group areas, they are not more concentrated in these areas.
- Pedestrian- and bicycle-related crashes that have occurred in the region between 2014 and 2018 have been predominantly concentrated within the region's urban centers. These urban locations have higher minority populations and poverty levels.

Sources:
ACS 2018 5-Year Estimates

Planning Implications

- The Environmental Justice "Benefits & Burdens" Analysis identifies where high concentrations of minority, poverty, and other traditionally underserved populations reside in the Lackawanna/Luzerne MPO region and evaluates the relative benefit or burden placed on them by planned improvements to the transportation system.
- To ensure a complete and meaningful analysis going forward, outreach to EJ communities and representatives will assist in identifying potential barriers and understanding the cultures, languages, and local demographic changes that are present in the region.
- By following guidelines provided by PennDOT and FHWA, Lackawanna/Luzerne MPO incorporates this data on disadvantaged communities into its TIP development cycles. Addressing observed disparities will foster an equitable distribution of transportation benefits and burdens as the region becomes increasingly more diverse.
- The Lackawanna/Luzerne MPO will continue to complete a comprehensive environmental justice analysis to prevent low-income and minority populations from experiencing a disproportionately high impact of burdens related to transportation system projects and policies. The full EJ analysis for this LRTP appears in Appendix E.

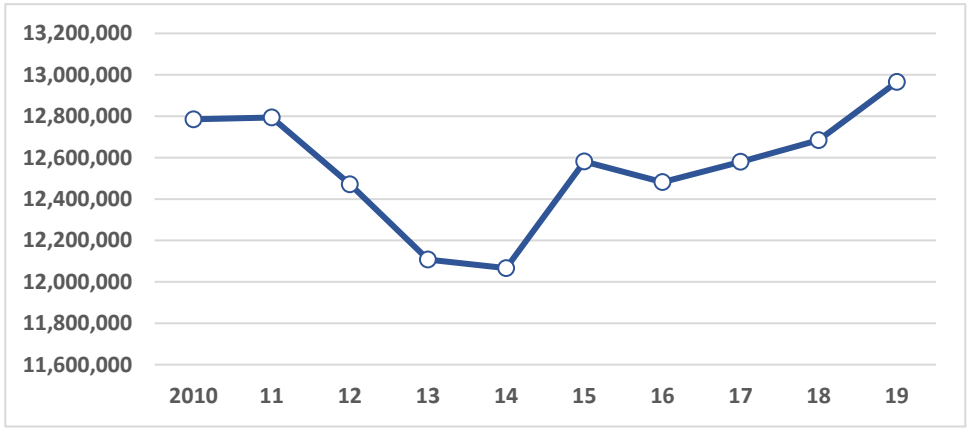

Percent Non-White by Block Group, 2018
0% - 5%
6% - 14%
15% - 26%
27% - 43%
44% - 70%
LACKAWANNA
Scranton
84
380
81
476
Wilkes-Barre
11
LUZERNE
80
Miles
0
4
8
16
Source of Data: ACS 5-Year Estimates


LACKAWANNA
Scranton
84
380
81
476
Wilkes-Barre
11
LUZERNE
80
Percent Population Below Poverty Level by Block Group, 2018
0% - 9%
10% - 19%
20% - 31%
32% - 50%
51% - 97%

ROADWAY NETWORK

Overview

Daily Vehicle Miles of Travel (DVMT)

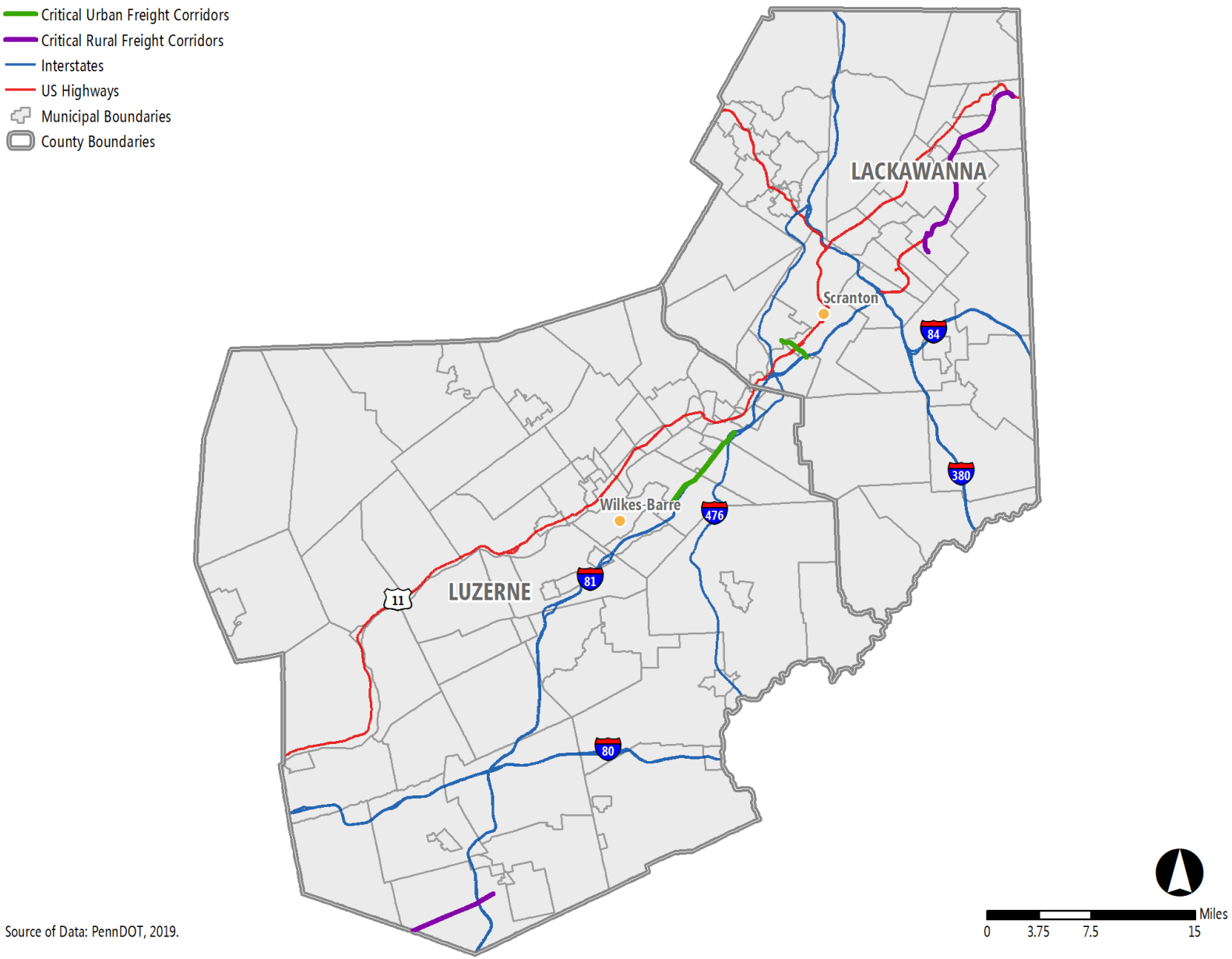


- The region has 4,252 linear miles of roadway. More than 30 percent of these miles are owned and maintained by PennDOT, while about 65 percent are owned by local governments.
- Despite a population that declined slightly over the past decade, total travel demand on the region's roadways has remained relatively constant over this period, averaging 12.55 million miles traveled each day.
- Traffic volumes and truck share on Interstate 81 has been increasing between Clarks Summit and Nanticoke over the past 20-25 years.
- Only 1,145 linear miles of the region's roadways are on the Federal-Aid System. Of that network, 176 linear miles of roadway are locally owned.
- The region's roadway network also includes nearly 147 linear miles of Interstates, including I-80, I-81, I-84, and I-380. Interstate 476 also traverses the region.
- The National Highway System (NHS) includes the Interstates as well as US 6, US 11, PA 29, PA 93, and PA 309.
- FHWA in February 2019 certified several roadways in the Lackawanna/Luzerne MPO region as Critical Urban Freight Corridors (CUFCs) and Critical Rural Freight Corridors (CRFCs), which make them eligible for National Multimodal Freight Network (NMFN) funding. The CUFCs in the region span roughly eight miles along Routes 315 and 3016. The CRFCs account for 25 miles and include segments of US 6, PA 924, PA 247, Commerce Road, Forest Road, Maplewood Drive, Scotch Pine Drive, Oakridge Road, and Valley View Park.

What's at Stake?

- In a region characterized by both large cities and extensive rural areas, roadways serve as the backbone of the transportation system.
- The passage of MAP-21 in July 2013 (and continued by its successor legislation, the FAST Act) put an increased emphasis on the National Highway Performance Program, or NHPP. Of the region's 4,252-mile roadway network, only 350 miles are eligible for NHPP funding. These include Interstates and roadways functionally classified as Principal Arterials.
- The region's small share of roadways that are NHPP-eligible warrants a re-evaluation of roadway classifications by the MPO to ensure the classifications are up to date. The MPO is currently in the process of updating the region's roadway functional classifications.
- The MPO needs to have a better understanding of the condition of locally-owned roadway on the Federal-aid system.

CUFCs and CRFCs in the Lackawanna/Luzerne Region

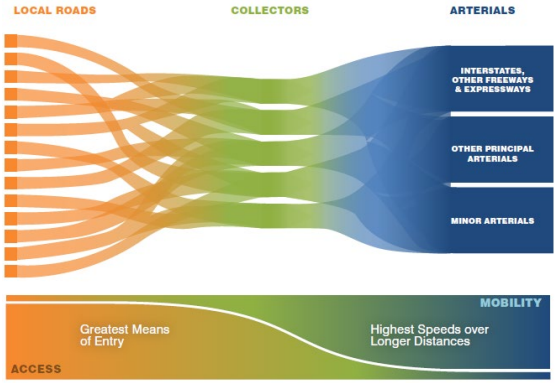


Source of Data: PennDOT, 2019.

FUNCTIONAL CLASSIFICATION

Overview

- The Lackawanna/Luzerne MPO and PennDOT have functionally classified the region's roadways according to the type of travel they are intended to serve.
- All roadways provide two functions, in varying proportions: mobility (moving through an area efficiently) and accessibility (connecting to driveways of residences and businesses). As shown on the accompanying chart, Interstates, for example, offer high mobility but low accessibility, whereas local streets primarily provide access.
- Functional classification is an important nexus between transportation planning and land use planning.



Planning Implications

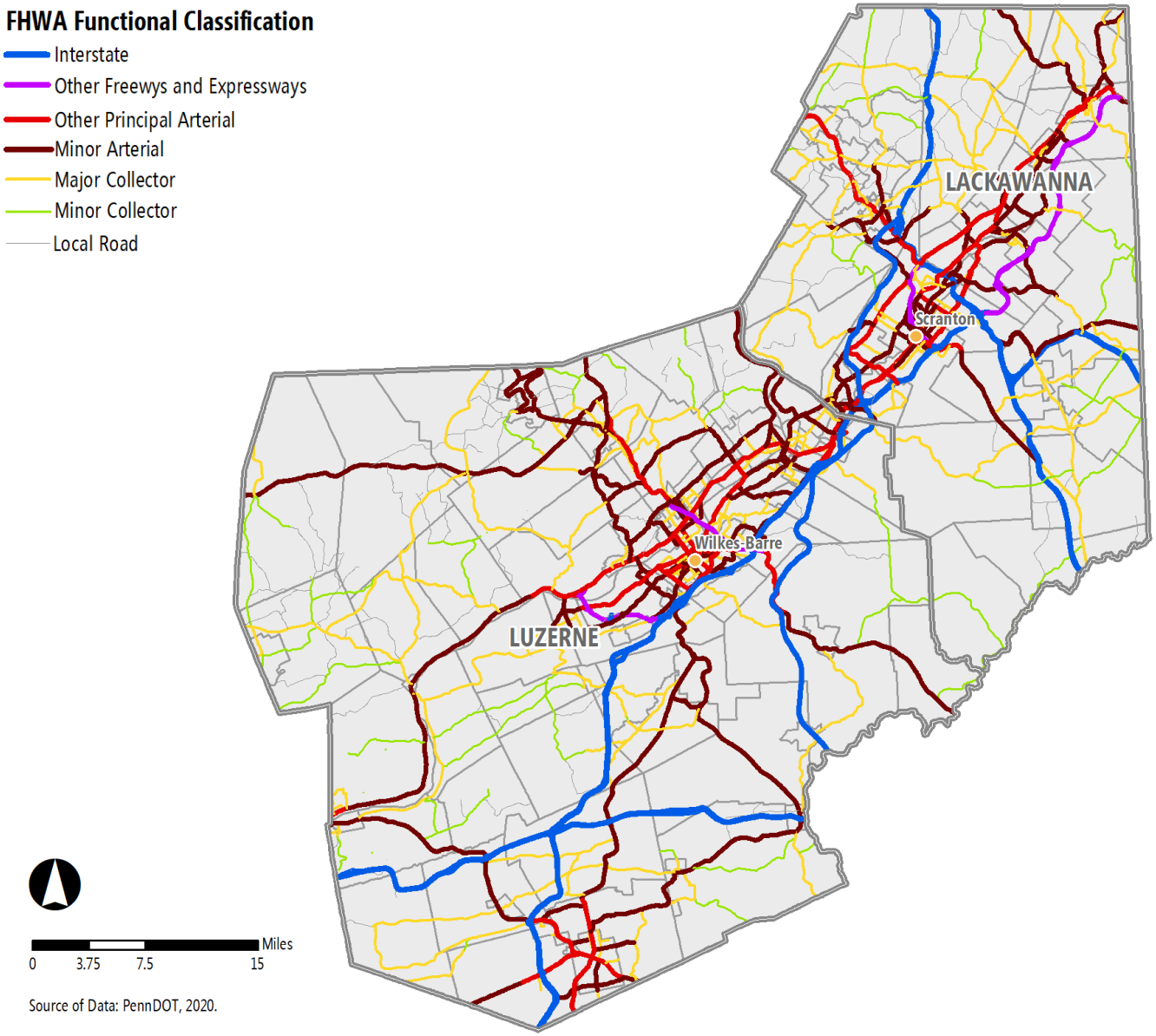
- Functional classification helps determine eligibility for funding from many federal funding sources—generally, higher functional classifications are eligible for more federal funding. As such, maintaining functional class will be an ongoing focus for the Lackawanna/Luzerne MPO, particularly in light of an increasing federal emphasis on NHPP roadways.
- The Lackawanna/Luzerne MPO is currently in the process of updating roadway functional classifications for the region to reflect existing development and travel patterns.

Lackawanna/Luzerne MPO Region Road Mileage by Functional Classification and Percent Share

FHWA Functional Classification	Linear Miles			Percentage	FHWA Recommended Rural System
	Lackawanna	Luzerne	Region		
Principal Arterial: Interstate	63.2	84.6	147.8	3.5%	1 – 2%
Principal Arterial: Other Freeways and Expressways	20.0	10.9	30.9	0.7%	0 – 2%
Principal Arterial: Other Principal Arterial	59.9	80.5	140.4	3.3%	2 – 6%
Minor Arterial	113.0	250.2	363.2	8.5%	3 – 7%
Major Collector	200.1	295.6	495.7	11.7%	9 – 19%
Minor Collector	69.4	112.5	181.9	4.3%	4 – 15%
Local Road: State-Owned	63.1	91.6	154.7	3.6%	64 – 75%
Local Road: Municipal-Owned	1,032.5	1,705.6	2,738.1	64.4%	
Total	**1,621.2**	**2,631.5**	**4,252.7**	**100.0%**	N/A

Source: PennDOT Bureau of Planning and Research, 2018 Highway Statistics, PUB 600

Lackawanna/Luzerne Region Roadways by Functional Classification



ROADWAY CONDITIONS

Overview

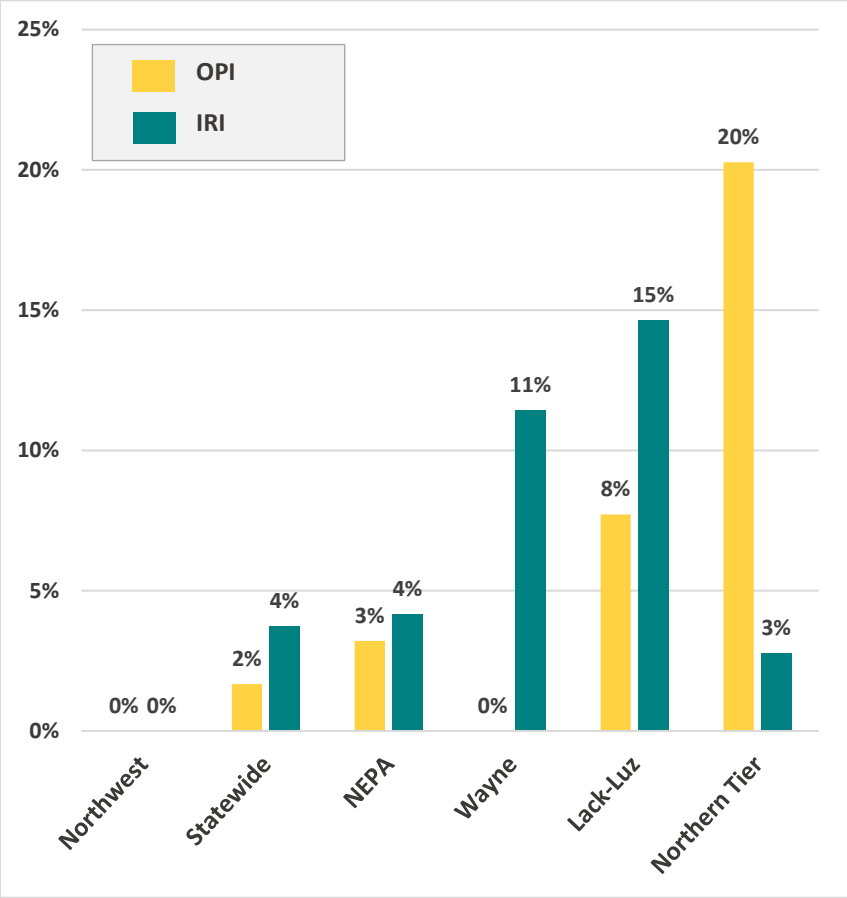
- PennDOT has organized the state's roadways into four Business Plan Networks: 1) Interstates, 2) NHS, Non-Interstate, 3) Non-NHS, > 2,000 ADT, and 4) Non-NHS, < 2,000 ADT.
- Overall Pavement Index (OPI) is a measure of a roadway's pavement condition, while International Roughness Index (IRI) is a measure of the roughness of the pavement surface.
- Higher-order networks such as Interstates have the best pavement conditions among the business plan networks: Interstates within the Lackawanna-Luzerne region are currently rated as only 8 percent Poor in OPI, and 15 percent Poor in IRI. This reflects federal and state performance requirements for NHS roadways.
- Pavement conditions are significantly poorer for non-interstate roads in the MPO, with local roadways being in the poorest condition overall, as a network of roadways.

What's At Stake?

- Interstates within the Lackawanna-Luzerne MPO region carry more than 35 percent of the region's traffic, attesting to the strategic importance of Interstates for mobility.
- FHWA requires that no more than 5 percent of a state's NHS Interstate lane-miles be in Poor condition.
- The Lackawanna/Luzerne MPO region's Interstates exhibit the best pavement conditions of all four business plan networks, yet the MPO's Interstate condition ratings do not compare favorably to the state overall.
- Lackawanna/Luzerne MPO, along with a few of Pennsylvania's other Planning Partners, uses a portion of their base funding allocation in support of Interstate improvements within their respective regions.
- Pavement condition data for the Lackawanna/Luzerne MPO region indicate a need for increased roadway resurfacing and reconstruction.

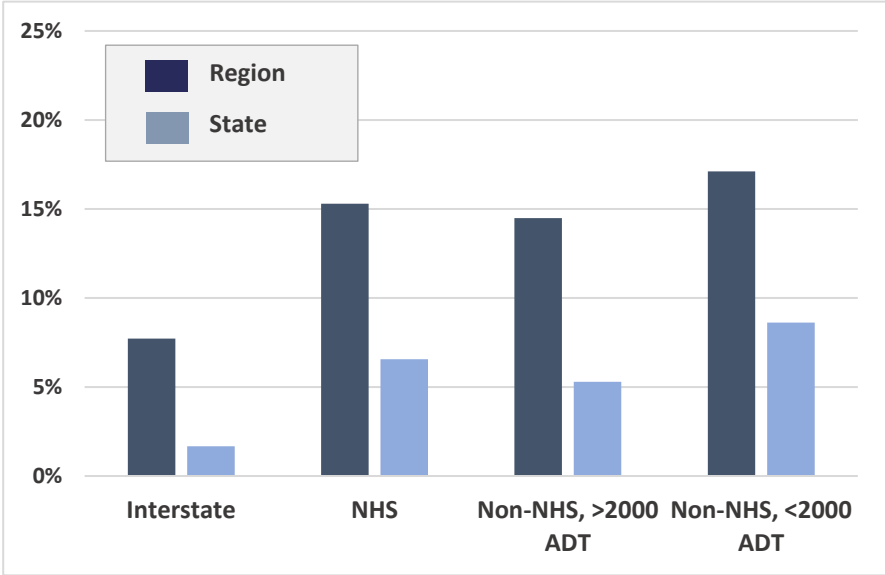
Source: PennDOT Bureau of Planning and Research, 2018 Highway Statistics, PUB 600

Percentage of "Poor" Interstate Mileage by OPI and IRI, by Planning Partner Region, 2018



Source: PennDOT

Percentage "Poor" OPI, by Business Plan Network, Lackawanna/Luzerne Region and Pennsylvania, 2018



Source: PennDOT

ROADWAY SAFETY

Overview

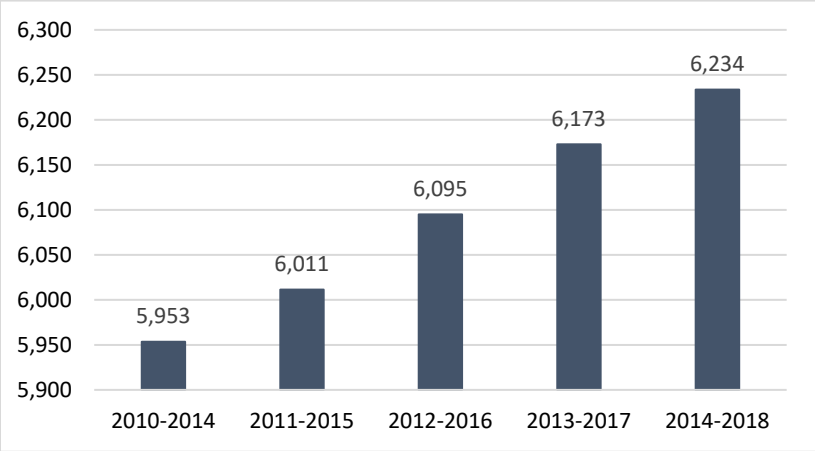
- Safety is a top priority of both the Lackawanna/Luzerne MPO and PennDOT. The Department has a goal to reduce fatalities and serious injuries in support of the national effort to eliminate traffic fatalities within the next 30 years.[1]
- For the five-year period ending in 2018, the region averaged nearly 6,234 crashes each year and 52 fatalities per year. The MPO has established a target of 49.5 for the 2016-2020 reporting period.
- The total number of crashes has remained consistent in both counties, while the total number of fatalities has been increasing in Lackawanna County and decreasing in Luzerne County.
- Distracted driving, a significant issue statewide, has remained a consistent issue in both counties.
- Crashes among drivers age 65 or older has been steadily increasing in the region and are now a factor in more than 15 percent of all crashes.

What are the Implications?

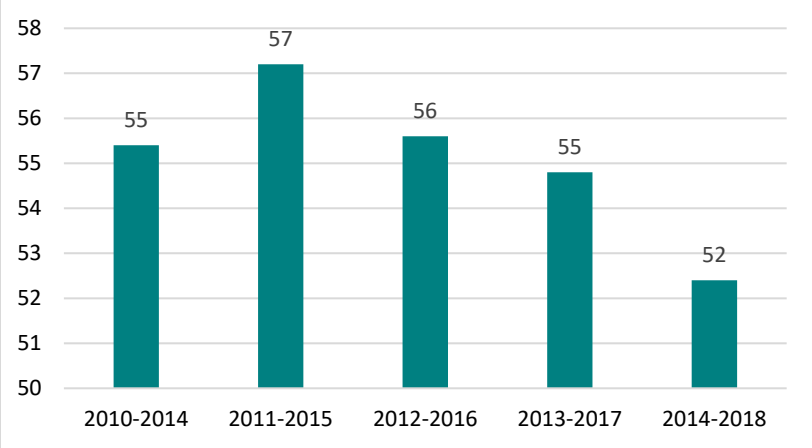
- Achieving state and national goals related to dramatic safety improvements will rely in part on the implementation of autonomous vehicle technology, which is anticipated to be implemented well within the planning time horizon of this LRTP. As connected and autonomous vehicle technologies are implemented, fatality reduction goals will increase.
- Improvements will continue to need to be made in areas related to highway design, driver behavior, and enforcement.
- Pennsylvania adopted an anti-texting law in 2012. Additional strategies need to be implemented to further reduce roadway-related fatalities and injuries, including engineering countermeasures, public information programs, and increased enforcement. Younger drivers have the highest proportion fatal crashes involving a distracted driver.
- Improvements in highway safety depend on the efforts of many organizations as well as individual responsibility. Efforts to address safety for older drivers must be maintained, given the region's aging population.
- FHWA published the Highway Safety Improvement Program (HSIP) and Safety Performance Measures (Safety PM) Final Rules in 2016. Since 2018, PennDOT has established targets for five safety measures and tracks performance. PennDOT's HSIP Program is helping the MPO toward meeting its adopted safety targets. PennDOT is providing nearly $12.6 million to the MPO as part of its 2021 TIP for improvements through this program.

[1] *NHTSA, the National Highway Traffic Safety Administration, is committed to eliminating traffic deaths within 30 years.*

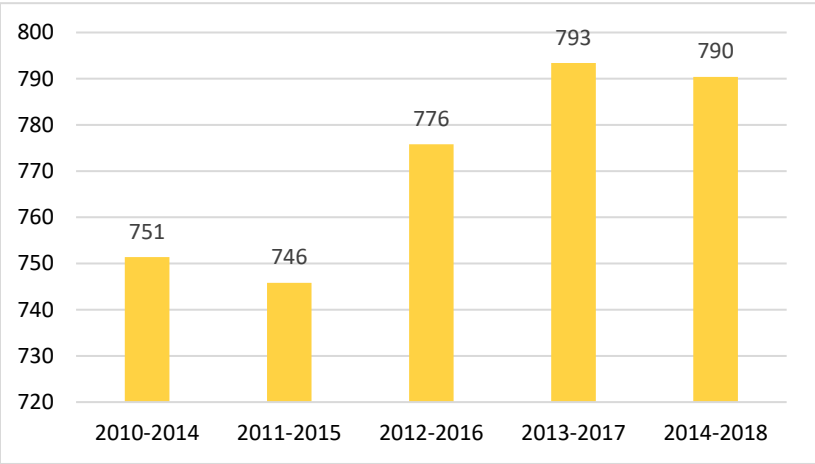
Total Vehicle Crashes by 5-Year Average



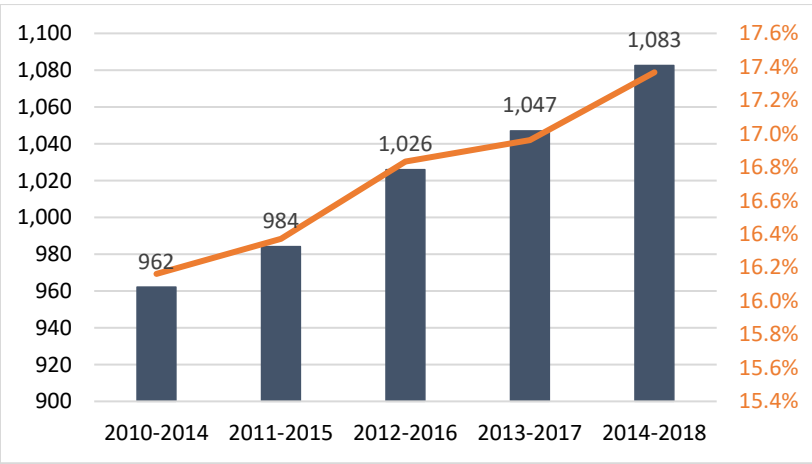
Total Fatalities by 5-Year Average



Distracted Driver Crashes by 5-Year Average



Crashes Involving a 65+ Driver with Percentage of Total Crashes



Source: *PennDOT Bureau of Planning and Research, 2018 Crash Statistics*

BRIDGES - STATE

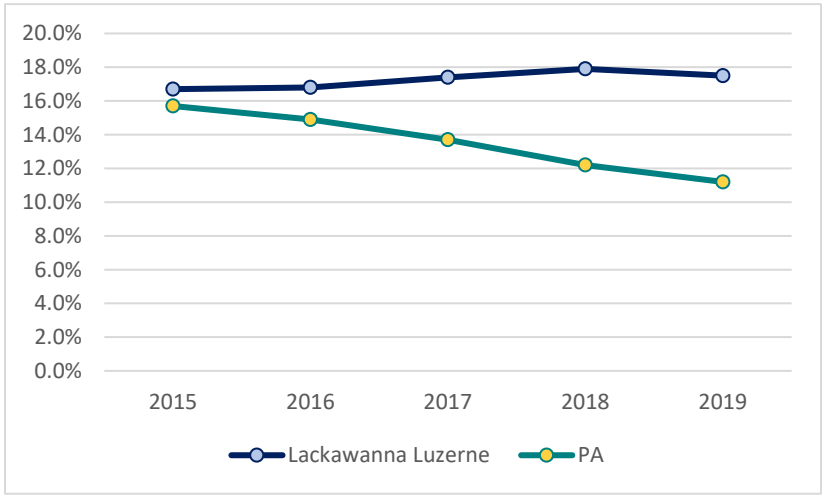
Overview

- There are 985 state-owned bridges longer than 8 feet within the Lackawanna/Luzerne MPO region.
- Of these structures, 172 (17.5 percent) are rated as being in Poor condition. This compares to the state average of 10.4 percent.
- The more meaningful measure is the share of bridge deck area in Poor condition. Within the Lackawanna/Luzerne MPO region, this rate is 16.8 percent, significantly worse than the state average of 6.6 percent.
- Fourteen state-owned structures are posted (weight-restricted); six are closed. Posted and closed bridges negatively impact emergency response, goods movement, and commerce in general. While most posted and closed bridges are on lower-order roadways, this does not minimize their importance to the region's economy.
- The average age of a state-owned bridge in Pennsylvania is 55. Within the Lackawanna/Luzerne MPO region, the average age is 53.
- There has been a significant increase in bridge construction activity in recent years. There have been 90 new state bridges constructed within the region just since 2010, which is almost double the amount constructed during the prior decade. PennDOT's $889 million Rapid Bridge Replacement (RBR) project began in 2015 to replace 558 bridges across the state— greatly bolstering PennDOT's efforts to improve bridges.
- If placed end to end, the length of all the Poor state bridges in the Lackawanna/Luzerne region would stretch nearly 3.3 miles, or 17,690 feet.

What are the Implications?

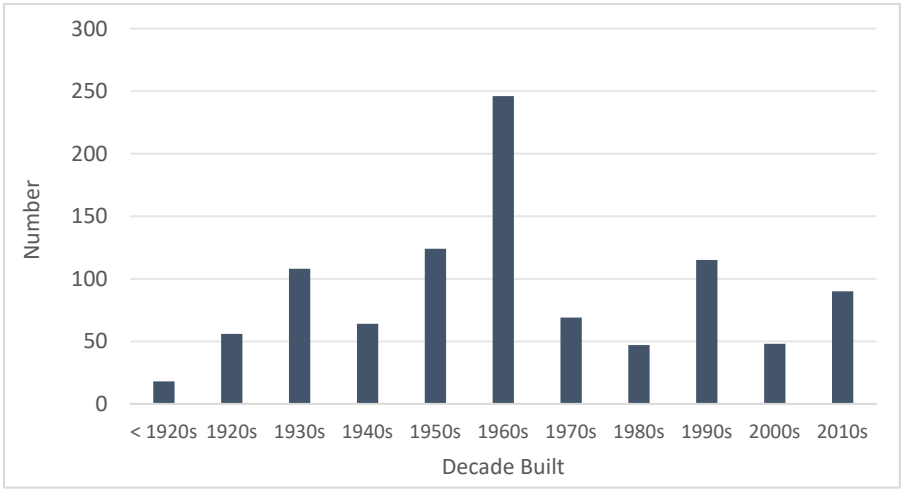
- As the region's bridge inventory continues to age, the MPO will be faced with a greater stock of bridges that will require increased maintenance and rehabilitation. Maintenance needs will accelerate as the bridges that were built during the 1950s and 1960s deteriorate to the point where rehabilitation or replacement is required.
- Lackawanna/Luzerne MPO currently allocates 55 percent of its 2021 TIP dollars toward addressing bridge needs.
- Depression-era bridges (those built in the 1930s) also represent a large number of the region's bridge stock (11%) and will need to be replaced.
- Many of the region's bridges are deteriorating and showing the effects of the daily loads exceeding their design capacity. Moreover, truck traffic is increasing, further complicating the challenge of upkeep for older bridges.
- The prospect of autonomous trucks in the future also represents a forthcoming design challenge, as platooning of trucks (and thus greater loading on bridges due to closer following distances) may become commonplace.

Percentage "Poor" Bridges, Lackawanna/Luzerne Region and Statewide



Source: PennDOT

Bridges Built by Decade, Lackawanna/Luzerne Region



Source: PennDOT

BRIDGES – LOCAL

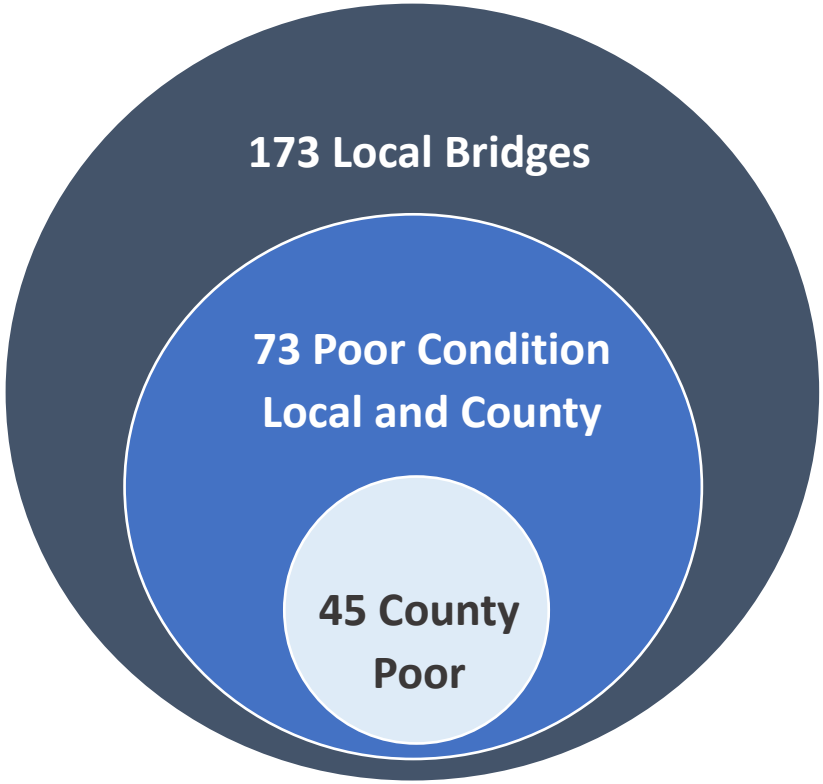
Overview

- There are 173 locally owned bridges longer than 20 feet in the Lackawanna/Luzerne MPO region.
- Of these, 63 are posted and 17 are closed.
- On average the condition of locally owned bridges is improving, with the number rated as “Poor” now at 73, down from 78 in 2015.
- The share of Poor locally owned bridges by deck area is now 44.1 percent, compared to a 2015 rate of 48.9 percent. Statewide, the rate is better at 23.6 percent.

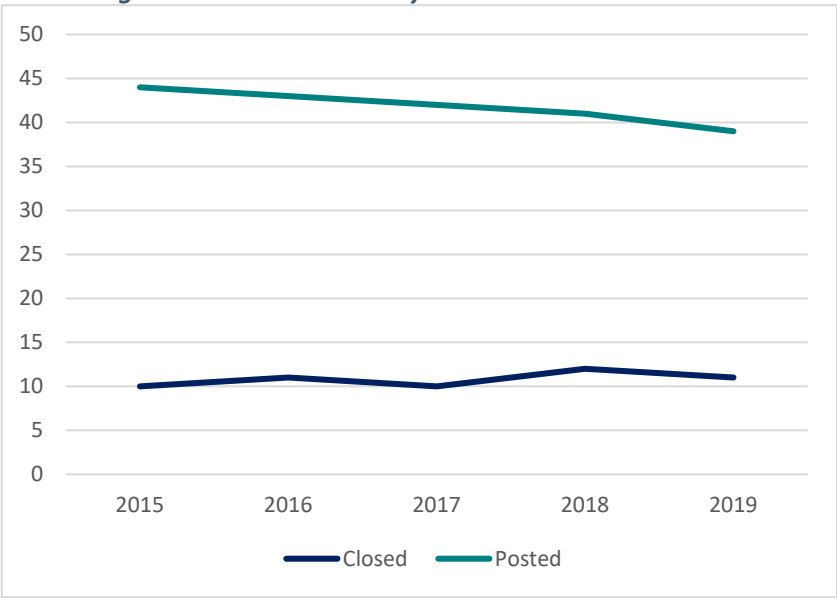
Planning Implications

- Much investment will be needed to bring local bridges up to a good state of repair.
- Act 89 of 2013 authorized counties to levy a $5 fee on vehicle registrations, which can be used for the construction, reconstruction, maintenance, and repair of public highways and bridges. Luzerne County is among the 23 counties statewide that have implemented the fee.

County and Local Bridge Conditions



Local Bridges Closed and Posted by Year



Source: PennDOT

PERFORMANCE MEASURES

Overview

- MAP-21 and its successor the FAST Act both emphasized system performance in transportation planning. Both acts established a series of performance measures to ensure the effective use of federal transportation funds.
- The legislation introduced a strategic new approach that uses system information to make investment and policy decisions, which is intended to help MPO decision-makers to understand the consequences of investment decisions across the region's transportation assets.
- Performance measures have been identified for the categories of Safety (PM-1), System Condition (PM-2), and System Performance (PM-3).
- The Lackawanna/Luzerne MPO agreed to support the state PM-2 and PM-3 targets Updated targets for PM-1 were approved by the MPO in January 2020. Targets are detailed on the following page.
- FHWA will determine annually, for safety, whether PennDOT has met, or has made significant progress toward meeting, established transportation system performance targets.
- PennDOT completed its two-year (midpoint performance period) progress report to FHWA by October 2020.
- With subsequent LRTPs, the Lackawanna/Luzerne MPO will include a system performance report, measuring the progress made in meeting its performance targets.

Planning Implications

- The emphasis on performance management helps ensure that the region's LRTP is focused on tangible improvements.
- The Lackawanna/Luzerne MPO aims to maximize return on investment for its limited transportation funding. Performance measurement in long-range planning allows more effective tracking and reporting of the outcomes of the MPO's $55.3 million average annual investment in the region's transportation system.
- PennDOT will annually revisit performance targets and measure performance against those targets in line with the Transportation Asset Management Plan (TAMP). PennDOT will coordinate with transit agencies, along with Planning Partners across the state to notify organizations of their annual performance and new performance targets. The transit measures for safety and asset management will encourage planning and programming to yield a system in a state of good repair for the systems of LCTA, COLTS, and Hazleton. (The most recent transit targets were approved at the February 2021 MPO meeting.)
- The Lackawanna/Luzerne MPO will continue to collaborate with PennDOT and FHWA/FTA on performance measurement.

PM-1 Baseline and Target Values[2]

Performance Measure	5-year Rolling Averages		
	Target 2016-2020	Actual 2016-2020	Baseline 2014-2018
Number of Fatalities	49.5		52.4
Fatality Rate	1.071		1.150
Number of Serious Injuries	175.2		162.2
Serious Injury Rate	3.791		3.561
Number of Non-Motorized Fatalities and Serious Injuries	36.0		31.8

PM-2 Baseline and Target Values for Pavement Measures

(Interstate)

Measure	2017 Baseline	2019 2-year Target	2021 4-year Target
Percentage in Good Condition	62.7%	n/a	60.0%
Percentage in Poor Condition	0.4%	n/a	2.0%

(NHS Non-Interstate)

Measure	2017 Baseline	2019 2-year Target	2021 4-year Target
Percentage in Good Condition	36.8%	35.0%	33.0%
Percentage in Poor Condition	2.3%	4.0%	5.0%

PM-2 Baseline and Target Values for Bridge Measures

Measure	2017 Baseline	2019 2-year Target	2021 4-year Target
Percentage in Good Condition	25.6%	25.8%	26.0%
Percentage in Poor Condition	5.5%	5.6%	6.0%

[2] *Future VMT is expected to be 0.5% higher per year, starting in 2019*

PM-3 Baseline and Target Values for Reliability and Peak Hour Delay Measures

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

Measure	2017 Baseline	2019 2-year Target	2021 4-year Target
Interstate Reliability (Statewide)	89.8%	89.8%	89.8%
Non-Interstate Reliability *(Statewide)*	87.4%	n/a	87.4%
Truck Reliability Index *(Statewide)*	1.34	1.34	1.34

PUBLIC TRANSPORTATION

Overview

- The Lackawanna/Luzerne region has a diverse network of public transportation options. The main types of transit available to the public include fixed route bus service, intercity bus, and shared-ride service.
- There are three agencies providing fixed route services either wholly or partially in the region, as mapped on the following page. Fixed route service hours and departure times vary by route. The agencies include County of Lackawanna Transit System (COLTS), Luzerne County Transportation Authority (LCTA), and Hazleton Public Transit (HPT). Together these agencies provided more than 2.3 million trips on over 60 fixed route bus routes in FY 2018-2019.
- COLTS and LCTA provide shared-ride services providing curb-to-curb service between any addresses within each county, provided that reservations are made at least one-day in advance. This service provides more accessible transportation alternatives for seniors and persons with disabilities living in rural areas. In FY 2018-2019, riders took over 310,000 shared-ride trips in the region.
- Local organizations such as the Area Agency on Aging, Northeast Sight Services, Northeast Counseling Services, Community Counseling Services, and others sponsor trips for seniors through PennDOT's Lottery Senior Transportation Program.
- Three intercity bus service providers (Greyhound, Martz Trailways, and Capitol Trailways), operate within the region, connecting cities and boroughs to each other and to destinations outside the region.
- According to the 2014-2018 American Community Survey (ACS), about 1 percent of the region's resident workers take public transportation to work.

Planning Implications

- Public transportation in the region provides a basic mobility service for those who choose to ride, do not own a car, or are unable to drive. A reliable and efficient system that connects to businesses, recreation, and natural areas will support economic development and help attract new residents and businesses.
- In more urbanized areas such as Scranton, Wilkes-Barre, and Hazelton, increasing availability of public transportation correlates with reducing traffic congestion and improving air quality.
- Transit service is not currently available to all major employment centers in the region. Results of employee surveys conducted at Jessup Small Business Center and Valley View Business Park by the Greater Scranton Chamber of Commerce suggest there is potential demand for improved transit options to access jobs at these locations.
- Most users of shared-ride services are senior citizens. As the region's average age increases, these services will be needed by a larger percentage of the population to promote mobility and quality of life.
- The region aims to enhance transit options and spur economic development by creating five bus rapid transit (BRT) lines and three light rail transit (LRT) lines. BRT is seen as a first step in improving public transit in the region, as it is relatively less expensive to implement than LRT. The five proposed BRT lines would connect population, employment, and commercial centers using mostly existing infrastructure and rights-of-way.
- A study is underway to determine the feasibility of restoring passenger rail service between Scranton and Hoboken, NJ. The potential new rail line would connect Scranton to New York City via NJ Transit service (the Montclair-Boonton Line).

LCTA operates out of Kington. LCTA's fixed route system serves 56 square miles of Luzerne County while its shared-ride system serves 906 square miles.

FIXED ROUTE

LCTA's operates 25 bus routes, including Saturday and evening service. These routes serve areas ranging from Dallas to the north, Scranton to northeast, and Glen Lyon to the southwest. LCTA bus routes pass through or originate in Wilkes-Barre.

Base Fare: $1.75

Total Passengers (FY 2018-19): 1,165,199

Fleet Size: 91 vehicles

SHARED-RIDE

LCTA provides service throughout Luzerne County for most programs on weekdays from 8:30 am to 5:00 pm.

COLTS operates out of Scranton. COLTS's fixed route shared-ride systems both serve 459 square miles.

FIXED ROUTE

COLTS operates 21 bus routes, including Saturday service. These routes serve areas ranging from Carbondale to the north, Pittston to the south. COLTS bus routes pass through or originate in Scranton.

Base Fare: $1.75

Total Passengers (FY 2018-19): 1,028,256

Fleet Size: 33 vehicles

SHARED-RIDE

COLTS provides service throughout Lackawanna County for most programs on weekdays from 8:00 am to 4:00 pm.

