

Flood Recovery Task Force, Inc. Subcommittee on
Transportation, 1972 September: Transit Reports

3.30

Transit Rept.

9/29 4 p.m.

MEMO

To: Ed Schechter

From: Betty Schechter

RE: Message from Andy Shaw about EDA Grant for ~~Trans~~ Transit Authority

Andy met with Bob Shephard, Ed Heiselberg and EDA man. After much discussion, he learned that an ~~AD~~ EDA grant can't be made to an Authority that is not yet in existence. It was decided, therefore, that the best route to take would be to amend the Flood Recovery Task Force grant.

Shaw and Shephard both think the \$35,000 asked for salaries for an Executive Director and a secretary may not be enough. They suggest that you as \$40,000 for the exec. director and \$15,000 for secretary for a period of 21 months. They note that if that turns out to be too much the extra money can always be turned back. Heiselberg had not given any consideration to expenses involved in renting office space, materials and such supplies as typewriters. Shaw and Shephard suggest putting in for \$10,000 for those costs. ~~Thnx~~ If their suggestions are followed the breakdown would be:

\$35,000	Executive Director	\$40,000
	Secretary	15,000
	Office, supplies	10,000
	Contractual services	40,000
		<u>\$105,000</u>

Over the weekend Ed Heiselberg will prepare a letter for review or revision on Monday; it will support the request for the grant.

Andy will call you on this between 8:30 and 9 on Monday morning.

FORM ED-302 (REV. 8-3-71) U.S. DEPARTMENT OF COMMERCE ECONOMIC DEVELOPMENT ADMINISTRATION		FOR EDA USE ONLY	
APPLICATION FOR TECHNICAL ASSISTANCE (Under Section 301 of Public Law 89-136)		Project No.	State or Region
		Date received	
1. PROJECT TITLE Rehabilitate the Wyoming Valley.			
2. APPLICANT			
a. Name and address of individual, corporation, or other organization applying for assistance. Flood Recovery Task Force, Inc., Chamber of Commerce Building 92 South Franklin Street, Wilkes-Barre, Luzerne County, Pa. 18701			
b. Names, addresses, and positions of principal officers of applicant organization. Max Rosenn, 177 James Street, Kingston, Pa. President Harold Rose, Laurel Lane, Shrine Acres, Dallas, Pa. Secretary Thomas Kiley, RD #5, Sutton Road, Shavertown, Pa. Treasurer			
c. Type of organization (Note if legal entity; public or private group; local, county, or district development group) Non-profit Corporation - Articles Attached			d. Date organization established
3. DESCRIPTION OF AREA TO BE SERVED. (List the principal political subdivision(s) to which the project applies. If for a single community, list only the community; if for more than one community in a county, list the county only; if for more than one county, list the counties only; etc.) Luzerne County, Pa.			
4. OTHER FEDERAL ASSISTANCE. Has an application for this project, or a similar project, been made or is being made elsewhere? ☐ Yes ☐ No (If "Yes," enter on a separate attachment name and address of agency of organization to which you have applied or are applying.)			
5. PROJECT COST			
a. Total (Estimated) 261,000	d. Identify source(s) of local or state funds (Under 5c) NONE		
b. EDA funds requested 261,000			
c. Local or State funds None	e. Other contributions (Note on a separate attachment amount value of services or facilities to be contributed and by whom) NONE		
6. OBJECTIVES (Briefly summarize what the requested project is intended to accomplish) To bring together concerned citizens to coordinate all activities and efforts necessary to rehabilitate the Wyoming Valley communities as a result of the recent flood disaster.			
7. Attach detailed project proposal prepared in accord with the official leaflet, "EDA Technical Assistance: What It Is - How To Apply." Also attach any prior related studies available, any additional descriptive materials supporting the application, and any other pertinent materials or document.			
8. INTERESTED AGENCIES AND OFFICIALS (Name, official, and title)		Signatures	Date
a. Applicant Max Rosenn, President Flood Recovery Task Force, Inc.			8/22/72
b. Local, District, Regional Development Agency where applicable Howard J. Grossman, Exec. Dir. EDC OF NE. PA.			8/22/72
c. State EDA-Coordinating Agency			
d. Other (Specify)			

FORM ED-300
(REV. 8-2-71)U.S. DEPARTMENT OF COMMERCE
ECONOMIC DEVELOPMENT ADMINISTRATION

FOR EDA USE ONLY

SUPPLEMENT TO APPLICATION FOR
TITLE III TECHNICAL ASSISTANCE GRANT
(Under Section 301 (a) of Public Law 89-136)

Project No.

State, District, Area

Date Received

IMPORTANT NOTICE: This application supplement is to be submitted together with completed application Form ED-302 only by those applicants requesting a Technical Assistance Grant. Particular attention must be given to Item 7 of the application Form ED-302, which requires that the applicant attach to Form ED-302 a detailed project proposal prepared in accord with the official EDA leaflet. If additional sheets are required for the response to any item, please mark them with the item number and description for easy reference.

A. PROJECT TITLE (From Form ED-302)

Rehabilitate the Wyoming Valley

C. ESTIMATED FUNDS & IN-KIND NEEDS BY QUARTER

Quarter No.	Dollar Value		
	Federal Share	Non-Federal Share*	Total
1	65,250	-	65,250
2	65,250	-	65,250
3	65,250	-	65,250
4	65,250	-	65,250
TOTALS	261,000	-	261,000

B. APPLICANT (From Form ED-302)

1. Name of organization

Flood Recovery Task Force, Inc.

2. Address (Number, Street, City, County, State and Zip Code)

Chamber of Commerce Building
92 South Franklin Street
Wilkes-Barre, Luzerne County,
Pennsylvania 18701

D. DURATION OF GRANT (In Months) 12

*Sum of Columns (2) and (3), Item I on reverse side.

E. PERSONAL DATA OF APPLICANT ORGANIZATION

Authorized Officer	Name and Title (Print or type)	Date and Place of Birth	Signature
1. Person authorized to receive funds (Fed. & Non-Fed.)	Max Rosenn, President		
2. Person authorized to expend funds (Fed. & Non-Fed.)	Max Rosenn, President		

F. PERSON AUTHORIZED TO SIGN FOR APPLICANT ORGANIZATION

1. Name and Title (Print or type)	2. Date Authorized	3. Phone (Incl. area code)
Max Rosenn, President	8/22/72	717-829-1701
4. Date and Place of Birth	5. Signature	

G. OFFICERS AND DIRECTORS OF APPLICANT ORGANIZATION

1. Names of Officers	Position with organization	Home Address	Date and Place of Birth	Telephone Number
Max Rosenn	President	177 James St. Kingston, Pa.		
Harold Rose	Secretary	Laurel Lake Shrine Acres Dallas, Pa.		
Thomas Kiley	Treasurer	R.D. #5, Sutton Rd., Shavertown Pa. 18708		

2. Names of Directors	Occupation	Home Address	Telephone Number
Max Rosenn	Judge	177 James Street Kingston, Pa.	829-170 1
Andrew J. Sordoni	President, Sordoni Construction Co.	1710 Wyoming Ave. Forty Fort, Pa.	287-5192
Harold Rose	Banker	Laurel Lane Shrine Acres Dallas, Pa.	675-2912
Thomas Kiley	Banker	RD #5, Sutton Rd. Shavertown, Pa.	
Roy Morgan	WILK Radio Official	55 Meyers St. Forty Fort, Pa.	287-779 1

H. PROFESSIONAL PERSONNEL - Provide job titles and brief job description of all professional positions shown in budget Item I,1 proposed to be filled through this grant request. Also, furnish biographical data on personnel proposed for these positions. If personnel are not yet selected, EDA reserves the right to approve all professional staff selections and changes made after the effective date of the grant.

PROJECT DIRECTOR

Will provide overall supervision of the flood relief efforts of Flood Recovery Task Force, Inc. He will be responsible for staff assignments and consult with the Board of Directors regarding consultant selection and service.

