Flood Recovery Task Force, Inc. Subcommittee on
Transportation, 1973 January: Transit Report

Transit

4.6.

Transit

STRESSTEEL CORPORATION

221 Conyngham Avenue, Wilkes-Barre, Pennsylvania 18702
717-825-7381

January 26, 1973

Mr. George Sailus
Susquehanna Savings and Loan
Market Street
Wilkes-Barre, Pa. 18701

Re: Budget Analysis

Dear George:

I am sorry I was not able to stay until the end of the budget meeting the other day. In analyzing the information which Scheiner left with me, it appears that if we go along with the way proposed, we will end our demonstration program with an over-run of some $130,000 and no sure way of finding additional funding. We will also be in a position where we will be running at an annual monthly deficit of about $40,000.

I am not satisfied with either of these conclusions and I think we have to seriously consider, and make recommendations to the Authority Board, some major changes in our concepts. These may be as follows:

1. I think on the question of the stepped increase in fares, (from 15¢-20¢ to 25¢), we should review the possibility of going directly from 15¢ to 25¢ on May 1, 1973. According to my calculations this would provide about $50,000 more income during the six months May 1973 to November 1973, when it was originally planned to institute the 25¢ fare.

2. Assuming we are sure of our legal position, instruct White and Wilkes-Barre Transit to immediately stop paying State gasoline taxes. It seems to me that as a public agency, we can afford to be a little more aggressive on this issue rather than wait around for the State authority to give us permission to do this. This item alone can cut $30,000 off our annual budget.

3. Accelerate our investigation into the purchase of and the operation of the bus companies. Appoint a task group to work with Bill Johnson in analyzing the operations of Wilkes-Barre Transit and comparing the cost if we were to operate vs the cost of their continued operation. My guess is that substantial additional savings can be achieved here.

MEMBER
PCI
PRESTRESSED CONCRETE INSTITUTE

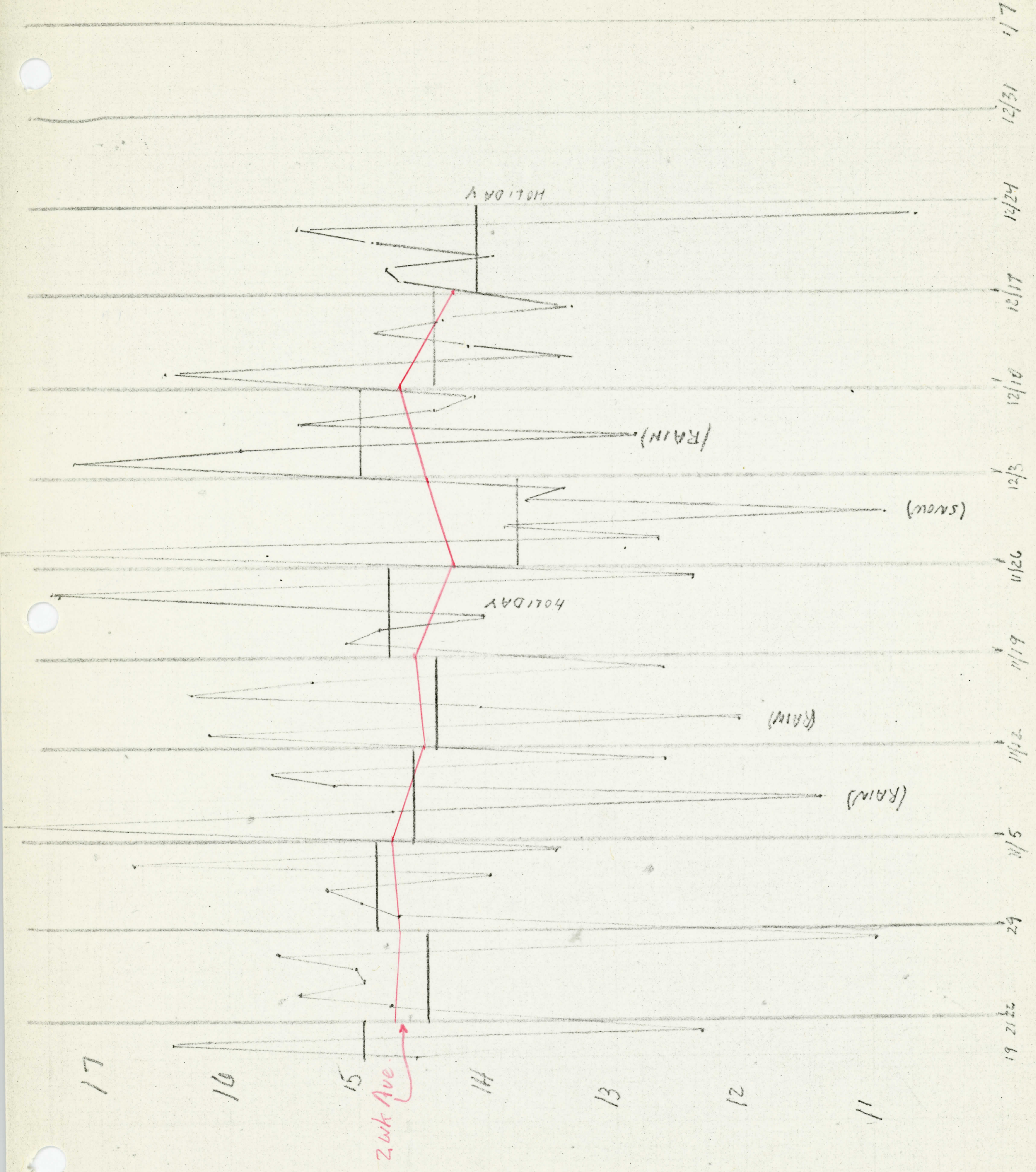
I have seen enough of the budget to know that we are running at a greater deficit than originally anticipated and if we don't do something about it promptly we will only have ourselves to blame later. If you agree with me, I think our committee should plan what action must be taken at the next Board meeting in order to insure that our position does not deteriorate beyond the point where it is reclaimable.