HPT operates out of Hazleton. HPT's fixed route system serves 144 square miles.

FIXED ROUTE

HPT's operates 17 bus routes, including Saturday service. These routes serve areas ranging from Wilkes-Barre to the north, McAdoo to the south, Weatherly to the east, and the Humboldt Industrial Park to the west.

Base Fare: $1.50

Total Passengers (FY 2018-19): 200,671

Fleet Size: 15 vehicles

SHARED-RIDE

LCTA is the primary provider of shared-ride service in Luzerne County; however, HPT provides ADA complementary paratransit service within ¾ mile of its bus routes to

It also provides complementary paratransit service for ADA for the same days and times as Fixed Route bus service for origins and destinations within ¾ mile of the bus route.

Total Shared-Ride Trips (FY 2018-19): 101,804

Total Non-Public Trips (FY 2018-19): 30,868

Average Shared-Ride Fare: $21.68

Fleet Size: 45 vehicles

Total Shared-Ride Trips (FY 2018-19):108,043

Total Non-Public Trips (FY 2018-19):15,464

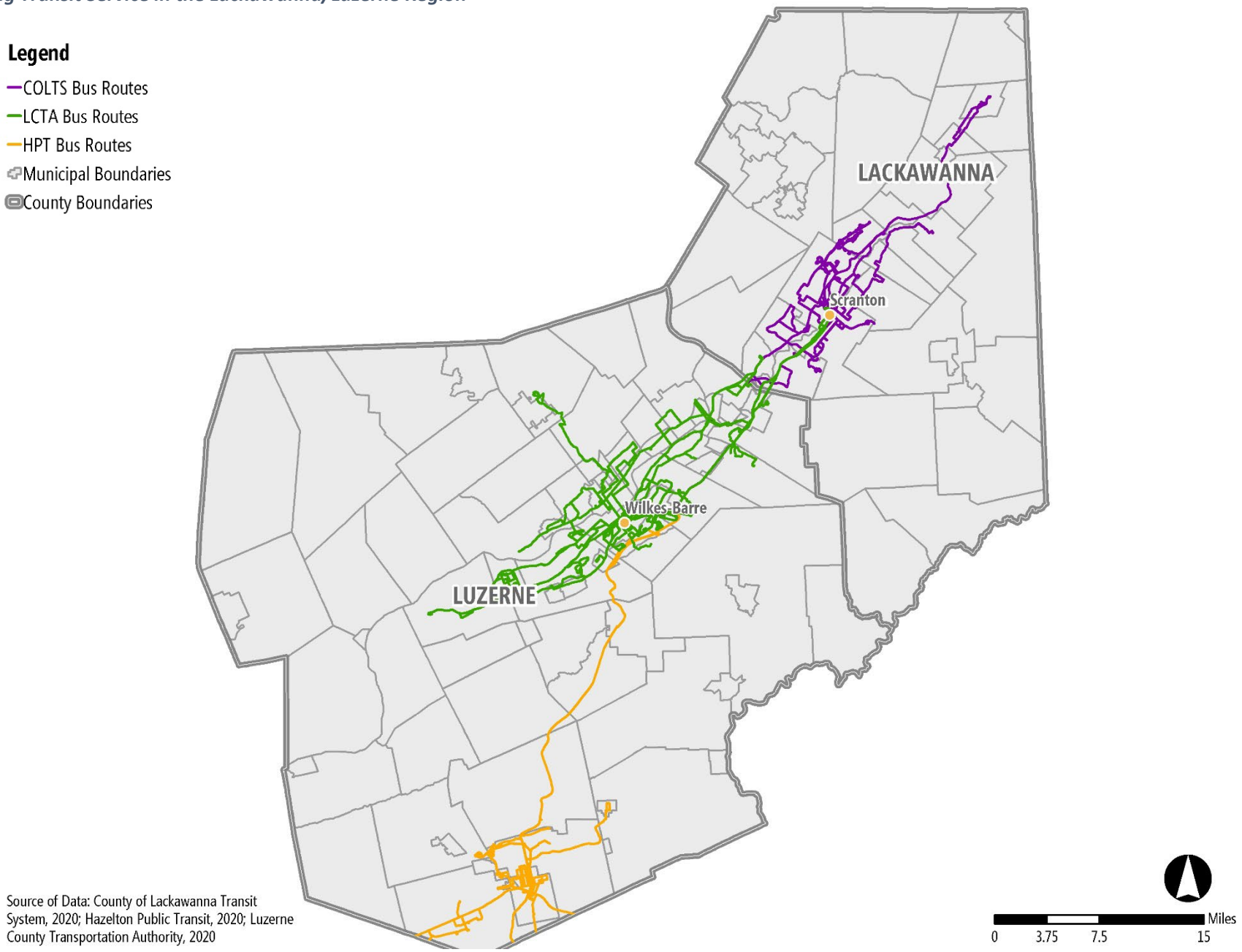
Average Shared-Ride Fare: $25.00

Fleet Size: 31 vehicles

persons with disabilities who are unable to use HPT's fixed route service.

Source: Pennsylvania Public Transportation Performance Report Fiscal Year 2018-19

Existing Transit Service in the Lackawanna/Luzerne Region



Source of Data: County of Lackawanna Transit System, 2020; Hazelton Public Transit, 2020; Luzerne County Transportation Authority, 2020

Bus Rapid Transit (BRT)

BRT provides a cost-effective, near-term solution to enhance the region's transit system. BRT is bus service that that is faster and more reliable than traditional fixed route bus service and may feature elements such as specialized vehicles, off-vehicle payment, rapid boarding, dedicated lanes, and more. Since BRT utilizes existing roadways, it is very flexible and can be upgraded to meet changing needs. For example, as ridership increases and potential funding becomes available, the system could evolve into having exclusive bus lanes on part of I-81 to bypass congestion. The proposed BRT network would utilize the region's existing network of roads to create five routes, which are listed below and displayed on the next page:

- **Blue Line:** Covington/Keystone College BRT, which would travel along Route 307, I-380, I-81, Cedar Avenue, Route 11, and Route 6 to connect these locations.
- **Yellow Line:** Hazleton-Wilkes-Barre BRT, which would connect the two cities via Broad Street, Can Do Expressway, I-81, Route 309, and N. Wilkes-Barre Boulevard.
- **Light Blue Line**: Hazleton Area BRT, which would connect the Humboldt Industrial Park to other destinations such as Penn State Hazleton and the Valmont Industrial Park via Can Do Expressway, Broad Street, Susquehanna Boulevard, Dressen Drive, and Kiwanis Boulevard.
- **Green Line:** Dallas-Wilkes-Barre-Nanticoke BRT, which would travel along E. Main Street, Sans Souci Parkway, Pennsylvania Avenue, and Route 309.
- **Tan Line:** Mountain Top BRT, which would connect Mountain Top to Wilkes-Barre via Church Road, Route 309, I-81, and N. Wilkes-Barre Boulevard.

Route 315 was also identified as potential BRT corridor to connect Wilkes-Barre and Scranton, although a proposed alignment has not yet been determined.

Light Rail Transit (LRT)

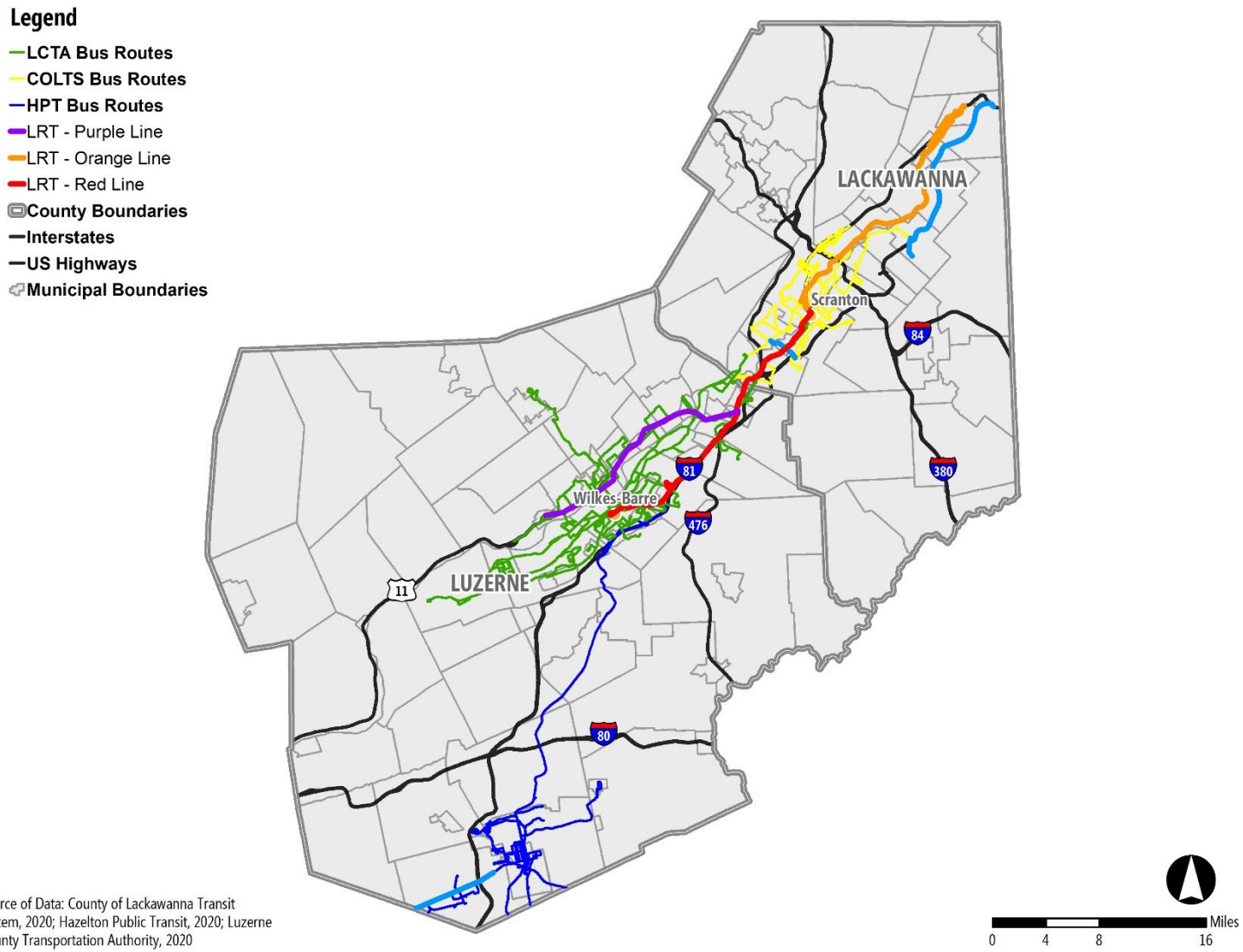
Through a combination of utilizing existing and abandoned rail lines, the region seeks to implement three LRT lines. Utilizing existing rail lines and sharing active freight lines would minimize the expense of constructing new tracks. The following routes are proposed for the region:

- **Red Line:** This proposed transit route would utilize approximately 17 miles of existing rail and three miles of proposed track to connect Scranton and Wilkes-Barre, with stops in both cities, at Mohegan Sun Casino, and at Wilke-Barre Scranton International Airport.
- **Purple Line:** This proposed line would utilize roughly 10.5 miles of existing rail and 1.75 miles of proposed track primarily to service the west side of the Susquehanna River from Kingston/Forty-Fort to Wilkes-Barre Scranton International Airport.
- **Orange Line:** This proposed LRT route would utilize 16 miles of existing freight lines and other existing rail to link Scranton to Carbondale, with stops in communities including Dickson City, Olyphant, Jessup, and others.

Commuter Rail

The proposed Lackawanna Cut-Off Restoration Project seeks to reinstitute passenger rail service on the abandoned rail right-of-way of the Lackawanna Cutoff and over existing freight right-of-way in Pennsylvania. The re-instituted rail line would provide service from Scranton to Hoboken, New Jersey or to New York Penn Station via transfer to Mid-Town Direct service. An ongoing Lackawanna Cutoff Restoration Commuter Rail Study estimated that the projected cost would be around $288.93 million, which includes the cost of reinstalling tracks, upgrading two major bridges, and other related work necessary to complete 133 miles of continuous rail between Scranton and Hoboken.

Proposed LRT Routes



Source of Data: County of Lackawanna Transit System, 2020; Hazelton Public Transit, 2020; Luzerne County Transportation Authority, 2020

Short-Term Needs and Proposed Improvements

- **New LCTA Headquarters (Murray Complex):** LCTA is working to transform the former Murray Complex site in Wilkes-Barre into its new headquarters. The 14-acre site has sat vacant for nearly a decade. LCTA acquired the site in 2019, and demolition of existing structures began in July 2020. LCTA intends to consolidate its fixed route and shared-ride bus operations into this single location. This project is projected to cost $22 to $27 million. The site is strategically located in the downtown Wilkes-Barre area, close to the Intermodal Transportation Center. In addition, railroad tracks that connect to Lackawanna County are located near the site and could provide a potential light rail connection in the future.
- **COLTS Headquarters Renovation:** COLTS is currently in the design phase of remodeling its main facility on 800 N. South Road in Scranton. This project will include an expansion of parking, maintenance facility improvements, and expansion of office space. The organization recently acquired new land totaling about 7 acres to accommodate this expansion project.
- **Transit Expansion to Employment Centers and Industrial Parks:** COLTS intends to expand transit routes to provide service to two industrial parks: Jessup Industrial Park and the Mid-Valley Industrial Park. LCTA also indicated that revising its routes to serve major employment centers and industrial parks is a priority, particularly for CentrePoint Industrial Complex in Pittstown and Hanover Industrial Park. This strategy could also involve exploring use of vanpools and shuttles.
- **Transfer Station Site Selection Study:** It was indicated that there is a need to improve bus service between Scranton and Wilkes-Barre, and potential corridors for service include I-81 and Route 315. There may be potential to create connections and transfers at Mohegan Sun or other locations between the two cities. Conducting a study to identify an appropriate site for a transfer station would be the first step to the long-term goal of creating this new facility.
- **Conduct a BRT Feasibility Study:** The next step to advancing BRT in the region is to perform a study to assess the feasibility of implementing the proposed BRT routes, further refine route alignments, prepare cost estimates, and develop an implementation plan.

Long-Term Needs and Proposed Improvements

- **Mid-Valley Area Transfer Center:** The development of a Transfer Center located in the Mid-Valley area is envisioned for the next decade to better serve the area's industrial parks and tie existing routes together. Currently no land has been secured, and the acreage needed is unknown, but the facility would need to stage at least four buses, contain vehicle parking, and include a passenger waiting area. LCTA and COLTS have both indicated that creating this facility is a regional priority.
- **Park and Ride Facilities for BRT:** If BRT is implemented in the region, Park and Ride facilities will be needed at stops with high projected ridership.
- **Higher Frequency Routes and Express Service:** LCTA indicated that a future need for its transit service is to provide higher frequency routes and/or express service.
- **Quality of Life Services:** Implementing seasonal routes to provide connections to trails or convenient transportation to summer concerts is also a long-term goal.
- **Coordinated Human Services Transportation Plan:** It was noted that an update to the region's Coordinated Human Services Transportation Plan is needed.
- **Consolidation:** In 2011, PennDOT conducted a study about the benefits of consolidating transit service within the Lackawanna/Luzerne region. While full consolidation has not yet been further explored, it was noted that the idea has support from the County Commissioners, County Council, City Council(s), and PennDOT. A merger could also potentially streamline implementation of BRT or express bus services in the region.

RAIL FREIGHT

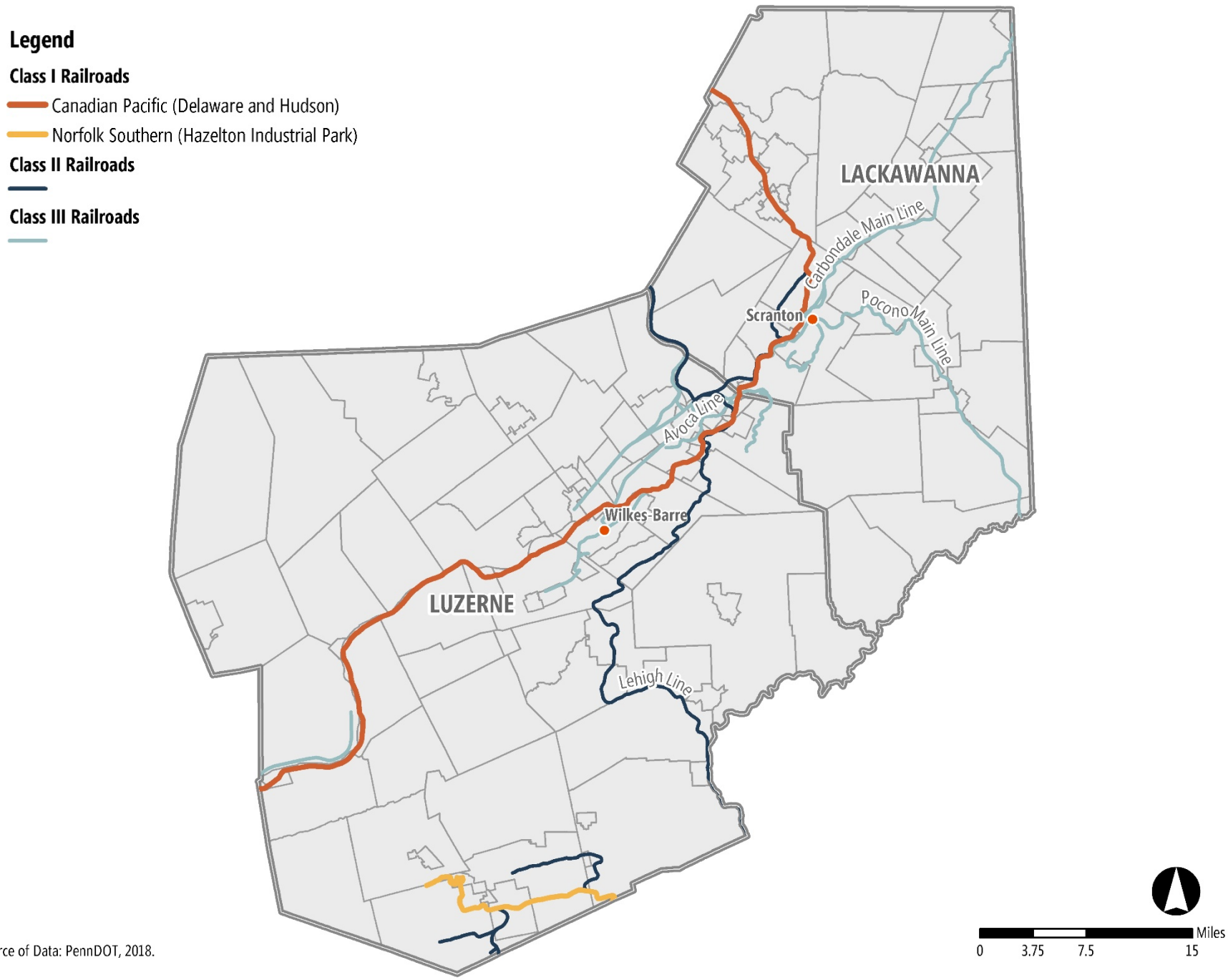
Overview

- Rail freight service in Lackawanna and Luzerne Counties is currently provided by two Class I carriers - Canadian Pacific (CP) and Norfolk Southern (NS) – as well as four other regional and short line operators.
- The Canadian Pacific Railroad mainline operates in both counties and runs through both Scranton and Wilkes-Barre.
- Norfolk Southern runs only a branch line in Hazleton in Luzerne County, connecting to the regional Delaware Lackawanna Railroad in Monroe County.
- Norfolk Southern's Taylor Intermodal Yards serves as a major destination for transfer of goods between rail and truck.
- Reading, Blue Mountain and Northern Railroad (RBMN) is a Class-II railroad that serves customers in Hazleton, Mountain Top, Taylor, White Haven, and Scranton. The main freight carried by the RBMN are anthracite coal and forest products. The RBMN mainline ends at the Proctor and Gamble facility in Mehoopany.
- The Delaware-Lackawanna Railroad Company (DL) is a regional railroad operator that primarily operates three lines in the region, serving many industries and interchanging with both NS and CP. Additionally, DL hosts the Lackawanna Tourist Trolley Ride and an excursion for the Steamtown National Historic Site. Rail traffic has steadily increased in the region over the past four decades. In 1985, 383 carloads were transported on the Pennsylvania Northeast Regional Railroad Authority's (PNRRA) regional rail system, while this number grew to 9,483 carloads in 2018.
- The Luzerne and Susquehanna Railway Company (LS) is the operator of the few tracks owned by the Luzerne County Redevelopment Authority.
- The North Shore Railroad Company (NSRR) is a short line operator that serves the Susquehanna Steam Electric Station and other industries along north shore of the Susquehanna River, down into Northumberland.

Planning Implications

- Most of the anthracite coal in North America is located along RBMN's lines. In 2018, the R&N moved 800,000 tons of anthracite. Coal moved by R&N interchanges with NS to ports at Fairless Hills and in Baltimore for export.
- The prior LRTP identified two new rail alignments to link rail to existing and developing businesses: in Hanover Township along the north side of the Sans Souci Parkway and at the Whitney Point industrial park in Newport Township.
- The recent modernization of the Panama Canal, coupled with high labor costs at the Port of Los Angeles/Long Beach have made East Coast ports more economical for receiving container traffic originating from the Far East. The region will experience greater intermodal traffic as volume continues to shift to the East Coast, and ports and railroads vie for dominance for customers in the Midwest.
- Planning for warehousing development and increased goods movement should be a top priority for the region. Planning initiatives should include multi-modal connections for employees and goods, truck parking, connected sidewalks and pedestrian paths, priority first- and last-mile connections, and ancillary trucking and employee uses.
- With the development of large logistics centers located outside of the downtown areas, critical natural areas and farmland protections are needed. A regional freight plan is needed to further understand how goods are moving into and through the region, what the needs are of shippers and receivers, and how to properly plan for the future.

Rail Lines in the Lackawanna/Luzerne Region



Source of Data: PennDOT, 2018.

GOODS MOVEMENT

Overview

- According to 2011 data from IHS Global Insight, the Lackawanna/Luzerne region annually generates approximately 25 million tons of freight, at a total value of about $24 billion. In 2040, freight movement is projected to be 43.5 million tons with a value of $51.3 billion. As shown in the figures on the next two pages, all Interstate Highways in the region are expected to experience a significant increase in freight tonnage by 2040.
- The region's top exported commodity by tonnage is asphalt paving blocks or mix, followed by flour or other grain mill products. The top imported commodities are petroleum refining products and gravel or sand.
- By value, the top exports are goods exported through warehouse and distribution centers, valued at $2.2 billion, followed by miscellaneous plastic products at $880 million. Top imported commodities are goods imported through warehouse and distribution centers, valued at $1.9 billion, followed by plastic matter or synthetic fibers, valued at $907 million.
- Commodities are moved within and in/out of the region primarily by truck (92 percent), while rail transports the remaining 8 percent. The largest volume of goods moved by truck in the region are along I-80 and I-81.
- The top freight-generating company, American Asphalt Paving, generates 4.9 million tons annually. Other freight-generating companies of note include Airport Sand & Gravel Company Inc. (2.2 million tons), Keystone Quarry (1.3 million tons), and Eureka Stone Quarry Inc (1.2 million tons).
- E-commerce has increased the demand for warehousing and distribution center space; the global pandemic has only accelerated that trend. These developments will continue to locate near urban centers like Scranton and Wilkes-Barre, as online retailers strive to shorten delivery times.
- Both county planning commissions have reviewed plans for multiple developments of 1 million+ square foot warehouse/distribution facilities along the I-81/US 6 corridor.

Value and Tonnage of Goods Originating in the Lackawanna/Luzerne Region by County, 2011, 2040

County	Outbound Tons (000s)		Outbound Value (in Billions)	
	2011	2040 (est.)	2011	2040 (est.)
Lackawanna	7,056	12,869	$4.66	$9.88
Luzerne	5,374	9,033	$5.75	$12.91
Total Region	12,430	21,902	$10.41	$22.79

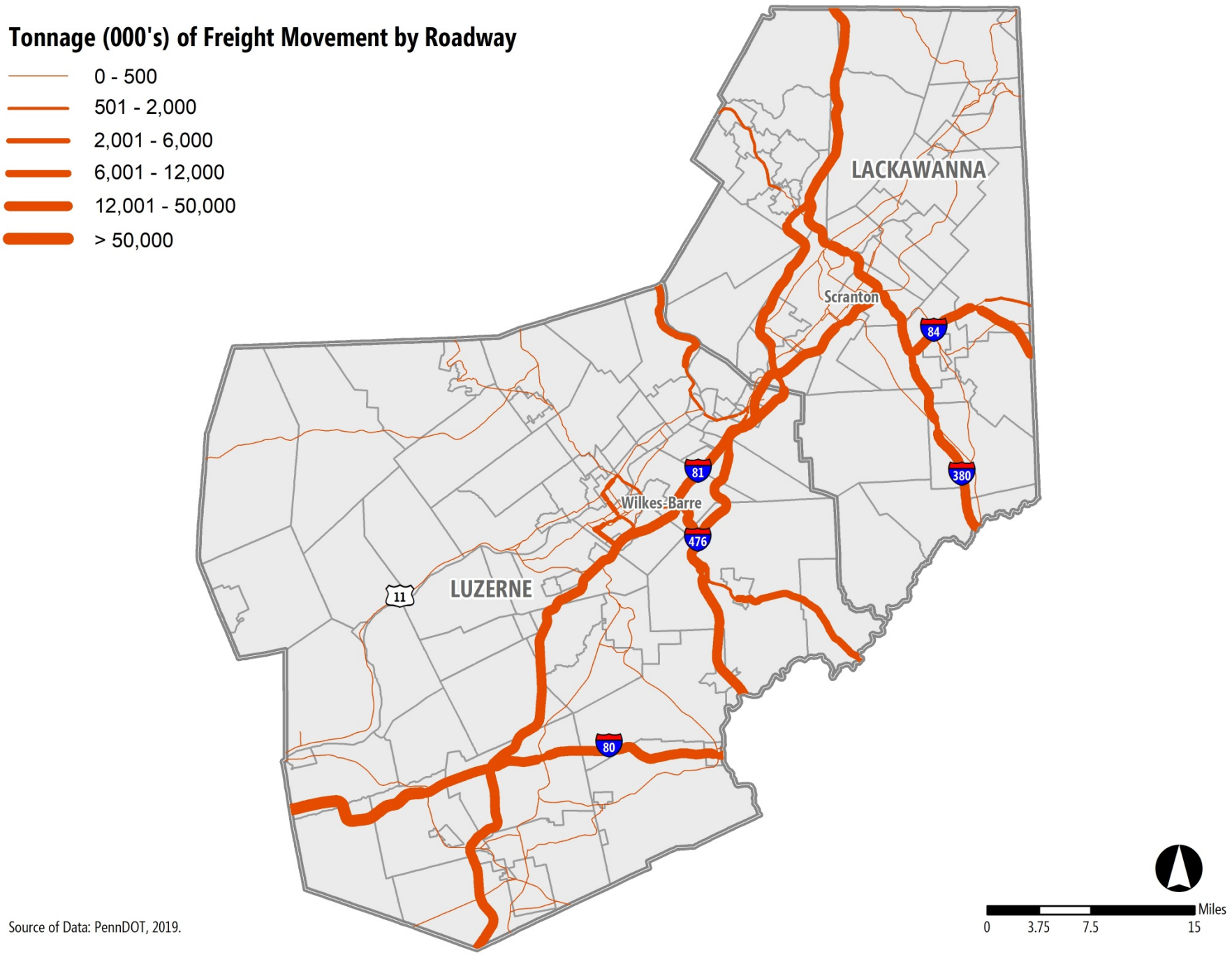
Source: IHS Global Insight

Value and Tonnage of Goods Received in the Lackawanna-Luzerne Region by County, 2011, 2040

County	Inbound Tons (in 000s)		Inbound Value (in Billions)	
	2011	2040 (est.)	2011	2040 (est.)
Lackawanna	5,331	9,734	$6.32	$13.72
Luzerne	7,379	11,887	$7.48	$14.91
Total Region	12,710	21,621	$13.79	$28.63

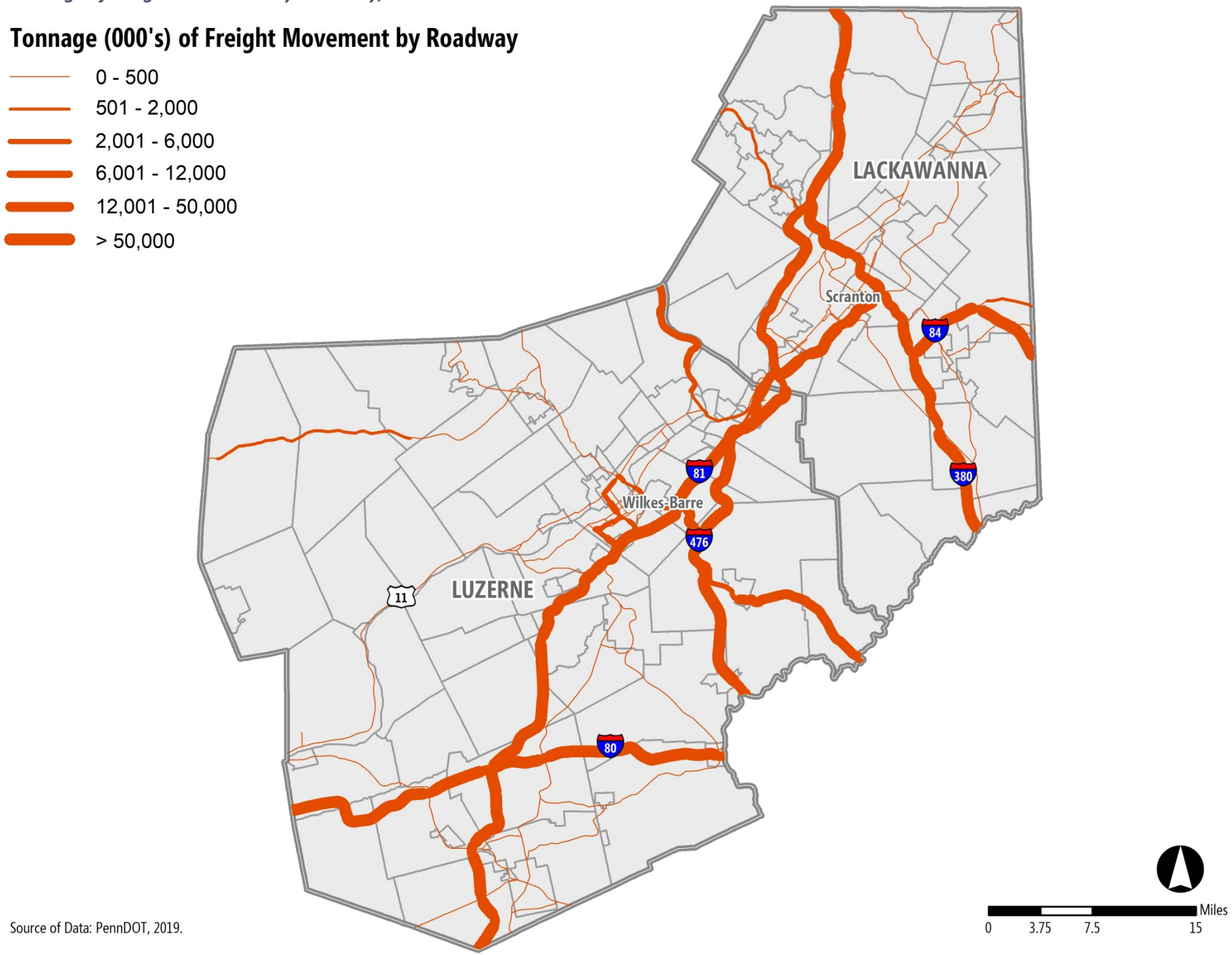
Source: IHS Global Insight

Tonnage of Freight Movement by Roadway, 2012



Source of Data: PennDOT, 2019.

Tonnage of Freight Movement by Roadway, 2040



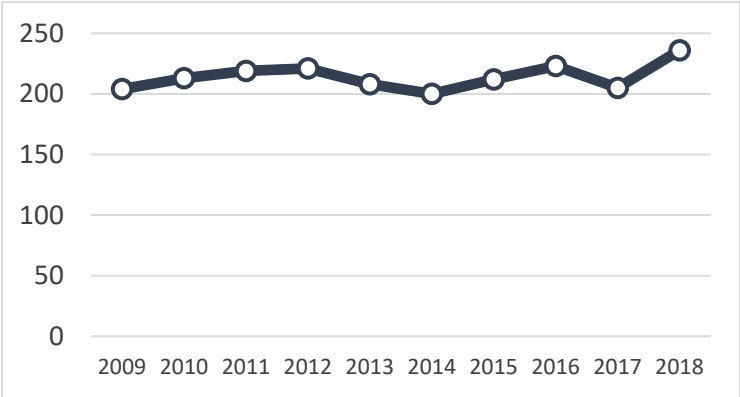
Source of Data: PennDOT, 2019.

ACTIVE TRANSPORTATION

Overview

- BicyclePA Routes L, V, and Y traverse the region, providing more than 140 miles of on-road facilities. The region also offers 255 additional miles in rail-trails and other recreational trails, the majority of which are located in over 87,000 acres of State Forest, Parks, and Game Land.
- According to the 2014-2018 American Community Survey (ACS), bicycle travel in the region constitutes a minute share of journey-to-work trips, while about 2.9 percent of the region's resident workers walk to work.
- The region recorded 201 pedestrian crashes during 2018—the highest number of these incidents within the last 10 years. The region has averaged about 169 pedestrian crashes each year over the past decade.
- The region has averaged about 46 bicycle crashes per year for the decade ending 2018.
- Municipal planning in many cases does not require pedestrian paths and/or sidewalks within planned industrial and commercial centers.

Vehicle Crashes Involving Bicycle and Pedestrians, 2009-2018

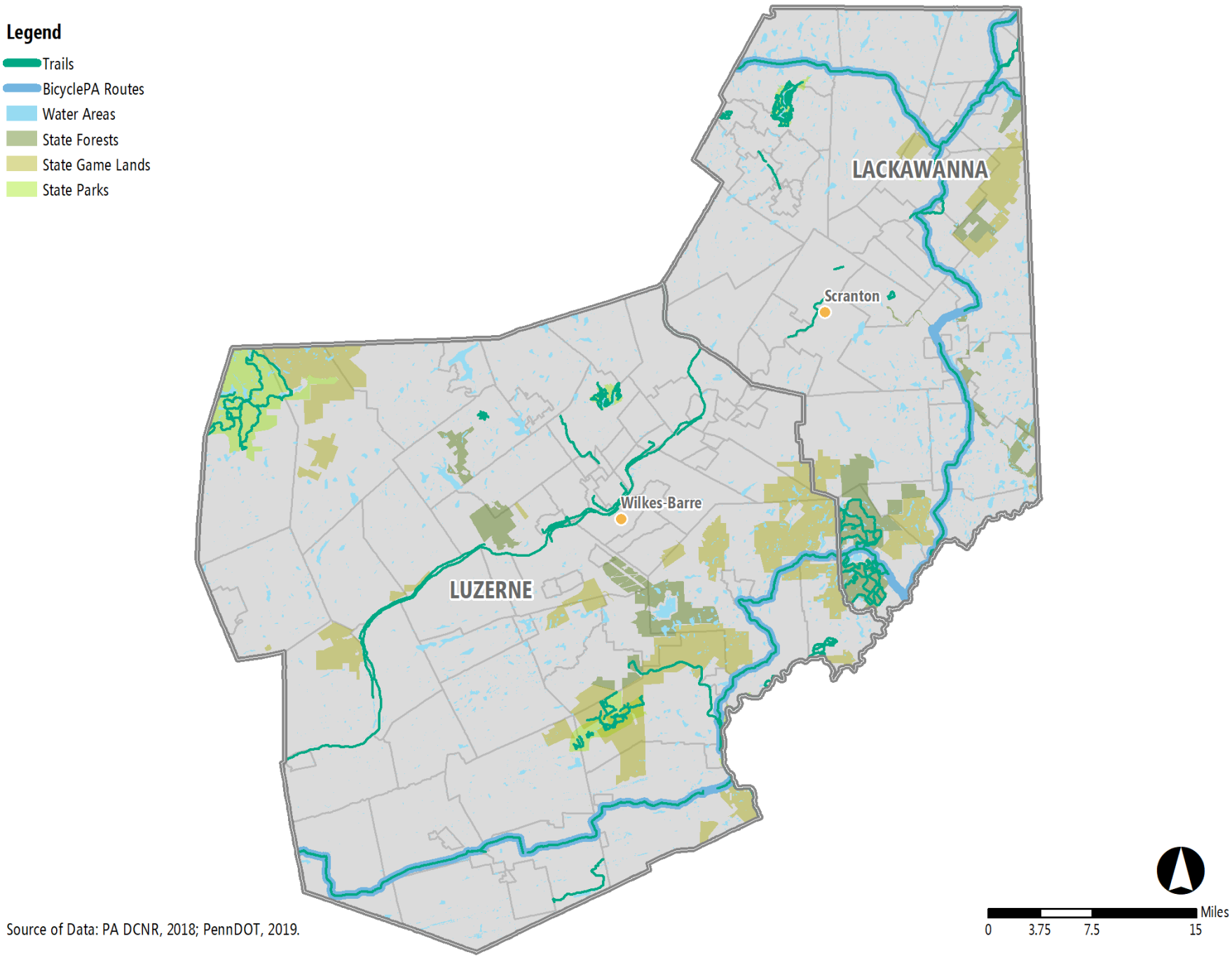


Source: PennDOT, 2018 Crash Statistics

Planning Implications

- Commuter and transit-based bicycle infrastructure is limited throughout the region. Efforts to expand and complete sidewalk and bikeway networks can be made a priority by incorporating these infrastructure improvement projects into TIP cycles as well as requiring their provision in local zoning and land development ordinances.
- Efficient, safe bicycle and pedestrian networks are important amenities that enhance property values and quality of life. The region has large trail networks that connect to urban areas in the region and to destinations beyond the two counties. Prioritizing connections to parks and natural areas, as well as to large employers and commercial areas, will expand opportunities for outdoor recreation. Reducing trail gaps and improving accessibility will further expand the positive impact of existing trails.
- Two recent planning studies in the region aim to improve bicycle and pedestrian safety and connectivity, including the Bicycle and Pedestrian Study for the Central Business Districts (CBD) of Scranton and Wilkes-Barre and the Scranton Walkability Study. The vision for the CBD study was to reduce traffic congestion by encouraging people to choose walking and cycling as their preferred modes of transportation, while the primary focus was to develop a bicycle network for the central business districts of Scranton and Wilkes-Barre. A secondary focus included the reduction of impediments to the pedestrian network.
- Between 2015 and 2017, the region had an obesity rate of 30 percent, which is similar to the statewide average of 31 percent. Creating a connected network of trails, sidewalks, bicycle infrastructure, and parks can provide more opportunities for members of the community to enjoy the outdoors, be physically active, and experience a variety of physical and mental health benefits.

BicyclePA Routes, Trails, and Trail Gaps



Source of Data: PA DCNR, 2018; PennDOT, 2019.

AVIATION

Overview

- The two-county region has eight private-use airports and four public-use airports, one of which is an international airport. Three of the public airports are located in Luzerne County, and one is located in Lackawanna County.
- The public airports support more than 135,000 operations (take-offs and landings) per year, with more than 50,000 at the Wilkes-Barre/Scranton International Airport. The most popular destinations for passenger flights include Charlotte, Chicago, and Philadelphia.
- The total twelve-month operations comprise local general aviation (66 percent), transient general aviation (24 percent), air taxi operations (10 percent), and military (1 percent).
- Wilkes-Barre/Scranton International Airport is the only airport that services public passenger airline services. The other airports in the region are mostly used for recreational activities, including skydiving and gliding, recreational flying, and aerial sightseeing. Hazelton Regional Airport, Wilkes-Barre Wyoming Valley Airport, and Wilkes-Barre Scranton International Airport are occasionally used for military exercises.
- FedEx Express and DHL are currently the only cargo carriers that fly into and out of Wilkes-Barre/Scranton International Airport.
- There are several recently completed projects at Wilkes-Barre/Scranton International Airport, including the construction of a new control tower and parking garage.
- Several additional projects are planned for Wilkes-Barre/Scranton International Airport, such as a taxiway extension, additional garage or surface parking, and upgrades to the rental car facility and access road. It was also indicated that there may be a need for intermodal improvements at the airport.

Planning Implications

- Wilkes-Barre Scranton International provides access to travel both throughout and outside of the country, making the region accessible and economically enticing.
- Local aviation facilities in the region provide mobility options for residents and travelers. General aviation flights can access any of the 19,500 public and private landing facilities throughout the U.S.
- General aviation services in the U.S. generate more than $150 billion in economic activity annually and create more than 7 million jobs. The region's airports are a significant factor in business relocation decisions and are important stimulants to the regional economy.
- Airport Hazard Zoning is a critical public safety concern and can also serve to protect the viability of the region's airports. The four public-use airports and their flight paths directly impact 41 municipalities, of which eight have adopted Act 164 Airport Hazard Zoning.
- Other factors that are important to airport performance and operations include broad community support, Airport Master Plans, zoning, and ensuring the compatibility of future development.

Public Use Airport Data

Airport	County	Runway Length (ft)	Annual Operations	Annual Enplanements	Airport Hazard Zoning (2020)	
Hazleton Airport	Luzerne	5,001	23,642	0	Butler Township	Yes
					City of Hazleton	No
					Conyngham Borough	No
					Hazle Township	Yes
					Sugarloaf Township	No
					West Hazleton Borough	No
Seamans Field	Lackawanna	2,500	35,736	0	Benton Township	Yes
					LaPlume Township	No
					North Abington Township	Yes
Wilkes-Barre Wyoming Valley Airport	Luzerne	5,566	25,125	0	City of Wilkes-Barre	No
					Exeter Township	No
					Forty Fort Borough	No
					Jenkins Township	No
					Kingston Township	No
					Plains Township	No
					Swoyersville Borough	No
					West Wyoming Borough	No
					Wyoming Borough	No
Wilkes-Barre/Scranton International Airport	Luzerne	11,802	53,057	255,921*	Avoca Borough	No
					Bear Creek Township	No
					City of Pittston	No
					City of Scranton	No
					City of Wilkes-Barre	No
					Dickson City Borough	Yes
					Dunmore Borough	No
					Dupont Borough	No
					Duryea Borough	No
					Hughestown Borough	No
					Jenkins Township	No
					Laflin Borough	No
					Laurel Run Borough	No
					Moosic Borough	No

Airport	County	Runway Length (ft)	Annual Operations	Annual Enplanements	Airport Hazard Zoning (2020)	
					Old Forge Borough	No
					Olyphant Borough	No
					Pittston Township	No
					Plains Township	No
					Ransom Township	Yes
					Scott Township	Yes
					South Abington Township	No
					Springbrook Township	Yes
					Taylor Borough	No
					Throop Borough	No
					Wilkes Barre Township	No
					Yatesville Borough	No

**The number of revenue passengers that boarded aircraft at the airport.*

Source: PennDOT, 2020; FAA, 2018

SYSTEM MANAGEMENT & OPERATIONS

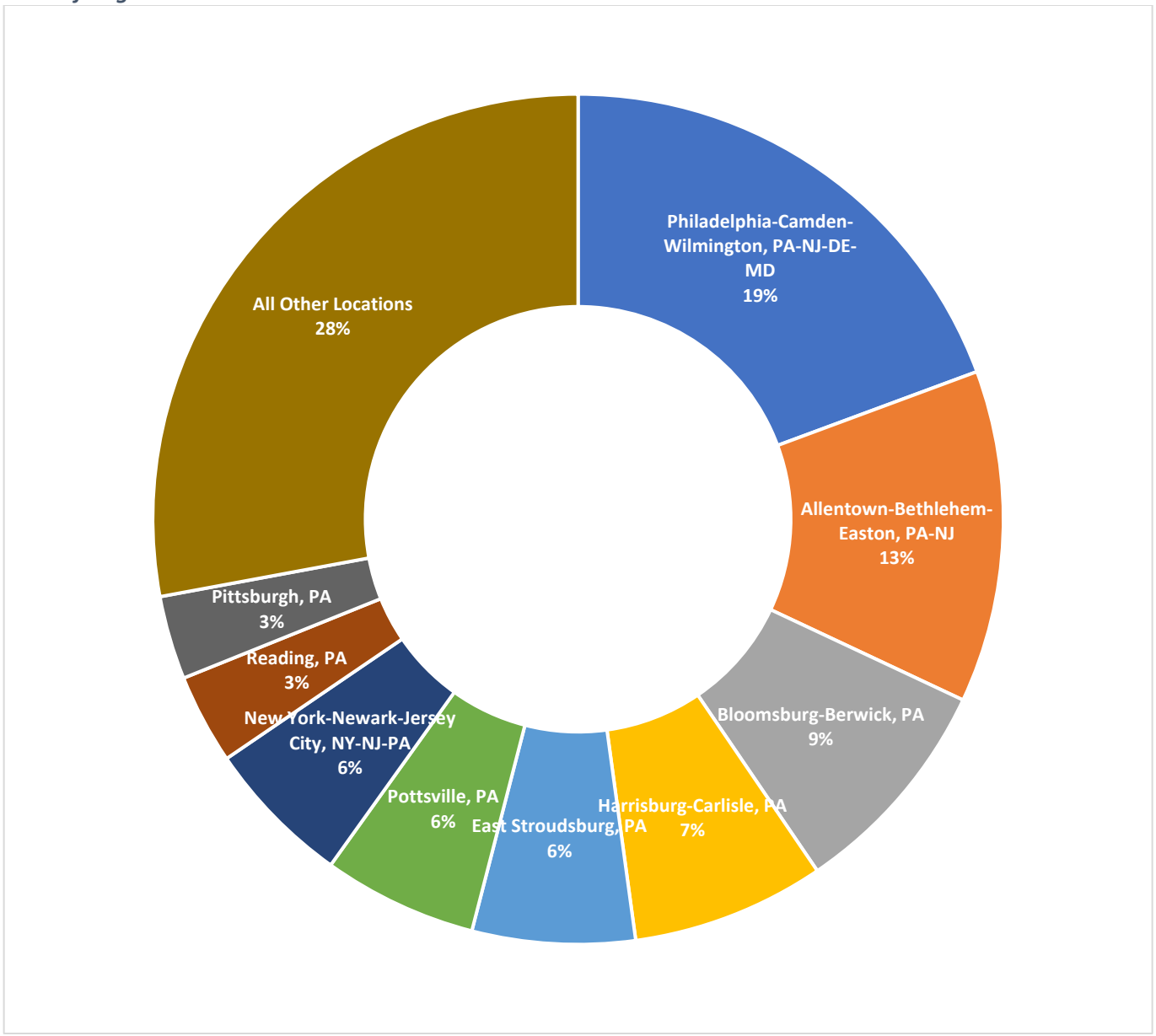
Overview

- As PennDOT and the Lackawanna/Luzerne MPO continue to operate within an increasingly constrained funding environment, there will be a growing need to emphasize improving operations (handling more trips on the existing system) over capacity-building (such as adding lanes and building new roads).
- This initiative is also known by the acronym "TSMO," or Transportation Systems Management & Operations.
- Key drivers of travel demand in the Lackawanna/Luzerne region include work-related commuting travel, highway freight travel, and railroad freight travel.
- While about 72% of the region's residents are employed within the Lackawanna-Luzerne region, about 28% leave the region for employment, highlighting transportation's importance in linking workers with jobs.
- Highway freight travel accounts for about 76% of freight moved in Pennsylvania, by weight, while railroad freight travel accounts for about 18% of freight moved in Pennsylvania, by weight.
- There are 263 linear miles of Interstates throughout the region, requiring effective traffic incident management during highway closures due to incidents or inclement weather.
- There are about 620 signalized intersections in the Lackawanna/Luzerne MPO region. Many municipalities have only a few signals and lack the technical expertise to properly maintain them for optimum traffic flow.