SENIOR PROJECT COORDINATOR

Will work closely with the Project Director and will develop, coordinate, and evaluate the effectiveness of consultant services and staff effort relating to flood relief.

PROJECT COORDINATION

Same as Above.

I. BUDGET FOR GRANT PERIOD				
*1. Personnel: (Position Titles):	Federal Share (1)	Non-Federal Share**		Total (4)
		Cash (2)	In-Kind (3)	
Executive Director	25,000	-	-	25,000
Senior Project Coordinator	18,000	-	-	18,000
Project Coordinator	15,000	-	-	15,000
Secretary	8,000	-	-	8,000
Clerk Typist	6,500	-	-	6,500
Sub-Totals →	72,500	-	-	72,500
***2. Consultant and Contract Services				
(a) Consultants	150,000	-	-	150,000
(b) Contract Services				
Sub-Totals →	150,000	-	-	150,000
3. Travel:				
(a) Transportation	3,000	-	-	3,000
(b) Per Diem	2,000	-	-	2,000
Sub-Totals →	5,000	-	-	5,000
4. Space Costs and Rentals				
(a) Space (Rent or Use)	6,000	-	-	6,000
(b) Office Equipment (Rent or Use)	2,600	-	-	2,600
(c) Office Furniture (Rent or Use)	2,000	-	-	2,000
Sub-Totals →	10,600	-	-	10,600
5. Other Costs:				
(a) Consumable Supplies	1,500	-	-	1,500
(b) Postage	500	-	-	500
(c) Printing & Publications	2,500	-	-	2,500
(d) Telephone and Telegraph	2,400	-	-	2,400
(e) Utilities	-	-	-	-
(f) Personnel Burden (Benefits)	12,000	-	-	12,000
(g) Miscellaneous	2,000	-	-	2,000
Sub-Totals →	18,900	-	-	18,900
6. Costs not listed above (itemized)				
(a) Miscellaneous	2,000	-	-	2,000
(c) Rental of Conference Space	2,000	-	-	2,000
(d)				
Sub-Totals →	4,000	-	-	4,000
Grand-Totals →	261,000	-	-	261,000

*Do not include personnel burden. Report personnel burden in Sub-Item 5(f).

**See Item J 1, estimated value of in-kind contribution.

***See Item J 2, Consultant and Contract Services detail.

Special Note: The 25% Non-Government share (see page 5 of EDA leaflet) applies to the total grant amount (Grand Total, Column (4)), and not to Sub-Items individually. The rate of expenditure of the Non-Federal Share of this grant is expected to be proportionate to, and at approximately the same rate as, that of the Federal share.

J. NON-FEDERAL SHARE IN-KIND CONTRIBUTION (From Item I)

1. Describe here the basis for the value attributed to "in-kind" contributions listed in the foregoing Budget. The value for consumable and non-consumable items should be their estimated current fair market value. The estimated value of non-consumable items should be given only for the period of time during which they are needed for this grant.

Detailed Description (Including source) of Item	Category under which included in the budget	Estimated value of contribution
- NONE -		

The undersigned hereby certify that to the best of their understanding and belief the estimated values listed for the items above are fair and reasonable as compared to standards existing in the area.

Name and Title of person preparing Statement of Value of Non-Federal In-Kind contribution (Print or type)

Name and Title	Signature	Date
Max Rosenn, President		8/22/72
Name of Staff Director (Print or type)	Signature	Date

2. Consultant and Contract Services (Item I, 2(a) and Item I, 2(b) of Budget)

Give full particulars of activities for which consultant and contract services are expected to be utilized under this grant. (Advance EDA approval is required before a T/A Grantee may enter into any consultant or other subcontract).

It is expected that the following consultant and contract services will be necessary under this grant:

Management assistance to private business which would include but not be limited to the following, accounting service, market studies, organizational planning, industrial engineering etc.

Consulting services to political sub-divisions to assist them in assessing flood damage, planning future requirements of the community, give fiscal and tax advice, access housing needs etc.

Provide assistance to private individuals and businesses in meeting the requirements necessary to apply for city, county, state and federal

K. ESTIMATED TIME TO DEVELOPMENT IMPACT - Please give your best estimate of the length of time (in months), from the start of the grant project, that you anticipate achievement of economic development benefits related to your grant activities as noted in your response in completed form ED-302 to the section on page 12 of the EDA Technical Assistance leaflet dealing with "Development Impact."

IMPACT - Months to: (a) Beginning _____ (b) 50% _____ (c) 100% _____

L. Together with completed application Form ED-302 and attachments noted on page 14 of the EDA Technical Assistance leaflet, submit with this supplement a copy of the applicant organization's corporate charter, or other documentary evidence of legal existence and copies of audited financial reports (if available) of the past two years.

Flood Recovery Task Force, Inc.
92 South Franklin St.
Wilkes-Barre, Pa. 18701

SCOPE OF WORK

1. Coordinate all flood disaster effects both public and private in the Wyoming Valley.
2. Assist and aid municipalities, private businesses and individuals in flood recovery efforts.
3. Provide consulting services to both public and private institutions throughout the Wyoming Valley.
4. Provide coordinating services to all federal flood assistance efforts in the Valley, and evaluate the effectiveness of this effort.

J.2. (cont'd)

programs.

Provide architect and engineering services to public and private groups.

Supply consultants to coordinate and assist in directing the overall flood relief effort in the Wyoming Valley.

Capital Improvement Application for Luzerne County

Estimated Project Budget

Purchase of 43 new 45 passenger buses		\$1,806,000	2,230
Purchase and installation of new bus washing and cleaning facility		22,049	
Purchase and installation of 37 new bus shelters	10-10-10	92,500	50,000
Purchase of one (1) utility truck with snow plow		8,000	
Purchase of new garage shop equipment		25,000	
Purchase of 2-way radios for 40 mobile units and base station		48,000	
Purchase of 300 route signs		12,000	
Rehabilitation of bus garages and fueling facilities	37.8	109,346	55,000
Sub total		\$2,122,895	2,300
Contingencies (5% bus 10% other)		<u>121,990</u>	
Estimated Gross Project Cost		<u>\$2,244,885</u>	
<u>Distribution of Cost</u>			
UMPTA	66.6%	\$1,495,093	
ARC	14.4%	300,815	
Model Cities	3.3%	74,081	
Penn DOT	16.7%	<u>374,896</u>	
Total Project Cost		\$2,244,885	

Budget — Cost 1,530. —
 Plus 1 man x 2/mos 40 1,590. —
 From

UMTA	300 - 300	
Penn Dot	500 - 500	
Model City.	425 - 450	
O&P.	250 - 285	@ 1,535
	<u>1,475</u> 1,535	
	Short	55

CDA. ?

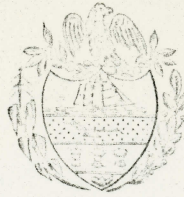
@	<u>1,475</u>
Short	115

UMTA	140	9mo -
O&P	170	130
Model City	250	
Model City	(285)	
Model City	250	200
Penn Dot	355	145
	<u>1,025</u>	<u>475</u>
	(1000)	1,500
		1,535

1973

COUNTY COMMISSIONERS

EDMUND C. WIDEMAN, JR., *Chairman*
FRANK P. CROSSIN
ETHEL A. PRICE



RALPH J. JOHNSTON
Solicitor
P. J. CLARKE
Chief Clerk
DOROTHY P. DRUGAN
Deputy Chief Clerk

LUZERNE COUNTY

WILKES-BARRE, PENNSYLVANIA 18711

September 26, 1972

James I. Scheiner
Simpson & Curtin
Transportation Engineers
1405 Locust Street
Philadelphia, Pa. 19102

Dear Mr. Scheiner:

Your letter of September 21, 1972, addressed to P. J. Clarke, Chief Clerk, Luzerne County Board of Commissioners, relative to a contract as a consultant for the Demonstration Project for Emergency Transit Services in the Wilkes-Barre area has been referred to me.