Sincerely,

E. Schechter

E. Schechter

ES/k
cc:
T. McGeehan
J. Quinn
J. Eddy



STRESSTEEL CORP.
221 CONYNGHAM AVE.
WILKES-BARRE, PA.

JOB	DATE:	SHEET No.	
	BY:	CHECKED:	

Ed. Luz. Co. Transit Authority -

1. Printing - adv't. - Lewellen & McKane.

2. Mtg. - noon Dec 4
W/ City, County and
Redev. Auth. - etc. -

3.

Committee - Budget

Sailey
McGeehan
Heiselberg. -

Capital Com
Sautner
Heiselberg. -

P.B.
R. Larkin
Ed Schwalm

Kantor & Schedule
Cunningham & Heiselberg

Personnel

Mtg 11/15

Schedules
Contingency
Mc Candless

~~Meet w/ Private Operators.~~

Meet w/ Co Commission & Others
1. Schedules —
2. Salaries —
3. ?

Gerry Eddy.

strong on scheduling

Is there any possibility of getting people out of their cars. —

How do you hold people? Labor? P/R?

✓ Exec. —

✓ Exec. - Assistant.

✓ 1 - Secty - clerk stenog.

✓ Part time for surveys. —
over & under service. —

LCTA – 1/8/73.

1. Lani Keefer

1.1 Called to discuss TD Program progress. He is pleased and says there is very little more to do. Cray Steele & Co plus Hardy (UMTA Philadelphia) will be in his office for a meeting on 1/10 10AM Rm 915. Would like us to be represented. — Recognizes need for cooperation btwn LCTA and LCTS

1.2. re Bi County Authority: I said TD Program just stated the ~~need~~ result but none of the reasons for combining the two county programs. It may be that economies exist, but these have yet to be demonstrated, and until they are I object to the T.D. Program making it mandatory that we go that route. Also it would be useful if consultants suggested how the two authorities could be combined for efficient operation without putting it into the same problems that now plague the Bi County Airport. He said ~~the~~ his main objective was improved service and accommodation for the people who should have Scranton ⟷ to AB service and not stop at county line. I said that this could easily be accomplished

LCTA 1/8/73

1.2 (con't)

Without a Bi-County Authority - inter Authority lines could ~~be~~ be arranged. He said he was glad I brought it up and would see that the emphasis on mandatory Bi-County Authority operation was softened in the final draft.

1.3 re need for New Buses, I said we had picked up a rumor that Penn DOT did not believe our needs were as urgent as we were making them seem. He said he had heard the same thing and believed it may have come out of 11/28(?) meeting of LLTA. I denied this vehemently, said if such conclusions had be understood they were erroneous. We desperately needed new equipment. I cited recent WB Transit experience of 25 or more buses unable to roll, and our belief that this is the oldest fleet of any major transit company in the U.S. carrying 4 million passengers. - He got my point and thanked me for ~~brin~~ bringing this to his attention.