Planning Implications

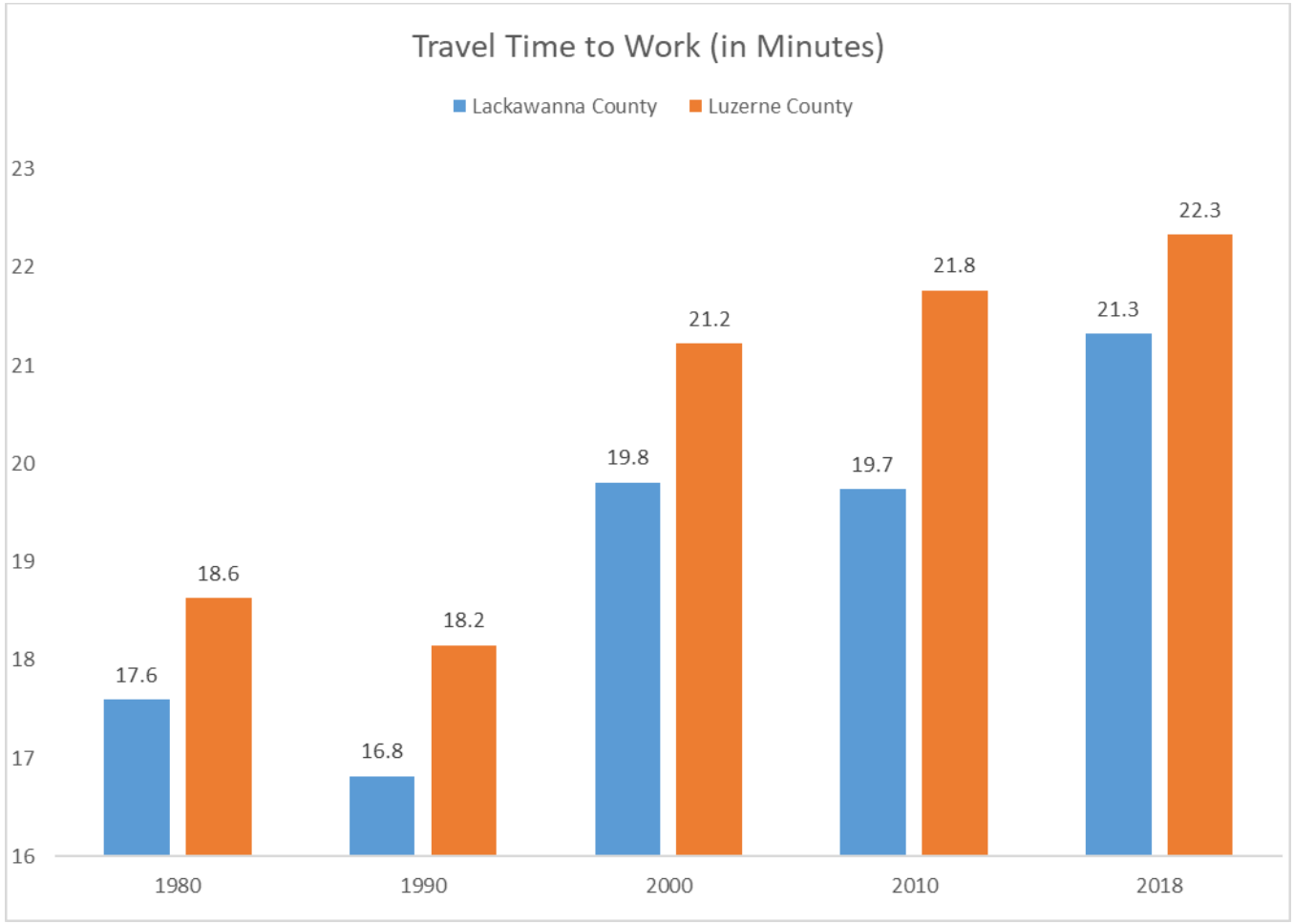
- The region's workers are spending more time commuting, with many traveling to destinations outside the two-county area. Projects will be needed to connect workers to the Interstate network.
- Employment locations continue to shift from downtown and urban areas to suburban and exurban areas. This not only contributes to longer commutes, but also creates new suburb-to-suburb commuting patterns that are difficult for providers of public transportation to serve effectively. Public transportation projects will need to be coordinated with economic development policies.
- Transportation and warehousing is a top industry in the region, and is expected to grow to meet the increasing demand for next day delivery to nearby population centers (including New York, Philadelphia, and Washington DC). This trend is likely to increase freight activity, especially highway freight travel.
- Available vehicle probe data will help planners and engineers identify the most promising locations for operations planning.
- Operations planning has the potential to improve the reliability and predictability for travel throughout the region—critical considerations for goods movement and winter maintenance.

Out-of-Region Commute Destinations



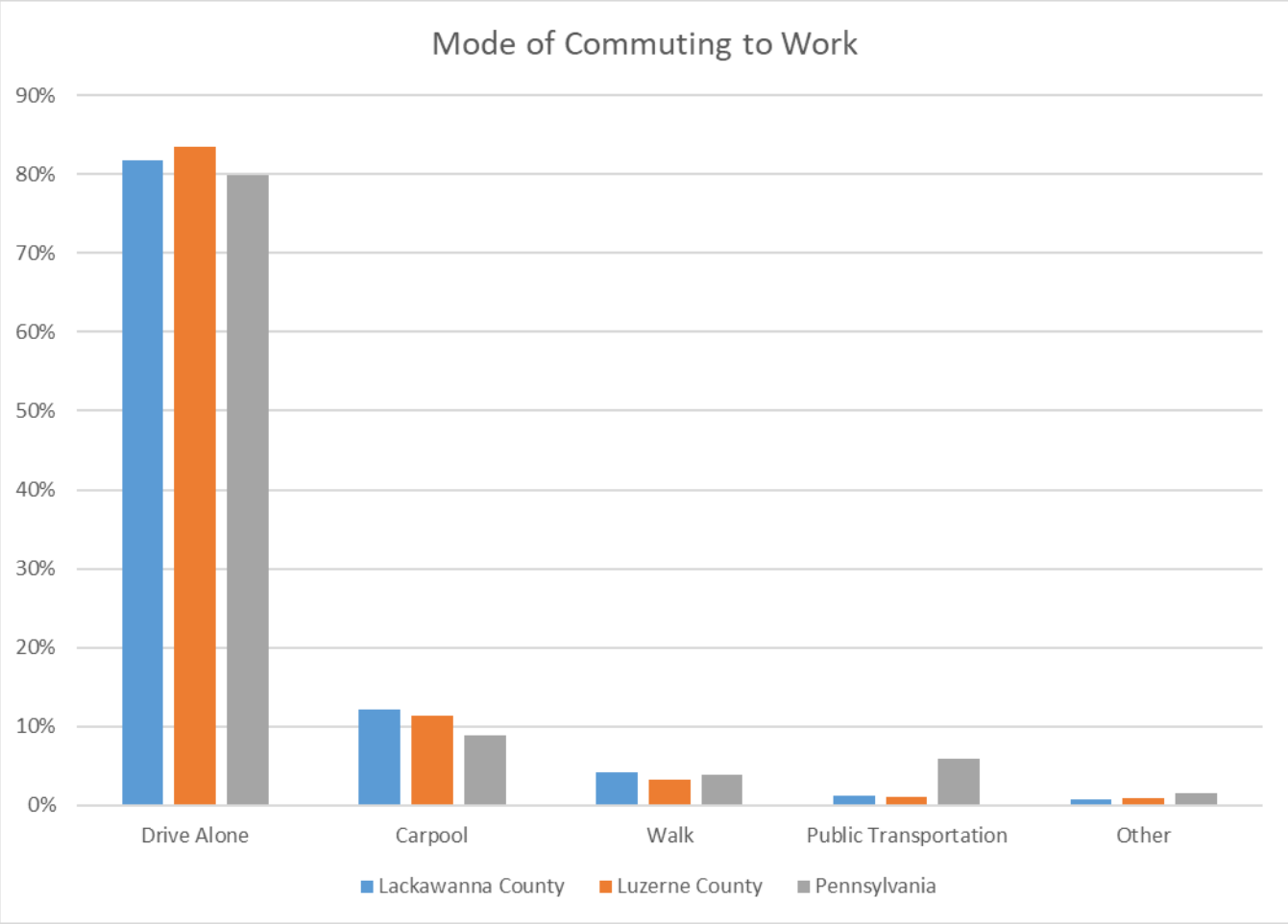
Source: Census LEHD, 2017

Travel Time to Work, 1980, 1990, 2000, 2006-2010, 2014-18



Source: NHGIS; Census ACS, 2006-2010; Census ACS, 2014-2018

Mode of Transportation to Work, Lackawanna-Luzerne and Pennsylvania, 2014-18



Source: Census ACS, 2014-2018

STAKEHOLDER OUTREACH & PUBLIC PARTICIPATION

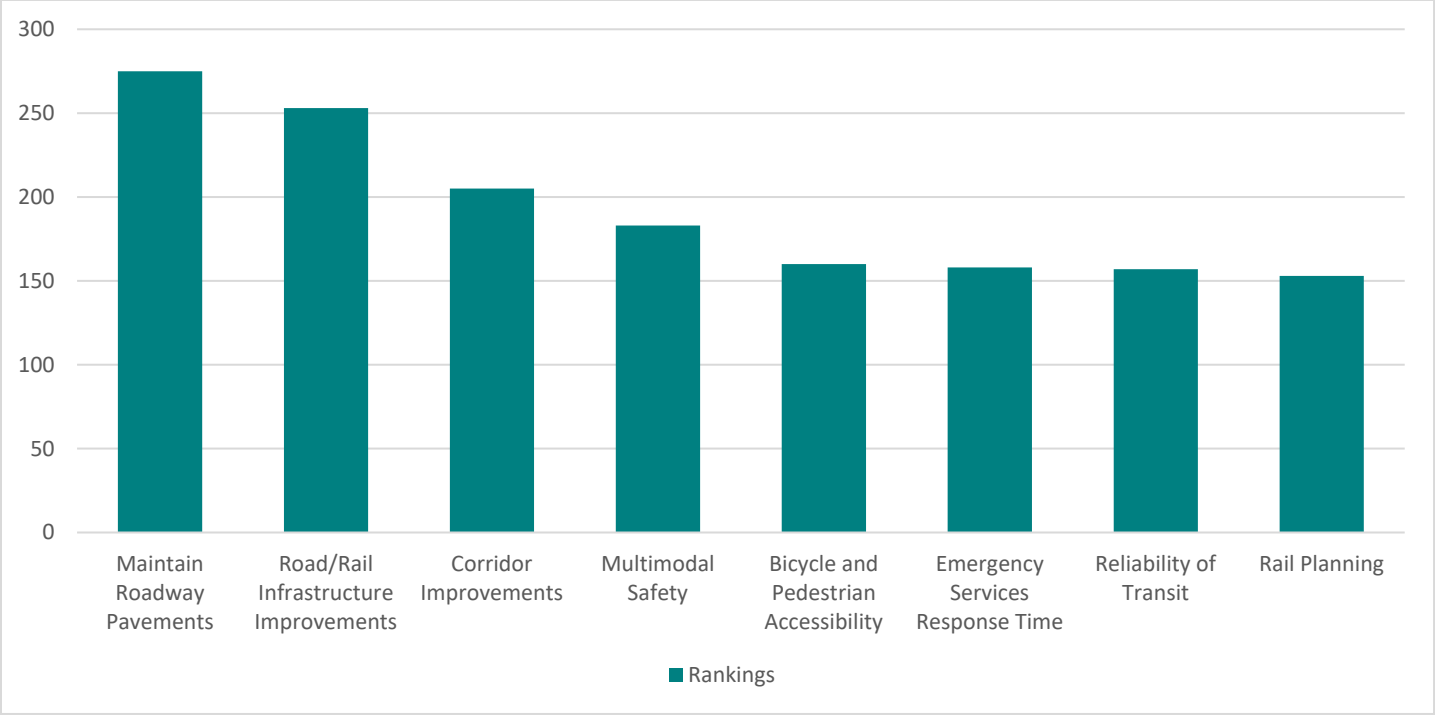
Overview

- To evaluate and coordinate the synergies between land use and transportation planning, the two counties prepared a regional Comprehensive Plan concurrently with the Long-Range Transportation Plan.
- To help guide the LRTP update, the Lackawanna/Luzerne MPO organized and convened a Steering Committee composed of representatives from various entities, including regional planning partners, business and economic development groups, public transportation authorities, and other stakeholders.
- The Lackawanna/Luzerne MPO facilitated a virtual regionwide public meetings—as part of plan development and as part of the 30-day public review and comment period.
- The MPO also conducted focus group meetings on topics including active transportation, public transportation, land use, and goods movement to help inform plan development.
- Along with the public meetings, Lackawanna/Luzerne MPO administered an online survey to further capture public feedback. The survey highlighted regional priorities and strategies that should be addressed in the LRTP, covering top-rated topics such as maintenance and preservation of roadways and bridges, road and rail infrastructure improvements, transportation enhancements for priority travel corridors, multi-modal safety improvements, increasing bicycle and pedestrian accessibility, and improving the reliability of transit.
- More than 530 participants provided feedback via the survey. Common themes from write-in comments included a desire to reduce traffic and increase safety on I-81, US 6, and US 11.

Planning Implications

- Public outreach was an important component of the plan's development to gather further insight on existing conditions, as well as to capture the concerns and recommendations of the region's residents, government officials, and other stakeholders.
- Public opinion garnered from the public meetings identified specific areas of concern within each county. These are identified and described in more detail as part of Appendix B.
- The MPO coordinated with the Air Quality ICG (Interagency Consultation Group), which reviewed and approved a air quality conformity report for the region. This document is available for review as part of Appendix F.
- A summary of public comments received as part of the plan's 30-day review and comment period is provided in Appendix H.

Regional Transportation Strategies Ranked through the Online Survey



"We need to improve transit options for our senior population."

"Our regional rail-trail network is a unique asset that we should strive to improve and complete."

"A commuter rail service to New York would transform our area into one of the most successful regions in America."

"We need to establish more safe areas for trucks to park overnight."

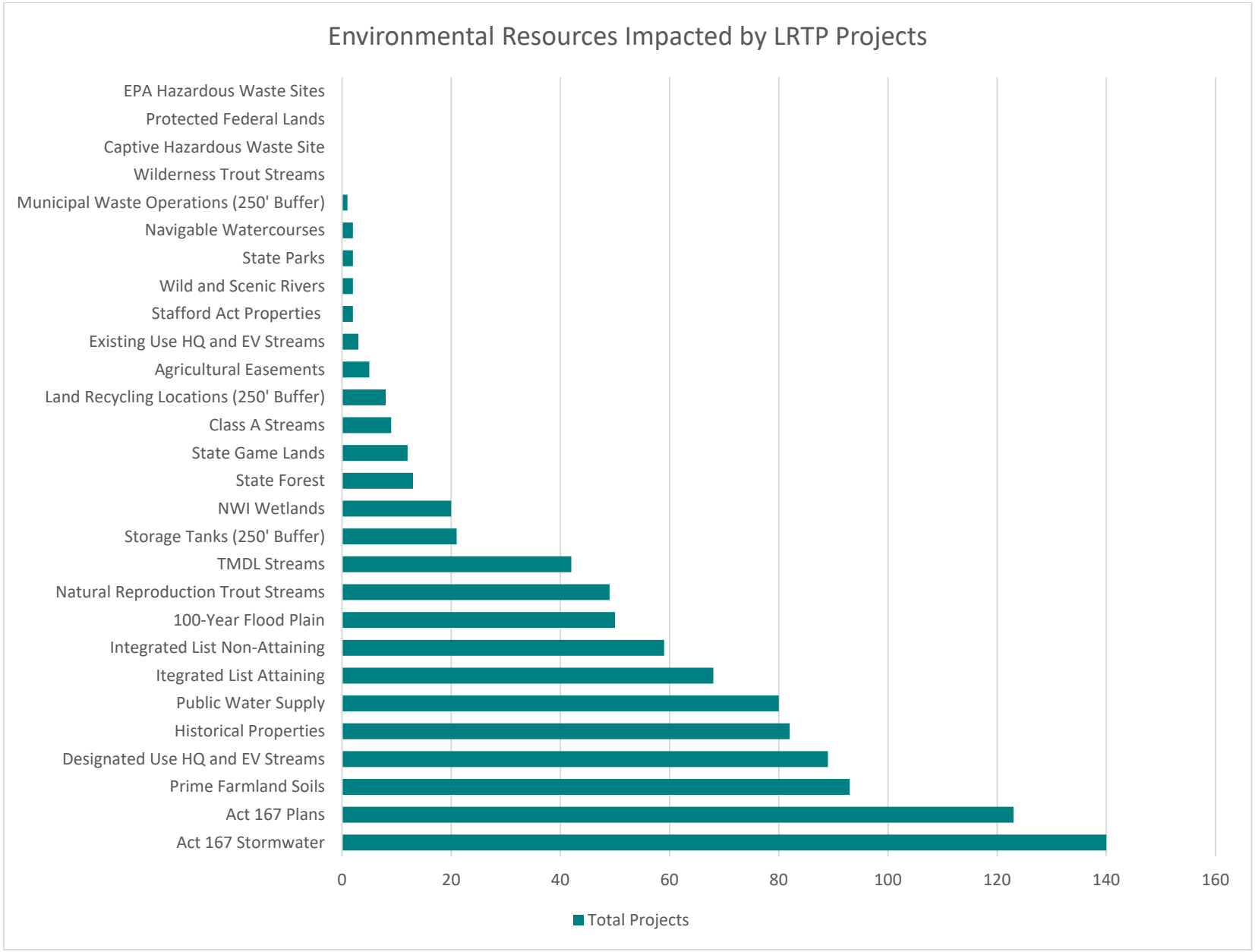
ENVIRONMENTAL RESOURCES AND POTENTIAL IMPACTS

Overview

- The Lackawanna/Luzerne MPO performed a high-level evaluation of the environmental resources that could be affected by the LRTP's projects, then identified appropriate mitigation strategies for the region as projects move through the project delivery process.
- One major aspect of the evaluation included engaging representatives from environmental resource agencies at the Federal, State and local levels. Representation included:
  - Army Corps of Engineers, PA State Game Commission, DCNR, PennDOT District 4-0, Susquehanna River Basin Commission, Planning and Economic Development (Lackawanna County), Lackawanna Heritage Valley Authority, PennDOT Environmental Office, Luzerne County Conservation District, and the Delaware & Lehigh National Heritage Corridor.
- Ongoing mitigation efforts in the region include:
  - Efforts to preserve endangered species and their lands, including Natural Heritage Areas, bird and mammal areas, and bald eagle nesting lands.
  - Increased municipal education on the NEPA process that intertwines with the PennDOT Connects program.
  - The Delaware & Lehigh National Heritage Corridor is working to preserve access to four potential crossings of Interstate 81.
  - Continuation of wetland banking efforts.
- Future mitigation efforts include the establishment of mitigation banks for various land types, including State Gamelands and fish and wildlife areas. DCNR has a successful Riparian Buffer Grant program. Dedicated funding for this is a difficult prospect, but there is a definite need in the region. A project-by-project approach is arduous and often is too late to solve the issue.
- The MPO also conducted a detailed buffer analysis using ArcGIS. The analysis identified any resource within 100 feet of a programmed project. These outcomes are displayed in the accompanying graph, which was shared and discussed with environmental stakeholders.

Planning Implications

- Future land banking will help secure continued funding. There are regional examples that can serve as a model, such as the Upper Susquehanna River Bank.
- The MPO will continue to work on projects to close trail gaps. This will help strengthen the regional trail network, secure crucial corridors, and potentially make them eligible for additional funding sources.
- MPO staff will also continue to educate local officials on various programs and their funding, including PennDOT Connects and the NEPA process.
- The results of the buffer analysis will be considered in future planning to preserve and alleviate pressures on the region's environmental resources.


Environmental Resources Impacted by LRTP Projects
EPA Hazardous Waste Sites
Protected Federal Lands
Captive Hazardous Waste Site
Wilderness Trout Streams
Municipal Waste Operations (250' Buffer)
Navigable Watercourses
State Parks
Wild and Scenic Rivers
Stafford Act Properties
Existing Use HQ and EV Streams
Agricultural Easements
Land Recycling Locations (250' Buffer)
Class A Streams
State Game Lands
State Forest
NWI Wetlands
Storage Tanks (250' Buffer)
TMDL Streams
Natural Reproduction Trout Streams
100-Year Flood Plain
Integrated List Non-Attaining
Itegrated List Attaining
Public Water Supply
Historical Properties
Designated Use HQ and EV Streams
Prime Farmland Soils
Act 167 Plans
Act 167 Stormwater
0
20
40
60
80
100
120
140
160
Total Projects

REVENUE FORECAST

Overview

- The Federal Highway Administration (FHWA) requires long-range transportation plans to include an estimate of the amount of revenue the MPO can reasonably expect to receive over the life of the plan ––in this case, through 2045.
- As the update of the LRTP was underway, the MPO coordinated with PennDOT on the development of a Twelve Year Program (TYP) that began on October 1, 2020. The numbers included within the TYP provide the best available base numbers to be used in estimating the plan's projected revenue over the 25-year plan period.
- As a conservative forecast, the MTP assumes that future federal surface transportation funding reauthorizations will provide no funding increases over the FAST Act, which formally expired in September 2020 but was given a one-year extension. Revenues were flat-lined beyond FFY 2032 at an annual rate of $45 million.
- No new state funding acts (Act 44 of 2007, Act 89 of 2013, etc.) or increases in current funding to the state's Motor License Fund are anticipated.
- Competitive PennDOT grant programs such as Green-Light-Go and the Multimodal Transportation Program were excluded from the revenue forecast.

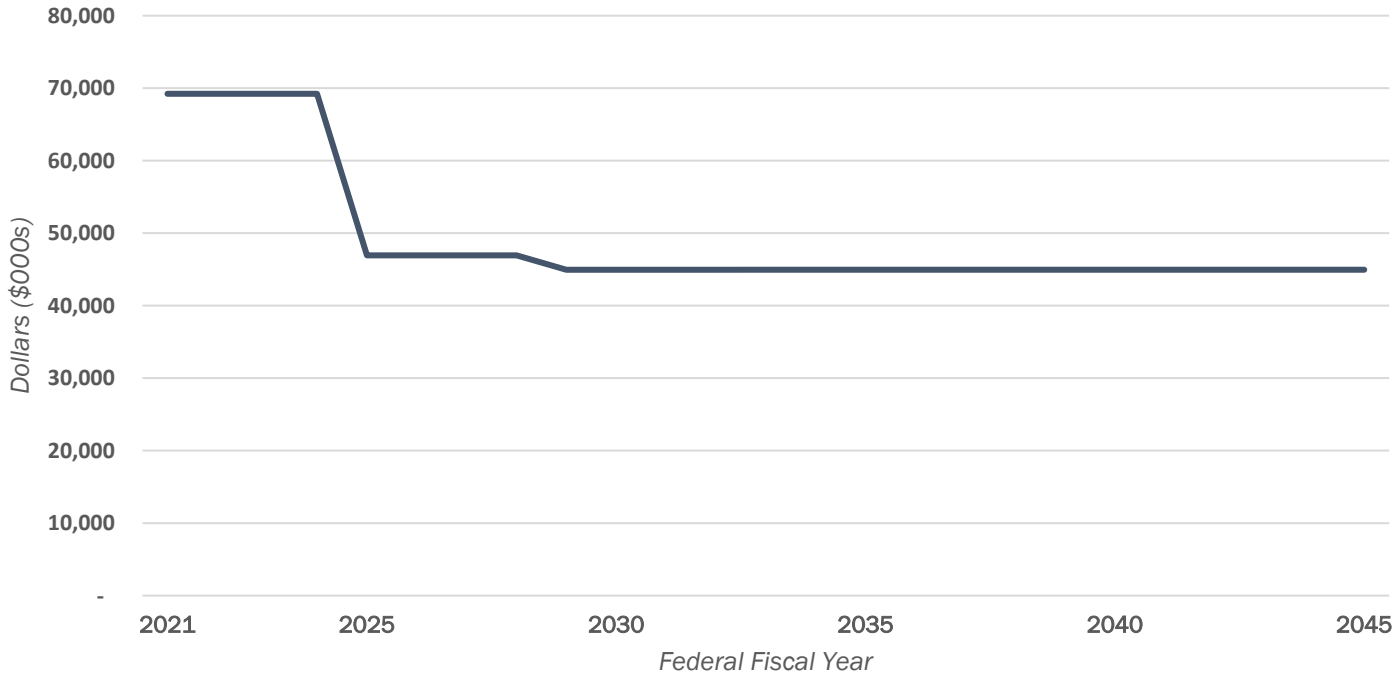
Implications

- To comply with asset condition requirements of the FAST Act, the Commonwealth is investing more heavily in Pennsylvania's Interstate highways. More funding is needed to address backlog, modernization, and strategic capacity improvements.
- This investment currently translates into $450 million statewide, per year. This total is expected to increase by $50 million per year until the program plateaus at $1 billion in FFY 2028.
- The shift in investment to the Interstates will have immediate and far-reaching impacts on available revenue for the remainder of the system, as the charts on the following page illustrate.
- The region's 2021 TIP includes nearly $280 million in investment, while the TYP includes nearly $647 million in projects. The entire 25-year LRTP is estimated at a value of $1.2 billion. These estimates by period were used as control totals for establishing fiscal constraint.
- This leaves a balance of nearly $582 million for years 2033-45 that will be programmed with a mix of highway, bridge, and safety projects. The anticipated breakdown among categories will be based in part on PennDOT Financial Guidance documentation, and yields 90 percent to Highway and Bridge, and 10 percent to Safety projects.

Plan Values, by Planning Period (Today's Dollars, $000s)

TIP (2021-24)	Mid-Range (2025-32)	Out Years (2033-45)	Total LRTP
$279,406	$367,544	$581,900	$1,228,850

Lackawanna/Luzerne MPO Revenue Estimates, FFY 2021-45



STRATEGIC DIRECTIONS

- The goal of the LRTP is to improve quality of life by maintaining the quality of existing infrastructure and investing in targeted multimodal improvements for safety and accessibility.

- Planning objectives were developed for the Lackawanna/Luzerne MPO LRTP using input gathered from public, stakeholder, and municipal outreach in combination with federal and state guidelines. The resounding needs of the public were used to develop the LRTP's strategic directions.

- These objectives address ways in which Lackawanna and Luzerne Counties can respond more effectively to changes in transportation demands, conditions, and technologies over the next 25 years to 2045 and better equip the region to plan, maintain, and improve its transportation system.

- Given the end of the federal Fixing America's Surface Transportation (FAST) Act (which expired in September 2020 but was given a one-year extension), followed by a presidential election and the 2020 decennial census, the 2021-45 Long-Range Transportation Plan marks an appropriate interval for exploring how best to plan for the region's future.

STRATEGIC DIRECTIONS

Safety

- Identify priority roadway corridors and intersections for safety improvements.
- Prioritize multimodal safety initiatives.
- Improve bicycle and pedestrian safety in urban areas.
- Improve railroad crossing safety.
- Encourage enactment of Airport Hazard Zoning.

Bicycle/Pedestrian

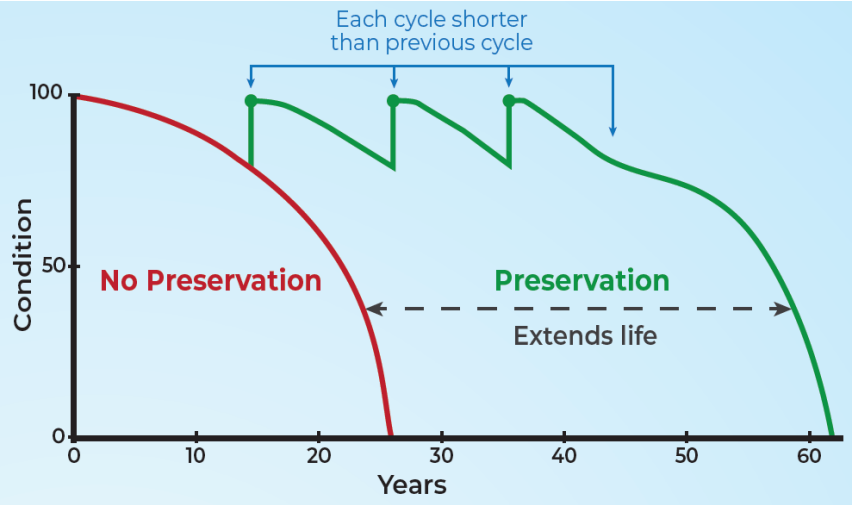
- Continue to plan for and pursue policies to improve and expand bicycle and pedestrian networks and accessibility in downtown areas and near employment centers.
- Create connections to close gaps in the regional trail network.
- Pursue funding for implementation of dedicated bicycle lanes.
- Facilitate inter-County collaboration to help guide bicycle and pedestrian planning efforts at a local level.
- Develop and adopt the MPO's Complete Streets policy (Appendix J).
- Implement the recommendations of the Bicycle and Pedestrian Study for the Central Business Districts of Scranton and Wilkes-Barre.

Freight

- Develop a regional freight plan that would address the need for improving rail access to industrial parks and identify solutions to address truck parking needs, among others.
- Implement congestion mitigation measures in areas where traffic is impeding the flow of freight.
- Continue to pursue funding for roadways designated as CUFCs and CRFCs.
- Support freight corridor improvements and intermodal connections with Wilkes-Barre/Scranton International Airport.

Transportation Asset Management

- Address backlog of bridges that are closed or weight- restricted (posted).
- Prioritize maintenance roadway pavements in a state of good repair.
- Assist and/or educate municipal officials in the financing of local bridge needs.
- Plan and program projects based on **Lowest Life Cycle Cost**, as opposed to a "worst first" approach.



Lowest Life Cycle Cost *is a process designed to maximize the life of an asset at the lowest cost through a risk-based prioritization of preservation, rehabilitation, and reconstruction. It promotes the right treatment at the right time (with an emphasis on preservation) rather than focusing too heavily on assets in poor condition (e.g., worst-first).*

Highway/Bridge

- Focus on long-term roadway infrastructure maintenance.
- Continue efforts on upgrading and maintaining linkages to the Interstate Highway System.
- Continue to support linking I-81 and I-476 to create the Scranton Beltway and help ease congestion on I-81.
- Implement strategies to mitigate congestion in target locations.
- Improve clearing of traffic incidents and first responder response time.
- Identify pre-established detours for use during incidents on the Interstate.
- Increase wayfinding and signage for new pre-established detour routes.
- Elevate Interstate highways as a regional funding priority.
- Address truck parking needs on Interstates.
- Develop a process to collect and analyze the data conditions and operational functions of the locally-owned Federal-Aid system.
- Build on existing relationships with local municipalities to educate and advocate for the conditions and needs of the locally-owned Federal-Aid system. (These roadways are shown in the accompanying map and detailed in Appendix I.)

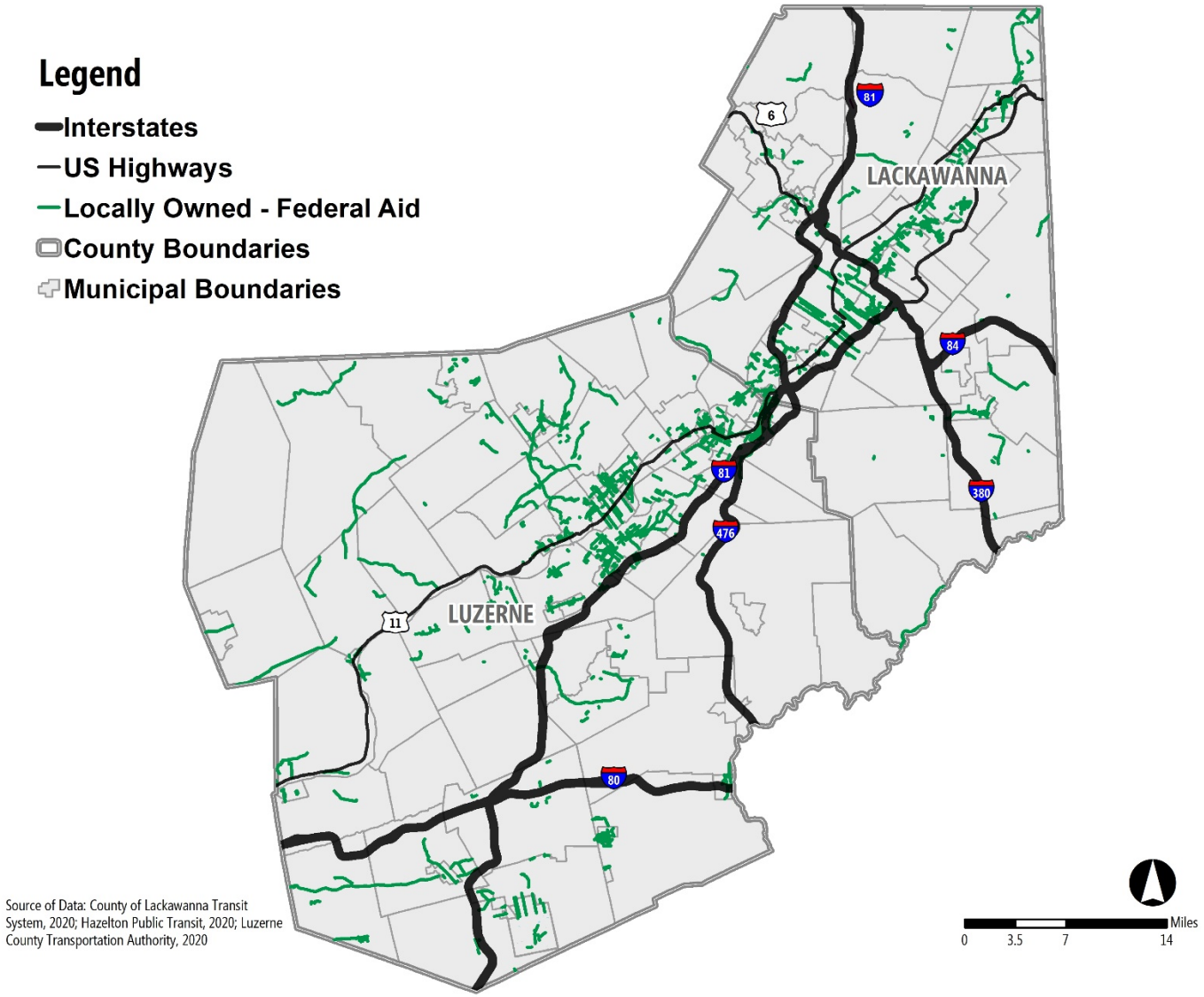
Transit and Other Multimodal

- Improve transit connections to the region's key employment centers and industrial parks.
- Support improvements and expansions of fixed-route and human services transportation.
- Continue to explore and support potential BRT and light rail service initiatives.
- Continue to explore and support reinstituting passenger rail service between Scranton and New York City/Hoboken
- Encourage continued coordination between COLTS, LCTA, and HPT.
- Support regional ride-sharing programs and services.

Environmental

- Coordinate with the Fish and Wildlife Service on T&E species as projects are identified. These include Northeastern bulrush, northern long-eared bat, Indiana bat, and bald eagle.
- Add data layers to the LLTS MPO's inventory, including: important bird areas, important mammal areas, and bald eagle nest/buffer zones.
- Use PA Natural Heritage Area data for inclusion in future environmental buffer analyses.
- Coordinate with the Pennsylvania Game Commission (PGC) Northeast Region office in funding a State Game Land Bank in the Lackawanna/Luzerne region. Once a bank is established, the debit process is very streamlined.
- Consider the PA Watershed Resource Registry during project planning phases for site selection. This is an online tool that can help with screening for potential mitigation sites (see https://watershedresourcesregistry.org/states/pennsylvania.html).

Locally-owned Roadway on the Federal-aid System



APPENDIX A – PROJECT LISTING

County	S.R.	Project	Project Title	Phase	Area	Year	Fed.	St.	Totals
Lackawanna		57729	Scranton-NYC RR Line Item	P	HRST	2021	STU		10,000
Lackawanna		67085	T437 College Av Marcomis	F	BRDG	2021	BOF	185	350,000
Lackawanna		67085	T437 College Av Marcomis	C	BRDG	2021	BOF	185	2,160,000
Lackawanna		70194	FAS-Loc, Lackawanna Co.	C	HRST	2024	STU		1,600,000
Lackawanna		73300	LLTS Highway Reserve	C	HRST	2029	STP		5,608,208
Lackawanna		73300	LLTS Highway Reserve	C	TENH	2029	TAU		3,794,000
Lackawanna		73300	LLTS Highway Reserve	C	HRST	2029	NHPP	581	12,977,419
Lackawanna		73300	LLTS Highway Reserve	C	BRDG	2029	BOF		867,536
Lackawanna		73300	LLTS Highway Reserve	C	HRST	2029	STU		7,950,688
Lackawanna		73300	LLTS Highway Reserve	C	SAMI	2029			22,470,000
Lackawanna		73300	LLTS Highway Reserve	C	BRDG	2029	STP	185	7,557,867
Lackawanna		73359	Lck Co 'K' Rts Line Item	C	HRST	2024	STU		1,600,000
Lackawanna		74716	Dunmore Boro 5 Leg	C	SAMI	2021	STU		400,000
Lackawanna		84388	LLTS Bridge Review	C	BRDG	2021	NHPP	185	100,000
Lackawanna		86914	LLTS Project Delivery	P	HRST	2021	NHPP	581	100,000
Lackawanna		95487	Bridge Preservation	C	BRDG	2024	NHPP	185	2,800,000
Lackawanna		113985	Guiderail Mash Upgrades - LLTS	C	HRST	2028			2,500,000
Lackawanna		113985	Guiderail Mash Upgrades - LLTS	C	SAMI	2024	NHPP	581	400,000
Lackawanna		114152	Asset Management Phase 1	C	BRDG	2021		185	200,000
Lackawanna		114152	Asset Management Phase 1	C	HRST	2029			6,500,000
Lackawanna		114152	Asset Management Phase 1	C	HRST	2029		581	710,750
Lackawanna		114155	Asset Management Phase 3	C	BRDG	2023		185	1,000,000
Lackawanna		114155	Asset Management Phase 3	C	HRST	2029			6,500,000
Lackawanna		114155	Asset Management Phase 3	C	HRST	2029		581	1,500,000
Lackawanna		114156	Asset Management Phase 4	C	HRST	2029		581	8,900,000
Lackawanna		114156	Asset Management Phase 4	C	HRST	2029			100,000
Lackawanna		111472	Lack River Heritage Trail to Steamtown Ped Bridge	+C	TENH	2022	TAP		1,000,000
Lackawanna		111112	Archbald Corridor	+C	SAMI	2024	RRX		629,000
Lackawanna		111466	Keystone College Pedestrian and Trail Connections	C	TENH	2023	TAP		917,815
Lackawanna		111467	Lackawanna River Heritage Trail-Marvine Section	C	TENH	2022	TAU		633,000

County	S.R.	Project	Project Title	Phase	Area	Year	Fed.	St.	Totals
Lackawanna		111469	Dickson City Main Street; Enterprise Street Imp	+C	TENH	2022	TAP		991,100
Lackawanna	6	61813	SR 6 (Robert P. Casey Highway) to SR 6006	C	HRST	2025	NHPP	581	35,500,000
Lackawanna	6	114268	SR 6 Drainage	P	BRDG	2024	NHPP	185	600,000
Lackawanna	11	95454	US 11 over Railroad	C	BRDG	2022	NHPP	185	900,000
Lackawanna	11	100540	Group 4-18-ST 10	C	HRST	2025	STU	581	2,000,000
Lackawanna	81	114919	Interstate 81 Cable Median Barrier	P	SAMI	2021	HSIP		350,000
Lackawanna	81	95263	Drinker St NB Exit Signal	+C	SAMI	2021	HSIP		550,000
Lackawanna	84	114917	Interstate 84 Cable Median Barrier	P	SAMI	2021	HSIP		350,000
Lackawanna	106	102096	Group 4-21-ST 1	C	HRST	2024	STP	581	2,000,000
Lackawanna	107	67227	SR 107 over Branch Tunkhannock Creek	F	BRDG	2022	STU	185	200,000
Lackawanna	107	67227	SR 107 over Branch Tunkhannock Creek	C	BRDG	2023	STU	185	425,000
Lackawanna	247	115580	SR 247 and SR 106 Safety Improvement	P	SAMI	2021	HSIP		500,000
Lackawanna	247	106681	SR 247 Expand Jessup Borough Park and Ride	+P	HRST	2023	STU		100,000
Lackawanna	307	67203	SR 307 over Williams Bridge Reservoir	F	BRDG	2021	STU	185	350,000
Lackawanna	307	67203	SR 307 over Williams Bridge Reservoir	C	BRDG	2022	STU	185	1,700,000
Lackawanna	307	8312	SR 307 over Green Run	C	BRDG	2021		185	1,000,000
Lackawanna	307	8238	SR 307 over Interstate 380	P	BRDG	2021	STP	185	300,000
Lackawanna	307	8238	SR 307 over Interstate 380	C	BRDG	2026			3,000,000
Lackawanna	307	115573	SR 307 and Winola Road Safety Improvement	P	SAMI	2021	HSIP		500,000
Lackawanna	347	105173	Main St Corridor Ph IIIA Traffic Signals	U	HRST	2021	NHPP		52,000
Lackawanna	348	94567	SR 348 Intersection Improvement	C	SAMI	2022	HSIP	581	1,800,000
Lackawanna	407	8242	SR 407 over Lackawanna Lake	C	BRDG	2024	STP	185	3,000,000
Lackawanna	435	97930	SR 435 over Interstate 84	F	BRDG	2022	STP	185	350,000
Lackawanna	435	97930	SR 435 over Interstate 84	C	BRDG	2025			2,500,000
Lackawanna	435	8191	SR 435 over Lackawanna County Railroad Authority	P	BRDG	2021	STU	185	350,000
Lackawanna	435	8191	SR 435 over Lackawanna County Railroad Authority	F	BRDG	2024	STP	185	300,000
Lackawanna	435	8191	SR 435 over Lackawanna County Railroad Authority	C	BRDG	2027			5,000,000
Lackawanna	435	109778	SR 435 over Roaring Brook	F	BRDG	2022	STP	185	300,000
Lackawanna	435	109778	SR 435 over Roaring Brook	C	BRDG	2028			3,000,000
Lackawanna	438	102117	Group 4-22-ST 1	C	HRST	2024	STP	581	2,000,000
Lackawanna	438	8245	SR 438 over South Branch Tunkhannock Creek	P	BRDG	2021	STP	185	100,000
Lackawanna	438	8245	SR 438 over South Branch Tunkhannock Creek	C	BRDG	2023	STU	185	600,000
Lackawanna	524	101999	Group 4-20-ST 1	C	HRST	2025			5,000,000
Lackawanna	590	102012	Group 4-22-ST 1	C	HRST	2023	STU	581	2,000,000