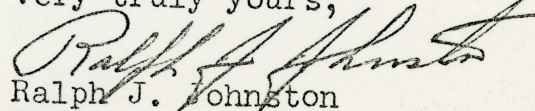
I believe it has been determined that an Authority must be formed to carry out the proposal for which the various governmental grants might be made for Transit Services in the Wilkes-Barre area. It is my understanding that your fees are to be paid from the governmental grants.

It is, therefore, my opinion, as I have previously explained to you orally, that your contract must be with the proposed authority, who will be the only agency authorized to spend the contemplated grants.

Under Pennsylvania law, the authority is an independent agency and would not be bound by any contract the Board of Commissioners of Luzerne County might make with you. The present budget of the Luzerne County Board of Commissioners has no provision of payment of such a contract.

It is, therefore, my opinion that any contemplated contract must await the action of the proposed authority. I am sure you can work out with the proposed authority payment for services rendered prior to the contract date.

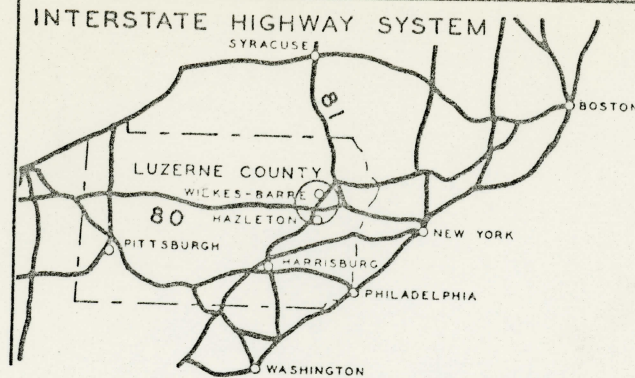
Very truly yours,


Ralph J. Johnston
Solicitor

RJJ/js
c.c. E. C. Wideman, Jr. Chairman
Frank P. Crossin,
Ethel A. Price,
Ed Heiselberg
✓ Ed Schechter
William Underwood
P. J. Clarke

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

MEMORANDUM

TO: Andy Shaw
FROM: Ed Heiselberg
SUBJECT: Demonstration Grant For Mass Transit
DATE: September 22, 1972

A Demonstration Grant Application is being made to Urban Mass Transit Administration for a grant for a two-year study and continuing operation of Wilkes-Barre and White Transit Companies, at the end of which time service could be continued under other arrangements. A number of agencies are involved in the financing including Penn DOT, Model Cities of Wilkes-Barre, OEP and UMTA. Part of the study will be a marketing promotional program to retain as many transit riders as possible. It would strengthen the program considerably, if \$50,000 could be made available from EDA for the second year of the program for marketing promotions.

The County Transit Committee is trying to get an application approved by Federal and State Agencies by October 18, 1972, the date OEP has given to end free bus service.

In talking with Mort Harmel, Technical Assistance Grant man of EDA, he suggested the quickest way would be to use the Flood Recovery Task Force

Page 2....
Memorandum
Andy Shaw

grant application to EDA, which he said included Mass Transit, and if there was not enough money in the application, to amend it to include the necessary amount. In talking with Ed Schechter, he thinks the money requested has all been allocated, and that the \$50,000 should be added to the grant previously requested.

cc: Ed Schechter ✓

HR011

PRIORITY 1733 EDST 26 SEP 72
FM OFFICE OF EMERGENCY PREPAREDNESS WASH DC
TO MR. FRANCIS K. CARNEY
REGIONAL DIRECTOR, OEP REGION 3
ZEM/OEP DISASTER FIELD OFFICE
WILKES-BARRE, PENNSYLVANIA

SEP 26 10 16 '72

UNCLAS CITE CHARLIE 2737.

SUBJECT: LUZERNE COUNTY TRANSIT AUTHORITY FACS
THIS WILL CONFIRM CONVERSATIONS WITH YOU THIS DATE
RELATIVE TO COMMITMENT OF THE PART OF OEP TOWARDS MEETING
A SHARE OF EXPENSES INVOLVED IN CONTINUING BUS SERVICES
WHICH ARE RELATED TO THE FLOOD EMERGENCY.

DRAFT REPORT TRANSMITTED BY SIMPSON AND CURTIN, ENGINEERS,
CONSULTANTS FOR THE TRANSIT AUTHORITY, HAS BEEN REVIEWED.

MR. JOHN OVERMIRE'S FURTHER REVIEW AND CONCLUSIONS
REACHED APPEAR CONSISTENT WITH OUR EVALUATION.

WE THEREFORE CONCUR AND RECOMMEND YOU PROCEED ON THIS
BASIS. THIS INCLUDES REIMBURSEMENT RATE OF \$11.00/HR.
VERSUS \$13.00/HR. FOR WILKES-BARRE TRANSIT, AND \$12.50/HR
VERSUS \$14.50/HR FOR WHITE TRANSIT, FOR ADDITIONAL FLOOD
RELATED SERVICES. FURTHER, REVENUE OFFSET BASED ON
25 PASSENGERS PER HOUR AS DAILY AVERAGE SHOULD BE
CALCULATED ON ASSUMPTION OF 32 PASSENGERS PER HOUR AS
RECOMMENDED.

NET COSTS TO OEP BASED ON THESE CHANGES APPROXIMATING
\$245,000 TO \$250,000 WOULD BE ACCEPTABLE.

THE ABOVE AGREEMENT SHOULD NOT BE ENTERED INTO WITHOUT
THE FULL UNDERSTANDING ON THE PART OF ALL PARTIES
CONCERNED THAT NO EXTENSION OF TIME WHATSOEVER BEYOND
THIS ONE-YEAR COMMITMENT IS CONTEMPLATED OR AUTHORIZED
BY OEP. FURTHER, THAT ALL RECORDS OF THE WILKES-BARRE
AND WHITE TRANSIT COMPANIES MUST BE MADE AVAILABLE FOR
FEDERAL AUDIT FOR THE PERIOD COVERED BY THE GRANT.

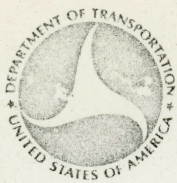
FOR YOUR INFORMATION, A MR. JAMES YOUNG, PROJECT OFFICER
FROM THE DEPARTMENT OF TRANSPORTATION (DOT), WILL BE IN
WILKES-BARRE TOMORROW, PRIOR TO A MEETING CONTEMPLATED
FOR THURSDAY, SEPTEMBER 28, 1972, IN WHICH
MR. COSTANTINO, REGIONAL DIRECTOR, DOT, WILL BE PRESENT
DISCUSS ARRANGEMENTS WITH LUZERNE COUNTY TRANSIT
AUTHORITIES FOR THE SERVICE DEVELOPMENT GRANT THEY INTEND
TO MAKE TOWARDS THE TOTAL EFFORT.

SGD/GEORGE W. GRACE

ASSISTANT DIRECTOR FOR DISASTER PROGRAMS

NNNN

W.
Bill Pearson
Jack Paulston



DEPARTMENT OF TRANSPORTATION
URBAN MASS TRANSPORTATION ADMINISTRATION
WASHINGTON, D.C. 20590

RECEIVED

OFFICE OF
THE ADMINISTRATOR

SEP 23 1972

SEP 26 1972

Mr. Edward Schechter
Chairman, Lucerne County
Transportation Committee
P. O. Box 190
Wilkes Barre, Pennsylvania 18703

RE: PA-06-0028

Dear Mr. Schechter:

We have reviewed the preliminary application for the proposed demonstration in Wilkes Barre. In preparing the final application we request the following revisions:

1. Submission of the application by the Lucerne County Transportation Authority.
2. Project duration not to exceed 18 months.
3. Total UMTA share not to exceed \$300,000.
4. Project budget should include a full time employee (authority-county) to serve as project manager.
5. Maximum retention of the emergency-generated riders as the primary objective of the demonstration and preparation of a Transit Operations Manual for Civil Emergencies as the secondary objective.
6. Experience indicates that service improvements alone are not adequate to retain riders in the face of increased fares. It is essential that the project commit itself at this time to low cost (non-capital) institutional innovations that will improve the general climate for transit and increase the "cost" of the auto to the user. Examples of such innovations are; the establishment of park and ride areas at the external termini of bus routes, the designation of exclusive lanes for the use of buses; preferential traffic lights for

buses; greatly increased in-town parking fees; the designation of auto free zones within the Central Business District; the imposition of staggered work hours; and so forth.