LCTA. 1/8/73

2. Quinn will speak to Eddy about attending Penn DOT mtg on 1/10.—

3. Schweiker very glad I got to Keefer. He says we still are deficient in letters from Appalachia and Model Cities. He has spoken to Eddy about them.

4. Eddy — he will go to mtg w/ Keefer.— I explained my feelings re TD Program.

STRESSTEEL CORPORATION

221 Conyngham Avenue, Wilkes-Barre, Pennsylvania 18702
717-825-7381

December 21, 1972

Mr. Jerry Eddy
Luzerne County Transportation Authority
52 Public Square
Wilkes-Barre, Pa. 18701

Re: Capital Grants

Dear Jerry:

Have we yet received our commitment letters from PennDOT, Apalachia, and Model Cities? I wrote you last week on this question and, if the promises given to me at that time were kept, we should have the letters by now.

Will you please advise early next week so I can follow it up, if these letters have not come in.

Sincerely,

E. Schechter

ES/k

~~Call Cliff Rigsbee re Schedule - 1052~~
~~Hanna Smith TB.~~

~~" Andy S. re 2 way pairs.~~ ~~1111 TDA~~ ~~12/18~~

" Follow up funding for Cap. Grant.

Hainsberg ✓ 11.7 Penn DOT → Call Underwood.
457-7456 ✓ → 13.4 Appalachia. ? → 368,054 Grumman - Flxp
Ex. 2.3 Model Cities. ? → 295,209 Woody Hochstetter. 4 day
" 72,725
ARS - PN + R - Gene Butler.

~~" ✓ Read write + comment - Emergency Status.~~

" Transit Dev. Program - vs LCTA.

~~Write summary of FRTF 12/14 mtg.~~

Need 3 commitment letters
for capital grant:

16.7%	Penn DOT	$368,034
13.4%	Appalachian Regional Comm.	295,309
3.3%	Model Cities	72,725

Tom Grace
Dave Webber
Jack Holt
Frank Henry -

Larry [illegible]
Bill Johnson
Jim Johnson

Joseph F. Tracki -	Luz. Redev. Auth. -
Richard Battrick	" " "
Bill Jones -	W.B. T-L/EK

This is only the beginning of program -
Flood related - O.E.P.
EMERGENCY! -
Rapid organization of LCTA - 10/10 - 10/19 - Ex Dir 12/4
- work done on voluntary, + consultant basis -
- negotiation of contracts { UMTA / EDA Model Cities Demo -
PA DOT Appa HUD
CONSULTANTS | accountant
EXEC. DIR. | advtg. -

STRESSTEEL CORPORATION

221 Conyngham Avenue, Wilkes-Barre, Pennsylvania 18702
717-825-7381

December 15, 1972

Mr. Joseph Quinn
Hourigan, Kluger & Spohrer
United Penn Bank Bldg.
Wilkes-Barre, Pa. 18701

Re: LCTA, Funding for Capital Grant

Dear Joe:

At Wednesday's meeting Jim Scheiner felt it appropriate that I do what I could to try to move along three of the major commitments to this capital grant. I agreed that I would make calls on behalf of LCTA to PennDOT, Appalachia, and Model Cities.

Re Model Cities - I spoke to Bob Miscavage after the meeting and he has assured me that they will have a letter of commitment to us by the week of December 18th. If we don't have this Christmas present I'll be on him again early December 26th.

Re Apalachia - ARC in Harrisburg, Mr. Jim Grim advised EDCNPA, Tom Shaughnessey, that the commitment letter had gone forward from Apalachia to us yesterday. It is now necessary to file an additional application for supplemental funding and Shaughnessey at EDC is preparing this application. He has been assured of cooperation from Ed Heiselberg, from whom he claims he needs some additional information but expects that he will have completed his portion of the application and sent it on to Harrisburg by December 20th. It is his understanding that this application will sit in Harrisburg until UMTA, who is the primary grantor, gives final approval to our grant. At that point, Apalachia will accept UMTA's approval, and without further review will make funding available to us.

I have nothing to report yet from PennDOT but will keep after them until I get some information.

Sincerely,

E. Schechter

ES/k
cc: J. Eddy
E. Heiselberg, J. Scheiner

P.S. Bill V. advises PennDOT commitment letter in the mail

MEMBER
PRESTRESSED CONCRETE INSTITUTE
PCI

E. Schechter

LUZERNE COUNTY TRANSPORTATION AUTHORITY

Regular Meeting
Wednesday, December 13, 1972
6:00 p.m.