County	S.R.	Project	Project Title	Phase	Area	Year	Fed.	St.	Totals
Lackawanna	632	100487	SR 632 over Tributary Lily Lake	F	BRDG	2025			300,000
Lackawanna	632	100487	SR 632 over Tributary Lily Lake	C	BRDG	2023	STP	185	1,250,000
Lackawanna	632	96719	SR 632 over Ackerly Creek	F	BRDG	2022	STU	185	250,000
Lackawanna	632	96719	SR 632 over Ackerly Creek	C	BRDG	2023	STU	185	600,000
Lackawanna	632	113723	Roadway Improvements SR 632	F	HCON	2022		581	225,000
Lackawanna	632	113723	Roadway Improvements SR 632	U	HCON	2022		581	50,000
Lackawanna	632	113723	Roadway Improvements SR 632	R	HCON	2022		581	100,000
Lackawanna	632	113723	Roadway Improvements SR 632	C	HCON	2024		581	2,275,000
Lackawanna	690	8174	SR 690 over Van Brunt Creek	P	BRDG	2021	STP	185	502,400
Lackawanna	690	8174	SR 690 over Van Brunt Creek	F	BRDG	2024	STU	185	338,690
Lackawanna	690	8174	SR 690 over Van Brunt Creek	R	BRDG	2024		185	50,000
Lackawanna	690	8174	SR 690 over Van Brunt Creek	C	BRDG	2025			1,000,000
Lackawanna	690	102092	Group 4-20-ST 1	C	HRST	2026			2,000,000
Lackawanna	1005	102061	SR 11; SR 1005; SR 6006 Paving	C	HRST	2027			2,000,000
Lackawanna	1012	102004	Group 4-16-ST 7	C	HRST	2026			2,000,000
Lackawanna	1013	101984	Group 4-15-ST 7	C	HRST	2028			2,000,000
Lackawanna	1015	68836	SR 1015 over I-81	P	BRDG	2025			300,000
Lackawanna	1015	68836	SR 1015 over I-81	C	BRDG	2029			5,000,000
Lackawanna	2013	79521	SR 2013 over Meadow Brook	P	BRDG	2022	BOF	185	390,580
Lackawanna	2013	79521	SR 2013 over Meadow Brook	F	BRDG	2023	BOF	185	300,000
Lackawanna	2013	79521	SR 2013 over Meadow Brook	R	BRDG	2024		185	49,500
Lackawanna	2013	79521	SR 2013 over Meadow Brook	C	BRDG	2025			1,500,000
Lackawanna	2107	112288	SR 2107 over I-81 NB & SB	P	BRDG	2022	BOF	185	250,000
Lackawanna	3002	97020	SR 3002 over Gardner Creek	C	BRDG	2022	STP	185	1,000,000
Lackawanna	3006	8308	SR 3006 over Gardner Creek	F	BRDG	2022	BOF	185	300,000
Lackawanna	3006	8308	SR 3006 over Gardner Creek	C	BRDG	2026			1,000,000
Lackawanna	3012	8156	SR 3012 over Keyser Creek	C	BRDG	2021		185	750,000
Lackawanna	3013	102866	SR 3013 Main Street Signal Corridor	+C	SAMI	2025	HSIP		2,750,000
Lackawanna	3013	102866	SR 3013 Main Street Signal Corridor	+C	SAMI	2025	STU		3,500,000
Lackawanna	3014	106131	SR 3014 Dalton Street Railroad Lights /Gates	+C	SAMI	2024	RRX		300,000
Lackawanna	3015	8230	SR 3015 over Lackawanna River	C	BRDG	2023	STP	185	2,800,000
Lackawanna	3017	8182	SR 3017 over Lackawanna River	P	BRDG	2021	STP	185	400,000
Lackawanna	3017	8182	SR 3017 over Lackawanna River	+F	BRDG	2024	STP	185	365,700
Lackawanna	3017	8182	SR 3017 over Lackawanna River	R	BRDG	2024		185	45,000

County	S.R.	Project	Project Title	Phase	Area	Year	Fed.	St.	Totals
Lackawanna	3017	8182	SR 3017 over Lackawanna River	C	BRDG	2025			1,000,000
Lackawanna	3017	106134	SR 3017 Main Street Railroad Lights /Gates	+C	SAMI	2024	RRX		300,000
Lackawanna	3020	8384	SR 3020 over Lackawanna County Rail Authority	P	HRST	2021	STP	185	637,890
Lackawanna	3020	8384	SR 3020 over Lackawanna County Rail Authority	F	BRDG	2024	STU	185	464,115
Lackawanna	3020	8384	SR 3020 over Lackawanna County Rail Authority	R	BRDG	2024		185	50,500
Lackawanna	3020	8384	SR 3020 over Lackawanna County Rail Authority	C	BRDG	2027			5,000,000
Lackawanna	3023	67199	SR 3023 over Roaring Brook	P	BRDG	2021	NHPP	185	400,000
Lackawanna	3023	67199	SR 3023 over Roaring Brook	F	BRDG	2023	NHPP	185	437,000
Lackawanna	3023	67199	SR 3023 over Roaring Brook	R	BRDG	2024		185	45,000
Lackawanna	3023	67199	SR 3023 over Roaring Brook	C	BRDG	2026			6,000,000
Lackawanna	4005	68853	SR 4005 over D&H RR	C	BRDG	2023		185	2,740,000
Lackawanna	4011	67234	SR 4011 over South Branch Tunkannock Creek	P	BRDG	2025			400,000
Lackawanna	4011	67234	SR 4011 over South Branch Tunkannock Creek	C	BRDG	2029			1,000,000
Lackawanna	4023	97932	SR 4023 over Spillway Griffin Reservoir	F	BRDG	2022	BOF	185	300,000
Lackawanna	4023	97932	SR 4023 over Spillway Griffin Reservoir	C	BRDG	2023	BOF	185	750,000
Lackawanna	4026	114323	SR 4026 over Norfolk Southern Railroad	C	BRDG	2021		185	1,050,000
Lackawanna	4036	100499	SR 4036 over Branch Falls Creek	R	BRDG	2021	STU		64,000
Lackawanna	4036	100499	SR 4036 over Branch Falls Creek	C	BRDG	2022	STU	185	375,000
Lackawanna	6006	90260	SR 6006 over Lackawanna River	P	BRDG	2023	NHPP	185	500,000
Lackawanna	6006	90260	SR 6006 over Lackawanna River	C	BRDG	2029			3,000,000
Lackawanna	6006	112436	SR 6006 over Racketbrook	C	BRDG	2024	NHPP	185	2,500,000
Lackawanna	6011	84368	SR 6011 Green Ridge Street over Lackawanna River	F	BRDG	2021	NHPP	185	425,000
Lackawanna	6011	84368	SR 6011 Green Ridge Street over Lackawanna River	C	BRDG	2026	NHPP	185	5,600,000
Lackawanna	7301	8040	6th Ave.Bridge,Carbondale	C	BRDG	2026			2,000,000
Lackawanna	7302	7764	West Lackawanna Ave. Bridge over Conrail Railroad	F	BRDG	2023	STU	185	150,000
Lackawanna	7302	7764	West Lackawanna Ave. Bridge over Conrail Railroad	C	BRDG	2024	STU	185	1,000,000
Lackawanna	7302	80797	Parker Street Bridge over Lackawanna River	P	BRDG	2024	BOF	185	350,000
Lackawanna	7302	80797	Parker Street Bridge over Lackawanna River	F	BRDG	2026			300,000
Lackawanna	7302	80797	Parker Street Bridge over Lackawanna River	C	BRDG	2029			2,000,000
Lackawanna	7302	106314	Elm Street Bridge over Lackawanna River	P	BRDG	2023	BOF	185	350,000
Lackawanna	7302	106314	Elm Street Bridge over Lackawanna River	F	BRDG	2024	BOF	185	300,000
Lackawanna	7302	106314	Elm Street Bridge over Lackawanna River	C	BRDG	2029			5,000,000
Lackawanna	7302	7911	North Main Avenue Bridge over Leggetts Creek	P	BRDG	2023	NHPP	185	300,000
Lackawanna	7302	7911	North Main Avenue Bridge over Leggetts Creek	F	BRDG	2024	NHPP	185	300,000

County	S.R.	Project	Project Title	Phase	Area	Year	Fed.	St.	Totals
Lackawanna	7302	7911	North Main Avenue Bridge over Leggetts Creek	C	BRDG	2029			1,500,000
Lackawanna	7401	67170	Goers Hill Bridge No. 3 over White Oak Run	P	BRDG	2023	BOF	185	450,000
Lackawanna	7401	67170	Goers Hill Bridge No. 3 over White Oak Run	F	BRDG	2024	BOF	185	300,000
Lackawanna	7401	67170	Goers Hill Bridge No. 3 over White Oak Run	C	BRDG	2029			5,000,000
Lackawanna	8001	8256	SR 8001 ramp over Route 11	P	BRDG	2021	NHPP	185	700,000
Lackawanna	8001	8256	SR 8001 ramp over Route 11	F	BRDG	2025			500,000
Lackawanna	8001	8256	SR 8001 ramp over Route 11	C	BRDG	2029			7,000,000
Lackawanna	8002	92949	Tigue Street Park N Ride	+C	SAMI	2023	STU		1,500,000
Lackawanna	8008	8257	SR 8008 over I-84 / I-380	C	BRDG	2021	NHPP	185	1,000,000
Lackawanna	8015	69210	SR 8015 over Leggett's Creek	F	BRDG	2021	NHPP	185	300,000
Lackawanna	8015	69210	SR 8015 over Leggett's Creek	C	BRDG	2024	NHPP	185	2,750,000
Lackawanna	8025	106664	SR 8025 over Roaring Brook and Service Road	P	BRDG	2021	NHPP	185	493,350
Lackawanna	8025	106664	SR 8025 over Roaring Brook and Service Road	F	BRDG	2023	NHPP	185	489,900
Lackawanna	8025	106664	SR 8025 over Roaring Brook and Service Road	R	BRDG	2024		185	45,000
Lackawanna	8025	106664	SR 8025 over Roaring Brook and Service Road	C	BRDG	2028			5,000,000
Lackawanna	8041	69172	SR 8041 over SR 11	C	BRDG	2021	NHPP	185	1,000,000
								Subtotal:	**288,563,008**
Luzerne		82906	FAS-Loc, Luzerne Co.		HRST		STU		1,600,000
Luzerne		95494	K-Route Luzerne County	C	HRST	2024	STU		1,600,000
Luzerne		113980	MS4 Projects - LLTS	C	HCON	2022		581	500,000
Luzerne		113980	MS4 Projects - LLTS	C	HRST	2021	STP	581	300,000
Luzerne		113981	MS4 Inspections - LLTS	C	HRST	2021	STP	581	140,000
Luzerne		8608	Hillside-Huntsville CR 16	C	HRST	2021	STU		100,000
Luzerne		106324	Commerce Boulevard Crossing	+C	SAMI	2024	RRX		300,000
Luzerne		111134	C and H Corridor	+C	SAMI	2025	RRX		500,000
Luzerne		111473	Pittston North Main Street Streetscape	+C	TENH	2022	TAP		999,897
Luzerne	11	102570	Federal Aid Paving 4-20-FP4	C	HRST	2026			2,000,000
Luzerne	11	102095	Group 4-21-ST 1	C	HRST	2023	NHPP	581	2,000,000
Luzerne	11	114153	Asset Management Phase 2	C	HRST	2029		581	7,110,750
Luzerne	11	114153	Asset Management Phase 2	C	HRST	2029			100,000
Luzerne	11	93931	SR 11 over SR 2037, Susquehanna River and RR	P	BRDG	2021	NHPP		955,000
Luzerne	11	93931	SR 11 over SR 2037, Susquehanna River and RR	F	BRDG	2021		185	3,000,000
Luzerne	11	93931	SR 11 over SR 2037, Susquehanna River and RR	C	BRDG	2029			35,000,000
Luzerne	11	93931	SR 11 over SR 2037, Susquehanna River and RR	C	BRDG	2029			15,000,000

County	S.R.	Project	Project Title	Phase	Area	Year	Fed.	St.	Totals
Luzerne	11	67434	SR 11 over Railroad and Mill Creek	+C	BRDG	2021	NHPP		1,650,000
Luzerne	11	84301	SR 11 over Abraham's Creek	P	BRDG	2029			350,000
Luzerne	11	67296	SR 11 over Hunlock Creek	P	BRDG	2021	STP		350,000
Luzerne	11	67296	SR 11 over Hunlock Creek	F	BRDG	2024	STP	185	300,000
Luzerne	11	67296	SR 11 over Hunlock Creek	C	BRDG	2025			2,000,000
Luzerne	29	101386	SR 29 over Pikes Creek	P	BRDG	2021	STP	185	400,000
Luzerne	29	101386	SR 29 over Pikes Creek	F	BRDG	2024	STP	185	300,000
Luzerne	29	101386	SR 29 over Pikes Creek	C	BRDG	2025			1,500,000
Luzerne	29	69228	SR 29 over New Commerce Boulevard	P	BRDG	2021		185	450,000
Luzerne	29	69228	SR 29 over New Commerce Boulevard	C	BRDG	2028			2,500,000
Luzerne	81	85008	Blackman St SB Ramp	+C	SAMI	2026	NHPP	581	6,010,000
Luzerne	81	85008	Blackman St SB Ramp	+C	SAMI	2026	HSIP		500,000
Luzerne	92	67471	SR 92 over Lewis Creek	F	BRDG	2022	STP	185	300,000
Luzerne	92	67471	SR 92 over Lewis Creek	R	BRDG	2021		581	135,000
Luzerne	92	67471	SR 92 over Lewis Creek	C	BRDG	2024	STP	185	1,000,000
Luzerne	115	101479	SR 115 Pipe Replacement	P	HRST	2021	NHPP	581	450,000
Luzerne	115	101479	SR 115 Pipe Replacement	C	HRST	2027			2,500,000
Luzerne	115	9128	SR 115 over I-81	+C	BRDG	2023	NHPP	185	28,191,512
Luzerne	115	67304	SR 115 over Reading Blue Mt and Northern Railroad	P	BRDG	2021	NHPP		350,000
Luzerne	115	67304	SR 115 over Reading Blue Mt and Northern Railroad	F	BRDG	2026			300,000
Luzerne	115	67304	SR 115 over Reading Blue Mt and Northern Railroad	C	BRDG	2029			3,000,000
Luzerne	118	102088	Group 4-19-ST 2	C	HRST	2026			2,000,000
Luzerne	118	68918	SR 118 over Tributary Huntsville Reservoir	C	BRDG	2022		185	200,000
Luzerne	118	92444	Cooks Store Intersection	+F	SAMI	2022	HSIP		551,000
Luzerne	118	92444	Cooks Store Intersection	+U	SAMI	2022	HSIP		40,000
Luzerne	118	92444	Cooks Store Intersection	+R	SAMI	2022	HSIP		150,000
Luzerne	118	92444	Cooks Store Intersection	+C	SAMI	2025	HSIP		2,600,000
Luzerne	239	105164	SR 239 Safety Improvements	+C	SAMI	2025	HSIP		1,500,000
Luzerne	239	110085	SR 239 over Pine Creek	P	BRDG	2021	STP		545,000
Luzerne	239	110085	SR 239 over Pine Creek	F	BRDG	2023	STU	185	300,000
Luzerne	239	110085	SR 239 over Pine Creek	C	BRDG	2025			2,000,000
Luzerne	239	68933	SR 239 over Branch Huntington Creek	C	BRDG	2022	STP	185	700,000
Luzerne	309	9174	SR 309 over Branch Fern Creek	C	BRDG	2021	NHPP	185	550,000
Luzerne	309	115571	SR 309 and SR 2045 Safety Improvement	P	SAMI	2021	HSIP		500,000

County	S.R.	Project	Project Title	Phase	Area	Year	Fed.	St.	Totals
Luzerne	309	112827	SR 309 over Pine Run Bridge Preservation	C	BRDG	2022		581	665,902
Luzerne	309	112828	SR 309 over Toby Creek Bridge Preservation	C	BRDG	2022		581	466,652
Luzerne	309	112829	SR 309 over Toby Creek Bridge Preservation	C	BRDG	2022		581	478,305
Luzerne	309	93038	Union St @ 309 Park-N-Ride	+P	HRST	2023	STU		100,000
Luzerne	309	93006	SR 309 over Nescopeck Ck	C	BRDG	2024		185	2,100,000
Luzerne	309	93006	SR 309 over Nescopeck Ck	C	BRDG	2024	STU	581	3,400,000
Luzerne	309	97942	SR 309 over Toby Creek 1	F	BRDG	2023	NHPP	185	350,000
Luzerne	309	97942	SR 309 over Toby Creek 1	C	BRDG	2028			6,500,000
Luzerne	309	97943	SR 309 over Toby Creek 2	F	BRDG	2023	NHPP	185	350,000
Luzerne	309	97943	SR 309 over Toby Creek 2	C	BRDG	2026			3,500,000
Luzerne	309	67417	SR 309 over Wilkes Barre Boulevard	P	BRDG	2021	NHPP	185	400,000
Luzerne	309	67417	SR 309 over Wilkes Barre Boulevard	C	BRDG	2025	NHPP	185	3,000,000
Luzerne	309	79594	SR 309 over SR 2022	C	BRDG	2021	NHPP	185	1,500,000
Luzerne	309	56623	SR 309 over Toby Creek	F	BRDG	2021	NHPP	185	500,000
Luzerne	309	56623	SR 309 over Toby Creek	+C	BRDG	2025	NHPP	185	6,500,000
Luzerne	309	97941	SR 309 over SR 8039 Ramp A	F	BRDG	2023	NHPP	185	750,000
Luzerne	309	97941	SR 309 over SR 8039 Ramp A	C	BRDG	2029			8,000,000
Luzerne	309	67366	SR 309 over SR 2022 and Railroad	+P	BRDG	2021	NHPP	185	425,000
Luzerne	309	67366	SR 309 over SR 2022 and Railroad	C	BRDG	2029			7,000,000
Luzerne	309	67283	SR 309 over Leonards Creek	P	BRDG	2021	STU	581	570,100
Luzerne	309	67283	SR 309 over Leonards Creek	F	BRDG	2025			300,000
Luzerne	309	67283	SR 309 over Leonards Creek	C	BRDG	2027			1,500,000
Luzerne	309	114271	SR 309 over Susquehanna River	P	BRDG	2028			1,000,000
Luzerne	309	64481	Butler Twp. Park & Ride	+C	SAMI	2022	STU		100,000
Luzerne	309	110327	SR 309 Signal Corridor	F	SAMI	2021	HSIP		315,000
Luzerne	309	110327	SR 309 Signal Corridor	+C	SAMI	2023	HSIP		2,363,000
Luzerne	315	9181	SR 315 over Tributary Gardners Creek	C	BRDG	2022	STP	185	700,000
Luzerne	315	67491	SR 315 over Reading Blue Mt and Northern Railroad	P	BRDG	2021		185	450,000
Luzerne	315	67491	SR 315 over Reading Blue Mt and Northern Railroad	C	BRDG	2027			2,500,000
Luzerne	339	104265	SR 339 Reconstruction	+C	HRST	2023		581	2,641,000
Luzerne	415	114269	SR 415 over Toby Creek	P	BRDG	2024	STP	185	350,000
Luzerne	415	114269	SR 415 over Toby Creek	F	BRDG	2026			300,000
Luzerne	415	114269	SR 415 over Toby Creek	C	BRDG	2029			2,000,000
Luzerne	424	70467	Extension of SR 424 to SR 924	+C	HCON	2024	STU		6,850,000

County	S.R.	Project	Project Title	Phase	Area	Year	Fed.	St.	Totals
Luzerne	424	70467	Extension of SR 424 to SR 924	+C	HCON	2024	STP	581	15,700,000
Luzerne	437	101927	SR 437 over Railroad	P	BRDG	2021	STU	185	100,000
Luzerne	437	101927	SR 437 over Railroad	C	BRDG	2026			1,000,000
Luzerne	487	102005	Group 4-16-ST 8	C	HRST	2027			5,000,000
Luzerne	502	73739	SR 502 over Trout Creek Bridge Preservation	C	BRDG	2021		185	300,000
Luzerne	924	67456	TR 924 Over Conrail, Hazle	F	BRDG	2021	NHPP	185	750,000
Luzerne	924	67456	TR 924 Over Conrail, Hazle	C	BRDG	2024	NHPP	185	2,750,000
Luzerne	924	9084	SR 924 over SR 81	P	BRDG	2021	NHPP	185	425,000
Luzerne	924	9084	SR 924 over SR 81	C	BRDG	2024	NHPP	185	4,000,000
Luzerne	1005	100508	SR 1005 over Becker's Creek	F	BRDG	2022	STU	185	250,000
Luzerne	1005	100508	SR 1005 over Becker's Creek	C	BRDG	2023	STU	185	200,000
Luzerne	1008	102563	Federal Aid Paving 4-20-FP1	C	HRST	2025			2,000,000
Luzerne	1012	96721	SR 1012 over Tributary Harvey's Creek	F	BRDG	2021	STU	185	300,000
Luzerne	1012	96721	SR 1012 over Tributary Harvey's Creek	C	BRDG	2022	STU	185	450,000
Luzerne	1012	57671	SR 1012 over Harvey's Creek Bridge	F	BRDG	2021	STU	185	300,000
Luzerne	1012	57671	SR 1012 over Harvey's Creek Bridge	C	BRDG	2022	STU	185	500,000
Luzerne	1012	68966	SR 1012 over Branch Harvey's Creek	C	BRDG	2022	STP	185	1,100,000
Luzerne	1014	68977	SR 1014 Overbrook over SR 309	P	BRDG	2021	STP	581	574,010
Luzerne	1014	68977	SR 1014 Overbrook over SR 309	F	BRDG	2024	STP	185	300,000
Luzerne	1014	68977	SR 1014 Overbrook over SR 309	C	BRDG	2028			2,000,000
Luzerne	1025	89712	SR 1025 over Hicks Creek	P	BRDG	2021		185	350,000
Luzerne	1025	89712	SR 1025 over Hicks Creek	F	BRDG	2022		185	350,000
Luzerne	1025	89712	SR 1025 over Hicks Creek	C	BRDG	2023		185	1,000,000
Luzerne	1032	101988	Group 4-15-ST 8	C	HRST	2025			2,000,000
Luzerne	1036	9024	SR 1036 over Leonards Creek	P	BRDG	2021	STP	185	400,000
Luzerne	1036	9024	SR 1036 over Leonards Creek	C	BRDG	2022	STU	185	750,000
Luzerne	1036	101388	SR 1036 over Abrahams Creek	P	BRDG	2021	STU	185	425,000
Luzerne	1036	101388	SR 1036 over Abrahams Creek	C	BRDG	2028			650,000
Luzerne	1043	113696	SR 1043/SR 1014 Pioneer Road Pipe Replacement	C	HRST	2023	STP		975,000
Luzerne	1044	96722	SR 1044 over Abraham's Creek	F	BRDG	2022	STP	185	200,000
Luzerne	1044	96722	SR 1044 over Abraham's Creek	C	BRDG	2023	STP	185	1,100,000
Luzerne	1048	68992	SR 1048 over Harvey's Creek	F	BRDG	2021	BOF	185	300,000
Luzerne	1048	68992	SR 1048 over Harvey's Creek	R	BRDG	2021		185	90,000
Luzerne	1048	68992	SR 1048 over Harvey's Creek	C	BRDG	2022	BOF	185	1,000,000

County	S.R.	Project	Project Title	Phase	Area	Year	Fed.	St.	Totals
Luzerne	1050	9175	SR 1050 over Toby Creek	C	BRDG	2022	BOF	185	750,000
Luzerne	1415	67291	SR 1415 over Tributary Harvey's Lake Creek	P	BRDG	2021		185	100,000
Luzerne	1415	67291	SR 1415 over Tributary Harvey's Lake Creek	C	BRDG	2028			750,000
Luzerne	2002	102030	SR 2002 (San Souci Parkway) Reconstruction	+F	HCON	2026			2,500,000
Luzerne	2002	102030	SR 2002 (San Souci Parkway) Reconstruction	C	HCON	2029			24,000,000
Luzerne	2002	74761	Nanticoke Streetscape	+C	TENH	2021	SXF		100,000
Luzerne	2002	67408	SR 2002 over Warrior Creek	P	BRDG	2021	NHPP	185	60,000
Luzerne	2002	67408	SR 2002 over Warrior Creek	F	BRDG	2023	NHPP	185	300,000
Luzerne	2002	67408	SR 2002 over Warrior Creek	C	BRDG	2027			3,000,000
Luzerne	2005	8999	SR 2005 over Bowman Spring Run	P	BRDG	2021	NHPP	185	100,000
Luzerne	2005	8999	SR 2005 over Bowman Spring Run	C	BRDG	2023	NHPP	185	550,000
Luzerne	2005	114275	SR 2005 over Susquehanna River	P	BRDG	2024	STU	185	200,000
Luzerne	2005	102116	SR 2005 Reconstruction	P	HRST	2023	NHPP	581	400,000
Luzerne	2005	102116	SR 2005 Reconstruction	F	HCON	2025			300,000
Luzerne	2005	102116	SR 2005 Reconstruction	C	HCON	2028			7,500,000
Luzerne	2007	111478	Wilkes University Pedestrian Safety Imp PH III	+C	TENH	2023	TAU		360,000
Luzerne	2007	111478	Wilkes University Pedestrian Safety Imp PH III	+C	TENH	2023	TAP		1,156,616
Luzerne	2007	93104	SR 2007 over Branch Spring Run Creek	C	BRDG	2022	STP	185	800,000
Luzerne	2007	114276	SR 2007 over Railroad and Local Streets	S	BRDG	2025			300,000
Luzerne	2010	102000	SR 2010, SR 1036, SR 3024 Bridge Preservation	P	BRDG	2021		185	100,000
Luzerne	2010	102000	SR 2010, SR 1036, SR 3024 Bridge Preservation	C	BRDG	2028			1,000,000
Luzerne	2010	114277	SR 2010 over Pocono Northeast Railroad	P	BRDG	2025			250,000
Luzerne	2015	102007	SR 2015 / 2004 Intersection Improvement	C	HRST	2021		581	1,200,000
Luzerne	2017	103196	CP Pittston / Dupont Corridor	+C	SAMI	2022	RRX		977,505
Luzerne	2019	101928	Group 4-15-ST 2	C	HRST	2026			5,000,000
Luzerne	2019	69001	SR 2019 over Interstate 81	P	BRDG	2025			400,000
Luzerne	2019	69001	SR 2019 over Interstate 81	C	BRDG	2025			1,150,000
Luzerne	2026	9006	SR 2026 over Gardner's Creek	P	BRDG	2021	STU	185	450,000
Luzerne	2026	9006	SR 2026 over Gardner's Creek	C	BRDG	2027			1,000,000
Luzerne	2027	106127	SR 2027 McAlpine Street over Mill Creek	+C	SAMI	2023	RRX		300,000
Luzerne	2031	106130	SR 2031 Stephenson Street Railroad Lights /Gates	+C	SAMI	2021	RRX		135,000
Luzerne	2035	8741	SR 2035 Suscon Road over Bear Creek	P	BRDG	2022	BOF	185	300,000
Luzerne	2035	8741	SR 2035 Suscon Road over Bear Creek	F	BRDG	2023	BOF	185	250,000
Luzerne	2035	8741	SR 2035 Suscon Road over Bear Creek	C	BRDG	2027			1,000,000

County	S.R.	Project	Project Title	Phase	Area	Year	Fed.	St.	Totals
Luzerne	2040	94303	SR 2040 over Kendall Creek	P	BRDG	2025			400,000
Luzerne	2040	94303	SR 2040 over Kendall Creek	C	BRDG	2029			1,000,000
Luzerne	2041	79532	SR 2041 over Bear Creek	P	BRDG	2021	STU	185	350,000
Luzerne	2041	79532	SR 2041 over Bear Creek	F	BRDG	2024	STP	185	300,000
Luzerne	2041	79532	SR 2041 over Bear Creek	C	BRDG	2026			2,000,000
Luzerne	2042	96724	SR 2042 over Little Wapwallopen Creek	P	BRDG	2021		185	350,000
Luzerne	2042	96724	SR 2042 over Little Wapwallopen Creek	C	BRDG	2027			650,000
Luzerne	2044	112831	SR 2044 over Pond Creek Bridge Preservation	C	BRDG	2021		581	231,600
Luzerne	3004	67450	SR 3004 over Turtle Run Creek	P	BRDG	2025			400,000
Luzerne	3004	67450	SR 3004 over Turtle Run Creek	C	BRDG	2028			1,000,000
Luzerne	3004	67482	SR 3004 over Espy Run	P	BRDG	2025			400,000
Luzerne	3004	67482	SR 3004 over Espy Run	C	BRDG	2029			1,000,000
Luzerne	3007	67409	SR 3007 over Little Wapwallopen Creek	F	BRDG	2021		185	300,000
Luzerne	3007	67409	SR 3007 over Little Wapwallopen Creek	C	BRDG	2022		185	300,000
Luzerne	3010	93036	SR 3010 over Branch Wapwallopen Creek	P	BRDG	2024	STP	185	400,000
Luzerne	3010	93036	SR 3010 over Branch Wapwallopen Creek	C	BRDG	2029			2,000,000
Luzerne	3014	8868	SR 3014 over Nescopeck Creek	F	BRDG	2021		185	150,000
Luzerne	3014	8868	SR 3014 over Nescopeck Creek	C	BRDG	2023	BOF	185	3,000,000
Luzerne	3019	79534	SR 3019 over Hazle Creek	C	BRDG	2024	STP	185	2,000,000
Luzerne	3040	67460	SR 3040 over Tributary Nescopeck Creek	P	BRDG	2025			400,000
Luzerne	3040	67460	SR 3040 over Tributary Nescopeck Creek	C	BRDG	2029			1,000,000
Luzerne	3040	67333	SR 3040 over Tributary Nescopeck Creek	F	BRDG	2021	STU	185	300,000
Luzerne	3040	67333	SR 3040 over Tributary Nescopeck Creek	C	BRDG	2022	STU	185	200,000
Luzerne	4004	9025	SR 4004 over Shickshinny Creek	C	BRDG	2022		185	1,200,000
Luzerne	4016	67329	SR 4016 over Reyburn Creek	F	BRDG	2021	STU	185	300,000
Luzerne	4016	67329	SR 4016 over Reyburn Creek	C	BRDG	2022	STU	185	300,000
Luzerne	4024	79525	SR 4024 over Laurel Run	P	BRDG	2022		185	400,000
Luzerne	4024	79525	SR 4024 over Laurel Run	F	BRDG	2024		185	300,000
Luzerne	4024	79525	SR 4024 over Laurel Run	C	BRDG	2026			500,000
Luzerne	4035	101925	SR 4035 over Pine Creek	P	BRDG	2021	BOF	185	450,000
Luzerne	4035	101925	SR 4035 over Pine Creek	C	BRDG	2027			1,000,000
Luzerne	6309	67410	SR 6309 over Luzerne County Rail Authority	P	BRDG	2021		185	450,000
Luzerne	6309	67410	SR 6309 over Luzerne County Rail Authority	C	BRDG	2029			9,500,000
Luzerne	6309	109543	SR 309 Safety Improvement Project	U	HCON	2021			44,788

County	S.R.	Project	Project Title	Phase	Area	Year	Fed.	St.	Totals
Luzerne	6309	109543	SR 309 Safety Improvement Project	C	HCON	2021		411	1,529,829
Luzerne	7204	8759	SR 7204 over Nescopeck Creek	F	BRDG	2022		OTH-S	1,000,000
Luzerne	7215	8765	T-392 over Wapwallopen Creek Bridge	P	BRDG	2024	BOF	185	200,000
Luzerne	7215	8765	T-392 over Wapwallopen Creek Bridge	F	BRDG	2027			200,000
Luzerne	7215	8765	T-392 over Wapwallopen Creek Bridge	C	BRDG	2029			1,000,000
Luzerne	7217	8757	T-482 over Huntington Creek	P	BRDG	2024	BOF	185	300,000
Luzerne	7217	8757	T-482 over Huntington Creek	F	BRDG	2026			250,000
Luzerne	7217	8757	T-482 over Huntington Creek	C	BRDG	2029			1,500,000
Luzerne	7217	8766	T 451 Huntington Bridge 3	P	BRDG	2021	BOF	185	350,000
Luzerne	7217	8766	T 451 Huntington Bridge 3	F	BRDG	2024	BOF	185	300,000
Luzerne	7217	8766	T 451 Huntington Bridge 3	C	BRDG	2029			1,000,000
Luzerne	7217	8767	T-472 over Huntington Creek	P	BRDG	2024	BOF	185	200,000
Luzerne	7217	8767	T-472 over Huntington Creek	F	BRDG	2026			200,000
Luzerne	7217	8767	T-472 over Huntington Creek	C	BRDG	2029			1,000,000
Luzerne	7220	113521	Hillside Road over Tobys Creek	+F	BRDG	2021	STP		250,000
Luzerne	7220	113521	Hillside Road over Tobys Creek	+U	BRDG	2021	STP		50,000
Luzerne	7220	113521	Hillside Road over Tobys Creek	+R	BRDG	2021	STP		50,000
Luzerne	7220	113521	Hillside Road over Tobys Creek	+C	BRDG	2022	STP		1,500,000
Luzerne	7230	8758	T-338 over Little Nescopeck Creek	P	BRDG	2024	BOF	185	300,000
Luzerne	7230	8758	T-338 over Little Nescopeck Creek	F	BRDG	2027			300,000
Luzerne	7230	8758	T-338 over Little Nescopeck Creek	C	BRDG	2028			1,000,000
Luzerne	7304	103454	N Washington St. over Luzerne/Susquehanna RR	F	BRDG	2024	BOF	185	400,000
Luzerne	7304	103454	N Washington St. over Luzerne/Susquehanna RR	C	BRDG	2026			1,500,000
Luzerne	7401	73756	Rogers Avenue over Solomon Creek	P	BRDG	2022	BOF	185	300,000
Luzerne	7401	73756	Rogers Avenue over Solomon Creek	F	BRDG	2024	BOF	185	300,000
Luzerne	7401	73756	Rogers Avenue over Solomon Creek	C	BRDG	2027			500,000
Luzerne	7401	73757	Carey Street over Solomon Creek	P	BRDG	2022	BOF	185	400,000
Luzerne	7401	73757	Carey Street over Solomon Creek	F	BRDG	2024	BOF	185	300,000
Luzerne	7401	73757	Carey Street over Solomon Creek	C	BRDG	2028			2,000,000
								Subtotal:	**358,387,466**
								TYP Total:	**646,950,474**

APPENDIX B – "ELIGIBLE BUT UNFUNDED" PROJECTS

Includes carryover projects from the 2016 LRTP

County	Municipality	Project Location	Project ID #	Cost
Lackawanna	South Abington	I-81 ITS Camera - Exit 194	5	$500,000
Lackawanna	Scranton	I-84 Detector System - Dunmore to I-84/I-380 Interchange	10	$1,400,000
Lackawanna	Dunmore	PA 347 VMS Installation (Blakely Street)	17	$450,000
Luzerne	Kingston	PA 309/Wyoming SPUI at X-Valley Expressway onto Wyoming Ave	185	$16,380,000
Luzerne	Plains Township	PA 315/PA 309 NB Ramps Intersection Safety Improvements	204	$2,100,000
Lackawanna	Carbondale	Carbondale Ind. Park (APL) - New roadway from 7th Ave to Dundaff St	8343	$16,000,000
Lackawanna	Scranton	Bridge Street Bridge – 7th Avenue to Cliff St. over Lackawanna River	n/a	$5,000,000
Lackawanna	Dunmore	Mill Street Bridge – Over D&L Railroad/Roaring Brook into Dunmore	n/a	$25,000,000
Lackawanna	Jefferson Twp	PA 247 and PA 348 Interchange – four-way connection to I-84 ramps	n/a	$3,000,000
Luzerne	Nanticoke/Plymouth Twp	Lower Broadway Street Bridge – over Susquehanna River in Plymouth/Hanover Townships	n/a	-
Luzerne	Pittston/West Pittston	Water Street Bridge – over the Susquehanna River in West Pittston Borough and Pittston City	n/a	-
Luzerne	Pittston/West Pittston	Fort Jenkins Bridge – Bridge rehabilitation on SR 11 (Exeter Ave) over SR 2037, Susquehanna River and railroad in West Pittston Borough and Pittston City	n/a	-
Luzerne	Hazle Township	I-81/SR 924 Interchange	n/a	-
				$69,830,000

Projects/Issues Identified by Stakeholders as part of the 2045 LRTP Update

County	Project	Location	CostEst.	Source	Issue/Comment
Lackawanna	I-81/I-476	Montage/Davis*		Public comment	The area around Montage/Davis with the I-81 and I-476 interchange causes major delays on I-81 North
Lackawanna	"Lackawanna Cut-Off"	Slateford Junction*		Public comment	Restore the Lackawanna Cut-Off and other rail passenger service improvements. (Lackawanna Cut-Off was an old super railway connecting Scranton/Slateford Junction with Port Morris Junction/Hoboken)
Lackawanna	Trail/Path	Westside Scranton*		Public comment	There is no direct walkway from Westside Scranton to the downtown area.
Lackawanna	Route 11	Moosic		Public comment	Route 11 through Moosic would flow smoothly as an 81 detour. Signs/routes should be developed.
Luzerne	I-81/Northampton St	Wilkes-Barre/Wilkes-Barre Twp		Public comment	There should be a dedicated route from I-81 to downtown Wilkes-Barre, instead of using the residential/local road (Northampton Street) as a thoroughfare. Numerous comments.

Luzerne	I-81/PA Rt. 115	Wilkes-Barre/Bear Creek exit*	Public comment	Need an improved link between 81 S and Rt. 115. There was a project for this in the past that was canceled.
Luzerne	Transit Routes	Hazleton*	Public comment	Expanded service hours needed in Hazleton. 18-20 hours of availability per day.
Luzerne	Trails	Hazleton	Public comment	There should be connections around Hazleton to nearby Appalachian Trail heads and the Lehigh Gorge trails.
Luzerne	Trails	Hazleton/Wilkes-Barre*	Public comment	Needed connections with WB and the D&L. And needed connections with Hazleton to Eckley and Lehigh River.
Region	I-81	Region	Public comment	Widen the interstate between Scranton and Wilkes-Barre. Commented on numerous times.
Region	I-81	Region	Public comment	Widen from I-80 to NYS border.
Region	I-81	Region	Public comment	The I-81 corridor in the region is stressed from Nanticoke up to Dickson City. Rail/more public transit could alleviate this pressure.
Region	N/A	Region	Public comment	Bus Rapid Transit needed between Scranton/WB using old/underutilized rail corridors, not highways.
Region	Rail	Region	Public comment	Connections needed to Lehigh Valley/Philly/NYC

*Under study/design

APPENDIX C – INTERSTATE TIP

Project Information							FFY 2021 Costs						FFY 2022 Costs						FFY 2023 Costs						FFY 2024 Costs						
County	S.R.	Sec.	Project	Project Title	Phase	Area	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	Fed.	Federal	St.	State	Local	Total	^ Milestones
Lackawanna	81	D46	87736	I-81 NB/SB Moosic-Scranton I-4R Lacka	P	IMAN	NHPP	4,943,998	581	549,333		5,493,331	NHPP	4,943,998	581	549,333		5,493,331	NHPP	4,943,998	581	549,333		5,493,331							
Lackawanna	81	D46	87736	I-81 NB/SB Moosic-Scranton I-4R Lacka	F	IMAN							NHPP	4,774,050	581	530,450		5,304,500	NHPP	4,774,050	581	530,450		5,304,500	NHPP	4,774,050	581	530,450		5,304,500	
Lackawanna	81	230	92435	I-81 NB/SB Preservation Pavement Replacement Lacka	P	IMAN			581	1,400,000		1,400,000																			
Lackawanna	81	230	92435	I-81 NB/SB Preservation Pavement Replacement Lacka	F	IMAN	NHPP	1,590,000				1,590,000	NHPP	1,500,000				1,500,000													
Lackawanna	81	230	92435	I-81 NB/SB Preservation Pavement Replacement Lacka	+C	IMAN													NHPP	7,500,000				7,500,000	NHPP	10,000,000				10,000,000	8/25/22 E
Lackawanna	81	246	106682	Scranton Beltway/Turnpike	C	IMAN													sNHPP	10,000,000				10,000,000	sNHPP	10,000,000				10,000,000	4/1/22 E
Lackawanna	84	247	91540	I-84 E&W Mill/Fill Lacka/Wayne	C	IMAN							NHPP	7,000,000				7,000,000	NHPP	7,000,000				7,000,000	NHPP	9,021,530				9,021,530	6/4/20 A
Lackawanna	84	249	93807	I-84 EB/WB Mill/Fill Lackawanna	+C	IMAN	NHPP	4,000,000				4,000,000	NHPP	4,000,000				4,000,000	NHPP	4,000,000				4,000,000	NHPP	2,317,000				2,317,000	6/4/20 A
Lackawanna	84	258	112437	I-84 High Priority Bridge Repairs	C	IMAN	NHPP	4,000,000				4,000,000	NHPP	4,000,000				4,000,000	NHPP	7,689,103				7,689,103							6/4/20 A
Lackawanna	84	260	114418	I-84 High Priority Bridge Repairs	C	IMAN	NHPP	1,000,000				1,000,000	NHPP	3,110,897				3,110,897													6/4/20 A
Lackawanna	84	282	69181	I-84 ov LackRR/Roaring & 435	+C	IMAN	NHPP	17,000,000				17,000,000	NHPP	15,000,000				15,000,000	NHPP	17,000,000				17,000,000	NHPP	17,000,000				17,000,000	2/27/20 A
Totals for: Lackawanna								**32,533,998**		**1,949,333**		**34,483,331**		**44,328,945**		**1,079,783**		**45,408,728**		**62,907,151**		**1,079,783**		**63,986,934**		**53,112,580**		**530,450**		**53,643,030**	**197,522,023**
Luzerne	80	311	107495	I-80 Eastbound Reconstruction	+F	IMAN													NHPP	2,000,000				2,000,000	NHPP	2,120,000				2,120,000	
Luzerne	80	350	91587	I-80 EB over I-81 NB/SB	F	IMAN			185	1,150,000		1,150,000																			
Luzerne	80	350	91587	I-80 EB over I-81 NB/SB	C	IMAN							NHPP	5,400,000	185	600,000		6,000,000	NHPP	5,867,521	185	651,947		6,519,468							5/8/23 E
Luzerne	80	352	111769	I-80 EB/WB over Nescopeck Creek	P	IMAN			185	3,257,375		3,257,375																			
Luzerne	80	352	111769	I-80 EB/WB over Nescopeck Creek	F	IMAN			185	1,369,000		1,369,000			185	1,000,000		1,000,000													
Luzerne	80	352	111769	I-80 EB/WB over Nescopeck Creek	C	IMAN							NHPP	8,100,000	185	900,000		9,000,000	NHPP	8,100,000	185	900,000		9,000,000	NHPP	9,759,938	185	1,084,438		10,844,376	5/8/23 E
Luzerne	80	353	111770	I-80 EB/WB over SR 93	P	IMAN			185	1,776,750		1,776,750																			
Luzerne	80	353	111770	I-80 EB/WB over SR 93	F	IMAN			185	800,000		800,000			185	680,625		680,625													
Luzerne	80	353	111770	I-80 EB/WB over SR 93	C	IMAN							NHPP	6,300,000	185	700,000		7,000,000	NHPP	6,710,689	185	745,632		7,456,321							5/8/23 E
Luzerne	81	D52	67443	I-81 Dorrance Bridges	F	IMAN			185	1,340,346		1,340,346																			
Luzerne	81	D52	67443	I-81 Dorrance Bridges	R	IMAN			185	103,000		103,000																			
Luzerne	81	D52	67443	I-81 Dorrance Bridges	C	IMAN	NHPP	8,500,000				8,500,000	NHPP	8,500,000				8,500,000	NHPP	8,750,000				8,750,000							3/17/22 E
Luzerne	81	313	81910	I-81 NB Grinding Luz	P	IMAN																					581	500,000		500,000	
Luzerne	81	316	115097	Partnership 81	P	IMAN	NHPP	1,642,500	581	182,500		1,825,000	NHPP	3,285,000	581	365,000		3,650,000	NHPP	1,642,500	581	182,500		1,825,000							
Luzerne	81	316	115097	Partnership 81	F	IMAN																			NHPP	3,780,000	581	420,000		4,200,000	
Luzerne	81	316	115097	Partnership 81	C	IMAN																			NHPP	16,200,000	581	1,800,000		18,000,000	4/28/22 E
Luzerne	81	348	112285	I-81 NB/SB Mill/Fill Southern Luz	+C	IMAN	NHPP	4,000,000				4,000,000	NHPP	7,650,000				7,650,000													4/2/20 A
Luzerne	81	359	114154	Luzerne I-81 Bridge Preservation	C	IMAN	NHPP	4,736,250	185	526,250		5,262,500	NHPP	4,736,250	185	526,250		5,262,500													2/25/21 E
Luzerne	81	361	106049	Interstate 81 over Railroad	F	IMAN			185	1,000,000		1,000,000																			
Luzerne	81	361	106049	Interstate 81 over Railroad	C	IMAN							NHPP	5,400,000	185	600,000		6,000,000	NHPP	5,491,995	185	610,222		6,102,217							5/8/23 E
Luzerne	81	362	111613	Interstate 81 over West Foothills Drive	F	IMAN			185	1,000,000		1,000,000																			
Luzerne	81	362	111613	Interstate 81 over West Foothills Drive	C	IMAN							NHPP	5,362,690	185	595,854		5,958,544													5/8/23 E
Totals for: Luzerne								**18,878,750**		**12,505,221**		**31,383,971**		**54,733,940**		**5,967,729**		**60,701,669**		**38,562,705**		**3,090,301**		**41,653,006**		**31,859,938**		**3,804,438**		**35,664,376**	**169,403,022**
Overall Totals:								**51,412,748**		**14,454,554**		**65,867,302**		**99,062,885**		**7,047,512**		**106,110,397**		**101,469,856**		**4,170,084**		**105,639,940**		**84,972,518**		**4,334,888**		**89,307,406**	**366,925,045**

d Discretionary **e Economic Development** **f Flex** **fd Flexed** **s Spike** **+ Indicates phase qualifies for TOLL funds** *** Includes Conversion Amount** **Obligations have occurred** **^ PE-NEPA, FD-PSE CO, UTL-Fnl UTL Clr, ROW-Cond ROW, CON-Let**