7. Specification of the marketing and information activities to be undertaken in the demonstration.

Please don't hesitate to call us if there are any questions concerning the above comments. I understand that Mr. Jim Young will be in Wilkes Barre this week to provide assistance if necessary.

Sincerely,

William J. Villarreal
for C. C. Villarreal
Administrator

JIS
29711

SIMPSON & CURTIN

1405 LOCUST STREET, PHILADELPHIA, PA. 19102 215 KI 5-8000

Transportation Engineers

September 21, 1972

Mr. P. J. Clark, Chief Clerk
Luzerne County Board of Commissioners
County Courthouse
Wilkes-Barre, Pennsylvania 18711

Dear Mr. Clark:

I am writing this letter to confirm Simpson & Curtin's status as project management consultant for the Demonstration Project for Emergency Transit Services in the Wilkes-Barre Urbanized Area.

At a meeting at the County Courthouse on September 11, 1972, Commissioner Wideman of the Luzerne County Board of Commissioners authorized Simpson & Curtin to proceed with demonstration grant preparation, indicating that the firm would come under contract to the County Commission. Subsequent to this meeting, it was determined that the Commission would not have the power to act as a transit agency and that a transit authority would have to be established.

At a meeting at the County Courthouse on September 19, 1972, Commissioners Wideman and Crossin expressed intent to establish an authority, and authorized Simpson & Curtin to begin the initial work phases of the demonstration project under oral contract with the Commission until the authority is formed,, at which time a written contract will be entered into with the authority. Such an arrangement is required because of the urgency in completing initial work phases prior to the discontinuance of free transit on October 18, 1972.

SIMPSON & CURTIN

Mr. P. J. Clark

Page 2

September 21, 1972

Based on the September 19th meeting, Simpson & Curtin will bill the authority in accordance with our standard PennDOT contract procedures for all services in connection with the demonstration project design, administration and evaluation performed on or after September 20, 1972. The firm admits knowledge that the obligation of the authority to the firm under this contract cannot and will not exceed the sum appropriated by the Pennsylvania Department of Transportation and the United States Department of Transportation for the contract.

If the above is an accurate interpretation of the responsibility of Simpson & Curtin and the Luzerne County Board of Commissioners, please sign the attached copy of this letter and return.

Sincerely,

JAMES I. SCHEINER

JIS/sc

cc: Ed Heiselberg, Director of Planning, Luzerne County
Ed Schechter, Chairman, Luzerne County Transit Committee
William Underwood, Director, Mass Transit Systems, PennDOT

J15
299

SIMPSON & CURTIN

1405 LOCUST STREET, PHILADELPHIA, PA. 19102 215 KI 5-8000

Transportation Engineers

September 21, 1972

Mr. William C. Underwood, Director
Bureau of Mass Transit Systems
Pennsylvania Department of Transportation
216 Transportation & Safety Building
Harrisburg, Pennsylvania

Dear Bill:

I am writing this letter to confirm the funding status for consulting services for the Demonstration Project for Emergency Transit Services in the Wilkes-Barre Urbanized Area.

In our telephone conversation on September 19, 1972, I indicated that Simpson & Curtin could not go ahead with the initial work phases of the project without assurance of consultant funding. These initial work phases, a specially designed origin-destination survey to enable a follow-up questionnaire of riders and preparation of a master plan for transit service under 15¢ fare, must be completed before October 18th, the date of planned discontinuance of free transit. I offered that Simpson & Curtin would begin work under oral contract to the Luzerne County Board of Commissioners on September 20th, on condition that PennDOT would fund consulting services prior to U. S. DOT project approval.

In the conversation, you responded that PennDOT would fund consulting services prior to U. S. DOT project approval in a sum not to exceed \$25,000, because without this funding, the entire project, designed for \$1 million of federal assistance, would be placed in jeopardy.

Mr. William C. Underwood

Page 2

September 21, 1972

Please forward a written confirmation of the oral understanding that PennDOT, through the Luzerne County Board of Commissioners or other designated local body, will sponsor consulting services for the demonstration project prior to U. S. DOT project approval.

Sincerely,

JAMES I. SCHEINER

JIS/sc

cc: P. J. Clark, Chief Clerk, Luzerne County
Ed Heiselberg, Director of Planning, Luzerne County
Ed Schechter, Chairman, Luzerne County Transit Committee

Draft
9/20/72

Luzerne County Transit Authority.

Tentative Budget

	1st year		Next 9 months
	7 mo. @ .15		2 mo. @ .20
	5 mo. @ .20	12/12/72	7 mo. @ .25
<u>Level of Service</u>			
White Transit			
Miles	366,000		253,000
Hours	36,600	33,600	25,300
% Present level of service (hours)	93.8	100	86.5
% Pre-flood level of service (hours)	126.0		116.0

Wilkes-Barre Transit			
Miles	1,502,000		1,057,000
Hours	125,200		88,100
% Present level of service (hours)	78.3		73.6
% Pre-flood level of service (hours)	139.0		130.0

Cost - (\$000 omitted)

White Transit				
Cost of service	356.0		249.0	
Revenue	216.0	- 140	214.0	- 35
Wilkes-Barre Transit				
Cost of service	1,367.0		1,004.0	
Revenue	648.0	- 719	644.0	- 360
Total operating deficit		859		395
Contingency 10%		86		40
Marketing cost		40		10
Consultant fee		90		30
Total deficit		1,075		475

Draft
9/20/72

CALCULATIONS

Cost of Additional Flood Related Services.

	<u>Wilkes-Barre Transit</u>	<u>White Transit</u>	
1. Mobile home Service for one year	$160,000 \times 10\% \times 13.00/\text{hr.} = 208,000$ <i>@ 11. - 176,000</i>	$39,000 \times 20\% \times 14.50/\text{hr.} = 113,100$ <i>@ 11. - 85,200</i>	$321,100$ <i>261,200</i>
2. Additional Service for Flood Related Dislocation - three months	$160,000 \times 33\% \times 13.00 \times .25 \text{ yr.} = 171,600$ <i>@ 11. - 145,200</i>	$39,000 \times 6\% \times 14.50 \times .25 \text{ yr.} = 8,500$ <i>@ 11. - 6,400</i>	$180,100$ <i>151,600</i>
Total cost	379,600 <i>321,200</i>	121,600 <i>92,200</i>	501,200 <i>413,400</i> <i>-(87,200)</i>

Revenue Offset.

(Assume 25 passengers per hour as daily average)

1. Mobile home Service for one year	$16,000 \times 25 \times .15 = 60,000$	$7,800 \times 25 \times .15 = 29,250$	89,250
2. Additional Service for Flood Related Dislocation - three months	$160,000 \times .33 \times 25 \times \$.15 \times .25 \text{ yr.} = 49,500$	$39,000 \times .06 \times 25 \times \$.15 \times .25 \text{ yr.} = 2,200$	51,700
Total Revenue	109,500	31,450	140,950
Net Cost	<u>270,100</u>	90,150	360,250

Draft
9/20/72

FACTS

Wilkes-Barre Transit

- (1) 90,000 hours - Pre-flood schedule
160,000 hours - Present annual schedule of service
\$13.00 per hour - OEP reimbursement rate
10% of total service to mobile home parks
33% of total service generated by North Street bridge washout
and other flood related dislocations
- $(160^k - 90^k \text{ pre-flood hours} = 70^k \text{ additional hours}$
 $70^k - 16^k \text{ service to mobile homes} = 54^k \text{ additional hours.}$
 $54/160 = 33\%).$

White Transit

- (1) 29,000 hours - Pre-flood schedule
39,000 hours - Present annual schedule of service
\$14.50 per hour - OEP reimbursement rate
20% of total service to mobile home parks
6% of total service generated by flood related dislocation
- $(39^k - 29^k = 10^k \text{ additional hours} - 7.8^k \text{ service to mobile}$
 $\text{homes} = 2.2^k \text{ additional hours. } 2.2/39 = 6\%).$

(1) Line service only - does not include school service.