AGENDA

✓1. Roll Call
✓2. Reading and approval of Minutes - November 29, 1972

✓3. Report of Bills and Communications - J. Eddy

✓4. Discussion on format of Public Hearing - J. Quinn

✓5. Operations Report - Simpson & Curtin
   - ✓a. Effect of Service Revision
   - ✓b. Effect of Transfers on Total Revenue

✓6. Advertising Report - L. Greenspon

✓7. Accountant's Report - W. Johnson

8. Solicitor's Report - J. Quinn
   - ✓a. Contract Negotiations - Wilkes-Barre Transit
   - ✓b. Availability of Funds

9. Executive Director's Report - J. Eddy
   - ✓a. Information
   - ✓b. Executive Secretary
   - ✓c. Purchase of Office Equipment
   - ✓d. O.E.P. Request for free service
   - ✓e. Bank Accounts
   - ✓f. Social Security Withholding

142,500 - OEP
28,880 - UMTA
171,380

10. Report of Committees
   - ✓a. Budget
   - ✓b. Personnel

11. ✓Old Business

12. New Business
   - a✓ Approval of payment of bills
   - b. Purchase of Automobile

13. Adjournment

Mather · 12 + 17

Exec. Sec. to Pres + Gen Mgr. to a Kingston Co. -

W/ very varied background. -

will do anything - 130 x 52

260

650

6760

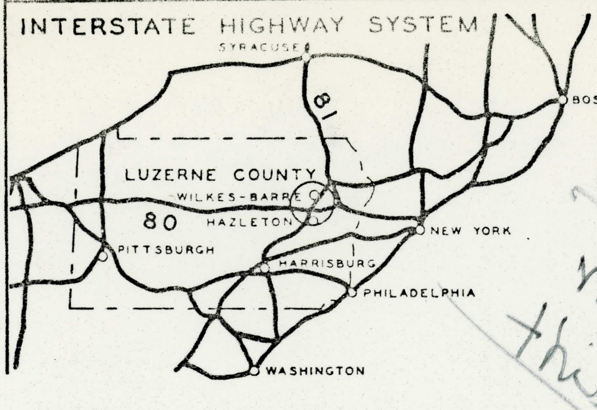
Tom Corcoran pushing for

Althea. - wanted only

Executive Secty

LUZERNE COUNTY PLANNING COMMISSION

JOHN A. HOURIGAN, JR.
CHAIRMAN
JOHN L. McDONALD, ESQ.
VICE CHAIRMAN
NOEL B. CAVERLY
SECRETARY
MICHAEL GALAIDA
TREASURER
PAUL CADDEN
STEVE PAVLOVICH
DONALD D. SMITH
WILBUR TROY
FRANK VANORE



EDWARD HEISELBERG
DIRECTOR OF PLANNING

CLARENCE M. LAIDLER
COUNTY ZONING OFFICER

LUZERNE COUNTY COURT HOUSE
WILKES-BARRE, PENNSYLVANIA 18702
TELEPHONE: 825-2749
823-6161 EXT. 226 - 227

Ed must work on this

M E M O R A N D U M

TO: Members of Luzerne County Transportation Authority, Jerry Eddy, and Joe Quinn.

FROM: Ed Heiselberg

SUBJECT: Transit Development Program

DATE: December 11, 1972

Part of UMTA's requirements for a Capital Improvement Grant for mass transit is the preparation of a Transit Development Program. This is a program for at least five years on acquisition of capital improvements and/or purchase of bus companies.

Fortunately, about a year ago, Penn DOT contracted with two consultants, Bellante and Claus of Scranton, and Gannett, Fleming, Corddry and Carpenter, for the preparation of a short and long range development program.

The consultants did an OD Survey of the buses in Luzerne County, and made several interim reports, mostly about the Scranton Area. Then came the flood, and free bus service by OEP for Wilkes-Barre and White Transit Companies. The Consultants recommended that the Transit Development Program be postponed until things crystallized. However, since UMTA required at least a short range Transit Development Program before it would approve a Capital Facilities Grant, the consultant was directed to prepare this by the end of September. Attached to this memo is a copy of the Short range Transit Development Program for Luzerne and Lackawanna Counties for your information and files. If you do not have time to read the entire report, the recommended Transit Development Program starts on page 88.