APPENDIX D – TRANSIT TIP

Project Information			FFY 2021 Costs						FFY 2022 Costs						FFY 2023 Costs						FFY 2024 Costs						
Project	**Project Title**	**Sponsor**	**Fed.**	**Federal**	**St.**	**State**	**Local**	**Total**	**Fed.**	**Federal**	**St.**	**State**	**Local**	**Total**	**Fed.**	**Federal**	**St.**	**State**	**Local**	**Total**	**Fed.**	**Federal**	**St.**	**State**	**Local**	**Total**	**Totals**
70517	Preventative Maintanence	COLTS	5307	1,200,000	OTH-S	290,325	2,675	1,493,000	5307	800,000	OTH-S	193,550	6,450	1,000,000	5307	800,000	OTH-S	193,550	6,450	1,000,000	5307	800,000	OTH-S	193,550	6,450	1,000,000	4,493,000
70518	Tire Lease	COLTS	5307	60,000	OTH-S	14,516	484	75,000	5307	60,000	OTH-S	14,516	484	75,000	5307	60,000	OTH-S	14,516	484	75,000	5307	14,516	OTH-S	60,000	484	75,000	300,000
102696	Supervisor Vehicle	COLTS													5307	40,000	OTH-S	9,677	323	50,000	5307	44,056	OTH-S	10,659	355	55,070	105,070
111244	Purchase 3 CNG buses	COLTS	5307	475,150	OTH-S	83,850		559,000	5307	952,000	OTH-S	168,000		1,120,000													1,679,000
111245	ADA paratranist service	COLTS	5307	160,000	OTH-S	38,710	1,290	200,000	5307	160,000	OTH-S	38,710	1,290	200,000	5307	160,000	OTH-S	38,710	1,290	200,000	5307	160,000	OTH-S	38,710	1,290	200,000	800,000
111247	Shared Ride Van	COLTS																			5307	52,000	OTH-S	12,580	420	65,000	65,000
111249	Service Vehicle	COLTS																			5307	32,000	OTH-S	7,742	258	40,000	40,000
111250	IT Software & equip	COLTS	5307	285,046	OTH-S	68,964	2,300	356,310							5307	360,000	OTH-S	87,098	2,902	450,000	5307	32,000	OTH-S	7,742	258	40,000	846,310
112906	Bus replacement -30 & 35	COLTS																			5307	440,000	OTH-S	106,453	3,547	550,000	550,000
113618	Van Security Equipment	COLTS																			5339	32,000	340	7,742	258	40,000	40,000
113621	Bus shelters	COLTS																			5339	60,000	OTH-S	14,516	484	75,000	75,000
113622	Misc Shop Equip	COLTS							5307	28,000	OTH-S	6,774	226	35,000	5307	28,000	OTH-S	6,774	226	35,000	5307	16,000	OTH-S	3,871	129	20,000	90,000
114476	Security services	COLTS	5307	16,000	OTH-S	3,871	129	20,000	5307	16,000	OTH-S	3,871	129	20,000	5307	16,000	OTH-S	3,871	129	20,000	5307	14,000	OTH-S	3,484	116	17,600	77,600
	Totals for: County of Lackawanna Transit System			**2,196,196**		**500,236**	**6,878**	**2,703,310**		**2,016,000**		**425,421**	**8,579**	**2,450,000**		**1,464,000**		**354,196**	**11,804**	**1,830,000**		**1,696,572**		**467,049**	**14,049**	**2,177,670**	**9,160,980**
105486	replace ADA van	HPT									OTH-S	57,000		57,000			OTH-S	57,000		57,000							114,000
115448	Purchase (1) Service Vehi	HPT			OTH-S	33,000		33,000																			33,000
115451	Purchase (2) 29' CNG Tran	HPT									OTH-S	516,307		516,307									OTH-S	102,782		102,782	619,089
	Totals for: Hazleton Public Transit					**33,000**		**33,000**				**573,307**		**573,307**				**57,000**		**57,000**				**102,782**		**102,782**	**766,089**
70505	ADA Paratransit program	LCTA	5307	240,000	OTH-S	54,145	5,855	300,000	5307	280,000	OTH-S	63,544	6,456	350,000	5307	280,000	OTH-S	63,544	6,456	350,000	5307	280,000	OTH-S	63,544	6,456	350,000	1,350,000
70506	Leasing of Bus Tires	LCTA	5307	40,000	OTH-S	9,024	976	50,000	5307	40,000	OTH-S	9,024	976	50,000	5307	48,000	OTH-S	10,829	1,171	60,000	5307	48,000	OTH-S	10,829	1,171	60,000	220,000
70508	purchase signage	LCTA																			5307	12,000	OTH-S	2,900	100	15,000	15,000
77343	computer Software	LCTA	5307	16,000	OTH-S	3,850	150	20,000							5307	16,000	OTH-S	3,850	150	20,000							40,000
83642	Preventive Maint.	LCTA	5307	1,600,000	OTH-S	387,100	12,900	2,000,000	5307	1,600,000	OTH-S	387,100	12,900	2,000,000	5307	2,000,000	OTH-S	451,207	48,793	2,500,000	5307	2,000,000	OTH-S	451,207	48,793	2,500,000	9,000,000
86456	Safety & Security Items	LCTA	5307	24,000	OTH-S	5,807	193	30,000	5307	20,000	OTH-S	4,835	161	24,996	5307	20,000	OTH-S	4,835	161	24,996							79,992
89293	Operating Assistance	LCTA			OTH-S	6,812,034	587,272	7,399,306			OTH-S	7,152,635	618,885	7,771,520			OTH-S	7,152,635	618,885	7,771,520			OTH-S	7,362,920	637,080	8,000,000	30,942,346
95550	Battery Packs	LCTA	5307	81,000	OTH-S	8,702	298	90,000							5307	81,000	OTH-S	8,702	298	90,000							180,000
102692	Purchase new Buses	LCTA			OTH-S	5,600,000		5,600,000			OTH-S	5,750,000		5,750,000	5339	2,040,000	OTH-S	306,000		2,346,000	5307	1,011,500	OTH-S	178,500		1,190,000	14,886,000
111251	Computer hardware	LCTA	5307	20,000	OTH-S	3,628	1,372	25,000							5307	20,000	OTH-S	3,628	1,372	25,000	5307	20,000	OTH-S	3,628	1,372	25,000	75,000
111252	Paratransit Vehicle purch	LCTA			OTH-S	936,000		936,000			OTH-S	1,000,000		1,000,000			OTH-S	800,000		800,000			OTH-S	1,000,000		1,000,000	3,736,000
111255	Bus Shelters	LCTA							5307	20,000	OTH-S	4,512	488	25,000							5307	24,000	OTH-S	5,807	193	30,000	55,000
114929	Third Party Contracts	LCTA			340	24,193	807	25,000																			25,000
115281	Fare box equipment	LCTA	5307	44,000	OTH-S	10,645	355	55,000																			55,000
115456	Admin/Maint Facility	LCTA	5307	636,670	OTH-S	308,070	10,266	955,006	5307	2,000,000	OTH-S	451,207	48,793	2,500,000	5307	1,500,000	OTH-S	338,405	36,595	1,875,000							5,330,006
115456	Admin/Maint Facility	LCTA	5339	636,670				636,670																			636,670
115464	Generator	LCTA	5307	24,000	OTH-S	5,807	193	30,000																			30,000
115465	Maintenance Equipment	LCTA									OTH-S	96,775	3,225	100,000													100,000
115466	Office Furn/Graphic	LCTA							5307	96,775	OTH-S	3,225		100,000													100,000
115468	Passenger Information Sys	LCTA							5307	120,000	OTH-S	29,032	968	150,000													150,000
115469	Ticketing Kiosk	LCTA							5307	40,000	OTH-S	9,678	322	50,000													50,000
	Totals for: Luzerne County Transportation Authority			**3,362,340**		**14,169,005**	**620,637**	**18,151,982**		**4,216,775**		**14,961,567**	**693,174**	**19,871,516**		**6,005,000**		**9,143,635**	**713,881**	**15,862,516**		**3,395,500**		**9,079,335**	**695,165**	**13,170,000**	**67,056,014**
	Overall Totals:			**5,558,536**		**14,702,241**	**627,515**	**20,888,292**		**6,232,775**		**15,960,295**	**701,753**	**22,894,823**		**7,469,000**		**9,554,831**	**725,685**	**17,749,516**		**5,092,072**		**9,649,166**	**709,214**	**15,450,452**	**76,983,083**

A project on the Transit TIP is for planning purposes only and is not a commitment of federal and/or state funds until a contract has been executed with the appropriate agencies.

APPENDIX E – ENVIRONMENTAL JUSTICE ANALYSIS

2021-2045 Lackawanna/Luzerne MPO LRTP
Environmental Justice Analysis

Introduction

The public involvement efforts for the Department of Transportation are guided by several federal mandates to ensure nondiscrimination in federally funded activities. These mandates are designed so that planning and public involvement activities are conducted equitably and in consideration of all citizens, regardless of race, nationality, sex, age, ability, language spoken, or economic status. These mandates include:

- **Title VI of the Civil Rights Act of 1964** - Title VI of the Civil Rights Act states that "No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefit of, or be subjected to discrimination under any program or activity receiving federal financial assistance." PennDOT and its partners are committed to providing open and inclusive access to the transportation decision-making process for all persons, regardless of race, color or national origin.
- **Executive Order on Environmental Justice (Executive Order 12898 February 11, 1994)** - Environmental Justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. PennDOT and its partners are committed to providing opportunities for full and fair participation by minority and low income communities in the transportation decision-making process.
- **Americans with Disabilities Act (ADA)** - The Americans with Disabilities Act of 1990 stipulates involving persons with disabilities in the development and improvement of services. Sites of public involvement activities as well as the information presented must be accessible to persons with disabilities. PennDOT and its partners are committed to providing full access to public involvement programs and information for persons with disabilities. All public meetings are held in ADA-accessible locations. With advance notice, special provisions can be made for hearing-impaired or visually-impaired participants.
- **Executive Order on Limited English Proficiency** - Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency," was signed on August 11, 2000. Recipients of federal funding "are required to take reasonable

steps to ensure meaningful access to programs and activities by LEP person." PennDOT and its partners will make special arrangements for the provision of interpretative services upon request.

FHWA recently introduced the Environmental Justice Core Elements Methodology to ensure an MPO/RPO can meaningfully assess the benefits and burdens of plans and programs. PennDOT and the Lackawanna/Luzerne MPO are committed to following the Core Elements approach, which includes:

- Avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations.
- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.

By integrating the Core Elements into the planning process, state and local agencies are better equipped to carry out the investment strategy and project selection. The EJ process should be comprehensive and continuous with each task informing and cycling back to influence the next step.

Identifying Minority and Low-Income Populations

In development of the 2021-2045 Long-Range Transportation Plan (LRTP), the Lackawanna/Luzerne MPO conducted an Environmental Justice Benefits and Burdens analysis. A distributive geographic analysis was conducted to identify the locations and concentrations of minority, low-income and other Traditionally Underserved Populations (TUP).

The identification of these populations is essential to establishing effective strategies for engaging them in the transportation planning process. When meaningful opportunities for interaction are established, the transportation planning process can effectively draw upon the perspectives of communities to identify existing transportation needs, localized deficiencies, and the demand for transportation services. Mapping of these populations not only provides a baseline for assessing impacts of the transportation investment program, but also aids in the development of an effective public involvement program.

Minority population is defined as any readily identifiable group of Black, Hispanic, Asian American, American Indian, and Alaskan Natives who live in geographic proximity and who would be similarly affected by a proposed FHWA program, policy, or activity. Low-

income population is defined as any readily identifiable group of persons at or below the Department of Health and Human Services poverty guidelines who live in a geographic proximity who would be similarly affected by a proposed FHWA program, policy, or activity. As shown in **Table 1**, based on the 2014-2018 American Community Survey (ACS) data, minority persons in Lackawanna/Luzerne MPO are just over 16 percent of the total population. The number of persons in poverty is just over 14 percent of the total regional population.

Table 1: Profile of Low-Income and Minority Populations, 2018

Demographic Indicator	Lackawanna/Luzerne MPO	
	Regional Population	Regional Percentage
Total	529,338	
White, Non-Hispanic	444,283	83.93%
Minority	**84,985**	**16.07%**
Black or African American, Non-Hispanic	16,822	3.18%
American Indian and Alaska Native, Non-Hispanic	508	0.10%
Asian alone, Non-Hispanic	9,386	1.77%
Native Hawaiian and Other Pacific Islander, Non-Hispanic	120	0.03%
Some other race, Non-Hispanic	343	0.07%
Two or more races, Non-Hispanic	7,730	1.46%
Hispanic	50,146	9.47%
Low-Income Households	31,776	14.79%
Low-Income Population	**76,262**	**14.40%**
Other Potentially Disadvantaged Populations		
Limited English Proficiency (LEP)	22,111	4.17%
Persons with a Disability	80,791	15.26%
Female Head of Household with Child	14,834	6.90%
Elderly (65 years or older)	102,347	19.33%
Carless Households	22,266	10.40%

Source: 2014-2018 ACS 5-Year Estimates

Table 2 identifies the total population by race and low-Income category. Based on those numbers, **Figure 1** highlights the poverty

rate for each racial/ethnic group. The White, Non-Hispanic category has the highest population in the region and most individuals that are low-Income, however, the overall poverty percentage is only 13 percent, which is lower than the regional average of 15 percent. In contrast, nearly 55 percent of the Native Hawaiian population and about 43 percent of the Black category is considered low-income. **Figure 2** shows the concentrations of minority populations by Census "block groups" based on 2014-2018 ACS data. **Figure 3** shows the concentrations of households below the poverty regional average by Census block groups, also based on 2014-2018 ACS data.

Table 2: Population Tabulations by Racial/Ethnic Groups and Poverty Categories

		Lackawanna/Luzerne MPO	Lackawanna County	Luzerne County
White	Total:	460,087	186,783	273,304
	Low-Income	58,583	25,555	33,028
	% Low-income	12.73%	13.68%	12.08%
Black	Total:	17,386	5,282	12,104
	Low-Income	7,024	1,908	5,116
	% Low-income	40.40%	36.12%	42.27%
American Indian	Total:	701	116	585
	Low-Income	366	54	312
	% Low-income	52.21%	46.55%	53.33%
Asian	Total:	9,329	5,497	3,832
	Low-Income	1,968	1,346	622
	% Low-income	21.10%	24.49%	16.23%
Native Hawaiian	Total:	194	18	176
	Low-Income	45	0	45
	% Low-income	23.20%	0.00%	25.57%
Some Other Race	Total:	11,928	1,583	10,345
	Low-Income	4,535	318	4,217
	% Low-income	38.02%	20.09%	40.76%
Two or More	Total:	9,888	4,167	5,721
	Low-Income	3,741	1,567	2,174
	% Low-income	37.83%	37.60%	38.00%

Hispanic	Total:	48,480	14,391	34,089
	Low-Income	18,317	6,473	11,844
	% Low-income	37.78%	44.98%	34.74%
Total Population		529,338	211,454	317,884
Total Poverty		76,262	30,748	45,514

Source: 2013-2017 ACS 5-Year Estimates

Figure 2: Cross Tabulation of Poverty Rate among Racial/Ethnic Groups in Lackawanna/Luzerne MPO

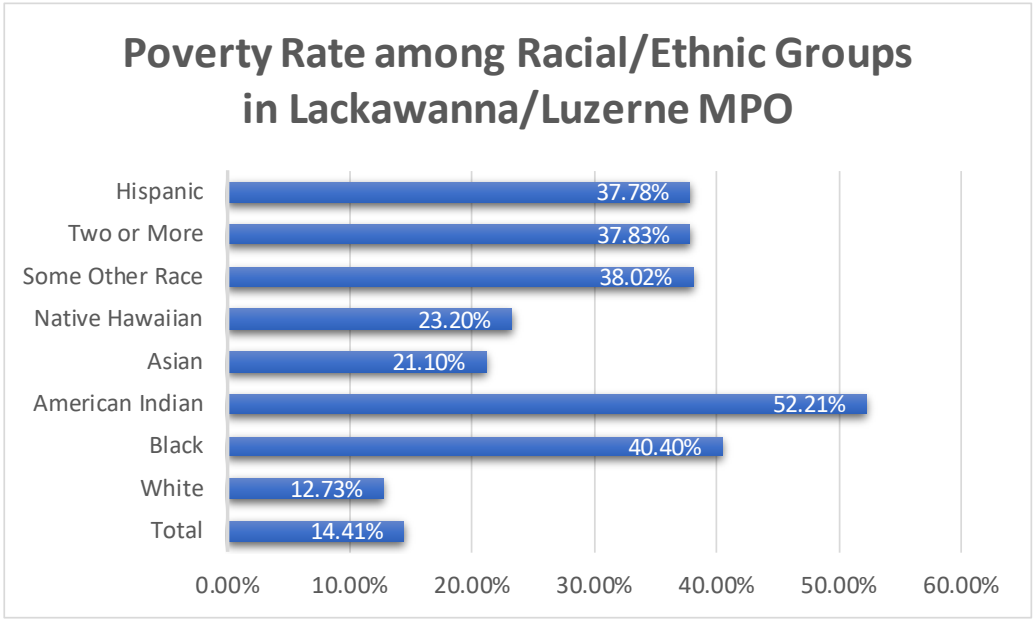
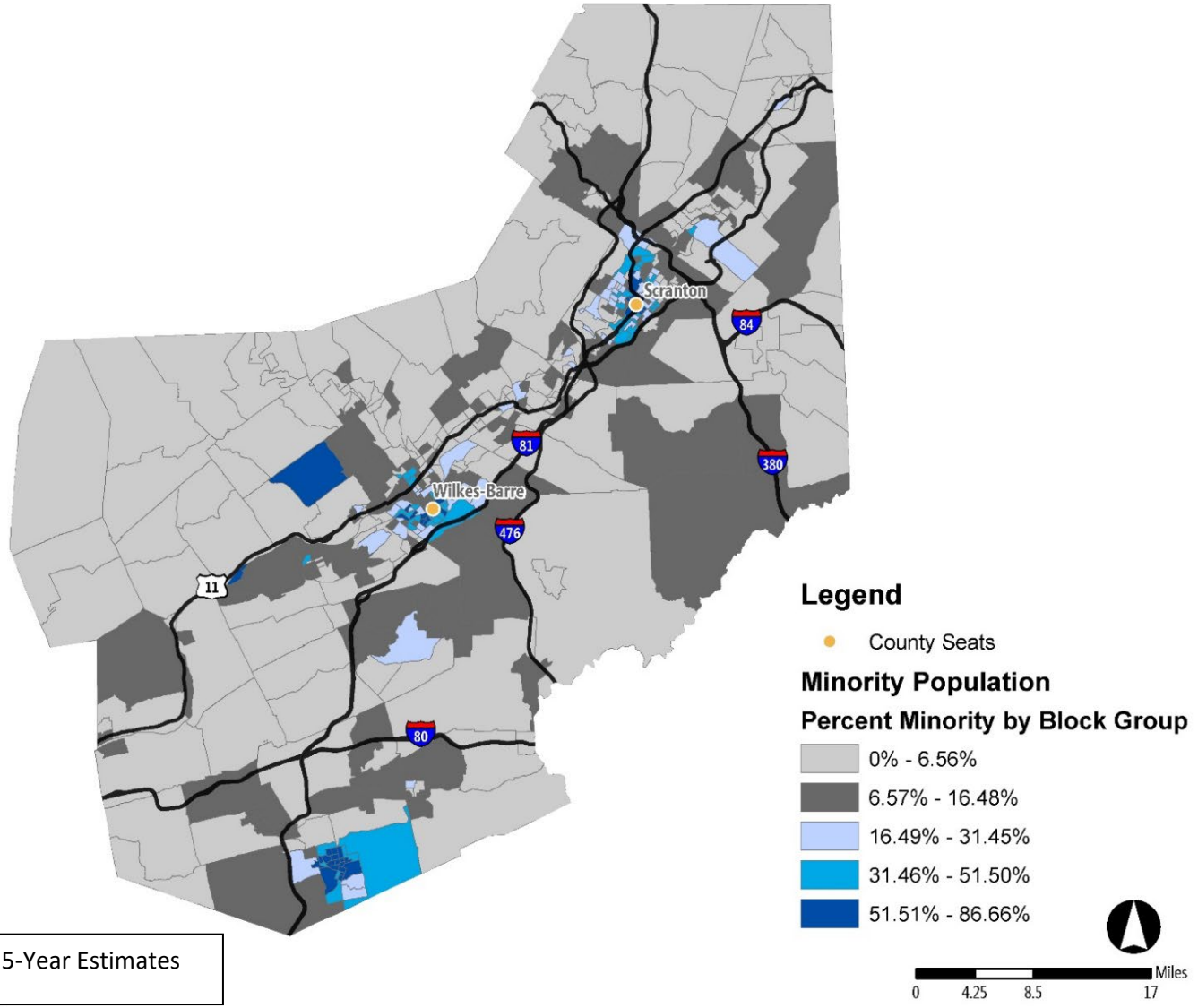
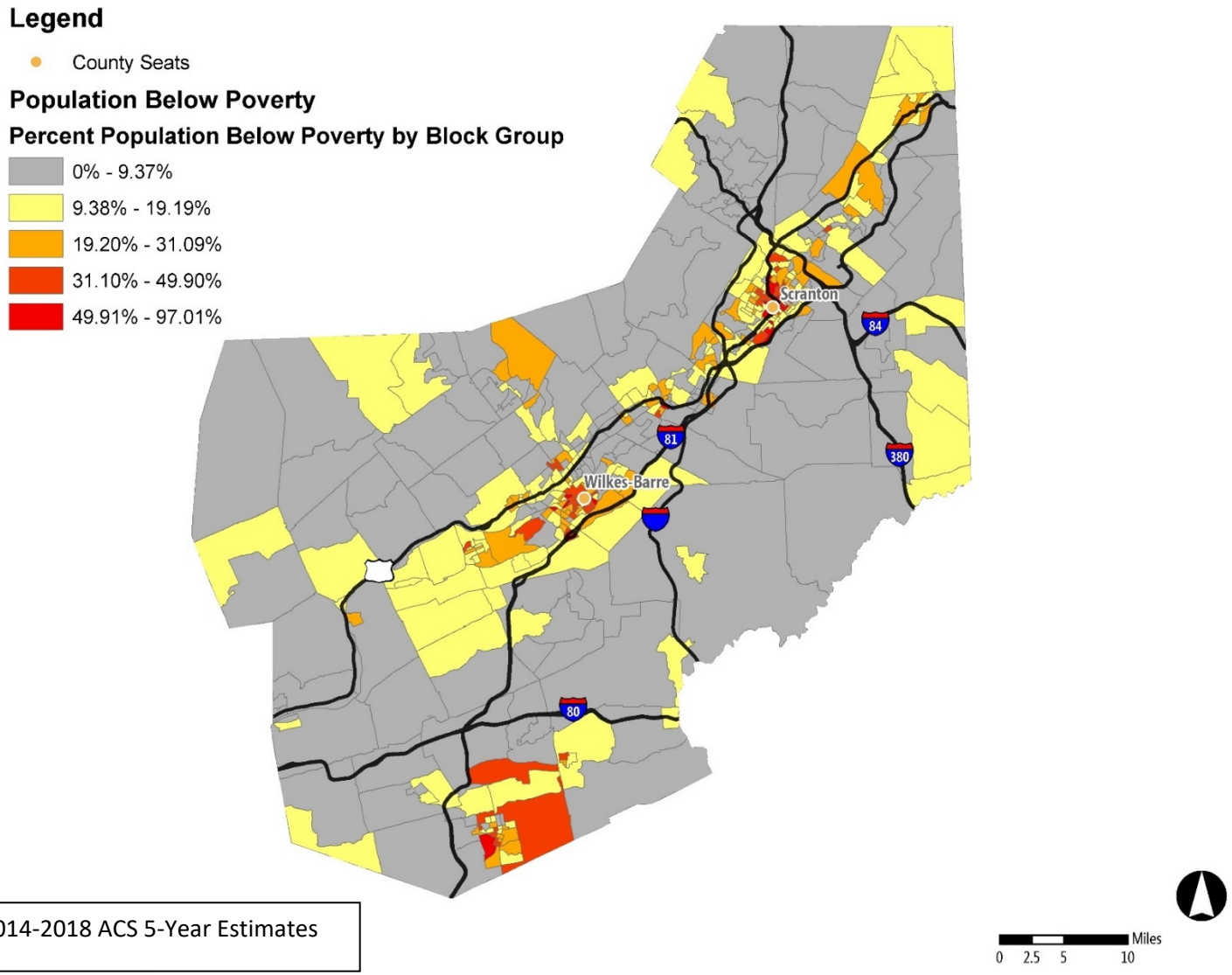


Figure 3: Concentrations of Minority Populations by Census Block Groups



Source: 2014-2018 ACS 5-Year Estimates

Figure 4: Concentrations of Poverty by Census Block Group



Source: 2014-2018 ACS 5-Year Estimates

CONDITION ASSESSMENT

In order to meaningfully analyze benefits and adverse effects of the transportation program, the MPO has examined the existing conditions of transportation assets throughout the region and safety performance measures among the minority and low-income populations. These data assessments allow the MPO to track changes in crashes, poor condition bridges, and poor pavement mileage in the region and identify safety gaps and distribution disparities between minority and low-income populations.

Tables 3 and 4 provide the number and percentage of bridges by condition and by the concentration of minority and low-income population. Lackawanna/Luzerne MPO currently has 412 bridges in poor condition. Of those bridges, only 61 (or 14.8 percent) are located within block groups that exceed the minority average for the MPO of 16.07 percent. Similarly, 12.4 percent of the poor condition bridges are within block groups that exceed the poverty average for the region of 14.40 percent. Based on the available conditions data, there are a far less number poor-conditioned bridges in areas with higher concentrations of minority or low-Income populations.

Table 3: Distribution of Poor Condition Bridges by Minority Population Intervals

Population/Asset	**Percent Minority Population Intervals**					***Total***
	0% -6.56%	6.57% -16.48%	16.49% -31.45%	31.46% -51.51%	51.51% -86.66%	
Poor Condition Bridge Count	251	100	34	15	12	412
Percentage	60.9%	24.3%	8.3%	3.6%	2.9%	100%
Total Population	225,645	148,544	63,718	49,206	42,226	529,338
Total Population (in %)	42.6%	28.1%	17.4%	12.0%	7.9%	100%
Minority Population	5,990	16,983	14,703	19,575	27,734	84,985
Minority Population (in %)	7.0%	20.0%	17.3%	23.0%	32.7%	16.1%

Source: 2014-2018 ACS 5-Year Estimates, *PennDOT*

Table 4: Distribution of Poor Condition Bridges by Poverty Population Intervals

Population/Asset	Percent Below Poverty Population Intervals					*Total*
	0% -9.37%	9.38% -19.19%	19.20% -31.09%	31.10% -49.90%	49.91% -97.01%	
Poor Condition Bridge Count	260	101	29	16	6	412
Percentage	63.1%	24.5%	7.0%	3.9%	1.5%	100%
Total Population	215,025	165,454	91,611	43,916	13,333	529,338
Total Population (in %)	40.6%	31.3%	17.3%	8.3%	2.5%	100%
Below Poverty Population	10,156	22,521	21,113	16,061	6,412	76,262
Below Poverty Population (in %)	13.3%	29.5%	27.7%	21.1%	8.4%	14.4%

Source: 2014-2018 ACS 5-Year Estimates, *PennDOT*

Tables 5 and **6** show the number and percentage of bicycle and pedestrian-related crashes in Lackawanna/Luzerne MPO from 2015-2019. Of the total crashes, 54.3 percent of crashes occur in high minority block groups while 52.9 percent of crashes occur in high poverty block groups. This information shows that there is a disproportionate number of bicycle and pedestrian-related crashes occurring in block groups with a higher population of low-income and minority populations. This may be expected as the high minority and low-income populations are located in the urbanized areas where non-motorized transportation is more prevalent.

Table 5: Distribution of Bicycle & Pedestrian related crashes by Minority Population Intervals

Population/Asset	Percent Minority Population Intervals					*Total*
	0% -6.56%	6.57% -16.48%	16.49% -31.45%	31.46% -51.51%	51.51% -86.66%	
Bike-Pedestrian Crash Count	253	228	204	172	194	1,051
Percentage	24.1%	21.7%	19.4%	16.4%	18.5%	100%
Total Population	225,645	148,544	63,718	49,206	42,226	529,338
Total Population (in %)	42.6%	28.1%	17.4%	12.0%	7.9%	100%
Minority Population	5,990	16,983	14,703	19,575	27,734	84,985
Minority Population (in %)	7.0%	20.0%	17.3%	23.0%	32.7%	16%

Source: 2014-2018 ACS 5-Year Estimates, *PennDOT*

Table 6: Distribution of Bicycle & Pedestrian related crashes by Poverty Population Intervals

Population/Asset	**Percent Below Poverty Population Intervals**					*Total*
	0% -9.37%	9.38% -19.19%	19.20% -31.09%	31.10% -49.90%	49.91% -97.01%	
Bike-Pedestrian Crash Count	188	309	253	202	104	1,056
Percentage	17.8%	29.3%	24.0%	19.1%	9.8%	100%
Total Population	215,025	165,454	91,611	43,916	13,333	529,338
Total Population (in %)	40.6%	31.3%	17.3%	8.3%	2.5%	100%
Below Poverty Population	10,156	22,521	21,113	16,061	6,412	76,262
Below Poverty Population (in %)	13.3%	29.5%	27.7%	21.1%	8.4%	14.4%

Source: 2014-2018 ACS 5-Year Estimates, *PennDOT*

Tables 7 through **10** identify the number and percentage of roadways with poor or excellent International Roughness Index (IRI) within minority and low-income population block group intervals. This information shows that there is not a disproportionate amount of poor condition pavement in block groups with a higher population of low-income and minority populations. The data does show small mileage numbers for excellent condition pavement in areas with high minority population. This could mean that a majority of roadways in these areas are identified as Good or Fair condition.

Table 7: Distribution of Poor Pavement by Minority Population Intervals

Population/Asset	**Percent Minority Population Intervals**					*Total*
	0% -6.56%	6.57% -16.48%	16.49% -31.45%	31.46% -51.51%	51.51% -86.66%	
Poor Pavement Mileage	164.31	57.34	5.53	3.32	1.07	231.57
Percentage	71.0%	24.8%	2.4%	1.4%	0.5%	100%
Total Population	225,645	148,544	63,718	49,206	42,226	529,338
Total Population (in %)	42.6%	28.1%	17.4%	12.0%	7.9%	100%
Minority Population	5,990	16,983	14,703	19,575	27,734	84,985
Minority Population (in %)	7.0%	20.0%	17.3%	23.0%	32.7%	16%

Source: 2014-2018 ACS 5-Year Estimates, *PennDOT*

Table 8: Distribution of Poor Pavement by Poverty Population Intervals

Population/Asset	Percent Below Poverty Population Intervals					*Total*
	0% -9.37%	9.38% -19.19%	19.20% -31.09%	31.10% -49.90%	49.91% -97.01%	
Poor Pavement Mileage	159.62	58.66	8.64	3.73	0.18	231.55
Percentage	68.9%	25.3%	20.6%	9.1%	0.1%	100%
Total Population	215,025	165,454	91,611	43,916	13,333	529,338
Total Population (in %)	40.6%	31.3%	17.3%	8.3%	2.5%	100%
Below Poverty Population	10,156	22,521	21,113	16,061	6,412	76,262
Below Poverty Population (in %)	13.3%	29.5%	27.7%	21.1%	8.4%	14.4%

Source: 2014-2018 ACS 5-Year Estimates, *PennDOT*

Table 9: Distribution of Excellent Pavement by Minority Population Intervals

Population/Asset	Percent Minority Population Intervals					*Total*
	0% -7.89%	7.9% -15.05%	15.06% -37.29%	37.3% -57.58%	57.59% -84.65%	
Excellent Pavement Mileage	129.23	61.59	7.99	3.05	2.99	204.85
Percentage	63.1%	30.1%	3.9%	1.5%	1.5%	100%
Total Population	225,645	148,544	63,718	49,206	42,226	529,338
Total Population (in %)	42.6%	28.1%	17.4%	12.0%	7.9%	100%
Minority Population	5,990	16,983	14,703	19,575	27,734	84,985
Minority Population (in %)	7.0%	20.0%	17.3%	23.0%	32.7%	16%

Source: 2014-2018 ACS 5-Year Estimates, *PennDOT*

Table 10: Distribution of Excellent Pavement by Poverty Population Intervals

Population/Asset	**Percent Below Poverty Population Intervals**					*Total*
	0% -9.37%	9.38% -19.19%	19.20% -31.09%	31.10% -49.90%	49.91% -97.01%	
Excellent Pavement Mileage	149.81	41.27	9.22	2.90	1.63	204.83
Percentage	73.1%	20.1%	4.5%	1.4%	0.8%	100%
Total Population	215,025	165,454	91,611	43,916	13,333	529,338
Total Population (in %)	40.6%	31.3%	17.3%	8.3%	2.5%	100%
Below Poverty Population	10,156	22,521	21,113	16,061	6,412	76,262
Below Poverty Population (in %)	13.3%	29.5%	27.7%	21.1%	8.4%	14.4%

Source: 2014-2018 ACS 5-Year Estimates, *PennDOT*

BENEFITS & BURDENS: 2021-2045 LRTP PROGRAM

The Lackawanna/Luzerne MPO reviewed transportation projects located in areas that were determined to be "high minority" or "high in-poverty." "High minority", for the purpose of this analysis, refers to Census block groups that have a concentration of minority persons that is greater than or equal to the region average of 16.07 percent. "High in-poverty" refers to Census block groups that have a concentration of low-income persons that is greater than or equal to the region average of 14.40 percent.

When evaluating the potential benefit or burden of a project, it should be noted that each type of project has a unique set of impacts and will affect individual populations differently. For example, maintenance projects tend to cause the least amount of impact on the population since they typically involve highway resurfacing or repaving work on existing roadways. Although these projects can cause delayed travel time and transit service, traffic detours, and work zone noise and debris, the projects are typically shorter in duration and result in improvements to the functionality of the roadway network by providing smoother driving surfaces and new roadway markings. While most bridge projects are identified as either a rehabilitation or replacement, both types of projects can lend itself to significant traffic detours, traffic delay, and noise. However, the benefits of these types of improvements result in safer bridge structures, improved roadway conditions and updated signage.

Capacity projects, which can involve the addition of new lanes to existing roadways, new roadways to the existing network, or at times the realignment of intersections or interchanges, in an effort to provide for more traffic mobility. Special attention needs to be made when planning capacity projects, especially to low-income and minority populations. Not only can these projects result in right-of-way acquisitions to account for the additional capacity, but also construction impacts are normally more severe due to longer construction periods, travel pattern shifts, and delayed travel times among others. The consequences of the completion of capacity projects can involve the loss of property, increased traffic volumes, and decreased air quality, while other benefits can include improved transit service time, decreased travel delay, and safer roadway conditions which will result in improved quality of life for all residents and users of the roadway system.

Of the projects on the Lackawanna/Luzerne MPO TIP, the number of projects in minority or low-income areas is lower than the number of projects located in non-minority and non-low-income areas. 54 projects are located in both high minority and high poverty block groups, 67 projects are located in a high poverty block group, and 28 projects are located in a high minority block group. Figure 4 illustrates the geographic proximity between different 2021-2024 TIP projects and high minority and high in poverty areas.

Figure 5: 2021-2045 LRTP Project Locations and Census Block Groups that Exceed the Regional Average Percentage of Minority and Low-Income Populations

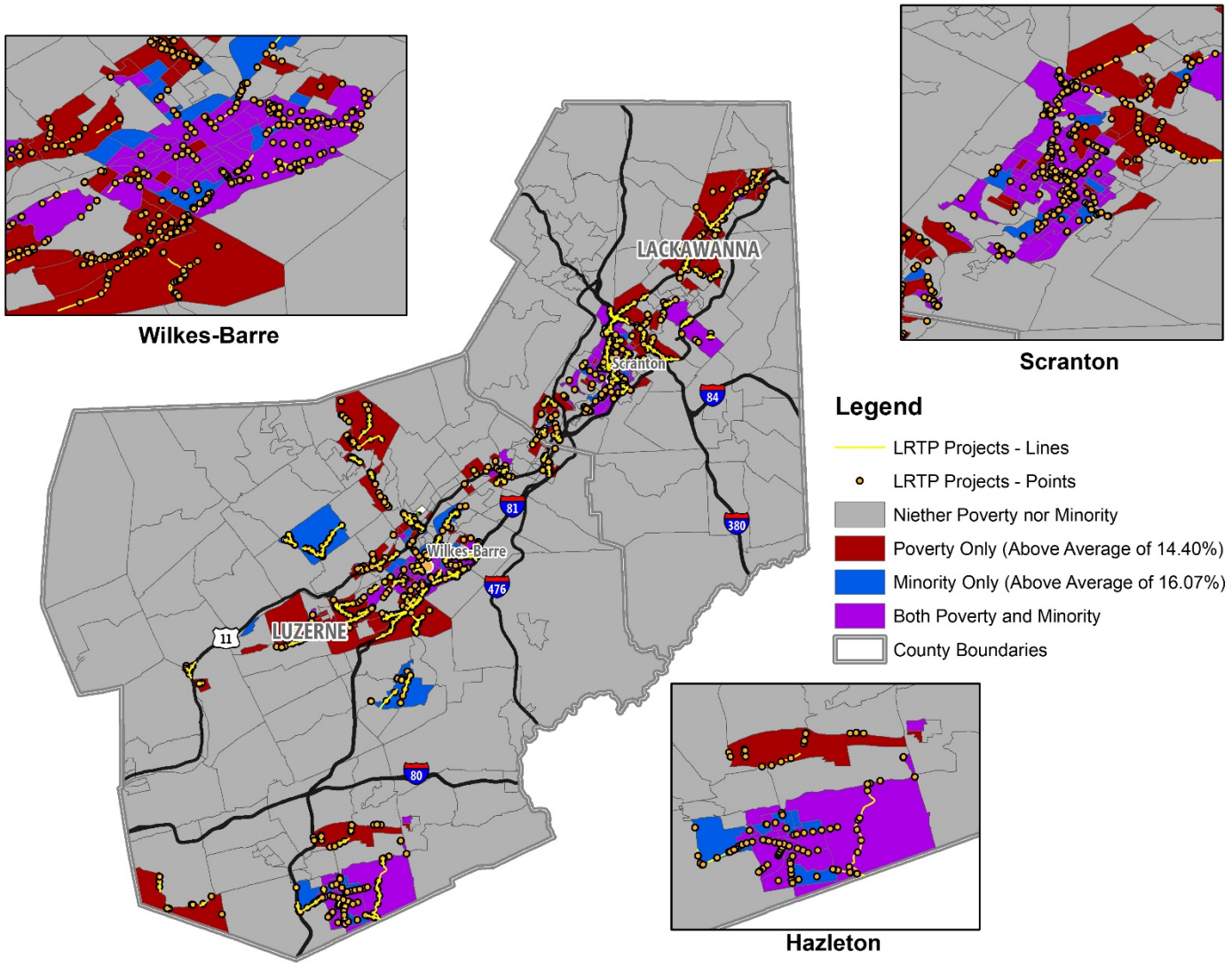
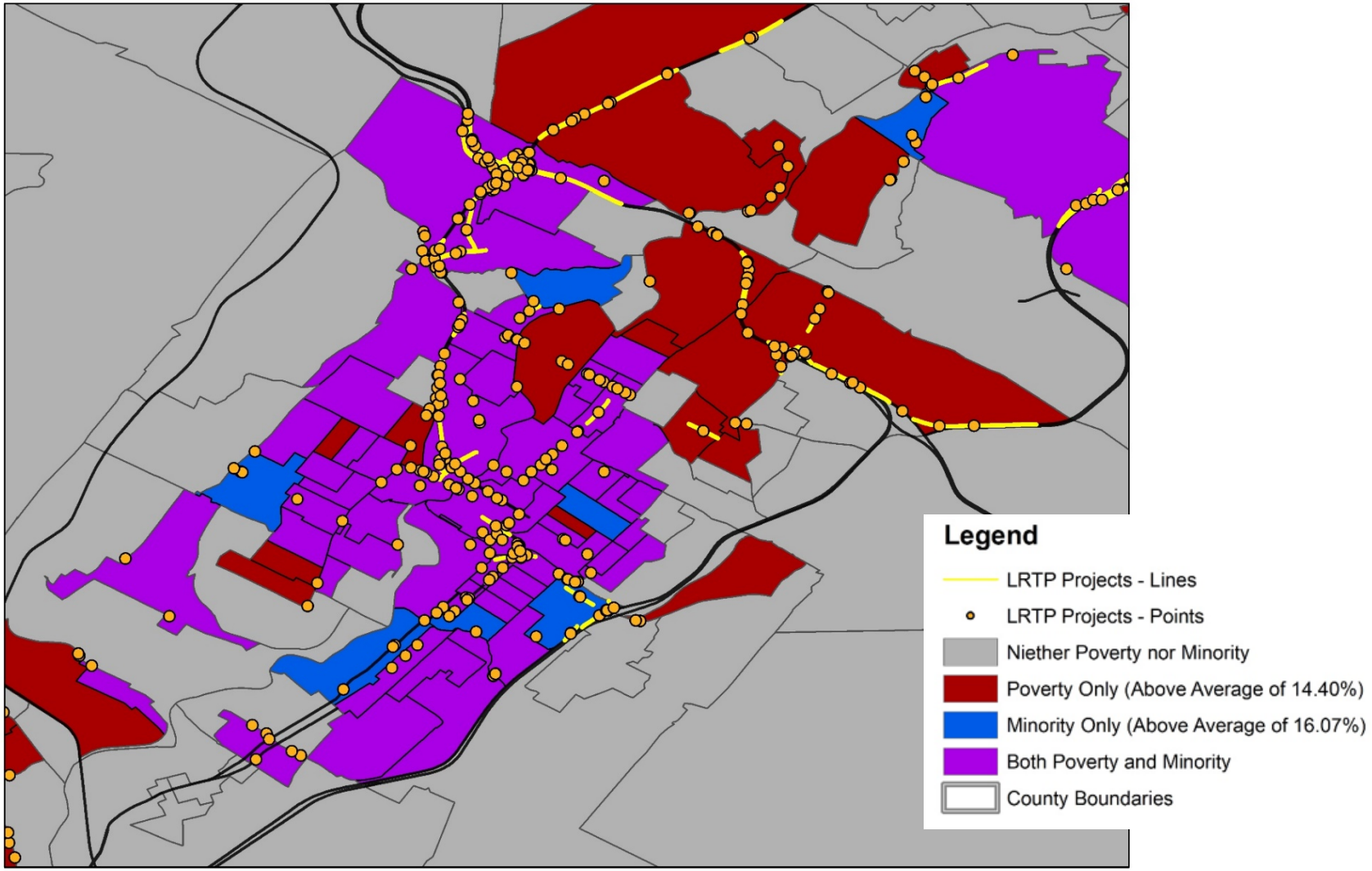
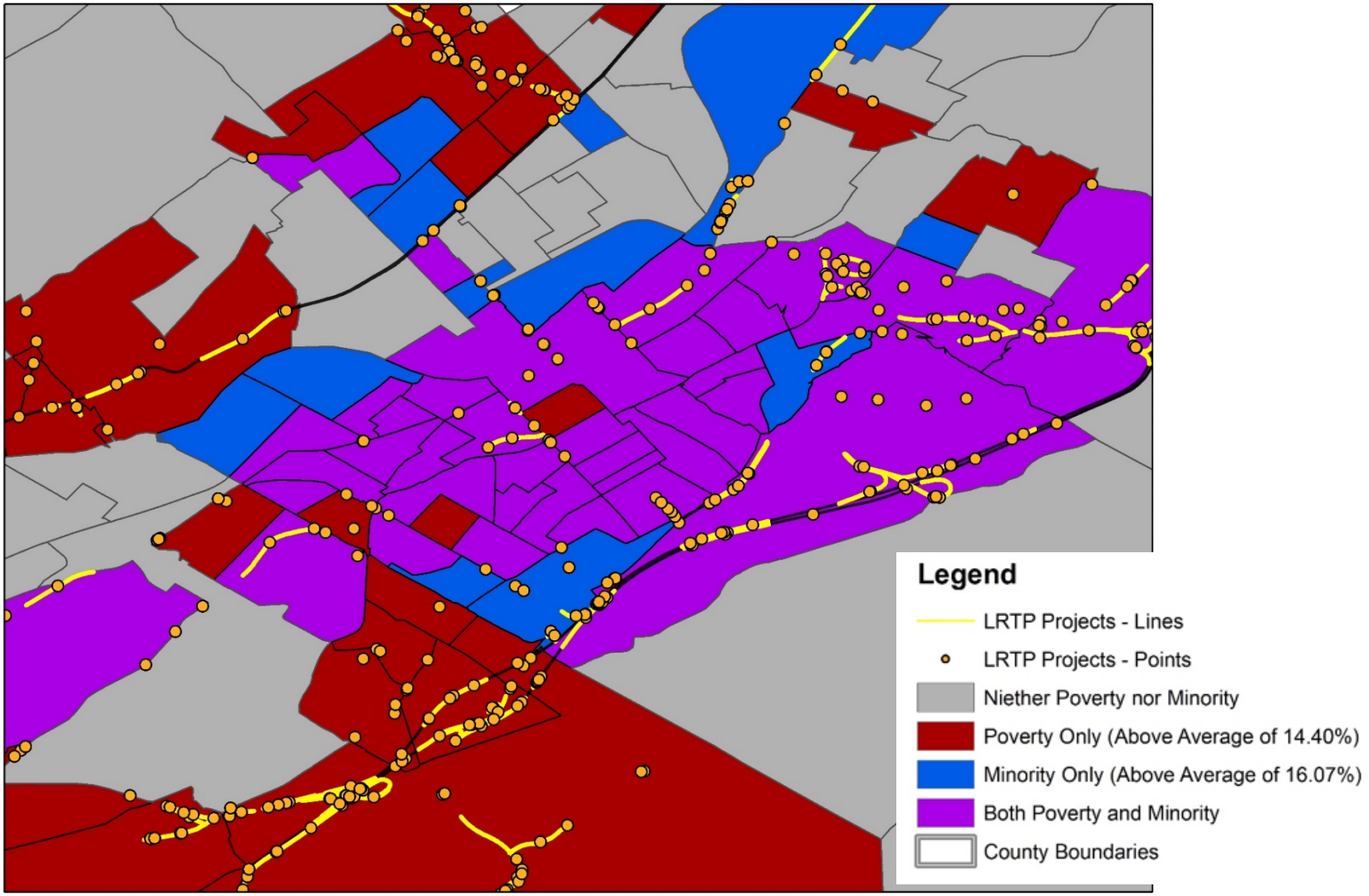