Cost for transit op. before
flood was .70 mi
Natan. .90

13.00 - 14.50

Very high
\$1.083/mile 1.21 mi

Trin Cost Natan

609-772-2025

9/20/72 DRAFT sent to:

Wideman
Carney (3)
Scheiner
Costantino
Underwood

Williams
Gallagher
Holt
Heiselberg
Henry
Conyngham
Landau

Luzerne County Transit Authority

Tentative Budget.

At a meeting on September 18th with Mr. Carlucci, he requested determination of the cost of additional service directly related to the flood emergency.

These calculations are presented herewith. They indicate that the cost of servicing the new mobile home sites for one year is \$321,000 and the estimated three months additional cost of service to take care of flood related dislocations for the balance of the transit system is \$180,000. These two items total \$501,000.

It is estimated, at 15¢ per ride, revenues covering both of these services for the periods indicated would be \$141,000, leaving a net cost for these special services of \$360,000.

Herewith you will also find a tentative budget for the proposed Luzerne County Transit Authority, showing levels of service, cost of service, and method of funding the resulting deficit for the 21 month period, starting October 18, 1972.

- .. For additional information contact E. Schechter, Flood Recovery Task Force, Inc., Wilkes-Barre, 825-7381
- .. The figures contained in this draft report were transmitted by telephone to Wilkes-Barre by Simpson and Curtin, Engineers, (Mr. James Scheiner), 1405 Locust Street, Philadelphia, Pa. 19102. Telephone 215-545-8000.

DRAFT
9/20/72

Budget (S+C) Draft

9/13/72

	1	2	3	4	5
	1 st 9 mos		Next 12 mos		
	7 mos @ .15		5 mos @ .20		
	2 " @ .20		7 " @ .25		
White					
Cost of S	238.5		309.5		
Revenue	122. -	116.5	181. -	128.5	
WB Transit					
Cost of S	966.5		1250.5		
Revenue	488. -	478.5	764. -	486.5	
Total Op. Deficit		595.0		615.0	
Marketing Cost		30. -		20	
Consulting Costs		75. -		45	120. -
Contingency		-		120	
Total Deficit		700		800	

Presently Available or Committed Income Sources. -

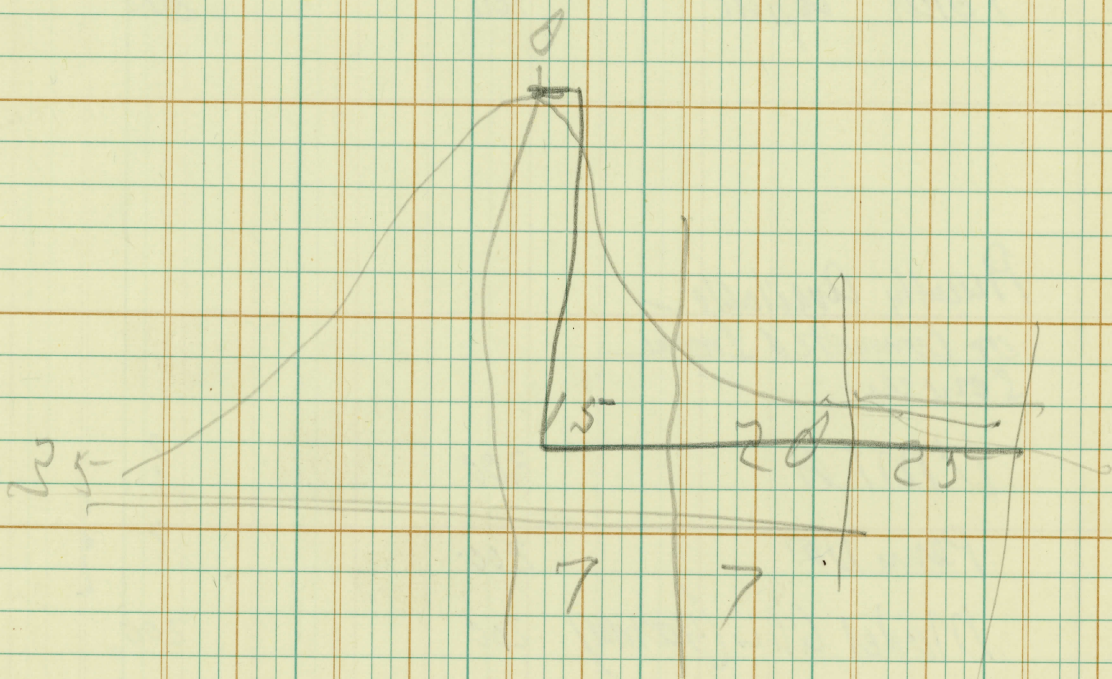
UMTA	300	?	
Penn DOT	200	?	}
Model Cities (Federal)	200	200	
Other	-	-	
	700	200	
Deficiency	-	(600)	

Pre flood 1,300,000

Post Flood 230,000

1st 9 (m) 1,820,000

12 mo 1,670,000



from Tim Schunier

9/20

	1	2	3	4	5	6
	M. ps	Mr.	Grano	Rev	Net.	
WB.	1,502,000	125,200	1,367,000	648,000	719,000	
White	366,000	36,600	356,000	216,000	140,000	
Sub Tot	1,868,000	161,800	1,723,000	864,000	859,000	
Contingency					80,000	
Marketing					40,000	
Consultant					90,000	
					1,075,000.-	

2nd Mini Mo.

WB.	1,057,000	88,100	1,004,000	644,000	360,000	
	(1,406,000)	(117,200)				
WH153	253,000	25,300	249,000	214,000	35,000	
	(336,000)	33,600.-				
	1,310,000	113,400	1,257,000	858,000	395,000	
	(1,742,000)	(150,800)				
Contingency					40 -	
Marketing					210	
Consultant					30	

① 20% below free market
 ② an attempt will be made to supplement New EDA .-

Joan Tri Schreiner

Friday

9/20

1

2

3

4

5

6

1st
4

2nd 9:10

UNITA

300

MVD

400

OBP

350

Pembot

① 25

475 -

1,075

475 -

1550

4806 - Buff
8806 - Green

① Consulting Prior to US DOT approval

21 month program is plan to
conserve funds and to put
me thru.

SIMPSON & CURTIN
WORK SHEET

9/19/72

prepared by
James L. Scheiner

Subject: Calculation of OEP Cost to Provide
One Year of Service to Mobile Home Parks
and Service from 10/18/72 to 1/15/73 needed
until North Street Bridge Opening

WILKES - BARRE TRANSIT

Facts

- 150,000 hours - current annual scheduled service
- \$13 / hour - OEP reimbursement rate
- 10% of service to mobile home parks
- 33 • ~~8%~~ of service to be eliminated ^{generated by North St. Bridge} } J. Holt, ATE
_{and other related items when North Street Bridge opens} } estimate

Calculations

- Cost of one year's mobile home parks service:
 $150,000 \text{ annual hours} \times 10\% \times \$13/\text{hour} = \$208,000$
 - Cost of 3 months extra service due to North Street Bridge:
 $150,000 \text{ annual hours} \times \frac{33}{100} \times \$13/\text{hour} \times \frac{1}{4} \text{ year} = \frac{\$171,500}{41,500}$
- SUBTOTAL $\frac{\$249,500}{\$379,500}$

160
90 per floor
70 per floor
- 16 mobile home park
54/160 = 33%..