At the last meeting of the Authority, the chairman named Ed Schechter and Ed Heiselberg as ad hoc committee to review the Transit Development Program and recommend any changes deemed desirable.

STRESSTEEL CORPORATION

221 Conyngham Avenue, Wilkes-Barre, Pennsylvania 18702
717-825-7381

December 4, 1972

Mr. Albert L. Neumann
231 Coldbrook Road
Timonium, Maryland 21093

Dear Mr. Neumann:

We acknowledge receipt, with thanks, of your letter and enclosed resume, of November 24th.

The job of Executive Director of the Luzerne County Transportation Authority was offered last week to Mr. Jerry L. Eddy, a former Division Manager of Public Service of New Jersey. He has accepted and will start work this week.

We regret that this position is no longer open for consideration of your highly qualified application.

Sincerely,

E. Schechter
Vice-Chairman,
Luzerne County Transportation Authority

ES/k

Same letter sent to Dale R. Meyers

MEMBER
PRESTRESSED CONCRETE INSTITUTE
PCI

WILKES-BARRE TRANSIT CORPORATION
315 NORTHAMPTON STREET
KINGSTON, PA. 18704

~~[illegible]~~
~~Vice President and~~
~~General Manager~~

November 11, 1972

RECEIVED
NOV 13 1972
STRESSTEEL

Mr. Robert Leonardi, Chairman
The Luzerne County Transportation Authority
c/o Local 149, Boot & Shoe Workers Union
Jumper Road
Plains, Pennsylvania 18705

Dear Bob:

As you can note from the revenue sheet, the weather is a major factor. When it rains our riders don't get out.

I would like to extend to you and all the members of the Transportation Authority an invitation to visit Wilkes-Barre Transit's shops at any time you feel you want to drop in.

We are always open for ideas to improve the service to the Valley. Remember, good constructive ideas do not always come from transit experts.

My plans are to be out of the city from Wednesday afternoon until Monday night of the following week, providing I am able to shake this virus that has been plaguing me for the past week. During my absence Ed Westfield, Superintendent of Operations, will be in charge.

Very truly yours,

J Holt

A. J. Holt
Vice President.

AJH:MLJ

cc: Authority Members

W. B. Transit Co

DATE OCT		STUDENT TICKETS REC'D	1 FARE BOX REVENUE	2 REVENUE STUDENT TICKETS @ 15¢	3 TOTAL REVENUE	4 NO. OF PASSENGERS
19	THURS	(1.288)	1,995.75	190.20	2,184.95	14,566
20	FRI	(1,615)	2221.58	242.25	2463.83	16,426
21	SAT		1827.81	24.00	1851.81	12,345
22 ✓	SUN		308.83	6.15	314.98	2100
23	MON (NO CHS)		2181.05	31.65	2212.70	14751
24	TUES	(1364 ✓)	2115.86	204.30	2320.16	15,467
25	Wed	(1438)	2028.31	215.70	2244.01	14,960
26	THUR	(1427)	2038.10	214.05	2252.15	15,014
27	FRI	(1,179)	2167.34	176.85	2344.19	15627
28	SAT (RAIN)	(161)	1617.26	24.15	1641.41	10,943
29	SUN	(7)	237.27	1.05	238.32	1,588
30	MON	(814)	2082.03	122.10	2204.13	14694
31	TUES	1732	1986.59	259.80	2246.39	14976
NOV						
1	Wed	(1154)	2110.96	173.10	2284.06	15227
✓	THUR (RAIN)	(1472 ✓)	1875.36	220.80	2096.16	13970
3	FRI (NICE)	(1434)	2,299.39	215.10	2514.49	16[illegible]
4	SAT (CLOUDY).	(110)	1852.02	165.00	2017.02	13447
5	SUN (CLOUDY).	(19)	274.43	2.85	277.28	1848
6	MON (FAIR-SUNNY)	(1282)	2475.06	192.30	2667.36	17882
7	TUES (FAIR.)	(1193)	2027.92	178.95	2206.87	14712
8	WED (RAIN)	(1032)	1560.07	154.80	1714.87	11432
9	THURS (CLOUDY)	✓283	2083.89	192.45	2276.34	15125
10	FRIDAY (FAIR)	(1115)	2180.07	167.25	2347.42	15649
11	SAT ( )					

RECEIVED
NOV 13 1972
STRESSTEEL

Note Revenue From School Contract $1.149.95 Per Day