Figure 6: 2021-2045 LRTP Project Locations and Census Block Groups that Exceed the Regional Average Percentage of Minority and Low-Income Populations (Scranton)



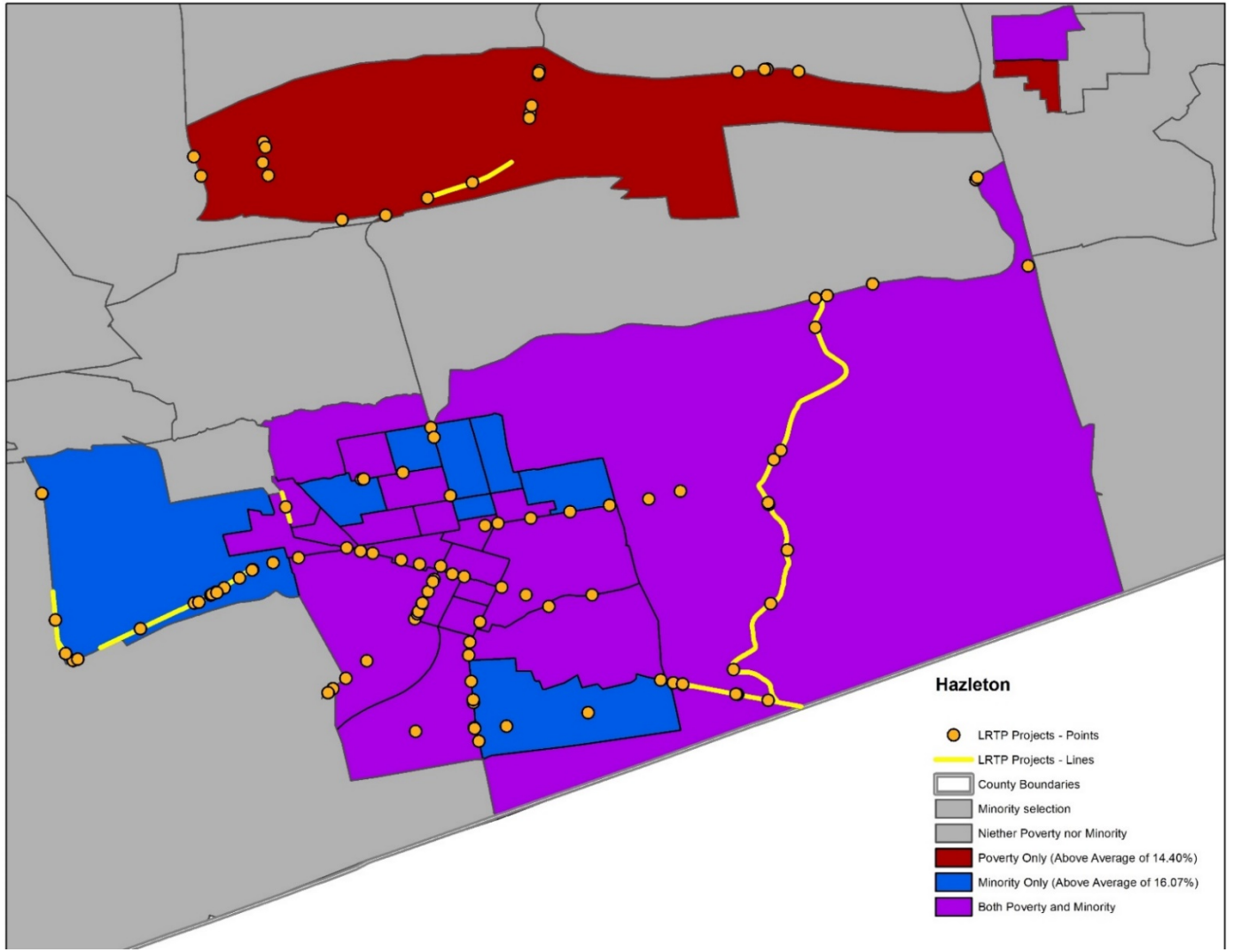
Source: 2014-18 ACS 5-year estimates; PennDOT

Figure 7: 2021-2045 LRTP Project Locations and Census Block Groups that Exceed the Regional Average Percentage of Minority and Low-Income Populations (Wilkes-Barre)



Source: 2014-18 ACS 5-year estimates; PennDOT

Figure 8: 2021-2045 LRTP Project Locations and Census Block Groups that Exceed the Regional Average Percentage of Minority and Low-Income Populations (Hazleton)



Source: 2014-18 ACS 5-year estimates; PennDOT

APPENDIX F – AIR QUALITY CONFORMITY ANALYSIS

Transportation Conformity Determination Report

1997 Ozone NAAQS

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

2045 Long-Range Transportation Plan

December 2020

Table of Contents

Executive Summary

As part of its transportation planning process, the Lackawanna/Luzerne Metropolitan Planning Organization (MPO) completed a transportation conformity determination for the 2045 Long-Range Transportation Plan (LRTP). This report documents that the LRTP meets the federal transportation conformity requirements in 40 CFR Part 93.

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

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

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

1.0 Background

1.1 Transportation Conformity Process

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

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

1.2 National Ambient Air Quality Standards

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

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

<u>1997 8-hour Ozone NAAQS</u>

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

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

2008 and 2015 8-hour Ozone NAAQS

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

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

2.0 LACKAWANNA/LUZERNE MPO LRTP

The Long Range Transportation Plan (LRTP) serves as the official transportation plan for a metropolitan area. The LRTP documents the current and future transportation demand and identifies long-term improvements and projects to meet those needs. The plan guides decision-making about transportation improvements in both Lackawanna and Luzerne Counties. Federal regulations require that the LRTP:

- Consider all modes of transportation

- Cover at least a twenty year period
- Consider federal planning factors
- Be fiscally constrained
- Provide for public participation
- Be updated at least every five years

The planning factors specified in federal regulations provide the framework for developing an LRTP. In addition, PennDOT provides guidance to help MPOs prepare LRTPs, and local policies and plans also play a role in the development of an LRTP that illustrates how transportation investments will address current and future needs.

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

Appendix A provides a listing of the regional significant projects that are funded in the LRTP within Lackawanna and Luzerne counties. These projects draw from the region's TIP and PennDOT's Twelve-Year Program (TYP). Regionally significant projects include transportation projects (other than exempt projects as defined under 40 CFR 93.126-127) that are on a facility which serves regional transportation needs.

3.0 Transportation Conformity Process

Per the court's decision in *South Coast II*, beginning February 16, 2019, a transportation conformity determination for the 1997 ozone NAAQS will be needed in 1997 ozone NAAQS nonattainment and maintenance areas identified by EPA[1] for certain transportation activities, including updated or amended TIPs and LRTPs. Once US DOT makes its 1997 ozone NAAQS conformity determination, conformity will be required no less frequently than every four years. This conformity determination report will address transportation conformity for the Lackawanna/Luzerne MPO 2045 LRTP.

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

4.0 Transportation Conformity Requirements

4.1 Overview

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

The transportation conformity regulation at 40 CFR 93.109 sets forth the criteria and procedures for determining conformity. The conformity criteria for TIPs and LRTPs include: latest planning assumptions (93.110), latest emissions model (93.111), consultation (93.112), transportation control measures (93.113(b) and (c), and emissions budget and/or interim emissions (93.118 and/or 93.119).
For the 1997 ozone NAAQS areas, transportation conformity for TIPs and LRTPs for the 1997 ozone NAAQS can be demonstrated without a regional emissions analysis, per 40 CFR 93.109(c). This provision states that the regional emissions analysis requirement applies one year after the effective date of EPA's nonattainment designation for a NAAQS and until the effective date of revocation of such NAAQS for an area. The 1997 ozone NAAQS revocation was effective on April 6, 2015, and the *South Coast II* court upheld the revocation. As no regional emission analysis is required for this conformity determination, there is no requirement to use the latest emissions model, or budget or interim emissions tests.

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

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

4.2 Latest Planning Assumptions

The use of latest planning assumptions in 40 CFR 93.110 of the conformity rule generally applies to a regional emissions

[2] Available from https://www.epa.gov/sites/production/files/2018-11/documents/420b18050.pdf

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

4.3 Consultation Requirements

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

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

Meeting and conference calls were conducted on July 15, 2020 and October 22, 2020 to review all planning assumptions and to discuss the template and content for transportation conformity analyses in 1997 ozone orphan areas.

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

4.4 Fiscal Constraint

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

5.0 Conclusion

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

Appendix A

Regionally Significant Project List
Lackawanna and Luzerne Counties

Project Name	Description	Municipality
FY 2021-2024 Highway-Bridge Transportation Improvement Program (TIP)		
Tigue Street Park N Ride (MPMS 92949)	Construction of a Park and Ride on State Route 8002 (Tigue Street) in Dunmore Borough.	Dunmore Borough (Lackawanna County)
Drinker St NB Exit Signal (MPMS 95263)	Traffic signal installation and intersection improvements at Interstate 81 Exit 186 Northbound off ramp (State Route 8007) at State Route 2020 (Drinker Street) in Dunmore Borough.	Dunmore Borough (Lackawanna County)
SR 3013 Main Street Signal Corridor (MPMS 102866)	Signal and safety improvements (including signal coordination) on State Route 3013 (South Main Street) at 11 intersections including Eynon Street, State Route 3014 (Luzerne Street), Washburn Street, Jackson Street, West Lackawanna Avenue, State Route 3020 (West Linden Street), Swetland Street, Oram Street, Providence Road, Wood Street and the Northbound and Southbound Ramps on the Scranton Expressway in the City of Scranton.	City of Scranton (Lackawanna County)
SR 247 Expand Jessup Borough Park and Ride (MPMS 106681)	Construction of a Park and Ride Extension on State Route 247 in Jessup Borough	Jessup Borough (Lackawanna County)

Project Name	Description	Municipality
Butler Twp. Park & Ride (MPMS 64481)	Construction of a Park and Ride Lot on State Route 309 (North Hunter Highway) at the Interstate 80 Interchange in Butler Township.	Butler Township (Luzerne County)
Extension of SR 424 to SR 924 (MPMS 70467)	New alignment of State Route 424 (Arthur Gardner Highway) to State Route 924 in Hazle Township.	Hazle Township (Luzerne County)
Cooks Store Intersection (MPMS 92444)	Safety improvement at intersection of State Route 118, State Route 1049 (Fire House Road) and Township Road 700 (Mountain View Drive); intersection of State Route 118 and Township Road 811 (Meeker Road); and intersection of State Route 118 and Township Road 806 (Outlet Road) in Lehman Township.	Lehman Township (Luzerne County)
SR 309 Signal Corridor (MPMS 110327)	Safety improvements on State Route 309 (Memorial Highway/Tunkhannock Highway) between State Route 1050 and Wellington Avenue in Kingston Township, Dallas Township, and Dallas Borough.	Kingston and Dallas Townships, Dallas Borough (Luzerne County)
FY 2021-2024 Interstate Highway-Bridge TIP		
Scranton Beltway / Turnpike (MPMS 106682)	This project will link Interstate 81 and the Pennsylvania Turnpike's Northeastern Extension (I-476), creating a beltway around the City of Scranton. The project will widen I-81 to six lanes and provide new ramps to connect I-81 and the Turnpike (I-476) both south and north of Scranton.	Borough of Dupont, Pittston Township, South Abington Township
FY 2025-2032 Highway-Bridge Twelve Year Program (TYP)		

Project Name	Description	Municipality
SR 2007 over Railroad and Local Streets (MPMS 114276)	Bridge removal on SR 2007 (South Street) over Railroad and Local Streets in Wilkes Barre City, Luzerne County.	Wilkes Barre City (Luzerne County)
SR 2010 over Pocono Northeast Railroad (MPMS 114277)	Bridge removal on State Route 2010 (Main Street) State Route 2010 (Main Street) in Ashley Borough, Luzerne County.	Ashley Borough (Luzerne County)

APPENDIX G – PERFORMANCE REPORTS, 2019

End of Calendar Year 2019 Performance Measures Annual Report -- Bridges

Scranton/W-B

MAP-21 Bridge Performance by Business Plan Network (Based on all NHS Bridge Owners Greater than or Equal to 20' in Length)

MAP-21 Bridge Performance Measure												
	Good				Fair				Poor			
Business Plan Network	Count	Count %	Deck Area (Msf)	Deck Area %	Count	Count %	Deck Area (Msf)	Deck Area %	Count	Count %	Deck Area (Msf)	Deck Area %
Interstate	42	25.93%	0.517	30.33%	87	53.70%	0.872	51.17%	33	20.37%	0.315	18.49%
NHS, Non-Interstate	52	35.86%	0.769	37.02%	68	46.90%	0.998	48.07%	25	17.24%	0.310	14.92%
Total NHS	94	30.62%	1.286	34.00%	155	50.49%	1.870	49.47%	58	18.89%	0.625	16.53%

	Map-21 Goal	End of Year 2019 Value	2019 Target	2021 Target
Total NHS Deck Area Poor %	10.00%	16.53%	14.00%	12.00%

Business Plan Network	Count	Deck Area (Msf)
Interstate	162	1.704
NHS, Non-Interstate	145	2.076
Total NHS	307	3.781

- MAP-21 bridge data is assessed and analyzed by National Bridge Inventory Standards (Bridges 20' and greater), which differs from PennDOT's 8' and greater reporting.
- MAP-21 performance measures apply to all Interstate and NHS Non-Interstate bridges in PA, regardless of ownership. Therefore, PA Turnpike and local-owned bridges are included in totals.

- MAP-21 bridge performance measures required for FHWA reporting include good, fair, or poor condition scores for each bridge.
  End of Calendar Year 2019 Status of Bridges in Region (Based on 8' and greater)
  fair if the minimum condition rating is 6 or 5, and poor if the minimum condition rating is 4 or less.

- FHWA requires that no more than 10 percent of a state's total NHS Bridge Deck Area be in poor condition. Additionally, state DOTs are required to establish biennial targets for poor deck area.

- FHWA has not established a minimum condition for Interstate only bridges or NHS non-Interstate bridges, but requires the state DOT to establish targets.

- FHWA requires that no more than 5 percent of a state's bridge data be unreported or missing.

- MAP-21 rulemaking requires that states develop and implement a risk-based asset management plan to achieve and sustain a state of good repair over the life cycle of the asset to improve or preserve the condition of the NHS. Asset Management encompasses two related means of doing so: making infrastructure last as long as reasonably possible through keeping up on preservation activities to minimize costlier major repairs, and utilizing a structure for its entire service life. These practices allow the department to operate to lowest life cycle cost (LLCC) on the network level.

- MAP-21 performance measures are not to explicitly drive planning and programming, but rather be an indication of performance achieved by states operating at the LLCC.

Business Plan Network	Total Bridge Count	Total Deck Area (Msf)	Aver. Bridge DA (sf)	Closed Bridges	Posted Bridges	Poor Count	% Poor by Count	Poor-Deck Area (Msf)	% Poor by Deck Area	Non-Poor Bridges with a "5" Condition Rating
State ≥8'; Interstate/Ramps	181	1.3566	7,495	0	0	32	17.68%	0.3127	23.05%	47
State ≥8'; NHS (non-Interstate)	192	2.1110	10,995	0	0	27	14.06%	0.3105	14.71%	46
State ≥8'; non-NHS > 2000 ADT	301	1.1310	3,757	2	7	57	18.94%	0.1585	14.02%	75
State ≥8'; non-NHS < 2000 ADT	311	0.4800	1,544	4	7	56	18.01%	0.0691	14.39%	80
Total - State Bridges (≥8')	**985**	**5.0786**	**5,156**	**6**	**14**	**172**	**17.46%**	**0.8508**	**16.75%**	**248**
Local≥20'	173	0.4541	2,625	11	39	73	42.20%	0.2002	44.09%	27

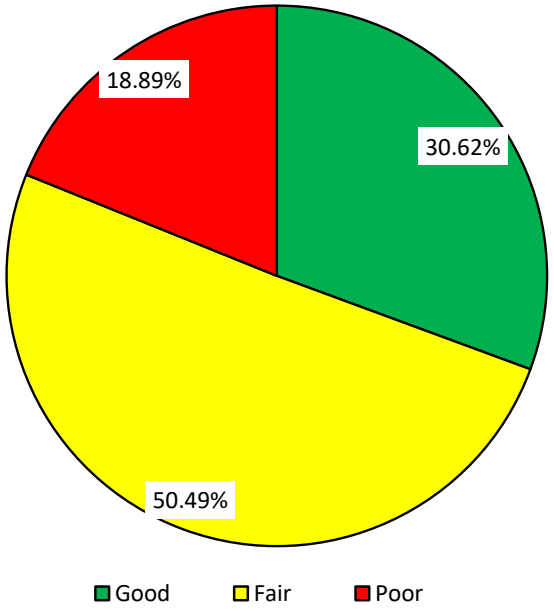
Reducing Rate of Deterioration through Investment (Non-Replacement) (Based on 8' and greater)

Business Plan Network	Annual New Poor Count (Poor "on")	Annual New Poor Count (Poor "off")	Annual New Poor DA (Poor "on")	Annual New Poor DA (Poor "off")	Preservation (million$)	Preservation (#bridges)
State ≥8'; Interstate/Ramps	1	3	0.36%	2.16%	$3.28	5
State ≥8'; NHS (non-Interstate)	2	1	6.10%	1.11%	$2.25	6
State ≥8'; non-NHS > 2000 ADT	0	2	0.85%	0.08%	$0.00	0
State ≥8'; non-NHS < 2000 ADT	6	8	2.00%	2.30%	$0.36	1
Total - State Bridges (≥8')	**9**	**14**	**3.01%**	**1.27%**	**$5.89**	**12**
Local≥20'	0	1	0.00%	0.18%	$0.00	0

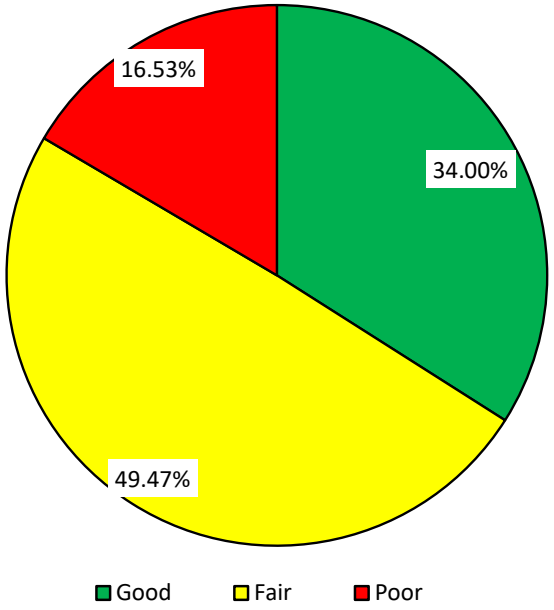
2019 Performance Measures Annual Report -- Bridges Scranton/W-B

MAP-21 Bridge Performance (Based on all NHS Bridge Owners Greater than or Equal to 20' in Length)

By Count



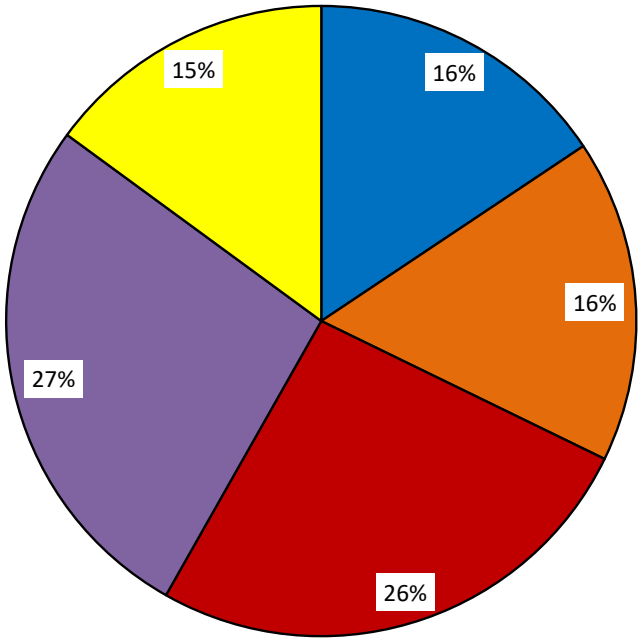
By Deck Area



End of Calendar Year 2019 Status of Bridges in Region (Based on 8' and greater)

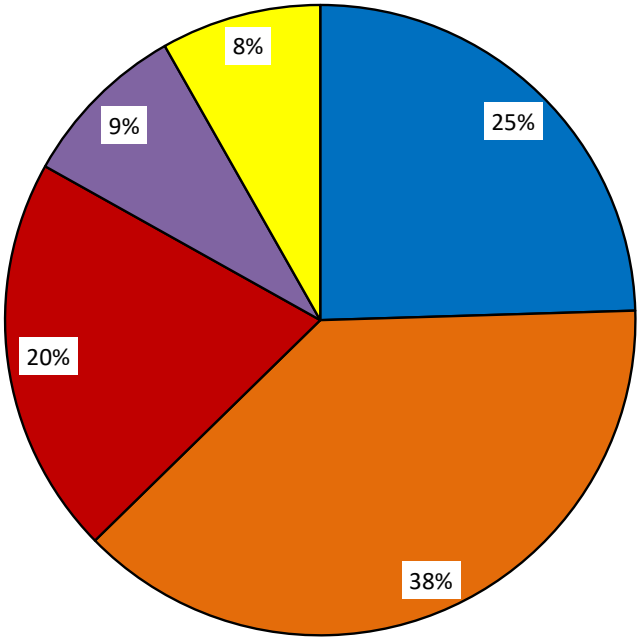
PennDOT Data 8' and Greater By Business Plan Network

% Bridges by BPN (Count)

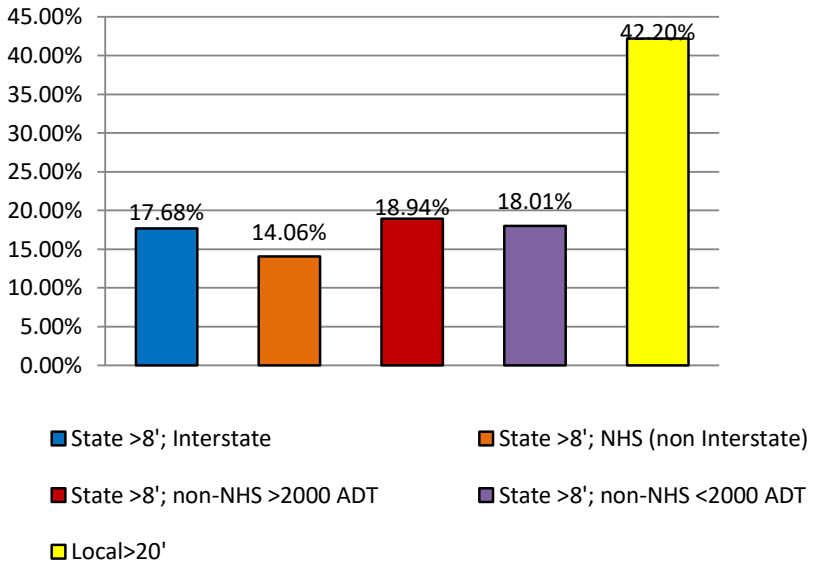


PennDOT Data 8' and Greater By Business Plan Network

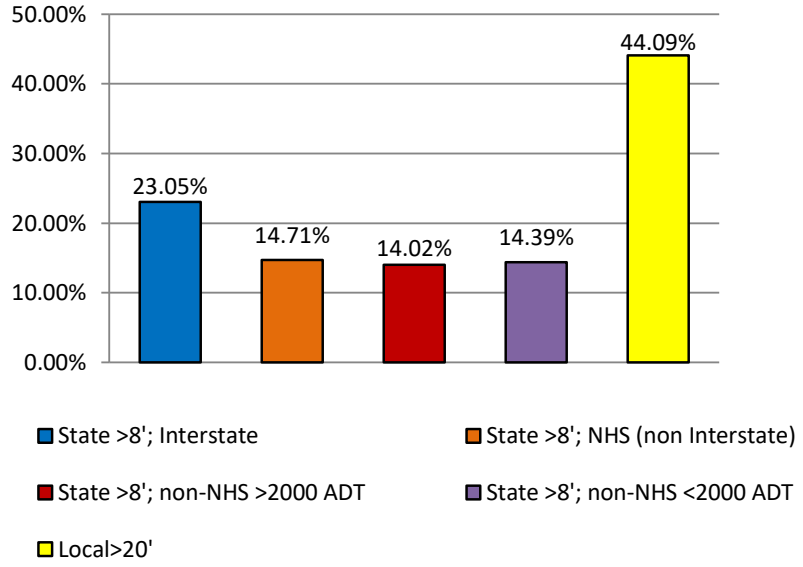
% Bridges by BPN (Deck Area)



Poor Bridge % by Business Plan Network (Count)



Poor Bridge % by Business Plan Network (Deck Area)



2019 Performance Measures Annual Report -- Pavements

Scranton-Wilkes Barre

Current MAP-21 Pavement Performance by Business Plan Network (Based on Total PA Miles)

Business Plan Network	MAP-21 Pavement Performance Measure											
	Good				Fair		Poor				Missing (Max 5%)	
	Miles	%	2021 Target	2023 Target	Miles	%	Miles	%	2021 Target	2023 Target	Miles	%
Interstate	108.6	48.72%	-	49%	104.7	46.98%	9.6	4.30%	-	4%	1.4	0.61%
NHS, Non-Interstate	65.6	27.28%	33%	37%	160.4	66.69%	14.5	6.03%	8%	7%	11.4	4.52%

- MAP-21 pavement performance measures required for FHWA reporting include four distress components which translate to good, fair, or poor condition scores. See table on reverse of this page for distresses and thresholds. Three conditions apply to each pavement type. A pavement segment is considered in good condition if all three distress components are rated as good. A pavement segment is considered in poor condition if two or more of its three distress components are rated as poor.

- FHWA requires that no more than 5 percent of a state's NHS Interstate lane-miles be in poor condition. Additionally, state DOTs are required to establish targets.

- FHWA has not established a minimum condition for NHS non-Interstate roadways, but requires the state DOT to establish targets.

- FHWA requires that no more than 5 percent of a state's mileage be unreported or missing.

- Conditions are assessed and analyzed for pavement "sections" that cannot exceed 0.10 miles in length, which differs from PennDOT's historic segment level data.

- MAP-21 performance measures apply to all Interstate and NHS Non-Interstate miles in PA, regardless of ownership. Therefore, PA Turnpike and local-owned miles are in Statewide totals, but not in each District's totals. Local-owned miles are included in MPO/RPO totals as appropriate.

- MAP-21 rulemaking requires that states develop and implement a risk-based asset management plan to achieve and sustain a state of good repair over the life cycle of transportation assets and to improve or preserve the condition of the NHS. Asset Management encompasses two related means of doing so: making infrastructure last as long as reasonably possible, and keeping up on preservation activities to minimize costlier major repairs. Together, these practices extend the life of assets and reduce the cost of maintaining them in the desired state of good repair. This is known as operating the network at the lowest life-cycle cost (LLCC).

- MAP-21 performance measures are not to drive planning and programming, but rather be an indication of performance achieved by states operating at the LLCC.

Current Pavement Smoothness (IRI) Summary by Business Plan Network (Based on PennDOT Miles)

Business Plan Network	Excellent		Good		Fair		Poor		Median IRI	Tested Seg-Mi
	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%		
Interstate	78.9	34.39%	64.5	28.09%	59.5	25.92%	26.6	11.60%	89	229.5
NHS, Non-Interstate	45.4	19.08%	86.3	36.26%	65.2	27.39%	41.1	17.26%	116	238.0
Non-NHS, ≥ 2000 ADT	125.4	24.56%	198.9	38.99%	102.8	20.15%	83.2	16.30%	127	510.3
Non-NHS, < 2000 ADT	47.0	7.19%	145.8	22.30%	206.9	31.66%	253.8	38.84%	201	653.5
Total - Roadway	296.7	18.19%	495.5	30.37%	434.4	26.63%	404.7	24.81%	134	1,631.3

Current Overall Pavement Index (OPI) Summary by Business Plan Network (Based on PennDOT Miles)

Business Plan Network	Excellent		Good		Fair		Poor		Median OPI
	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%	Seg-Mi	%	
Interstate	63.9	27.85%	73.7	32.11%	58.4	25.44%	33.5	14.61%	89
NHS, Non-Interstate	18.2	7.78%	129.6	55.26%	37.4	15.97%	49.2	21.00%	85
Non-NHS, ≥ 2000 ADT	101.4	19.97%	148.6	29.28%	136.6	26.92%	121.0	23.84%	81
Non-NHS, < 2000 ADT	73.5	11.27%	180.8	27.71%	203.8	31.24%	194.4	29.79%	65
Total - Roadway	257.0	15.83%	532.6	32.80%	436.2	26.86%	398.1	24.51%	80

Total Miles

PennDOT Seg-Mi	PA Miles
230.0	224.2
247.5	251.9
518.4	
660.5	
1,656.5	

- The IRI and OPI data presented herein is segment level.
- For the Interstate and NHS, Non-Interstate Business Plan Networks, the IRI and OPI data is for 2019. For the Non-NHS Business Plan Networks, the IRI and OPI data for most recent year captured, either 2018 or 2019.
- PennDOT has historically classified Good Interstate IRI as ≤100, and Poor Interstate IRI as >150; for NHS Non-Interstate, Good is ≤120 and Poor is >170. This practice is maintained in the IRI data presented herein, but differs from the MAP-21 definitions defined in the table on the reverse of this page.

Current Out-Of-Cycle (OOC) Assessment by Business Plan Network (Based on PennDOT Miles)

Business Plan Network	High Level Bituminous		Low Level Bituminous				Concrete				Potentially Past DSL
	Seg-Mi	OOC Mi[1]	Seg-Mi	OOC Mi[2]	OOC Mi[3]	Total	Seg-Mi	OOC Mi[4]	OOC Mi[5]	Total	Seg-Mi
Interstate	132.85	1.01	0.00	0.00	0.00	0.00	97.17	0.00	24.93	0.00	1.01
NHS, Non-Interstate	255.85	49.34	2.03	0.00	0.00	0.00	48.27	0.00	44.07	0.00	45.78
Non-NHS, ≥ 2000 ADT	434.79	103.84	83.06	16.26	3.81	16.26	0.85	0.28	0.85	0.28	
Non-NHS, < 2000 ADT	66.33	26.91	594.68	227.86	47.62	227.86	1.18	0.66	0.68	0.66	
Total - Roadway	889.81	181.10	679.77	244.12	51.43	244.12	147.46	0.95	70.52	0.95	

- Out-Of-Cycle Categories:
  1 - High Level Bituminous Pavement with Age > 12 Years or > 17 Years with Interim Surface Seal
  2 - Low Level Bituminous Surface with Age > 7 Years
  3 - Low Level Bituminous Pavement with Age > 20 Years or no Structural Layers
  4 - Concrete Pavements with Age > 30 Years
  5 - Concrete Pavements with Age > 20 Years and No Concrete Pavement Restoration (CPR)

- Total Low Level OOC represents the miles that are OOC for either Category 2 or 3. Segments that are OOC for both categories are not double counted.
  Total Concrete OOC represents the miles that are OOC for either Category 4 or 5. Segments that are OOC for both categories are not double counted.

- Pavement Potentially Past Design Service Life is defined a pavement structure age greater than 40 years, and OOC according to any of the categories.
  This indicates that, even though the surface is OOC, the pavement may be in need of more than resurfacing or CPR due to it's overall age.

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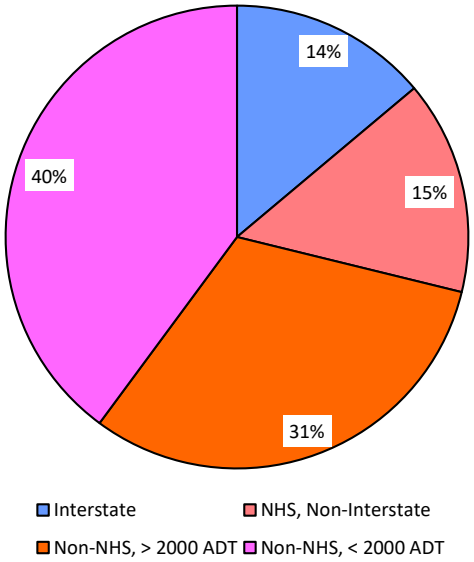
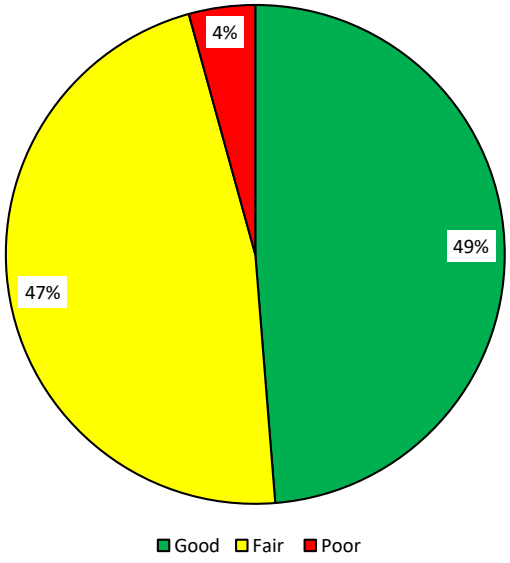
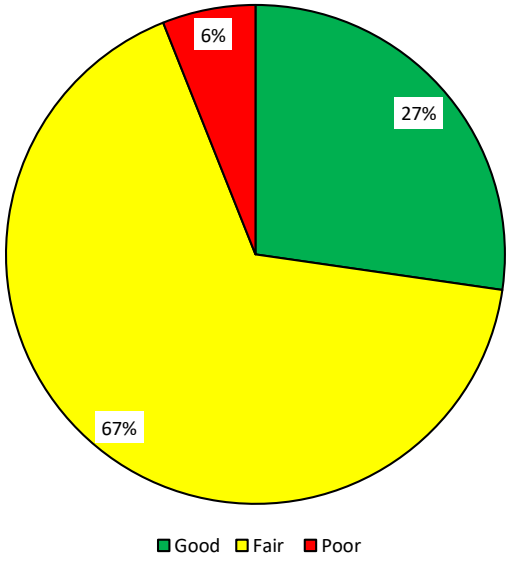
Percent Total PennDOT Segment Miles by Business Plan Network



MAP-21 Interstate Performance All PA Miles



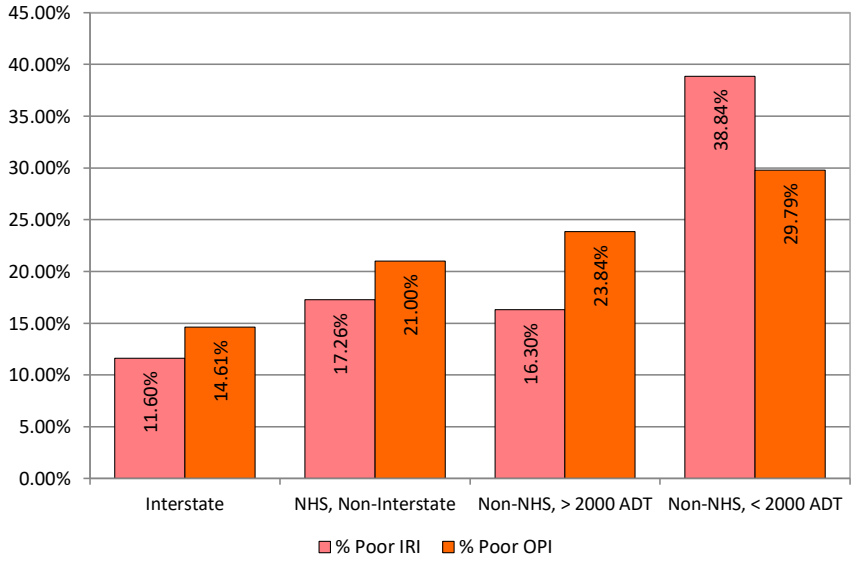
MAP-21 NHS Non-Interstate Performance All PA Miles



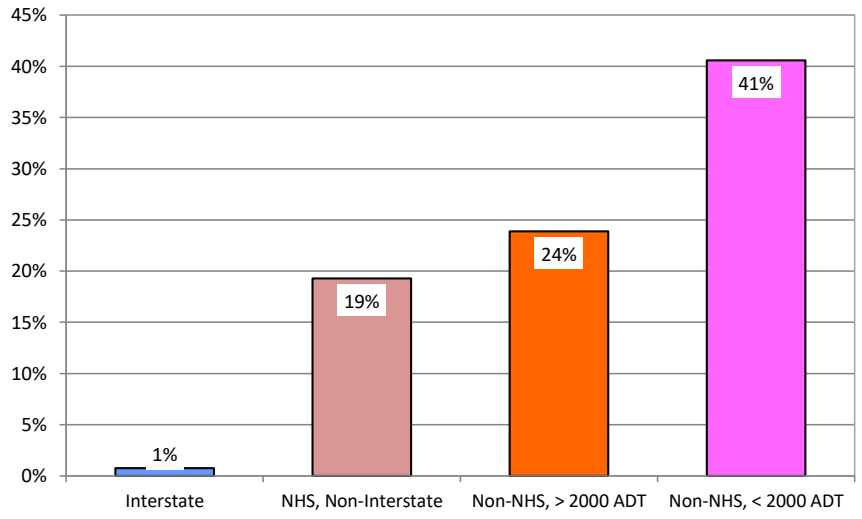
MAP-21 Pavement Conditions and Thresholds

Rating	Good	Fair	Poor
IRI (inches/mile)	<95	95–170	>170
Cracking Percentage	<5	CRCP: 5–10 Jointed: 5–15 Asphalt: 5–20	CRCP: >10 Jointed: >15 Asphalt: >20
Rutting (inches)	<0.20	0.20–0.40	>0.40
Faulting (inches)	<0.10	0.10–0.15	>0.15

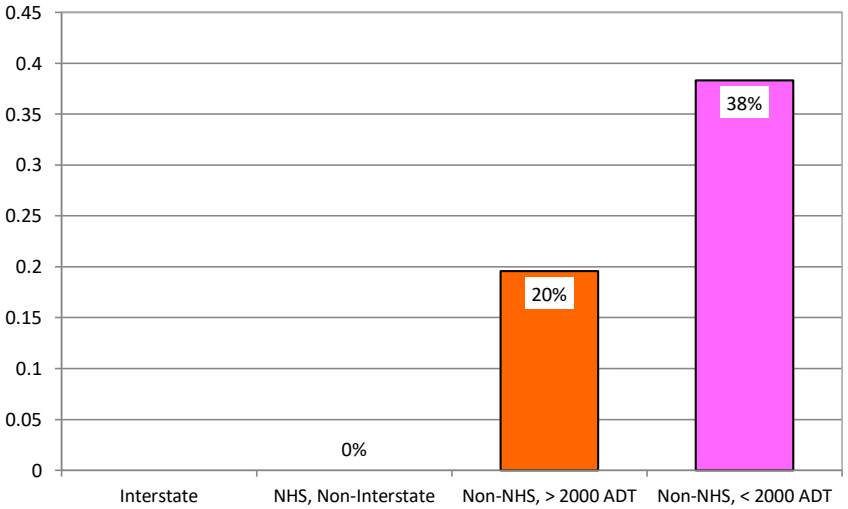
Percent of Poor IRI and Poor OPI by Business Plan Network



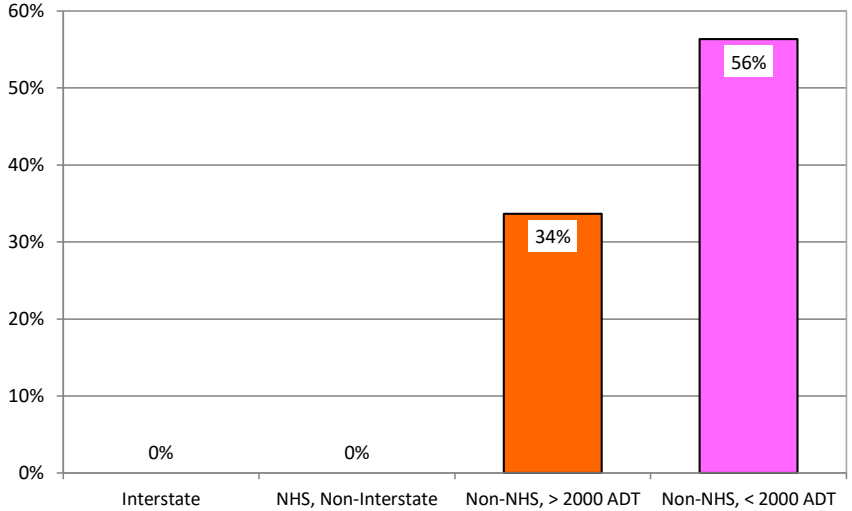
Percent of High Level Bituminous Miles Out-Of-Cycle by Business Plan Network



Percent of Low Level Bituminous Miles Out-Of-Cycle by Business Plan Network



Percent of Concrete Miles Out-Of-Cycle by Business Plan Network



APPENDIX H – SUMMARY OF PUBLIC COMMENTS ON DRAFT LRTP

To the Members of the Lackawanna County Planning Commission,

I am a resident of Scranton, and I wanted to give my input on the Long-Range Transportation Plan, specifically the public transportation sections. As a younger person living downtown, I greatly enjoy being able to get around the city without using a car. I would love to see the Scranton area expand options for non-vehicular transportation, like bike routes, expanded bus service, bus rapid transit, and light rail. Many cities that I've been to make it easy for people to get around without using a car, and I strongly wish for our area to be just as walkable, bikeable, and transit friendly.

In the plan, I was happy to see sections mentioning BRT and LRT. I would love to see more transportation options between different parts of the region, including more service between Scranton and Wilkes-Barre and Scranton to the Upper Valley (Dickson City, Olyphant, etc). The existing COLTS service has limited hours of service and low frequency, making it difficult to get to these areas without driving. I would love to see expanded bus service, in addition to BRT and LRT service in the region. Combining more robust COLTS service and BRT/LRT options would make travelling the county much more convenient. As a personal note, when looking for places to move to after college, many of my former classmates chose cities with robust transit options. By adding more transit to our area, I believe more people would want to move to our cities and towns.