(see next page for White Transit)

WHITE TRANSIT

38,992 -

Facts (from Frank Henry)

- 39,000 • 34,000 hours - current annual scheduled service
- 10/14 29,000 • \$14.50/hour - OEP reimbursement rate
- 20% service to be added to mobile home parks
- No service affected by ~~North Street Bridge repaving~~
change to conform. -

Calculations

- Cost of one year's mobile home parks service:
 $34,000 \text{ annual hours} \times 20\% \times \$14.50/\text{hr} = \$98,600$
SUBTOTAL $\$98,600$
plus Wilkes-Barre Transit $\$379,600$
 $\$348,200$
 $\$478,200$

Revenue offset: 25 pass/hour

Assume 25 pass/hour for this accommodation service (daily average)

$$25 \text{ pass/hour} \times 15¢/\text{pass} \times (16,000 + 14,500 + 6,800) = 25 \times 15¢ \times 37,300 = \$139,900$$

$$\text{Net loss} = \$338,300$$

SIMPSON & CURTIN
WORKSHEET

9/19/72

prepared by
James L. Schermer

Subject: Calculation of OEP Cost to Provide
One Year of Service to Mobile Home Parks
and Service from 10/18/72 to 1/15/73 needed
until North Street Bridge Opening

WILKES - BARRE TRANSIT

Facts

- 33 • 160,000 hours - current annual scheduled service
• \$13 / hour - OEP reimbursement rate
• 10% of service to mobile home parks
• 33% of service to be eliminated ^{generated by 10/18/72} } J. Holt, ATE
when North Street Bridge opens } estimate

Calculations

- Cost of one year's mobile home parks service:
 $160,000 \text{ annual hours} \times 10\% \times \$13/\text{hour} = \$208,000$
- Cost of 3 months extra service due to North Street Bridge:
 $160,000 \text{ annual hours} \times 33\% \times \$13/\text{hour} \times 1/4 \text{ year} = \$171,600$
SUBTOTAL \$249,600
\$379,600

160
90 per flood
70 per flood
- 14 mobile home park
54/160 = 33%

(see next page for White Transit)

WHITE TRANSIT

Facts (from Frank Henry)

- 37,000 hours - current annual scheduled service
- \$14.50/hour - OEP reimbursement rate
- 20% service to be added to mobile home parks
- No service affected by North Street Bridge reopening

Calculations

- Cost of one year's mobile home parks service:
 $37,000 \text{ annual hours} \times 20\% \times \$14.50/\text{hr} = \$98,600$
SUBTOTAL $\$98,600$
plus Wilkes-Barre Transit $\$379,600$
 $\$348,200$
 $\$472,200$

Revenue offset:

Assume 25 pass/hour for this accommodation service (daily average)

$$25 \text{ pass/hour} \times 15¢/\text{pass} \times (16,000 + 14,500 + 6,800) = 25 \times 15¢ \times 37,300 = \$139,900$$

$$\text{Net loss} = \$338,300$$

ESTIMATED PROJECT BUDGET

Rec'd 9/19

1. Purchase of 51 new 45 passenger buses	\$2,142,000
2. Purchase and installation of new bus washing and cleaning facility	22,049
3. Purchase and installation of 37 new bus shelters	92,500
4. Purchase of one (1) utility truck with snow plow	8,000
5. Purchase of new garage shop equipment	25,000
6. Rehabilitation of bus garage and fueling facilities	<u>175,000</u>
Sub-Total	\$2,464,549
Contingencies (5% bus, 10% other)	139,355
ESTIMATED GROSS PROJECT COST	\$2,603,904

Purchases will be made through competitive bidding in accordance with the established procedures of the applicant.

Vendors of new vehicles will be required to certify that the vehicles will comply with the air pollution criteria currently established by the Environmental Protection Agency.

EXHIBIT B, PUBLIC TRANSPORTATION SYSTEM

Because of the flood disaster of June 23, 1972, and the subsequent emergency recovering effort that is taking place, any description of the public transportation system of Luzerne County must portray both the pre-flood and post-flood conditions of the system. To that end, information will be presented on conditions prior to and after the flood.

1. Wilkes-Barre Transit Corporation

The principal mass transportation carrier in the urban area is Wilkes-Barre Transit Company. This carrier provides service within the City limits and also serves the communities of Kingston, Pittston, West Pittston, Glen Lyon, Ashley, Hudson, Miners Mill, Georgetown and Warrior Run, Old Forge and Nanticoke outside of the City line.

EXHIBIT E, NET PROJECT

Estimated Gross Project Cost (from Exhibit A)	\$2,603,904
Deduct Project _____ (Exhibit D)	<u>-0-</u>
Estimated Net Project Cost	\$2,603,904
Federal Grant Requested (2/3 of Net Project Cost)	1,735,945
Local contribution 1/3 of Net Project Cost)	<u>867,959</u>
Total (Equals Net Project Cost)	\$2,603,904

EXHIBIT E, SECOND PART

The local contribution will be made in cash by Penn DOT (16.7%), Appalachian Program (13.3%) and Model Cities of Wilkes-Barre (3.3%).

It is further understood that no refund or reduction of the local contribution (exclusive of the additional contributions referred to above) shall be made at any time unless there is at the same time a refund of a proportional amount of the Federal grant.

RECEIVED

SEP 19 1972

STRESSTEEL

September 15, 1972

Mr. Howard Grossman, Director
Economic Development Council
of Northeastern Pennsylvania
Post Office Box 777
Avoca, Pennsylvania 18641

Dear Mr. Grossman:

In order to have permanent bus service in the Wyoming Valley Area, a County Transit Authority is being formed, and applications are being made to UMTA for a Demonstration Grant and a Capital Improvement Grant.

The Preliminary Demonstration Grant is projected to be funded by UMTA, Penn DOT and Model Cities for \$1,500,000 over a two year period.

The Preliminary Capital Improvement Grant is projected to be funded by UMTA (66.7% or \$1,736,804), Penn DOT (16.7% or \$434,852), the Appalachia Program (13.3% or \$346,319) and Model Cities (3.3% or \$85,929). The total is \$2,603,904, although this may change somewhat in the final application.

The Board of Commissioners and County Planning Commission of Luzerne County give this high priority, as it is necessary for these applications to start when the Office of Emergency Preparedness ends subsidizing the Wilkes-Barre and White Transit companies, which is only committed to

Page 2....
Howard Grossman
September 15, 1972

October 18, 1972, and local, State and Federal approvals are needed prior to that date.

It is requested that you give Section A 95 approval to the Letter of Intent to cover both applications, and that you obtain a commitment from the Appalachia Program to participate at 13.3% of the total Capital Improvement Grant in the form of a letter which can be submitted with the application.

Enclosed is the letter of intent on these applications for approval of EDCNEP.

Yours truly,

Edward Heiselberg, Director of Planning
Luzerne County Planning Commission

EH/mss

Enc:

01	APPLICANT AGENCY NAME: LUZERNE COUNTY TRANSIT AUTHORITY				
02	APPLICANT TYPE state ☐ intermediate ☐ county ☒ city ☐ school district ☐ special unit ☐ community action ☐ sponsored organization ☐ other ☐ explain _____				
03	ADDRESS OF APPLICANT Luzerne County Planning Commission County Court House		city Wilkes-Barre	county Luzerne, Pa.	zip 18711
04	CONTACT PERSON: Edward Heiselberg		TELEPHONE: Area Code Phone Extension 51 717 8252749		
05	ADDRESS OF CONTACT PERSON (if other than applicant) Same		city	county	zip
06	PROJECT TITLE: Capital Improvement Grant Application				
07	PROJECT LOCATION: Wyoming Valley Area and Dallas Area			county Luzerne	
08	CHECK APPROPRIATE BOXES IF PROJECT INVOLVES: purchase of land ☐ 12 surface or ground water resources ☐ 18 improvement of land ☐ 13 multijurisdictional action ☐ 19 demolition of housing ☐ 14 economic or demographic projections ☐ 20 building renovation ☒ 15 extensive data collection ☒ 21 new construction ☒ 16 hiring consultants ☒ 22 employment stimulation ☐ 17				
09	PROJECT SUMMARY: Acquiring 51 new 45 passenger busses, \$2,142,000; purchase and installation of new				
10	bus washing and cleaning facility \$22,049, purchase and installation of 37 new bus				
11	shelters \$92,500; purchase of one utility truck with snow plow \$8,000; purchase of				
12	new garage shop equipment \$25,000; rehabilitation of bus garage and fueling facilities				
13	\$175,000.				
14					
15	FEDERAL PROGRAM TITLE: URBAN MASS TRANSPORTATION ACT OF 1964.				
16	FEDERAL AGENCY NAME: U M T A		FEDERAL SUBAGENCY: The Appalachia Program		
17	FEDERAL CONTACT PERSON: Edward Madison		TELEPHONE: Area Code Phone Extension 51 202 4261977		
18	ESTIMATED DATE OF SUBMISSION TO FEDERAL AGENCY: month 11 day 1 year 72 LENGTH OF FUNDING PERIOD from: month day year to: month day year TYPE OF FUNDING ACTION new ☒ 30 supplemental ☐ 31 continuation ☐ 32 Change in Existing Grant - decrease in duration ☐ 33 increase in duration ☐ 34 cancellation ☐ 35 decrease in amount ☐ 36 increase in amount ☐ 37 Other* ☐ 38 *identify: _____				
19	FEDERAL U M T A		REQUIRED MATCHING		ADDITIONAL
2	grant	loan	state	local	state local
2	1736804		434852	85929	
2					OTHER* Appalachia
2					346319

1		APPLICANT AGENCY NAME: LUZERNE COUNTY TRANSIT AUTHORITY		2	
3		APPLICANT TYPE: ☐ school district ☐ other ☐ explain _____ ☐ special unit ☐ community action ☐ sponsored organization ☐		4	
5		ADDRESS OF APPLICANT: Luzerne County Planning Commission County Court House		6	
7		CITY: Wilkes-Barre		8	
9		COUNTY: Luzerne, Pa.		10	
11		CONTACT PERSON: Edward Heiselberg		12	
13		TELEPHONE: Area Code 717		14	
15		Phone 825 2749		16	
17		ADDRESS OF CONTACT PERSON (if other than applicant): Same		18	
19		CITY		20	
21		COUNTY		22	
23		PROJECT TITLE: Demonstration Grant Application		24	
25		PROJECT LOCATION: Wyoming Valley Area and Dallas Area		26	
27		COUNTY: Luzerne		28	
29		CHECK APPROPRIATE BOXES IF PROJECT INVOLVES:		30	
31		☐ purchase of land ☐ improvement of land ☐ demolition of housing ☒ building renovation ☒ new construction ☐ employment stimulation		32	
33		☐ surface or ground water resources ☐ multi-jurisdictional action ☐ economic or demographic projections ☒ extensive data collection ☒ hiring consultants		34	
35		PROJECT SUMMARY: Continuation of bus service for two years by White and Wilkes-Barre Transit		36	
37		Companies. The project will include pre-demonstration data collection,		38	
39		demonstration master plan, implementation phase I with 15¢ fare, data collection		40	
41		and master plan adjustment, implementation phase 2 with 20¢ fare, data collection		42	
43		and master plan adjustment, implementation phase 3 with 25¢ fare, design and		44	
45		implementation of permanent transit services, and manual of transit operations		46	
47		FEDERAL PROGRAM TITLE: in civil emergencies.		48	
49		FEDERAL AGENCY NAME: U M T A		50	
51		FEDERAL SUBAGENCY: (Perhaps OEP)		52	
53		FEDERAL CONTACT PERSON: Edward Madison		54	
55		TELEPHONE: Area Code 202		56	
57		Phone 426 1977		58	
59		Extension 		60	
61		ESTIMATED DATE OF SUBMISSION TO FEDERAL AGENCY: month 10 day 1 year 72		62	
63		LENGTH OF FUNDING PERIOD from: month 10 day 18 year 72 to: month 10 day 17 year 74		64	
65		TYPE OF FUNDING ACTION ☐ Change in Existing Grant ☐ cancellation ☒ new ☐ decrease in amount ☐ decrease in duration ☐ increase in duration ☐ increase in amount ☐ Other*		66	
67		*Identify: _____		68	
69		FEDERAL		70	
71		REQUIRED MATCHING		72	
73		ADDITIONAL		74	
75		OTHER*		76	
77		grant		78	
79		loan		80	
81		state		82	
83		local		84	
85		state		86	
87		local		88	
89		60 00 00		90	
91		50 00 00		92	
93		40 00 00		94	

I	WHAT ORGANIZATIONS, GOVERNMENT AGENCIES, ETC. HAVE ASSISTED, OR WILL ASSIST, IN THE DESIGN OF THIS PROJECT: <u>U M T A, Penn DOT, Appalachia Program, Model Cities</u>							
II	LIST ALL MUNICIPALITIES THAT ARE DIRECTLY INVOLVED IN, OR AFFECTED BY, THIS PROJECT (If the project affects all municipalities within a county, list only the name of that county) <u>Wyoming Valley and Dallas Areas of Luzerne County</u>							
	Municipality		County		Municipality		County	
	Duryea Borough		Luzerne		Newport Township		Luzerne	
	Pittston City & W. Pittston Borough				Plymouth Township			
	Jenkins Township				Plymouth Borough			
	Plains Township				Larksville Borough			
	Wilkes-Barre City				Edwardsville Borough			
	Wilkes-Barre Township				Kingston Borough			
	Hanover Township				Luzerne Borough			
	Ashley Borough				Pringle Borough			
	Sugar Notch Borough				Forty Fort Borough			
	Warrior Run Borough				Swoyersville and Exeter Borough			
	Nanticoke City				Wyoming & West Wyoming boroughs			
III	IS THE PROJECT LOCATED WITHIN A METROPOLITAN AND/OR REGIONAL CLEARINGHOUSE DISTRICT? Yes ☐ No ☒							
	HAVE ALL THE APPROPRIATE CLEARINGHOUSES BEEN NOTIFIED? Yes ☒ No ☐							
IV	IS THIS PROJECT RELATED TO ANY OTHER PROJECT FOR WHICH A SUBMISSION WAS MADE TO THE STATE CLEARINGHOUSE? No ☐ Yes ☒ (Please identify)							
	Project Title:				State Clearinghouse Identification No.			
	Demonstration Grant Application of Luzerne County Transportation				Authority.			
V	IS AN ENVIRONMENTAL IMPACT STATEMENT (EIS) REQUIRED FOR THIS PROJECT? NO ☐ YES ☒ If yes, check appropriate box(es) below: ☐ EIS completed, copy available at request of clearinghouse ☐ EIS completed, copy attached ☐ EIS in preparation, should be available by: <u>September 30, 1972</u> ☐ In lieu of a formal EIS, a statement has been attached indicating the nature and extent of the environmental impact anticipated.							
VI	FOR STATE AGENCIES ONLY IS A STATE PLAN REQUIRED FOR THIS PROGRAM? No ☒ Yes ☐ IDENTIFY BY TITLE:							
	ESTIMATE THE FUNDING REQUIREMENTS FOR THIS PROJECT FOR THE FOUR FISCAL YEARS FOLLOWING THE COMPLETION OF THE FIRST YEAR OF THE FUNDING PERIOD FOR WHICH THIS GRANT IS BEING REQUESTED. Not Applicable							
	FEDERAL		REQUIRED MATCHING		ADDITIONAL		OTHER*	
	grant	loan	state	local	state	local		
21								
22								
23								
24								
25	*(identify)							