I also support the addition of a Complete Streets policy in the Appendix J. Many roadways in our county are designed for only cars; any transit users, cyclists, and pedestrians are left to struggle getting around. More streets in Lackawanna County should dedicate the abundance of space on some roads for bike lanes, bus lanes, or even expanded pedestrian areas. Cities like Seattle, Portland, or even New York that provide more space for these uses see greater activity and life on their streets, meaning more people staying healthy, more money going into local businesses, and less pollution from cars. I can picture many downtown areas and neighborhood centers in the county that could benefit from less road space for cars and more space for everyone else, creating more vibrant street life.

I am very happy to see these positive additions in the LRTP. I hope that these areas can be prioritized, and that our local officials can advocate for more funding for these projects. People my age (in their 20s) love to get out of their car whenever possible, and I know from experience that when looking for a place to live, many young people want to ditch their cars and bike, walk, or even ride the bus/light rail if it is convenient. I would love nothing more than to see Scranton transform into a walkable, bikeable city with frequent and expansive transit options, like bus, BRT, light rail, and maybe even passenger rail. Thank you all for considering us who like to ditch our cars, and I hope to see these plans and any future ones come to fruition in the near future.

Sincerely,
Craig Beavers
Scranton Resident

APPENDIX I – LOCALLY-OWNED ROADWAY ON THE FEDERAL-AID SYSTEM

The reader should note that the following list is a snapshot of locally-owned Federal-aid routes as of the plan adoption date of February 2021. The list is subject to change, given ongoing work the MPO is engaged in involving reviews and updates to the region's functional classification scheme.

COUNTY	ST_RT_NO	SEG_NO	SEG_LNGTH_FEET	STREET_NAME	BGN_DESC	END_DESC
LACKAWANNA	K102	10	633	DEPOT ST	SR 0247	MAIN ST
LACKAWANNA	K104	10	5016	MONTAGE MOUNTAIN RD	GLENMAURA BL	GLENMAURA BL
LACKAWANNA	K104	20	2956	MONTAGE MOUNTAIN RD	GLENMAURA BL	SR 3016
LACKAWANNA	K105	10	6230	GLENMAURA NATIONAL BL	SR 0502	MONTAGE MOUNTAIN RD
LACKAWANNA	K105	20	9504	GLENMAURA NATIONAL BL	MONTAGE MOUNTAIN RD	MONTAGE MOUNTAIN RD
LACKAWANNA	K106	10	1056	DRAKE ST	BRIDGE ST/SR3017	DICK ST
LACKAWANNA	K106	20	792	DICK ST	DRAKE ST	LONESOME RD/SR3019
LACKAWANNA	K106	30	105	MAIN ST/COUNTY BRIDGE	MAIN ST/SR3024	MAIN ST/SR3024
LACKAWANNA	K107	70	3432	MAIN AV	MARKET ST/SR6011	PARKER ST
LACKAWANNA	K107	80	1267	MAIN AV	PARKER ST	SOUTH END LFA BRIDGE
LACKAWANNA	K107	84	52	MAIN AV/BK-20899	SOUTH END LFA BRIDGE	NORTH END LFA BRIDGE
LACKAWANNA	K107	86	422	MAIN AV	NORTH END LFA BRIDGE	MARVINE AV
LACKAWANNA	K107	90	2587	MAIN AV	MARVINE AV	I-81/RAMPS
LACKAWANNA	K107	100	158	MAIN AV	I-81/RAMPS	SCRANTON CITY LINE
LACKAWANNA	K107	104	5121	MAIN ST	SCRANTON CITY LINE	BOULEVARD AV/SR2006
LACKAWANNA	K107	110	2692	MAIN ST	BOULEVARD AV/SR2006	DUNDAFF ST/SR1037
LACKAWANNA	K107	120	3590	MAIN ST	DUNDAFF ST/SR1037	LACKAWANNA AV/SR0347
LACKAWANNA	K107	130	4963	MAIN ST	LACKAWANNA AV/SR0347	GINO MERLI DR/SR1023
LACKAWANNA	K108	10	369	UNION ST	MAIN ST/SR3013	COXTON RD
LACKAWANNA	K108	20	686	UNION ST	COXTON RD	CONNELL ST
LACKAWANNA	K108	40	211	CONNELL ST	UNION ST	FOUNDRY ST
LACKAWANNA	K108	50	1056	CONNELL ST	FOUNDRY ST	MILWAUKEE AV/SR3011
LACKAWANNA	K116	10	369	SANDERS ST	PITTSTON AV/SR0011	BIRNEY AV/SR0011

COUNTY	ST_RT_NO	SEG_NO	SEG_LNGTH_FEET	STREET_NAME	BGN_DESC	END_DESC
LACKAWANNA	K118	10	580	DUNCAN ST	BIRNEY AV/SR0011	PITTSTON AV/SR3023
LACKAWANNA	K118	20	1425	DUNCAN ST	PITTSTON AVSR3023	WEBSTER AV
LACKAWANNA	K118	30	9504	WEBSTER AV	DUNCAN ST	MOOSIC AV/SR0307
LACKAWANNA	K120	10	2534	BIRCH ST	CROWN AV	PITTSTON AV/SR0011
LACKAWANNA	K120	20	1108	BIRCH ST	CEDAR AV/SR3023	WASHINGTON AV
LACKAWANNA	K120	30	1161	WASHINGTON AV	BIRCH ST	HICKORY ST
LACKAWANNA	K120	40	1742	WASHINGTON AV	HICKORY ST	LACKAWANNA AV
LACKAWANNA	K120	50	528	WASHINGTON AV	LACKAWANNA AV	SPRUCE ST/SR3025
LACKAWANNA	K120	60	528	WASHINGTON AV	SPRUCE ST/SR3025	LINDEN ST/SR3020
LACKAWANNA	K120	70	528	WASHINGTON AV	LINDEN ST/SR3020	MULBERRY ST/SR0011
LACKAWANNA	K120	80	1056	WASHINGTON AV	MULBERRY ST/SR0011	OLIVE ST
LACKAWANNA	K120	90	211	WASHINGTON AV	OLIVE ST	ADAMS AV/SR3023
LACKAWANNA	K120	100	3696	WASHINGTON AV	ASH ST/SR3023	SR6011
LACKAWANNA	K125	10	1953	FIG ST	CEDAR AV/SR0011	WEBSTER AV
LACKAWANNA	K128	10	1478	CROWN AV	BIRCH ST	RIVER ST
LACKAWANNA	K128	20	1108	CROWN AV	RIVER ST	MOOSIC ST/SR0307
LACKAWANNA	K129	10	739	MATTES AV	CEDAR AV/SR3023	RIVER ST
LACKAWANNA	K129	20	475	MATTES AV	RIVER ST	HICKORY ST
LACKAWANNA	K129	30	528	HICKORY ST	MATTES AV	WASHINGTON AV
LACKAWANNA	K129	40	369	HICKORY ST	WASHINGTON AV	BROADWAY ST
LACKAWANNA	K129	50	844	BROADWAY ST	HICKORY ST	THIRD AV
LACKAWANNA	K129	60	580	THIRD AV	BROADWAY ST	LUZERNE ST
LACKAWANNA	K129	70	3273	LUZERNE ST	THIRD AV	MAIN AV/SR3013
LACKAWANNA	K130	10	1795	RIVER ST	CEDAR AV/SR3023	WEBSTER AV
LACKAWANNA	K130	20	1267	RIVER ST	WEBSTER AV	CROWN AV
LACKAWANNA	K130	30	633	RIVER ST	CROWN AV	STAFFORD AV/SR3021
LACKAWANNA	K130	40	950	RIVER ST	STAFFORD AV/SR3021	SR0081/BRIDGE
LACKAWANNA	K130	50	316	RIVER ST	SR0081/BRIDGE	MOLTKE AV
LACKAWANNA	K130	60	1636	MOUNTAIN RD	RIVER ST	CRONKEY AV
LACKAWANNA	K130	70	2428	MOUNTAIN RD	CRONKEY AV	SEYMOUR AV
LACKAWANNA	K130	80	3432	SEYMOUR AV	MOUNTAIN RD	SR 0307

COUNTY	ST_RT_NO	SEG_NO	SEG_LNGTH_FEET	STREET_NAME	BGN_DESC	END_DESC
LACKAWANNA	K131	10	4488	JACKSON ST	MAIN ST/SR3013	SHERMAN AV
LACKAWANNA	K131	20	739	SHERMAN AV	JACKSON ST	WASHBURN ST
LACKAWANNA	K131	30	528	WASHBURN ST	SHERMAN AV	DEWEY AV
LACKAWANNA	K131	40	792	DEWEY AV	WASHBURN ST	JACKSON ST
LACKAWANNA	K131	50	1108	JACKSON ST	DEWEY AV	KEYSER AV/SR3011
LACKAWANNA	K132	10	1108	PENN AV	LACKAWANNA AV	LINDEN ST/SR 3020
LACKAWANNA	K132	20	580	PENN AV	LINDEN ST/SR3020	MULBERRY ST/SR0011
LACKAWANNA	K133	10	3168	OLIVE ST	ADAMS ST/SR3023	PROVIDENCE RD/SR3029
LACKAWANNA	K135	10	422	SPRUCE ST	PENN AV	WYOMING AV/SR3025
LACKAWANNA	K136	10	897	LACKAWANNA AV	MAIN AV/SR3013	NINTH AV
LACKAWANNA	K136	20	792	LACKAWANNA AV	NINTH AV	SEVENTH AV
LACKAWANNA	K136	30	739	LACKAWANNA AV	SEVENTH AV	CLIFF AV
LACKAWANNA	K136	40	2217	LACKAWANNA AV	CLIFF AV	WASHINGTON AV
LACKAWANNA	K136	50	475	LACKAWANNA AV	WASHINGTON AV	ADAMS AV/SR3023
LACKAWANNA	K140	10	3484	JEFFERSON AV	MULBERRY ST/SR3027	ASH ST
LACKAWANNA	K142	10	3484	CLAY AV	MULBERRY ST/SR3027	ASH ST
LACKAWANNA	K142	12	580	CLAY AV	ASH ST	SCRANTON CITY LINE
LACKAWANNA	K142	14	422	CLAY AV	DUNMORE BOROUGH LINE	BLAKELY ST
LACKAWANNA	K142	20	2112	BLAKELY ST	CLAY AV	CHERRY ST
LACKAWANNA	K142	24	264	CHERRY ST	BLAKELY ST	SR 6011
LACKAWANNA	K142	30	1478	CHERRY ST	WHEELER AV/SR6011	ELM ST
LACKAWANNA	K142	40	580	ELM ST	CHERRY ST	DUDLEY ST
LACKAWANNA	K142	50	369	DUDLEY ST	ELM ST	BURKE ST
LACKAWANNA	K142	60	158	DUDLEY ST	BURKE ST	CHESTNUT ST
LACKAWANNA	K142	70	316	CHESTNUT ST	DUDLEY ST	WALNUT ST
LACKAWANNA	K142	80	1161	WALNUT ST	CHESTNUT ST	FRANKLIN ST
LACKAWANNA	K143	10	475	ASH ST	SR 3023	ADAMS AV
LACKAWANNA	K143	20	422	ASH ST	ADAMS AV	JEFFERSON AV
LACKAWANNA	K143	30	422	ASH ST	JEFFERSON AV	MADISON AV
LACKAWANNA	K143	40	844	ASH ST	MADISON AV	QUINCY AV
LACKAWANNA	K143	60	422	ASH ST	QUINCY AV	CLAY AV

COUNTY	ST_RT_NO	SEG_NO	SEG_LNGTH_FEET	STREET_NAME	BGN_DESC	END_DESC
LACKAWANNA	K143	70	422	ASH ST	CLAY AV	WEBSTER AV
LACKAWANNA	K143	80	105	WEBSTER AV	ASH ST	ASH ST
LACKAWANNA	K143	90	369	ASH ST	WEBSTER AV	TAYLOR AV
LACKAWANNA	K143	100	422	ASH ST	TAYLOR AV	IRVING AV
LACKAWANNA	K143	110	422	ASH ST	IRVING AV	PRESCOTT AV
LACKAWANNA	K143	120	211	ASH ST	PRESCOTT AV	RIDGE AV
LACKAWANNA	K143	130	105	RIDGE AV	ASH ST	ASH ST
LACKAWANNA	K143	140	422	ASH ST	RIDGE AV	WHEELER AV/SR 6011
LACKAWANNA	K144	2	475	MONROE AV	ASH ST	SCRANTON CITY LINE
LACKAWANNA	K144	10	3484	MONROE AV	DUNMORE BOROUGH LINE	SR6011
LACKAWANNA	K144	20	1584	MONROE AV	SR6011	ELECTRIC ST
LACKAWANNA	K145	10	1267	POPLAR ST	WYOMING AV/SR3025	SANDERSON AV
LACKAWANNA	K145	20	1584	POPLAR ST	SANDERSON AV	GROVE ST
LACKAWANNA	K145	30	580	GROVE ST	POPLAR ST	ALBRIGHT AV
LACKAWANNA	K145	40	264	ALBRIGHT AV	GROVE ST	COURT ST
LACKAWANNA	K145	50	1531	COURT ST	ALBRIGHT ST	PROVIDENCE RD/SR3029
LACKAWANNA	K146	10	528	SANDERSON AV	POPLAR ST	WALNUT ST
LACKAWANNA	K146	20	1056	SANDERSON AV	WALNUT ST	GLEN ST
LACKAWANNA	K146	30	264	SANDERSON AV	GLEN ST	NEW YORK ST
LACKAWANNA	K146	40	1161	SANDERSON AV	NEW YORK ST	SR6011
LACKAWANNA	K146	50	1478	SANDERSON AV	SR6011	ELECTRIC ST
LACKAWANNA	K146	60	105	ELECTRIC ST	SANDERSON AV	BOULEVARD AV
LACKAWANNA	K146	70	792	BOULEVARD AV	ELECTRIC ST	RICHMONT ST
LACKAWANNA	K146	80	2112	BOULEVARD AV	RICHMONT ST	OLYPHANT AV
LACKAWANNA	K146	90	1003	OLYPHANT AV	BOULEVARD AV	PARKER ST
LACKAWANNA	K146	100	2745	OLYPHANT AV	PARKER ST	SR0081/RAMPS
LACKAWANNA	K146	110	1003	OLYPHANT AV	SR0081/RAMPS	SCRANTON CITY LINE
LACKAWANNA	K146	120	1478	CHARLES ST	THROOP BOROUGH LINE	SANDERSON ST/SR2008
LACKAWANNA	K147	10	686	POTTER ST	CHESTNUT ST	SPRING ST
LACKAWANNA	K147	20	369	POTTER ST	SPRING ST	BLAKELY ST/SR6011
LACKAWANNA	K148	10	1478	FRANKLIN ST	WALNUT ST	DRINKER ST/SR2020

COUNTY	ST_RT_NO	SEG_NO	SEG_LNGTH_FEET	STREET_NAME	BGN_DESC	END_DESC
LACKAWANNA	K149	10	3696	THEODORE ST	MAIN AV/SR6011	SERENE AV
LACKAWANNA	K149	20	264	SERENE AV	THEODORE ST	FERDINAND ST
LACKAWANNA	K149	30	1267	FERDINAND ST	SERENE AV	KEYSER AV/SR3011
LACKAWANNA	K150	10	211	BLAKELY ST	BLAKELY ST	SR 6011
LACKAWANNA	K151	10	2112	ELECTRIC ST	BLAKELY ST/SR0347	DRINKER ST
LACKAWANNA	K151	20	1214	ELECTRIC ST	DRINKER ST	JEFFERSON AV
LACKAWANNA	K151	30	633	ELECTRIC ST	JEFFERSON AV	DUNMORE BOROUGH LINE
LACKAWANNA	K151	40	422	ELECTRIC ST	SCRANTON CITY LINE	WASHINGTON AV
LACKAWANNA	K151	50	1056	ELECTRIC ST	WASHINGTON AV	CAPOUSE AV
LACKAWANNA	K151	60	792	ELECTRIC ST	CAPOUSE AV	BOULEVARD AV
LACKAWANNA	K152	10	1425	CHESTNUT ST	WALNUT ST	POTTER ST
LACKAWANNA	K152	20	1320	CHESTNUT ST	POTTER ST	DRINKER ST/SR2020
LACKAWANNA	K154	10	422	ROCKWELL AV	MARKET ST/SR6011	WILLIAM ST
LACKAWANNA	K154	20	2587	ROCKWELL AV	WILLIAM ST	CHARLES ST
LACKAWANNA	K154	30	1584	CHARLES ST	ROCKWELL AV	GEORGE AV
LACKAWANNA	K154	40	792	CHARLES ST	GEORGE AV	MARVINE AV
LACKAWANNA	K154	50	844	MARVINE AV	CHARLES ST	MAIN AV
LACKAWANNA	K156	10	1161	BOULEVARD AV	OLYPHANT AV	PARKER ST
LACKAWANNA	K156	20	3062	BOULEVARD AV	PARKER ST	SR 2105/BRIDGE
LACKAWANNA	K156	30	264	BOULEVARD AV	SR 2105/BRIDGE	PANCOAST ST
LACKAWANNA	K158	10	2534	HIGHLAND AV	STATE ST/SR0006	GLENBURN RD
LACKAWANNA	K158	20	950	HIGHLAND AV	GLENBURN RD	BIRCHWOOD DR
LACKAWANNA	K158	30	475	HIGHLAND AV	BIRCHWOOD DR	ABINGTON RD/SR0407
LACKAWANNA	K160	10	2692	GEORGE ST	SANDERSON ST/SR2008	DELAWARE ST
LACKAWANNA	K160	20	211	FRANKO ST	DELAWARE ST	DUNMORE ST
LACKAWANNA	K160	30	422	DUNMORE ST	FRANKO ST	SR 0347
LACKAWANNA	K161	20	2904	CENTER ST	SR4026	SR4024
LACKAWANNA	K163	10	686	NICHOLS ST	GRAND AV	SHERIDAN AV
LACKAWANNA	K163	30	316	NICHOLS ST	SHERIDAN AV	SUMMIT AV
LACKAWANNA	K163	40	369	NICHOLS ST	SUMMIT AV	GREENWOOD AV
LACKAWANNA	K163	50	316	NICHOLS ST	GREENWOOD AV	MELROSE AV

COUNTY	ST_RT_NO	SEG_NO	SEG_LNGTH_FEET	STREET_NAME	BGN_DESC	END_DESC
LACKAWANNA	K163	60	211	NICHOLS ST	MELROSE AV	HILLCREST AV
LACKAWANNA	K163	70	369	HILLCREST AV	NICHOLS ST	LAUREL DR/T612
LACKAWANNA	K163	80	1584	HILLCREST AV	LAUREL DR/T612	GRAVEL POND RD/T413
LACKAWANNA	K163	100	1214	GRAVEL POND RD	HILLCREST AV/T411	SR 0006
LACKAWANNA	K172	10	1636	BRICK AV	MARKET ST/SR6011	PARKER ST
LACKAWANNA	K172	20	2481	PARKER ST	BRICK AV	MAIN AV
LACKAWANNA	K172	30	1795	PARKER ST	MAIN AV	BOULEVARD AV
LACKAWANNA	K172	40	739	PARKER ST	BOULEVARD AV	OLYPHANT AV
LACKAWANNA	K176	10	2428	MILWAUKEE RD	RANSOM BLVD/SR3001	SR3002/BRIDGE
LACKAWANNA	K176	20	633	MILWAUKEE RD	SR3002/BRIDGE	SR 3002
LACKAWANNA	K180	10	1795	SECOND AV	LANE ST/SR1018	CHURCH ST/SR0247
LACKAWANNA	K180	20	1425	SECOND AV	CHURCH ST/SR0247	HILL ST/SR1014
LACKAWANNA	K184	10	4804	MAIN ST	KEYSTONE AV/SR0247	BLAKELY BOROUGH LINE
LACKAWANNA	K184	20	4857	MAIN ST	ARCHBALD BOROUGH M/L	KENNEDY DR/SR1012
LACKAWANNA	K184	30	7761	MAIN ST	WAYNE ST/SR1012	ARCHBALD BOROUGH M/L
LACKAWANNA	K184	50	2956	WASHINGTON AV	JERMYN BOROUGH LINE	WASHINGTON AV/SR1023
LACKAWANNA	K190	10	369	GIBSON ST	WASHINGTON AV/SR1023	MCKINLEY AV
LACKAWANNA	K190	20	369	GIBSON ST	MCKINLEY AV	JEFFERSON AV
LACKAWANNA	K190	30	1056	JEFFERSON AV	GIBSON ST	BACON ST
LACKAWANNA	K190	50	792	JEFFERSON AV	BACON ST	FRANKLIN ST
LACKAWANNA	K190	60	792	JEFFERSON AV	FRANKLIN ST	RUSHBROOK ST/SR0107
LACKAWANNA	K190	70	792	JEFFERSON AV	RUSHBROOK ST/SR0107	DIVISION ST
LACKAWANNA	K190	80	422	WHITMORE AV	DIVISION ST	GLENWOOD ST
LACKAWANNA	K190	90	580	WHITMORE AV	GLENWOOD ST	COYLE ST
LACKAWANNA	K190	100	422	WHITMORE AV	COYLE ST	POPLAR ST
LACKAWANNA	K190	110	211	POPLAR ST	WHITMORE AV	SR 1023
LACKAWANNA	K192	10	897	WASHINGTON AV	RUSHBROOK ST/SR0107	JERMYN BOROUGH LINE
LACKAWANNA	K192	20	1267	MAIN ST	MAYFIELD BOROUGH M/L	POPLAR ST
LACKAWANNA	K193	10	739	POPLAR ST	LACKAWANNA AV	MAIN ST
LACKAWANNA	K193	20	316	POPLAR ST	MAIN ST	SR1023
LACKAWANNA	K194	30	950	LACKAWANNA AV	POPLAR ST	MAPLE ST

COUNTY	ST_RT_NO	SEG_NO	SEG_LNGTH_FEET	STREET_NAME	BGN_DESC	END_DESC
LACKAWANNA	K194	40	1056	LACKAWANNA AV	MAPLE ST	CHESTNUT ST/SR1008
LACKAWANNA	K194	50	1056	LACKAWANNA AV	CHESTNUT ST/SR1008	OAK ST
LACKAWANNA	K194	60	2217	LACKAWANNA AV	OAK ST	MAYFIELD BOROUGH M/L
LACKAWANNA	K194	70	844	LACKAWANNA AV	CARBONDALE TWP LINE	MEREDITH ST/SR1039
LACKAWANNA	K194	80	211	LACKAWANNA AV	MEREDITH ST/SR1039	ERIE ST
LACKAWANNA	K194	90	158	ERIE ST	LACKAWANNA AV	GORDON AV
LACKAWANNA	K194	100	2798	GORDON AV	ERIE ST	REAR GORDON AV/T479
LACKAWANNA	K194	110	739	GORDON AV	REAR GORDON AV/T479	CARBONDALE TWP LINE
LACKAWANNA	K194	120	3273	GORDON AV	CARBONDALE CITY LINE	PIKE ST/SR1041
LACKAWANNA	K197	10	422	CHURCH ST	MAIN ST/SR6006	LINCOLN AV
LACKAWANNA	K197	20	475	CHURCH ST	LINCOLN AV	SALEM AV/SR1019
LACKAWANNA	K197	30	422	CHURCH ST	SALEM AV/SR1019	PARK PL
LACKAWANNA	K197	40	158	CHURCH ST	PARK PL	MORRIS PL
LACKAWANNA	K197	50	369	CHURCH ST	MORRIS PL	SEVENTH AV
LACKAWANNA	K197	60	211	CHURCH ST	SEVENTH AV	WILSON CT
LACKAWANNA	K197	70	211	CHURCH ST	WILSON CT	EIGHTH AV
LACKAWANNA	K197	80	422	CHURCH ST	EIGHTH AV	NINTH AV
LACKAWANNA	K197	90	369	CHURCH ST	NINTH AV	TENTH AV
LACKAWANNA	K197	100	158	CHURCH ST	TENTH AV	FLORENCE CT
LACKAWANNA	K197	110	211	CHURCH ST	FLORENCE CT	TENTH AV
LACKAWANNA	K197	120	844	CHURCH ST	TENTH AV	ELEVENTH AV
LACKAWANNA	K197	130	264	ELEVENTH AV	CHURCH ST	RUSSELL ST
LACKAWANNA	K197	150	264	ELEVENTH AV	RUSSELL ST	WASHINGTON ST
LACKAWANNA	K197	160	316	ELEVENTH AV	WASHINGTON ST	PARK ST
LACKAWANNA	K197	170	1320	PARK ST	ELEVENTH AV	TENTH AV
LACKAWANNA	K197	180	316	PARK ST	TENTH AV	NINTH AV
LACKAWANNA	K197	190	422	PARK ST	NINTH AV	EIGHTH AV
LACKAWANNA	K197	200	422	PARK ST	EIGHTH AV	SEVENTH AV
LACKAWANNA	K197	210	422	PARK ST	SEVENTH AV	SALEM AV/SR1019
LACKAWANNA	K197	220	422	PARK ST	SALEM AV/SR1019	LINCOLN AV
LACKAWANNA	K197	230	211	LINCOLN AV	PARK ST	SPRING ST

COUNTY	ST_RT_NO	SEG_NO	SEG_LNGTH_FEET	STREET_NAME	BGN_DESC	END_DESC
LACKAWANNA	K197	240	686	SPRING ST	LINCOLN AV	DARTE AV
LACKAWANNA	K197	280	105	SPRING ST	DARTE AV	DIXON AV
LACKAWANNA	K197	290	1214	DIXON AV	SPRING ST	GRAVITY AV
LACKAWANNA	K197	300	422	GRAVITY AV	DIXON AV	CANAAN ST/SR6006
LACKAWANNA	K199	10	1636	EIGHTH AV	WAYNE ST/SR1019	CHURCH ST
LACKAWANNA	K199	20	369	EIGHTH AV	CHURCH ST	MAIN ST/SR6006
LACKAWANNA	K206	10	2481	FORTYSECOND ST	FALLBROOK ST/SR0106	FAIRVIEW ST
LACKAWANNA	K206	20	264	FORTYSECOND ST	FAIRVIEW ST	DUNDAFF ST/SR1007
LACKAWANNA	K209	10	3590	MAIN ST	GINO MERLI DR/SR1023	KEYSTONE AV/SR0247
LUZERNE	001K	10	3484	NORTH SHERMAN ST	COAL ST	SR 6309
LUZERNE	002K	10	3696	OLD RIVER RD	CAREY AV/SR2004	ACADEMY ST
LUZERNE	003K	10	2112	ACADEMY ST	CAREY AV/SR2004	RIVER RD
LUZERNE	003Q	10	9081	CRESTWOOD DR	SR0309	SR0437
LUZERNE	004K	10	1584	BROWN ST	BLACKMAN ST/SR2005	STANTON ST
LUZERNE	005K	10	1848	STANTON ST	HAZLE ST/SR2010	BROWN ST
LUZERNE	006K	10	1584	GROVE ST	STANTON ST	HIGH ST
LUZERNE	007K	10	6705	EAST MOUNTAIN BL	SR0115	SR2020/JUMPER RD
LUZERNE	008K	10	1584	LAIRD ST	SR 0315	WILKES BARRE CITY ML
LUZERNE	008K	20	950	LAIRD ST	WILKES BARRE CITY ML	PLAINS TOWNSHIP ML
LUZERNE	008K	30	633	LAIRD ST	PLAINS TOWNSHIP ML	WILKES BARRE CITY ML
LUZERNE	008K	40	1689	LAIRD ST	WILKES BARRE CITY ML	SR 2020
LUZERNE	222	2	316	SAINT JOHNS RD	SR 0093	SR 3040/BRIDGE
LUZERNE	222	4	5438	SAINT JOHNS RD	SR 3040/BRIDGE	BUTLER TOWNSHIP LINE
LUZERNE	222	10	897	SAINT JOHNS RD	BUTLER TOWNSHIP LINE	SR3040/BRIDGE
LUZERNE	222	12	3062	SAINT JOHNS RD	SR3040/BRIDGE	ROTH DR/T339
LUZERNE	222	20	2481	SAINT JOHNS RD	ROTH DR/T339	OLD AIRPORT RD/T350
LUZERNE	222	30	52	SAINT JOHNS RD	OLD AIRPORT RD/T350	SR3040/BRIDGE
LUZERNE	222	32	686	SAINT JOHNS RD	SR3040/BRIDGE	DEEP HOLE RD/T364
LUZERNE	222	40	4646	SAINT JOHNS RD	DEEP HOLE RD/T364	SR3040/BRIDGE
LUZERNE	222	50	1584	SAINT JOHNS RD	SR 3040/BRIDGE	N BEISELS RD
LUZERNE	222	60	1689	SAINT JOHNS RD	N BEISELS RD	MILL MOUNTAIN RD

COUNTY	ST_RT_NO	SEG_NO	SEG_LNGTH_FEET	STREET_NAME	BGN_DESC	END_DESC
LUZERNE	222	90	686	SAINT JOHNS RD	MILL MOUNTAIN RD	POLICE GROVE RD
LUZERNE	222	92	897	SAINT JOHNS RD	POLICE GROVE RD	SR3040/STRUCTURE
LUZERNE	222	100	2798	SAINT JOHNS RD	SR3040/STRUCTURE	KLINGERS RD/T363
LUZERNE	222	110	316	SAINT JOHNS RD	KLINGERS RD/T363	SR3021
LUZERNE	222	112	7708	SAINT JOHNS RD	SR3021	SR3040/BRIDGE
LUZERNE	222	120	422	SAINT JOHNS RD	SR3040/BRIDGE	SLEEPY HOLLOW RD
LUZERNE	222	130	2640	SAINT JOHNS RD	SLEEPY HOLLOW RD	SR 0309
LUZERNE	224	30	5385	ROCK GLEN RD	SUGARLOAF MTN RD	TURKEY PATH RD/T334
LUZERNE	224	40	580	ROCK GLEN RD	TURKEY PATH RD/T334	SR3018/BRIDGE
LUZERNE	224	50	1742	ROCK GLEN RD	SR3018/BRIDGE	ABBEY RD/T447
LUZERNE	224	54	3115	ROCK GLEN RD	ABBEY RD/T447	SR 0093
LUZERNE	224	60	528	SUGARLOAF AV	SR0093	SR3034
LUZERNE	224	70	2798	CONYNGHAM DRUMS RD	SR3034/BRIDGE	CENTER HILL RD/T338
LUZERNE	224	80	4171	CONYNGHAM DRUMS RD	CENTER HILL RD/T338	SUGARLOAF TWP LINE
LUZERNE	224	90	7128	BUTLER DR	BUTLER TWP LINE	SR3034/BRIDGE
LUZERNE	224	100	3484	BUTLER DR	SR3034/BRIDGE	SR3021
LUZERNE	224	110	422	BUTLER DR	SR3021	SR3034/BRIDGE
LUZERNE	224	120	9345	BUTLER DR	SR3034/BRIDGE	SR0309
LUZERNE	227	10	6177	CHURCH RD	SR2045	SR0309
LUZERNE	227	20	8184	CHURCH RD	SR0309	LAKE FRANCIS RD
LUZERNE	227	30	5121	CHURCH RD	LAKE FRANCIS RD	SR 0437
LUZERNE	230	10	475	SHICK MOC BRIDGE	SR 0239	CONYNGHAM TWP LINE
LUZERNE	230	20	580	SHICK MOC BRIDGE	SHICKSHINNY BORO M/L	SR 0239
LUZERNE	231	10	5596	MAIN RD	SCHOOL HOUSE RD/T684	POST OFFICE RD/T571
LUZERNE	231	20	1478	MAIN RD	POST OFFICE RD/T571	SR4025
LUZERNE	231	30	2798	MAIN RD	SR4025	SR4031
LUZERNE	231	40	3326	MAIN RD	SR4031	SR4029
LUZERNE	231	50	2006	MAIN RD	SR4029	UPDYKE RD/T674
LUZERNE	231	60	1795	MAIN RD	UPDYKE RD/T674	MOYER RD/T676
LUZERNE	231	70	422	MAIN RD	MOYER RD/T676	ROSS TOWNSHIP LINE
LUZERNE	231	80	528	MAIN RD	LAKE TOWNSHIP LINE	LAMOREAUX RD/T748

COUNTY	ST_RT_NO	SEG_NO	SEG_LNGTH_FEET	STREET_NAME	BGN_DESC	END_DESC
LUZERNE	231	90	1848	MAIN RD	LAMOREAUX RD/T748	CEMETERY RD/T706
LUZERNE	231	100	1267	MAIN RD	CEMETERY RD/T706	SR0118
LUZERNE	232	10	7550	SWEET VALLEY RD	SR 4016	SKURAT RD
LUZERNE	232	12	4224	SWEET VALLEY RD	SKURAT RD	UNION TOWNSHIP LINE
LUZERNE	232	20	4540	SWEET VALLEY RD	ROSS TOWNSHIP LINE	SCHOOL HOUSE RD
LUZERNE	468	10	528	FIFTH ST	COLUMBIA COUNTY LINE	FOWLER AV/T480
LUZERNE	468	20	1689	FIFTH ST	FOWLER AV/T480	JOHNSON AV/T424
LUZERNE	468	30	52	JOHNSON AV	FIFTH ST/T413	FIFTH ST/T413
LUZERNE	468	40	1161	FIFTH ST	JOHNSON AV/T424	LUZERNE AV/T426
LUZERNE	468	50	1320	LUZERNE AV	FIFTH ST/T413	FRONT ST/SR0011
LUZERNE	469	10	211	FOWLER AV	FRONT ST/SR0011	SECOND ST/T405
LUZERNE	469	20	264	FOWLER AV	SECOND ST/T405	THIRD ST/T407
LUZERNE	469	30	211	FOWLER AV	THIRD ST/T407	FOURTH ST/T409
LUZERNE	469	40	211	FOWLER AV	FOURTH ST/T409	FOUR AND ONE HALF ST
LUZERNE	469	50	211	FOWLER AV	FOUR AND ONE HALF ST	FIFTH ST/T413
LUZERNE	469	60	264	FOWLER AV	FIFTH ST/T413	FIVE AND ONE HALF ST
LUZERNE	469	70	264	FOWLER AV	FIVE AND ONE HALF ST	SIXTH ST/T474
LUZERNE	469	80	211	FOWLER AV	SIXTH ST/T474	SEVENTH ST/T454
LUZERNE	469	90	211	FOWLER AV	SEVENTH ST/T454	EIGHTH ST/T455
LUZERNE	470	10	528	SIXTEENTH ST	HOLLY DR/T466	BOWERS RD/T415
LUZERNE	470	20	2640	BOWERS RD	SIXTEENTH ST/T432	MILL RD/T401
LUZERNE	470	30	1795	BOWERS RD	MILL RD/T401	BOMBOY LN/T430
LUZERNE	470	40	5860	BOMBOY LN	BOWERS RD/T415	FRONT ST/SR0011
LUZERNE	471	10	897	TENTH ST	COLUMBIA COUNTY LINE	HOLLY DR/T466
LUZERNE	471	20	1795	HOLLY DR	TENTH ST/T458	SIXTEENTH ST/T432
LUZERNE	055K	10	316	MARKET ST PUBLIC SQ	MARKET ST	SOUTH MAIN ST
LUZERNE	055K	20	316	MARKET ST PUBLIC SQ	SOUTH MAIN ST	MARKET ST
LUZERNE	K002	10	4118	COMMERCE DR	CUL-DE-SAC	SR 0924
LUZERNE	K003	10	316	MARKET ST	UNION ST	RIDGE ST
LUZERNE	K003	20	316	MARKET ST	RIDGE ST	NOBLE ST
LUZERNE	K003	30	369	MARKET ST	NOBLE ST	CHURCH ST

COUNTY	ST_RT_NO	SEG_NO	SEG_LNGTH_FEET	STREET_NAME	BGN_DESC	END_DESC
LUZERNE	K003	40	316	MARKET ST	CHURCH ST	GREEN ST
LUZERNE	K003	50	316	MARKET ST	GREEN ST	BROAD ST
LUZERNE	K003	60	1108	MARKET ST	BROAD ST	MAIN ST/SR3001
LUZERNE	K005	10	580	PRINCE ST	ROBERT ST/SR3001	NEWPORT TWP LINE
LUZERNE	K005	20	1320	ALDEN RD	NANTICOKE CITY LINE	UNION ST
LUZERNE	K005	30	792	ALDEN RD	UNION ST	MAIN ST/SR 3001
LUZERNE	K006	10	686	UNION ST	ALDEN RD	NEW ST
LUZERNE	K006	20	475	UNION ST	NEW ST	LINE ST
LUZERNE	K006	30	369	UNION ST	LINE ST	FAIRCHILD ST
LUZERNE	K006	40	950	UNION ST	FAIRCHILD ST	HANOVER ST
LUZERNE	K006	50	739	UNION ST	HANOVER ST	MARKET ST
LUZERNE	K006	60	316	UNION ST	MARKET ST	PROSPECT ST
LUZERNE	K006	70	580	UNION ST	PROSPECT ST	WALNUT ST
LUZERNE	K006	80	633	UNION ST	WALNUT ST	CHESTNUT ST
LUZERNE	K006	90	897	UNION ST	CHESTNUT ST	COLLEGE ST
LUZERNE	K006	100	475	UNION ST	COLLEGE ST	KOSCIUSZKO ST
LUZERNE	K007	10	2270	PROSPECT ST	MIDDLE RD/SR2008	SOUTH ST
LUZERNE	K007	20	369	PROSPECT ST	SOUTH ST	FIELD ST
LUZERNE	K007	30	369	PROSPECT ST	FIELD ST	GROVE ST
LUZERNE	K007	40	369	PROSPECT ST	GROVE ST	WASHINGTON ST
LUZERNE	K007	50	369	PROSPECT ST	WASHINGTON ST	GRAND ST
LUZERNE	K007	60	369	PROSPECT ST	GRAND ST	UNION ST
LUZERNE	K007	70	369	PROSPECT ST	UNION ST	RIDGE ST
LUZERNE	K007	80	369	PROSPECT ST	RIDGE ST	NOBLE ST
LUZERNE	K007	90	369	PROSPECT ST	NOBLE ST	CHURCH ST
LUZERNE	K007	100	369	PROSPECT ST	CHURCH ST	GREEN ST
LUZERNE	K007	110	369	PROSPECT ST	GREEN ST	BROAD ST
LUZERNE	K007	120	369	PROSPECT ST	BROAD ST	STATE ST
LUZERNE	K007	130	580	PROSPECT ST	STATE ST	MAIN ST/SR2002
LUZERNE	K008	10	1478	BROADWAY ST BRIDGE	SR 3001	NANTICOKE CITY LINE
LUZERNE	K008	20	528	BROADWAY ST BRIDGE	NANTICOKE CITY LINE	SR 0011

COUNTY	ST_RT_NO	SEG_NO	SEG_LNGTH_FEET	STREET_NAME	BGN_DESC	END_DESC
LUZERNE	K011	10	2640	KOSCIUSZKO ST	MIDDLE RD/SR 2008	FIELD ST
LUZERNE	K011	20	369	KOSCIUSZKO ST	FIELD ST	GROVE ST
LUZERNE	K011	30	369	KOSCIUSZKO ST	GROVE ST	WASHINGTON ST
LUZERNE	K011	40	369	KOSCIUSZKO ST	WASHINGTON ST	GRAND ST
LUZERNE	K011	50	369	KOSCIUSZKO ST	GRAND ST	UNION ST
LUZERNE	K011	60	369	KOSCIUSZKO ST	UNION ST	RIDGE ST
LUZERNE	K011	70	369	KOSCIUSZKO ST	RIDGE ST	NOBLE ST
LUZERNE	K011	80	369	KOSCIUSZKO ST	NOBLE ST	CHURCH ST
LUZERNE	K011	90	369	KOSCIUSZKO ST	CHURCH ST	GREEN ST
LUZERNE	K011	100	369	KOSCIUSZKO ST	GREEN ST	MAIN ST/SR 2002
LUZERNE	K012	10	1689	SOUTH MAIN ST	DIVISION ST/SR2008	BLACKMAN ST/SR2005
LUZERNE	K012	20	792	SOUTH MAIN ST	BLACKMAN ST/SR2005	PENNSYLVANIA AV
LUZERNE	K012	30	3273	SOUTH MAIN ST	PENNSYLVANIA AV	ACADEMY ST/SR 2014
LUZERNE	K012	40	1689	SOUTH MAIN ST	ACADEMY ST/SR2014	SOUTH ST/SR2007
LUZERNE	K012	50	1848	SOUTH MAIN ST	SOUTH ST/SR2007	MARKET ST
LUZERNE	K012	60	1795	NORTH MAIN ST	MARKET ST	NORTH ST/SR1011
LUZERNE	K012	70	2164	NORTH MAIN ST	NORTH ST/SR1011	BUTLER ST
LUZERNE	K012	80	3590	NORTH MAIN ST	BUTLER ST	SR 2022
LUZERNE	K015	10	1742	FELLOWS AV	SANS SOUCI PK/SR2002	COLLEY ST
LUZERNE	K015	20	158	FELLOWS AV	COLLEY ST	FERRY RD
LUZERNE	K015	30	105	FELLOWS AV	FERRY RD	LYNDWOOD AV
LUZERNE	K015	40	792	LYNDWOOD AV	FELLOWS AV	DELANEY ST
LUZERNE	K015	50	528	LYNDWOOD AV	DELANEY ST	COLLEY ST
LUZERNE	K015	70	950	LYNDWOOD AV	COLLEY ST	SR 2005
LUZERNE	K016	10	1848	SWALLOW ST	MAIN ST/SR2004	PITTSTON CITY LINE
LUZERNE	K016	20	475	SWALLOW ST	PITTSTON TWP LINE	SR 2019
LUZERNE	K017	10	369	GAYLORD AV	SHAWNEE AV/SR1002	WALNUT ST
LUZERNE	K017	20	1056	GAYLORD AV	WALNUT ST	MAIN ST/SR0011
LUZERNE	K019	10	369	HUNTSVILLE RD	SR 1005	JACKSON TWP M/L
LUZERNE	K019	20	1003	HUNTSVILLE RD	LEHMAN TWP M/L	OVERBROOK RD/SR 1014
LUZERNE	K019	30	475	HUNTSVILLE RD	OVERBROOK RD/SR 1014	LEHMAN TWP M/L

COUNTY	ST_RT_NO	SEG_NO	SEG_LNGTH_FEET	STREET_NAME	BGN_DESC	END_DESC
LUZERNE	K019	40	1848	HUNTSVILLE RD	DALLAS TWP M/L	RESERVOIR RD
LUZERNE	K019	50	528	RESERVOIR RD	HUNTSVILLE RD	HUNTSVILLE RD
LUZERNE	K019	60	1108	HUNTSVILLE RD	RESERVOIR RD	DALLAS TWP M/L
LUZERNE	K019	70	3273	HUNTSVILLE RD	DALLAS BOROUGH M/L	JOSEPH ST
LUZERNE	K019	80	3115	HUNTSVILLE RD	JOSEPH ST	MAIN ST/SR1045
LUZERNE	K020	10	2851	CHASE RD	SR1005	NEWHART RD/T784
LUZERNE	K020	20	2692	CHASE RD	NEWHART RD/T784	HILLSIDE RD
LUZERNE	K020	30	3009	HILLSIDE RD	CHASE RD	JACKSON TWP LINE
LUZERNE	K020	40	211	HILLSIDE RD	KINGSTON TWP LINE	CHURCH RD/T617
LUZERNE	K020	50	3960	HILLSIDE RD	CHURCH RD/T617	SR 0309
LUZERNE	K021	10	6283	HILLSIDE RD	CHASE RD	FIELDCREST DR/T806
LUZERNE	K021	20	316	HILLSIDE RD	FIELDCREST DR/T806	GROSS RD/T615
LUZERNE	K021	30	3220	HILLSIDE RD	GROSS RD/T615	SR 1005
LUZERNE	K021	40	2798	OLD 115 HW	SR 1005	CHURCH RD/T589
LUZERNE	K021	50	1953	HILLSIDE RD	CHURCH RD/T589	HUNTSVILLE RD/T822
LUZERNE	K022	10	528	LOWER DEMUNDS RD	SR 1014	TERRACE ST/T744
LUZERNE	K022	20	3484	LOWER DEMUNDS RD	TERRACE ST/T744	ROUSHEY ST/T771
LUZERNE	K022	30	6336	LOWER DEMUNDS RD	ROUSHEY ST/T771	SR 1044
LUZERNE	K024	10	580	MACHELL AV	MAIN ST/SR0415	TERRACE ST
LUZERNE	K024	20	105	MACHELL AV	TERRACE ST	SPRING ST
LUZERNE	K024	30	422	MACHELL AV	SPRING ST	PARK AV
LUZERNE	K024	40	528	MACHELL AV	PARK AV	LEHMAN AV
LUZERNE	K024	50	211	MACHELL AV	LEHMAN AV	CRESCENT AV
LUZERNE	K024	60	158	MACHELL AV	CRESCENT AV	PINE CREST AV
LUZERNE	K024	70	211	MACHELL AV	PINE CREST AV	STERLING ST
LUZERNE	K024	80	739	STERLING AV	MACHELL AV	POWDERHORN DR
LUZERNE	K024	90	633	STERLING AV	POWDERHORN DR	LUZERNE ST
LUZERNE	K024	100	739	STERLING AV	LUZERNE ST	CENTER HILL RD
LUZERNE	K024	110	528	CENTER HILL RD	STERLING AV	BURNDALE RD
LUZERNE	K024	120	422	CENTER HILL RD	BURNDALE RD	SUSQUEHANNA AV
LUZERNE	K024	130	580	CENTER HILL RD	SUSQUEHANNA AV	COLUMBIA AV

COUNTY	ST_RT_NO	SEG_NO	SEG_LNGTH_FEET	STREET_NAME	BGN_DESC	END_DESC
LUZERNE	K024	140	211	CENTER HILL RD	COLUMBIA AV	SR 0415
LUZERNE	K024	150	739	CENTER HILL RD	SR 0415	SR 1047
LUZERNE	K029	10	2217	FORTYSECOND ST	IDETOWN RD/T823	BRIDGE/SR1018
LUZERNE	K029	20	211	FORTYSECOND ST	BRIDGE/SR1018	SR0415
LUZERNE	K030	10	3220	IDETOWN RD	SR 0415	FORTYSECOND ST/T814
LUZERNE	K030	20	3220	IDETOWN RD	FORTYSECOND ST/T814	PARK RD/T597
LUZERNE	K030	30	633	IDETOWN RD	PARK RD/T814	SR 0118
LUZERNE	K032	10	7392	CENTER ST	PIONEER AV/T881	ONDISH RD/T744
LUZERNE	K032	20	1848	CENTER ST	ONDISH RD/T744	HARRIS HILL RD/T783
LUZERNE	K032	30	2534	HARRIS HILL RD	CENTER ST/T846	SR 1029
LUZERNE	K033	10	7920	PIONEER AV	SR 0309	SR 1043
LUZERNE	K037	10	792	COURTRIGHT ST	COURTDALE AV/SR1002	NORTH ST
LUZERNE	K037	30	1214	COURTRIGHT ST	NORTH ST	CENTER ST
LUZERNE	K037	40	528	COURTRIGHT ST	CENTER ST	CONNOR ST
LUZERNE	K037	50	158	COURTRIGHT ST	CONNOR AV	EVANS ST
LUZERNE	K037	60	422	COURTRIGHT ST	EVANS ST	FLANAGAN AV
LUZERNE	K037	70	211	COURTRIGHT ST	FLANAGAN AV	GROVE AV
LUZERNE	K038	10	739	EVANS ST	SR 1054/BRIDGE	GROVE ST
LUZERNE	K038	30	844	GROVE ST	EVANS ST	KEMP ST
LUZERNE	K038	40	316	GROVE ST	KEMP ST	DIVISION ST
LUZERNE	K038	50	739	GROVE ST	DIVISION ST	COURTRIGHT ST
LUZERNE	K038	60	422	GROVE ST	COURTRIGHT ST	PRINGLE ST
LUZERNE	K038	70	211	GROVE ST	PRINGLE ST	PRINGLE ST
LUZERNE	K038	80	211	GROVE ST	PRINGLE ST	HOYT ST
LUZERNE	K038	90	316	GROVE ST	HOYT ST	PENN ST
LUZERNE	K038	100	105	GROVE ST	PENN ST	BROAD ST
LUZERNE	K038	110	422	GROVE ST	BROAD ST	HURBANE ST
LUZERNE	K038	120	211	GROVE ST	HURBANE ST	MYERS ST
LUZERNE	K038	130	264	GROVE ST	MYERS ST	ROOSEVELT ST
LUZERNE	K038	140	211	GROVE ST	ROOSEVELT ST	LAWRENCE ST
LUZERNE	K038	150	633	GROVE ST	LAWRENCE ST	LLOYDS LN

COUNTY	ST_RT_NO	SEG_NO	SEG_LNGTH_FEET	STREET_NAME	BGN_DESC	END_DESC
LUZERNE	K038	160	475	GROVE ST	LLOYDS LN	MAIN ST/SR1007
LUZERNE	K039	10	422	NORTHAMPTON ST	WYOMING AV/SR0011	BOWMAN AV
LUZERNE	K039	20	316	NORTHAMPTON ST	BOWMAN AV	LANDON AV
LUZERNE	K039	30	316	NORTHAMPTON ST	LANDON AV	ATHERTON AV
LUZERNE	K039	40	316	NORTHAMPTON ST	ATHERTON AV	LOVELAND AV
LUZERNE	K039	50	316	NORTHAMPTON ST	LOVELAND AV	GOODWIN AV
LUZERNE	K039	60	316	NORTHAMPTON ST	GOODWIN AV	WELLES AV
LUZERNE	K039	70	316	NORTHAMPTON ST	WELLES AV	THOMAS AV
LUZERNE	K039	80	316	NORTHAMPTON ST	THOMAS AV	GATES AV
LUZERNE	K039	90	1161	GATES AV	NORTHAMPTON ST	MARKET ST/SR1009
LUZERNE	K040	10	950	KELLY ST	BENNETT ST/SR1015	LUZERNE BOROUGH LINE
LUZERNE	K040	20	1003	MAIN ST	SWOYERSVILLE M/L	SLOCUM ST/SR1017
LUZERNE	K041	10	3854	PRINGLE ST	WYOMING AV/SR0011	GROVE ST
LUZERNE	K042	10	316	CHURCH ST	SHOEMAKER ST	A AV
LUZERNE	K042	20	316	CHURCH ST	A AV	B AV
LUZERNE	K042	40	633	CHURCH ST	B AV	DANA ST
LUZERNE	K042	50	897	CHURCH ST	DANA ST	TRIPP ST
LUZERNE	K042	60	844	CHURCH ST	TRIPP ST	SLOCUM ST/SR1017
LUZERNE	K043	10	1795	UNION ST	WYOMING AV/SR0011	KINGSTON BORO LINE
LUZERNE	K045	10	1795	BENNETT ST	RAILROAD AV	SR0011
LUZERNE	K045	20	1742	BENNETT ST	SR0011	RUTTER AV
LUZERNE	K047	10	1056	WELLES ST	RUTTER AV/SR1006	ELIZABETH ST
LUZERNE	K047	20	528	WELLES ST	ELIZABETH ST	BUTLER ST
LUZERNE	K047	30	633	WELLES ST	BUTLER ST	WYOMING AV/SR0011
LUZERNE	K048	10	1478	MAIN ST	MAIN ST/SR 1007	MARKET ST
LUZERNE	K048	20	105	MARKET ST	MAIN ST	WYOMING AV/SR 0011
LUZERNE	K049	10	1003	SHOEMAKER ST	WYOMING AV/SR0011	MURRAY ST
LUZERNE	K049	20	211	SHOEMAKER ST	MURRAY ST	FORTY FORT BORO LINE
LUZERNE	K049	30	211	SHOEMAKER ST	SWOYERSVILLE BORO ML	SIMPSON ST
LUZERNE	K049	40	369	SHOEMAKER ST	SIMPSON ST	WATKINS ST
LUZERNE	K049	50	211	SHOEMAKER ST	WATKINS ST	SCOTT ST

COUNTY	ST_RT_NO	SEG_NO	SEG_LNGTH_FEET	STREET_NAME	BGN_DESC	END_DESC
LUZERNE	K049	60	528	SHOEMAKER ST	SCOTT ST	CHURCH ST
LUZERNE	K049	70	369	SHOEMAKER ST	CHURCH ST	HEMLOCK ST
LUZERNE	K049	80	422	SHOEMAKER ST	HEMLOCK ST	PERRIN ST
LUZERNE	K049	90	422	SHOEMAKER ST	PERRIN ST	WHITE ST
LUZERNE	K049	100	897	SHOEMAKER ST	WHITE ST	MAIN ST/SR1010
LUZERNE	K051	10	580	OWEN ST	WYOMING AV/SR0011	MURRAY ST
LUZERNE	K051	20	158	OWEN ST	MURRAY ST	FORTY FORT BORO LINE
LUZERNE	K051	30	211	OWEN ST	SWOYERSVILLE BORO ML	LAVERICK ST
LUZERNE	K051	40	264	OWEN ST	LAVERICK ST	LACKAWANNA AV
LUZERNE	K051	50	316	OWEN ST	LACKAWANNA AV	MALTBY AV
LUZERNE	K051	60	633	OWEN ST	MALTBY AV	PARK AV
LUZERNE	K051	70	316	OWEN ST	PARK AV	NOYES AV
LUZERNE	K051	80	1056	OWEN ST	NOYES AV	MAIN ST/SR1010
LUZERNE	K052	10	1108	RUTTER AV	MARKET ST/SR1009	HOYT ST
LUZERNE	K052	20	422	RUTTER AV	HOYT ST	CHESTER ST
LUZERNE	K052	30	633	RUTTER AV	CHESTER ST	PIERCE ST
LUZERNE	K052	32	1900	RUTTER AV	PIERCE ST	DORRANCE ST
LUZERNE	K052	34	2059	RUTTER AV	DORRANCE ST	CHURCH ST
LUZERNE	K054	10	1108	WELLES AV	MARKET ST/SR1009	HOYT ST
LUZERNE	K054	20	316	WELLES AV	HOYT ST	HUMPLEBY ST
LUZERNE	K054	30	158	WELLES AV	HUMPLEBY ST	CHESTER ST
LUZERNE	K054	40	686	TIOGA AV	CHESTER ST	PIERCE ST
LUZERNE	K055	10	1372	MARKET ST	WILKES BARRE BL	MARKET ST PUBLIC SQ
LUZERNE	K055	20	316	MARKET ST SQUARE	MARKET ST	NORTH MAIN ST
LUZERNE	K055	30	316	MARKET ST SQUARE	NORTH MAIN ST	MARKET ST
LUZERNE	K055	40	792	MARKET ST	MARKET ST SQUARE	RIVER ST/SR2004
LUZERNE	K056	10	1795	CHURCH ST	WYOMING AV/SR 0011	RUTTER AV
LUZERNE	K057	10	3009	PIERCE ST	SR1011/BRIDGE	WARREN AV
LUZERNE	K057	20	1953	PIERCE ST	WARREN AV	WYOMING AV/SR0011
LUZERNE	K058	10	950	THIRD AV	MARKET ST/SR1009	HOYT AV
LUZERNE	K058	20	422	THIRD AV	HOYT ST	DAVIS ST

COUNTY	ST_RT_NO	SEG_NO	SEG_LNGTH_FEET	STREET_NAME	BGN_DESC	END_DESC
LUZERNE	K058	30	739	THIRD AV	DAVIS ST	PIERCE ST
LUZERNE	K058	40	3326	THIRD AV	PIERCE ST	STANLEY DR
LUZERNE	K058	50	792	THIRD AV	STANLEY DR	CHURCH ST
LUZERNE	K058	60	1267	CHURCH ST	THIRD AV	NANDY DR
LUZERNE	K058	70	1372	CHURCH ST	NANDY DR	RUTTER AV
LUZERNE	K060	10	950	FRANKLIN ST	ACADEMY ST/SR2014	ROSS ST
LUZERNE	K060	20	950	FRANKLIN ST	ROSS ST	SOUTH ST/SR2007
LUZERNE	K060	30	1056	FRANKLIN ST	SOUTH ST/SR2007	NORTHAMPTON ST
LUZERNE	K060	40	1056	FRANKLIN ST	NORTHAMPTON ST	MARKET ST
LUZERNE	K060	50	1056	FRANKLIN ST	MARKET ST	UNION ST
LUZERNE	K060	60	264	FRANKLIN ST	UNION ST	CUL-DE-SAC
LUZERNE	K060	70	528	FRANKLIN ST	JACKSON ST	SR1011
LUZERNE	K062	10	528	HAZLE ST	SR 2010	MOYALLEN ST
LUZERNE	K062	20	686	HAZLE ST	MOYALLEN ST	DANA ST
LUZERNE	K062	30	528	HAZLE ST	DANA ST	ABBOTT ST
LUZERNE	K062	40	211	HAZLE ST	ABBOTT ST	WILKES BARRE BL
LUZERNE	K062	50	211	HAZLE ST	WILKES BARRE BL	RUDDLE ST
LUZERNE	K062	60	580	HAZLE ST	RUDDLE ST	PENNSYLVANIA AV
LUZERNE	K063	10	897	NEWPORT ST	MAIN ST/SR2010	RIDGE ST
LUZERNE	K063	20	686	NEWPORT ST	RIDGE ST	CHARLES ST
LUZERNE	K063	24	105	NEWPORT ST	CHARLES ST	OLD ASHLEY RD
LUZERNE	K063	30	1056	OLD ASHLEY RD	NEWPORT ST	SR 2018
LUZERNE	K064	10	316	SCOTT ST	MAIN ST	HISLOP ST
LUZERNE	K064	20	211	SCOTT ST	HISLOP ST	SAND ST
LUZERNE	K064	30	528	SCOTT ST	SAND ST	WILKES BARRE CITY ML
LUZERNE	K064	40	316	FIRST ST	PLAINS TWP LINE	CLEVELAND ST
LUZERNE	K064	50	1689	FIRST ST	CLEVELAND ST	SCHOOL ST/SR2011
LUZERNE	K065	10	264	BEAR CREEK BL	MUNDY ST/SR2061	WILKES BARRE M/L
LUZERNE	K065	20	316	BEAR CREEK BL	WILKES BARRE M/L	WILKES BARRE M/L
LUZERNE	K065	30	4118	BEAR CREEK BL	WILKES BARRE M/L	NURSING HOME RD
LUZERNE	K066	10	1636	ABBOTT ST	MAIN ST/SR2024	PLAINS TWP LINE

COUNTY	ST_RT_NO	SEG_NO	SEG_LNGTH_FEET	STREET_NAME	BGN_DESC	END_DESC
LUZERNE	K066	20	528	ABBOTT ST	WILKES BARRE CITY ML	MILL ST
LUZERNE	K067	10	422	STANTON ST	HAZLE AV/SR2010	MURRAY ST
LUZERNE	K067	20	264	STANTON ST	MURRAY ST	GRANT ST
LUZERNE	K067	30	475	STANTON ST	GRANT ST	SHERMAN ST
LUZERNE	K067	60	1003	STANTON ST	SHERMAN ST	EMPIRE ST
LUZERNE	K067	70	528	EMPIRE ST	STANTON ST	MOYALLEN ST
LUZERNE	K067	80	580	EMPIRE ST	MOYALLEN ST	DANA ST
LUZERNE	K067	90	211	EMPIRE ST	DANA ST	METCALF ST
LUZERNE	K067	100	1267	EMPIRE ST	METCALF ST	SOUTH ST
LUZERNE	K067	120	1214	EMPIRE ST	SOUTH ST	SR 2007
LUZERNE	K068	10	897	WASHINGTON ST	ROSS ST	SOUTH ST/SR2007
LUZERNE	K068	12	2059	WASHINGTON ST	SOUTH ST/SR2007	MARKET ST
LUZERNE	K068	14	2112	WASHINGTON ST	MARKET ST	NORTH ST/SR1011
LUZERNE	K068	16	2217	WASHINGTON ST	NORTH ST/SR1011	BUTLER ST
LUZERNE	K068	20	686	WASHINGTON ST	BUTLER ST	HOLLENBACK AV
LUZERNE	K068	30	792	WASHINGTON ST	HOLLENBACK AV	MAPLE ST
LUZERNE	K068	40	316	WASHINGTON ST	MAPLE ST	LINDEN ST
LUZERNE	K068	50	633	WASHINGTON ST	LINDEN ST	ELM ST
LUZERNE	K068	60	950	WASHINGTON ST	ELM ST	CHESTNUT ST
LUZERNE	K068	70	422	WASHINGTON ST	CHESTNUT ST	PENNSYLVANIA AV
LUZERNE	K068	80	316	WASHINGTON ST	PENNSYLVANIA AV	BROOKSIDE ST
LUZERNE	K068	90	1953	WASHINGTON ST	BROOKSIDE ST	GEORGE AV
LUZERNE	K068	100	1584	WASHINGTON ST	GEORGE AV	STUCKER AV
LUZERNE	K068	110	369	WASHINGTON ST	STUCKER AV	GRIST LN
LUZERNE	K068	120	528	WASHINGTON ST	GRIST LN	BEATTY ST
LUZERNE	K068	130	633	WASHINGTON ST	BEATTY ST	SIDNEY ST
LUZERNE	K068	140	475	WASHINGTON ST	SIDNEY ST	THOMAS ST
LUZERNE	K068	150	369	WASHINGTON ST	THOMAS ST	MAIN ST
LUZERNE	K068	160	158	MAIN ST	WASHINGTON ST	MILL ST
LUZERNE	K068	170	580	MILL ST	MAIN ST	ABBOTT ST
LUZERNE	K068	180	580	MILL ST	ABBOTT ST	CAREY ST/SR2011

COUNTY	ST_RT_NO	SEG_NO	SEG_LNGTH_FEET	STREET_NAME	BGN_DESC	END_DESC
LUZERNE	K069	10	211	SOUTH ST	EMPIRE ST	JOSEPH LN
LUZERNE	K069	20	211	SOUTH ST	JOSEPH LN	SHERIDAN ST
LUZERNE	K069	30	422	SOUTH ST	SHERIDAN ST	MEADE ST
LUZERNE	K069	40	422	SOUTH ST	MEADE ST	SHERMAN ST
LUZERNE	K069	50	422	SOUTH ST	SHERMAN ST	GRANT ST
LUZERNE	K069	60	422	SOUTH ST	GRANT ST	HANCOCK ST
LUZERNE	K069	70	211	SOUTH ST	HANCOCK ST	PARK AV/SR2010
LUZERNE	K070	2	422	FRANKLIN AV	HORTON ST/SR 2005	PENNSYLVANIA AV
LUZERNE	K070	4	4224	PENNSYLVANIA BL	FRANKLIN ST	HAZLE ST
LUZERNE	K070	10	1056	PENNSYLVANIA AV	SR 2014	NORTHAMPTON ST
LUZERNE	K070	20	1056	PENNSYLVANIA AV	NORTHAMPTON ST	MARKET ST
LUZERNE	K070	30	1056	PENNSYLVANIA AV	MARKET ST	UNION ST
LUZERNE	K070	40	1056	PENNSYLVANIA AV	UNION ST	NORTH ST
LUZERNE	K070	50	1003	PENNSYLVANIA AV	NORTH ST	BEAUMONT ST
LUZERNE	K070	60	1267	PENNSYLVANIA AV	BEAUMONT ST	BUTLER ST
LUZERNE	K070	70	4382	PENNSYLVANIA AV	BUTLER ST	WASHINGTON ST
LUZERNE	K071	10	264	NORTHAMPTON ST	PARK AV/SR 2007	WELLES ST
LUZERNE	K071	20	422	NORTHAMPTON ST	WELLES ST	WILKES BARRE BL
LUZERNE	K071	40	633	NORTHAMPTON ST	WILKES BARRE BL	PENNSYLVANIA AV
LUZERNE	K071	50	528	NORTHAMPTON ST	PENNSYLVANIA AV	WASHINGTON ST
LUZERNE	K071	70	528	NORTHAMPTON ST	WASHINGTON ST	SOUTH MAIN ST
LUZERNE	K071	80	528	NORTHAMPTON ST	SOUTH MAIN ST	FRANKLIN ST
LUZERNE	K071	90	528	NORTHAMPTON ST	FRANKLIN ST	RIVER ST/SR 2004
LUZERNE	K072	10	633	DANA ST	SOUTH MAIN ST	HIGH ST
LUZERNE	K072	20	1108	HIGH ST	DANA ST	HAZLE ST
LUZERNE	K072	30	4118	WILKES BARRE BL	HAZLE ST	MARKET ST
LUZERNE	K072	32	1056	WILKES BARRE BL	MARKET ST	COAL ST
LUZERNE	K072	34	3326	WILKES BARRE BL	COAL ST	BUTLER ST
LUZERNE	K072	40	5385	WILKES BARRE BL	BUTLER ST	WASHINGTON ST
LUZERNE	K073	10	158	COAL ST	SR 6309	WILKES BARRE CITY ML
LUZERNE	K073	20	4276	COAL ST	WILKES BARRE CITY ML	WILKES BARRE BL

COUNTY	ST_RT_NO	SEG_NO	SEG_LNGTH_FEET	STREET_NAME	BGN_DESC	END_DESC
LUZERNE	K074	10	792	CONYNGHAM AV	KIDDER ST	WILKES BARRE BL
LUZERNE	K075	10	475	BUTLER ST	KIDDER ST	WILKES BARRE BL
LUZERNE	K075	20	844	BUTLER ST	WILKES BARRE BL	PENNSYLVANIA AV
LUZERNE	K075	30	528	BUTLER ST	PENNSYLVANIA AV	WASHINGTON ST
LUZERNE	K075	40	580	BUTLER ST	WASHINGTON ST	NORTH MAIN ST
LUZERNE	K075	50	950	COURTWRIGHT AV	NORTH MAIN ST	RIVER ST/SR 2004
LUZERNE	K076	10	1161	PLANE ST	MAIN ST/SR0011	WILLIAM ST
LUZERNE	K076	30	369	WILLIAM ST	PLANE ST	VINE ST
LUZERNE	K076	40	844	WILLIAM ST	VINE ST	SPRUCE ST
LUZERNE	K076	50	792	WILLIAM ST	SPRUCE ST	SR 8019/RAMP
LUZERNE	K078	10	369	HOPKINS ST	MILL ST	CAREY ST/SR 2011
LUZERNE	K079	10	950	GEORGE AV	WASHINGTON ST	PARKIN ST
LUZERNE	K079	20	422	GEORGE AV	PARKIN ST	MILL ST
LUZERNE	K079	30	528	GEORGE AV	MILL ST	RAILROAD ST
LUZERNE	K079	40	105	GEORGE AV	RAILROAD ST	GOVIER ST
LUZERNE	K079	50	475	GEORGE AV	GOVIER ST	TRETHAWAY AV
LUZERNE	K079	60	475	GEORGE AV	TRETHAWAY AV	SCOTT ST/SR2020
LUZERNE	K080	10	2006	VINE ST	TWENTYSECOND ST	FIFTEENTH ST/SR0924
LUZERNE	K080	20	3009	VINE ST	FIFTEENTH ST/SR0924	DIAMOND AV
LUZERNE	K082	10	633	DEER RUN RD	JAYCEE DR	HAZLE TOWNSHIP M/L
LUZERNE	K082	20	950	DEER RUN RD	WEST HAZLETON M/L	SR 0093
LUZERNE	K083	10	1056	DESSEN DR	KIWANIS BL	JAYCEE DR
LUZERNE	K084	10	1900	KIWANIS BL	DESSEN DR	SR 0093
LUZERNE	K085	10	2376	NINTH ST	SEYBERT ST	HARRISON ST
LUZERNE	K086	10	3115	CEDAR ST	BROAD ST/SR0093	DIAMOND ST/SR3030
LUZERNE	K087	10	1584	SEYBERT ST	SEVENTEENTH ST	NINTH ST
LUZERNE	K087	20	1900	SEYBERT ST	NINTH ST	DIAMOND ST/SR3030
LUZERNE	K088	10	2745	SUSQUEHANNA AV	SR 1021	FIRST ST
LUZERNE	K088	20	3432	SUSQUEHANNA AV	FIRST ST	SCHOOLEY AV
LUZERNE	K088	30	3432	SUSQUEHANNA AV	SCHOOLEY AV	EXETER BOROUGH LINE
LUZERNE	K088	60	3062	SUSQUEHANNA AV	WEST PITTSTON M/L	MONTGOMERY AV

COUNTY	ST_RT_NO	SEG_NO	SEG_LNGTH_FEET	STREET_NAME	BGN_DESC	END_DESC
LUZERNE	K088	70	792	SUSQUEHANNA AV	MONTGOMERY AV	LUZERNE AV
LUZERNE	K088	80	792	SUSQUEHANNA AV	LUZERNE AV	WYOMING AV/SR0011
LUZERNE	K089	10	1636	SEYBERT ST	SEVENTEENTH ST	TWENTYSECOND ST
LUZERNE	K090	10	528	NORTH ST	WASHINGTON ST	PENNSYLVANIA AV
LUZERNE	K090	20	897	SCOTT ST	PENNSYLVANIA AV	WILKES BARRE BL
LUZERNE	K090	30	4224	SCOTT ST	WILKES BARRE BL	SR 6309
LUZERNE	K091	10	316	WATER ST BRIDGE	MAIN ST	WHARF ST
LUZERNE	K091	20	580	WATER ST BRIDGE	WHARF ST	PITTSTON CITY LINE
LUZERNE	K091	30	528	WATER ST BRIDGE	WEST PITTSTON M/L	SUSQUEHANNA AV
LUZERNE	K091	40	475	LUZERNE AV	SUSQUEHANNA AV	RACE ST
LUZERNE	K091	50	264	LUZERNE AV	RACE ST	WYOMING ST/SR0011
LUZERNE	K093	20	950	FIRST ST	SUSQUEHANNA AV	MONUMENT AV
LUZERNE	K093	30	528	FIRST ST	MONUMENT AV	SCARBOROUGH AV
LUZERNE	K093	40	316	FIRST ST	SCARBOROUGH AV	WYOMING AV/SR0011
LUZERNE	K095	10	633	SCHOOLEY AV	WYOMING AV/SR0011	SUSQUEHANNA AV
LUZERNE	K097	10	1795	ERIE AV	SUSQUEHANNA AV	WYOMING AV/SR 0011
LUZERNE	K099	10	528	MONTGOMERY AV	SUSQUEHANNA AV	RACE ST
LUZERNE	K099	20	633	MONTGOMERY AV	RACE ST	WYOMING AV/SR0011
LUZERNE	K099	30	369	MONTGOMERY AV	WYOMING AV/SR0011	WARREN ST
LUZERNE	K099	40	422	MONTGOMERY AV	WARREN ST	SPRING ST
LUZERNE	K099	50	211	MONTGOMERY AV	SPRING ST	FOURTH ST
LUZERNE	K099	60	211	MONTGOMERY AV	FOURTH ST	PARKE ST
LUZERNE	K099	70	316	MONTGOMERY AV	PARKE ST	WASHINGTON ST
LUZERNE	K099	80	211	MONTGOMERY AV	WASHINGTON ST	FRANKLIN ST
LUZERNE	K099	90	211	MONTGOMERY AV	FRANKLIN ST	MAPLE ST
LUZERNE	K099	100	528	MONTGOMERY AV	MAPLE ST	FREMONT ST
LUZERNE	K099	110	422	MONTGOMERY AV	FREMONT ST	SALEM ST
LUZERNE	K099	120	369	MONTGOMERY AV	SALEM ST	SR1027
LUZERNE	K100	10	1320	KEYSTONE AV	SR 0315	CENTERPOINTE BL
LUZERNE	K100	12	844	CENTERPOINTE BL	KEYSTONE AV	ARMSTRONG RD
LUZERNE	K100	14	580	ARMSTRONG RD	CENTERPOINTE BL	PITTSTON TWP LINE

COUNTY	ST_RT_NO	SEG_NO	SEG_LNGTH_FEET	STREET_NAME	BGN_DESC	END_DESC
LUZERNE	K100	20	6916	ARMSTRONG RD	PITTSTON TWP LINE	SR2035
LUZERNE	K104	10	792	NEW ST	PARSONAGE ST/SR2032	LYNN DR
LUZERNE	K104	30	316	NEW ST	LYNN DR	HUGHESTOWN BORO LINE
LUZERNE	K104	40	1425	NEW ST	PITTSTON CITY LINE	BOLIN ST
LUZERNE	K104	50	316	NEW ST	BOLIN ST	WILFORD ST
LUZERNE	K104	60	316	NEW ST	WILFORD ST	CORNELIA ST
LUZERNE	K104	70	369	NEW ST	CORNELIA ST	MAIN ST/SR2006
LUZERNE	K106	10	264	TWENTYSECOND ST	CINDY DR	SR 0093
LUZERNE	K108	10	4224	PENNSYLVANIA BL	HAZLE ST	FRANKLIN ST
LUZERNE	K110	10	1636	KIDDER ST	BUTLER ST	CONYNGHAM AV
LUZERNE	K110	20	1108	KIDDER ST	CONYNGHAM AV	SR 2009
LUZERNE	K120	10	316	NAVY WAY RD	COMMERCE RD	COUNTY BRIDGE
LUZERNE	K120	20	3484	NAVY WAY RD	COUNTY BRIDGE	DUPONT BOROUGH LINE
LUZERNE	K120	30	422	NAVY WAY RD	PITTSTON TWP M/L	SR 2105
LUZERNE	W021	10	2428	OLD ROUTE 115 RD	SR 0118	MOUNTAINVIEW DR/T700
LUZERNE	W021	20	5227	OLD ROUTE 115 RD	MOUNTAINVIEW DR/T700	HAYFIELD RD/T587
LUZERNE	W021	30	422	OLD ROUTE 115 RD	HAYFIELD RD/T587	MARKET ST/T813
LUZERNE	W021	40	4963	OLD ROUTE 115 RD	MARKET ST/T813	JACKSON RD/T812
LUZERNE	W021	50	422	OLD ROUTE 115 RD	JACKSON RD/T812	HUNTSVILLE RD/T822
LUZERNE	224	10	4118	ROCK GLEN RD	SUGARLOAF TWP LINE	SR3018/BRIDGE
LUZERNE	224	20	3009	ROCK GLEN RD	SR3018/BRIDGE	SUGARLOAF MTN RD
LUZERNE	K130	10	2428	HILLSIDE DR	SR 0940	LATTIMER RD/T550
LUZERNE	K130	20	2428	HILLSIDE DR	LATTIMER RD/T550	SR 0309
LUZERNE	K131	10	264	JAYCEE DR	DEER RUN RD/T479	HAZLE TOWNSHIP LINE
LUZERNE	K131	20	3115	JAYCEE DR	WEST HAZLETON M/L	DESSEN DR
LUZERNE	K132	10	686	DIAMOND AV	BROAD ST/SR0093	LINCOLN ST
LUZERNE	K132	30	475	DIAMOND AV	LINCOLN ST	GRANT ST
LUZERNE	K132	40	475	DIAMOND AV	GRANT ST	PEACE ST
LUZERNE	K132	50	475	DIAMOND AV	PEACE ST	JAMES ST
LUZERNE	K132	60	475	DIAMOND AV	JAMES ST	LOCUST ST
LUZERNE	K132	70	475	DIAMOND AV	LOCUST ST	ALTER ST

COUNTY	ST_RT_NO	SEG_NO	SEG_LNGTH_FEET	STREET_NAME	BGN_DESC	END_DESC
LUZERNE	K132	80	475	DIAMOND AV	ALTER ST	VINE ST
LUZERNE	K132	90	475	DIAMOND AV	VINE ST	CHURCH ST/SR0309
LUZERNE	K133	10	1425	HARRISON ST	DIAMOND AV/SR3030	SEVENTH ST
LUZERNE	K133	20	422	HARRISON ST	SEVENTH ST	NINTH ST
LUZERNE	K134	10	475	ELEVENTH ST	CHURCH ST/SR0309	LAUREL ST
LUZERNE	K134	20	475	ELEVENTH ST	LAUREL ST	WYOMING ST
LUZERNE	K134	30	475	ELEVENTH ST	WYOMING ST	CARSON ST
LUZERNE	K134	40	475	ELEVENTH ST	CARSON ST	SEYBERT ST
LUZERNE	K135	10	1848	TWENTYSECOND ST	CINDY DR	WEST HAZLETON M/L
LUZERNE	K135	20	1214	TWENTYSECOND ST	HAZLE TOWNSHIP LINE	TWENTYTHIRD ST/T327
LUZERNE	K135	30	2059	TWENTYTHIRD ST	TWENTYSECOND ST/T405	GRANT ST/T322
LUZERNE	K135	40	369	GRANT ST	TWENTYTHIRD ST/T327	TWENTYSECOND ST/T405
LUZERNE	K135	50	2851	TWENTYSECOND ST	GRANT ST/T322	SR 0309
LUZERNE	K135	60	1795	TWENTYSECOND ST	SR 0940	SEYBERT ST/T465
LUZERNE	K136	10	422	LAUREL ST	BROAD ST/SR0093	GREEN ST
LUZERNE	K136	20	422	LAUREL ST	GREEN ST	OAK ST
LUZERNE	K136	30	422	LAUREL ST	OAK ST	TAMARACK ST
LUZERNE	K136	40	422	LAUREL ST	TAMARACK ST	MAGNOLIA ST
LUZERNE	K136	50	422	LAUREL ST	MAGNOLIA ST	SPRING ST
LUZERNE	K136	60	422	LAUREL ST	SPRING ST	DIAMOND AV/SR3030
LUZERNE	K136	70	211	LAUREL ST	DIAMOND AV/SR3030	FIRST ST
LUZERNE	K136	80	422	LAUREL ST	FIRST ST	THIRD ST
LUZERNE	K136	90	422	LAUREL ST	THIRD ST	FIFTH ST
LUZERNE	K136	100	422	LAUREL ST	FIFTH ST	SEVENTH ST
LUZERNE	K136	110	422	LAUREL ST	SEVENTH ST	NINTH ST
LUZERNE	K136	120	422	LAUREL ST	NINTH ST	ELEVENTH ST
LUZERNE	K136	130	211	LAUREL ST	ELEVENTH ST	TWELFTH ST
LUZERNE	K136	140	422	LAUREL ST	TWELFTH ST	FOURTEENTH ST
LUZERNE	K136	150	211	LAUREL ST	FOURTEENTH ST	FIFTEENTH ST
LUZERNE	K136	160	422	LAUREL ST	FIFTEENTH ST	SEVENTEENTH ST
LUZERNE	K136	170	422	LAUREL ST	SEVENTEENTH ST	NINETEENTH ST

COUNTY	ST_RT_NO	SEG_NO	SEG_LNGTH_FEET	STREET_NAME	BGN_DESC	END_DESC
LUZERNE	K136	180	422	LAUREL ST	NINETEENTH ST	TWENTIETH ST
LUZERNE	K136	190	422	LAUREL ST	TWENTIETH ST	TWENTYFIRST ST
LUZERNE	K136	200	422	LAUREL ST	TWENTYFIRST ST	TWENTYSECOND ST
LUZERNE	K137	10	211	MUIR AV	POPLAR ST/SR3017	EAST CT
LUZERNE	K137	20	369	MUIR AV	EAST CT	HAZLE ST
LUZERNE	K137	30	528	MUIR AV	HAZLE ST	MILL ST
LUZERNE	K137	40	528	MUIR AV	MILL ST	EAST ST
LUZERNE	K137	50	422	MUIR AV	EAST ST	LUZERNE ST
LUZERNE	K137	60	1689	FRANKLIN ST	LUZERNE ST	CRANBERRY ST
LUZERNE	K137	70	211	FRANKLIN ST	CRANBERRY AV	CHESTNUT ST
LUZERNE	K137	80	211	FRANKLIN ST	CHESTNUT ST	MINE ST
LUZERNE	K137	90	264	FRANKLIN ST	MINE ST	BROAD ST/SR0093
LUZERNE	K138	10	1584	VINE ST	BROAD ST/SR0093	DIAMOND AV
LUZERNE	K139	10	897	BUTTONWOOD ST	CHURCH ST/SR0309	WYOMING ST
LUZERNE	K139	20	1320	BUTTONWOOD ST	WYOMING ST	POPLAR ST/SR3017
LUZERNE	K140	10	5016	ALTER ST	DIAMOND AV	TWENTYSECOND ST
LUZERNE	K141	10	211	JAMES ST	DIAMOND AV	FIRST ST
LUZERNE	K141	20	211	JAMES ST	FIRST ST	SECOND ST
LUZERNE	K141	30	211	JAMES ST	SECOND ST	THIRD ST
LUZERNE	K141	40	211	JAMES ST	THIRD ST	FOURTH ST
LUZERNE	K141	50	211	JAMES ST	FOURTH ST	FIFTH ST
LUZERNE	K141	60	211	JAMES ST	FIFTH ST	SIXTH ST
LUZERNE	K141	70	211	JAMES ST	SIXTH ST	SEVENTH ST
LUZERNE	K141	80	211	JAMES ST	SEVENTH ST	EIGHTH ST
LUZERNE	K141	90	211	JAMES ST	EIGHTH ST	NINTH ST
LUZERNE	K141	100	211	JAMES ST	NINTH ST	TENTH ST
LUZERNE	K141	110	211	JAMES ST	TENTH ST	ELEVENTH ST
LUZERNE	K141	120	211	JAMES ST	ELEVENTH ST	TWELFTH ST
LUZERNE	K141	130	211	JAMES ST	TWELFTH ST	THIRTEENTH ST
LUZERNE	K141	140	211	JAMES ST	THIRTEENTH ST	FOURTEENTH ST
LUZERNE	K141	150	211	JAMES ST	FOURTEENTH ST	FIFTEENTH ST/SR0924

COUNTY	ST_RT_NO	SEG_NO	SEG_LNGTH_FEET	STREET_NAME	BGN_DESC	END_DESC
LUZERNE	K142	10	211	LINCOLN ST	DIAMOND AV	FIRST ST
LUZERNE	K142	20	211	LINCOLN ST	FIRST ST	SECOND ST
LUZERNE	K142	30	211	LINCOLN ST	SECOND ST	THIRD ST
LUZERNE	K142	40	211	LINCOLN ST	THIRD ST	FOURTH ST
LUZERNE	K142	50	211	LINCOLN ST	FOURTH ST	FIFTH ST
LUZERNE	K142	60	211	LINCOLN ST	FIFTH ST	SIXTH ST
LUZERNE	K142	70	211	LINCOLN ST	SIXTH ST	SEVENTH ST
LUZERNE	K142	80	422	LINCOLN ST	SEVENTH ST	NINTH ST
LUZERNE	K142	90	422	LINCOLN ST	NINTH ST	ELEVENTH ST
LUZERNE	K142	100	422	LINCOLN ST	ELEVENTH ST	THIRTEENTH ST
LUZERNE	K142	110	422	LINCOLN ST	THIRTEENTH ST	FIFTEENTH ST/SR0924
LUZERNE	K143	10	2534	WYOMING ST	DIAMOND AV/SR3030	BROAD ST/SR0093
LUZERNE	K144	10	105	BROAD ST	DIAMOND AV/SR0924	CRANBERRY AV
LUZERNE	K144	20	950	BROAD ST	CRANBERRY AV	SR0093
LUZERNE	K145	10	211	BROAD ST	SR0093	NINETEENTH ST
LUZERNE	K145	20	1161	BROAD ST	NINETEENTH ST	TWENTYSECOND ST

APPENDIX J – COMPLETE STREETS POLICY

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

OBJECTIVE

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

MPO PLANNING AND REVIEW

The basis for transportation planning and improvement programming in the Lackawanna Luzerne MPO continues to be the current 2015-2040 Long-Range Transportation Plan and a bi-annually prepared Transportation Improvement Program. The goals and objectives of the Long-Range Transportation Plan call for:

- Increase the safety and security of the transportation system for motorized and non-motorized users;
- Supporting the economic vitality of the region, especially by enabling global competitiveness, productivity, and efficiency by increasing the accessibility and mobility options available to people and goods;
- Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and

state and two county area planned growth and economic development patterns;
- Enhance integration and connectivity of the transportation system across and between modes, for people and freight, in an effort to promote efficiency in system management and operation;
- Emphasize preservation and connectivity of the existing transportation system (all modes);
- Ensure consistency with the fundamental principles of Title VI and Environmental Justice.

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

PROJECT PLANNING and DESIGN

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

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

All Complete Street accommodations may not be practical due to factors beyond the LLTS MPO control.
Exceptions to the Complete Streets policy may be considered when any one of the following occur:
a. The existing and future projected motor traffic volumes on a particular roadway or facility are so low that bicyclists and

pedestrians do not need to be specifically accommodated and/or are already addressed by the current design;
b. The existing and future projected bicycle and pedestrian needs as well as transit need are so low that one or more of these modes do not need to be specifically addressed;
c. The cost or impacts of accommodation is excessively disproportionate to the current or future need, which is defined by the FHWA at the time of the adoption of this policy as exceeding twenty percent of the cost of the larger project;
d. There is an existing or proposed parallel facility with sufficient accommodations, or it is more feasible and/or less costly to locate the proposed accommodations on an alternate route. Compared to the original route, the alternative shall not increase travel distance for pedestrians by more than ¼ mile and/or for bicyclists by more than 1 mile.

EVALUATION

The LLTS MPO will continue to expand its data collection and evaluation efforts. The LLTS MPO will use PennDOT safety data to identify high-crash locations and help determine areas where safety improvements need to be made for motorized and non-motorized users. ***Performance measures*** for this Policy include: pedestrian, bicyclist, and motorist crash rates; volume counts for vehicles, bus passengers, bicyclists, and pedestrians; linear feet or miles of new or reconstructed sidewalks to improve and expand contiguous networks; number of new or reconstructed ADA accessible curb ramps; number of new or repainted crosswalks; number of new pedestrian signals; linear feet or miles of on-street bicycle facilities; walkability scores; percentage completion of bicycle and pedestrian networks identified in the Bicycle and Pedestrian Study for the Central Business Districts of Scranton and Wilkes-Barre; percentage of transit stops accessible via sidewalks and ADA accessible curb ramps; increase in mode shares for pedestrians, cyclists, and transit users; share of roads with design speeds in the safe range for pedestrians; percentage of funds spent on bicycle, pedestrian, and transit facilities.

IMPLEMENTATION & NEXT STEPS

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

- Develop a Complete Streets checklist for use on all road projects throughout the MPO applicable to both rural and urban areas.
- Continue semi-annual meetings of the Bicycle and Pedestrian Committee to evaluate progress of the implementation of the Bicycle and Pedestrian Study for the Central Business Districts of Scranton and Wilkes-Barre.
- Employ automated traffic monitoring equipment along with manual and virtual tracking methods to count non-motorized travelers in fixed and temporary locations.
- Implement *all* project and policy recommendations of the Bicycle and Pedestrian Study for the Central Business Districts of Scranton and Wilkes-Barre for pedestrian, bicycle, greenways, and trails.

- Review of future projects in the Transportation Improvement Program (TIP) for applicability of this policy and review of facility designs to ensure access for all users.
- Promote individual communities to evaluate and modify this policy for adoption at the local level to ensure consistency throughout the MPO.
- Encourage municipalities to install non-motorized improvements such as sidewalks at a reduced cost during routine contracted maintenance and construction activities underway (sewer, underground utility work, road resurfacing).

FUNDING

Projects funded all or in part with regional discretionary funds must consider bicycle and pedestrian facilities in the full project cost. The Federal Highway Administration (FHWA) recommends including up to 20% of the project cost to address non-motorized access such as bicycle and pedestrian improvements; LLTS MPO encourages local agencies to adopt their own minimum percentages equal to but not lesser than 5%. Funding to enhance bicycle and/or pedestrian access associated with new roadway or transit construction projects should be included in the funding for that project.

TRAINING

LLTS MPO will continue to promote and host project manager and designer training sessions for any staff and local agencies to promote routine accommodation of all modes unless exceptions are determined.

APPENDIX K – GLOSSARY AND ACRONYMS

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

ADA - Americans with Disabilities Act
Federal act that requires equal accessibility for persons with disabilities.

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

BRT - Bus Rapid Transit
A flexible, high performance rapid transit mode that combines a variety of physical, operating and system elements into a permanently integrated system with a quality image and unique identity.

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

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

CRFCs - Critical Rural Freight Corridors
Public roads not in an urbanized area which provide access and connection to the NHFN and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities.

CUFCs - Critical Urban Freight Corridors
Public roads in urbanized areas which provide access and connection to the NHFN and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities.

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

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

EJ - Environmental Justice
Identifying and addressing disproportionately high and adverse effects of programs, policies, and activities on minority populations and low-income populations to achieve an equitable distribution of benefits and burdens.

FAA - Federal Aviation Administration
The Federal Aviation Administration is the regulator of all the nation's civil aviation activities, including management of air traffic in U.S. airspace.

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

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

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

HPT - Hazleton Public Transit
Operator of public transportation for the city of Hazleton and surrounding townships and boroughs.

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

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

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

LEHD - Longitudinal Employer-Household Dynamics
Longitudinal Employer–Household Dynamics (LEHD) data are the result of a partnership between the Census Bureau and U.S. states to provide high quality local labor market information and to improve the Census Bureau's economic and demographic data programs.

LQ - Location Quotient
A ratio that allows an area's distribution of employment by industry, ownership, and size class to be compared to a reference area's distribution.

LRT - Light Rail Transit
A form of passenger urban rail transit usually powered by overhead electrical wires.

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

MPO - Metropolitan Planning Organization
An agency created by federal law to provide local elected officials' input into the planning and implementation of federal transportation funds to metropolitan areas with populations of greater than 50,000.

MSA - Metropolitan Statistical Area
Core Based Statistical Areas associated with at least one urbanized area that has a population of at least 50,000. The metropolitan statistical area comprises the central county or counties or equivalent entities containing the core, plus adjacent outlying counties having a high degree of social and economic integration with the central county or counties as measured through commuting.

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

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

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

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

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

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

OPI - Overall Pavement Index
Index used by PennDOT that combines IRI data with additional measures that assess pavement distress in addition to the general roughness measurement.

PennDOT – The Pennsylvania Department of Transportation
State agency responsible for over 40,500 miles of state roads and highways, about 25,000 bridges, as well as new roadway construction.

PGC - Pennsylvania Game Commission
State agency responsible for wildlife conservation and management in Pennsylvania.

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

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

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

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

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

TAMP - Transportation Asset Management Plan
Federally-required plan that acts as a focal point for information about the state's assets, their management strategies, long-term expenditure forecasts, and business management processes.

TIP - Transportation Improvement Program
A list of approved, short-range capital improvement projects for regional highway, transit, bicycle, and pedestrian projects.

TSMO - Transportation Systems Management & Operations
An approach that focuses on operational improvements that can maintain and even restore the performance of the existing transportation system before extra capacity is needed.

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