I	WHAT ORGANIZATIONS, GOVERNMENT AGENCIES, ETC. HAVE ASSISTED, OR WILL ASSIST, IN THE DESIGN OF THIS PROJECT: <u>UMTA, Penn DOT, Model Cities and perhaps OEP</u>																																											
II	LIST ALL MUNICIPALITIES THAT ARE DIRECTLY INVOLVED IN, OR AFFECTED BY, THIS PROJECT (If the project affects all municipalities within a county, list only the name of that county) <table style="width:100%; margin-top: 10px;"> <tr> <th style="width:30%;">Municipality</th> <th style="width:20%;">County</th> <th style="width:30%;">Municipality</th> <th style="width:20%;">County</th> </tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> </table>								Municipality	County	Municipality	County																																
Municipality	County	Municipality	County																																									
III	IS THE PROJECT LOCATED WITHIN A METROPOLITAN AND/OR REGIONAL CLEARINGHOUSE DISTRICT? Yes ☐ No ☐ HAVE ALL THE APPROPRIATE CLEARINGHOUSES BEEN NOTIFIED? Yes ☐ No ☐																																											
IV	IS THIS PROJECT RELATED TO ANY OTHER PROJECT FOR WHICH A SUBMISSION WAS MADE TO THE STATE CLEARINGHOUSE? No ☐ Yes ☐ (Please identify) Project Title: State Clearinghouse Identification No. <u>Capital Improvement Grant Application</u>																																											
V	IS AN ENVIRONMENTAL IMPACT STATEMENT (EIS) REQUIRED FOR THIS PROJECT? NO ☐ YES ☐ If yes, check appropriate box(es) below: ☐ EIS completed, copy available at request of clearinghouse ☐ EIS completed, copy attached ☐ EIS in preparation, should be available by: <u>September 30, 1972</u> ☐ In lieu of a formal EIS, a statement has been attached indicating the nature and extent of the environmental impact anticipated.																																											
VI	FOR STATE AGENCIES ONLY IS A STATE PLAN REQUIRED FOR THIS PROGRAM? No ☐ Yes ☐ IDENTIFY BY TITLE:																																											
ESTIMATE THE FUNDING REQUIREMENTS FOR THIS PROJECT FOR THE FOUR FISCAL YEARS FOLLOWING THE COMPLETION OF THE FIRST YEAR OF THE FUNDING PERIOD FOR WHICH THIS GRANT IS BEING REQUESTED.																																												
	FEDERAL		REQUIRED MATCHING		ADDITIONAL		OTHER*																																					
	grant	loan	state	local	state	local																																						
1st year	21	3000000	2000000	4000000																																								
2nd year	22	3000000	3000000																																									
	23																																											
	24																																											
	25	*(identify)																																										

Pennsylvania State Clearinghouse

PSCH FORM A APRIL 1, 1971

project notification and review system

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL ASSISTANCE

The Project Notification and Review System (PNRS) is administered under the authority of the U. S. Office of Management and Budget Circular A-95, Revised. PNRS requires applicants for any of 106 programs of 13 Federal agencies to notify clearinghouses of their intent prior to the submission of the formal application to the Federal agency. These regulations also apply in certain instances in which the applicant is applying to a State agency for Federal funds. A list of covered programs, a list of clearinghouses and a more detailed explanation of PNRS can be obtained from the booklet "The Project Notification and Review System in Pennsylvania - Guidelines for Applicants". This booklet and additional forms can be obtained from:

Pennsylvania State Clearinghouse
Project Notification and Review System
Governor's Office - State Planning Board
Box 191
Harrisburg, Pennsylvania 17120

Answer all questions on pages two and three. Omit extraneous words and keep responses within the allotted space. Instructions for specific questions can be found below and on page four. Additional assistance, if needed, can be obtained by calling Miss Annette Mayer, Project Review Coordinator, at 717-787-8047.

The completed form should be submitted to the State Clearinghouse at the above address.

Photocopies of the completed form may be used to notify metropolitan and/or regional clearinghouses, where appropriate.

CARD FIELD

- 01 APPLICANT AGENCY NAME - the organization identified as the primary recipient of the grant.
- 02 APPLICANT TYPE - (check only the single most appropriate box).
- 12 State - an organizational unit of State Government;
- 13 interstate - an organizational unit established by two or more states to coordinate certain regional programs such as water pollution control;
- 14 county - an organizational unit of a county;
- 15 city - an organizational unit of the government of a city, borough, township, or town;
- 16 school district - a specified school district;
- 17 special unit - a special district, or other limited purpose political subdivision of a state, county, or city - other than a school district (include here such institutions as public colleges and universities and intrastate regions such as water and sewer districts;
- 18 community action - a community action agency set up under the Economic Opportunity Act of 1964, as amended;
- 19 sponsored organization - a public purpose organization, other than an organizational unit of government, that is a beneficiary

CARD FIELD

- under a plan or program administered by a state or political subdivision of a state, county, or city and which is subject to approval by a Federal agency, e.g. Economic Development Districts.
- 20 other - if the applicant is not covered by any of the types listed above (e.g. Indian reservations, private educational institutions, and private and nonprofit organizations not covered as "sponsored organizations"). Identify on line 21-80.
- 03 ADDRESS - street or post office box number, city and zip code of the applicant.
- 04 CONTACT PERSON - the name and telephone number of the person best able to represent the applicant and to whom clearinghouse correspondence should be addressed.
- 05 ADDRESS OF CONTACT PERSON IF OTHER THAN APPLICANT - organization, street or box number, city, state and zip code of the contact person if located at an address other than that given on line 03, e.g. an engineering firm.
- 06 PROJECT TITLE - the official name of the project, if any, or a phrase describing project, e.g. Construction of Johnson Building, Memorial Hospital; Construction of Storm and Sanitary Sewers; Allegheny Township; Research Project to Discover Root Causes of Poverty in Potter County.
- 07 PROJECT LOCATION - specific geographical location, e.g. "115 Market Street, Abbott Township, Potter County" - project having specific site location (e.g. hospital); "Abbott Township, Potter County" - project located throughout township (e.g. sewers); "Abbott, Allegheny, Austin Townships, Potter County" - project dispersed throughout area of several municipalities (e.g. manpower training program). IF SPACE IS INSUFFICIENT, INDICATE ON LINE 07 THE LARGEST OR MOST CENTRALLY LOCATED UNIT IN THE AREA TO BE SERVED BY THE PROJECT; INDICATE THE OTHER AREAS IN PART II, PAGE THREE OF THIS FORM. The questions in this section are self-explanatory and are intended to facilitate the preparation of the written project summary (09-14).
- 08
- 12 purchase of land - acquisition of real property for use associated with the project;
- 13 improvement of land - any major alteration of the property, e.g. draining a swamp, installation of sewers;
- 14 demolition of housing - destruction of a building used either wholly or in part as a private residence within three years prior to destruction;
- 15 building renovation - significant alteration and improvement of an existing structure;
- 16 new construction - include expansion of an existing facility;
- 17 employment stimulation - direct creation of any new jobs in the region exclusive of construction, e.g. a 100 bed hospital addition would create jobs for medical staff, etc;
- 18 surface or ground water resources - use (exclusive of drinking water), alteration,

CARD FIELD

- diversion, or potential contamination of water resources, e.g. construction of a sewage treatment plant;
- 19 multijurisdictional action - the cooperative action of two or more municipalities or units of local government in the design and/or administration of the project;
- 20 economic or demographic projections - the preparation or adaption of projections as an actual output as opposed to a justification of the project;
- 21 extensive data collection - the development of a large scale data base relating to particular characteristics of a region, group of people, etc;
- 22 hiring consultants - the purchase of services from those outside the applicant organization.
- 09 PROJECT SUMMARY - this space is provided for a description of the project in your own words. Your response could include the following:
- a. type, size or scale, and purpose of the project;
 - b. persons or groups benefiting from the project;
 - c. clarification, if any, of boxes 12-22 (above);
- 15 FEDERAL PROGRAM TITLE - the official name of the program under which assistance is being sought.
- 16 FEDERAL AGENCY NAME - the official title of the department or agency administering the grant program; accepted abbreviations may be entered, e.g. HEW;
- FEDERAL SUBAGENCY - name the lowest level Federal agency organization or Federally approved authority having direct operational responsibility for this program, e.g.: U. S. Department of Transportation - Urban Mass Transportation Administration; U. S. Department of Justice - Governor's Justice Commission; U. S. Department of Health, Education and Welfare - Pennsylvania Department of Public Welfare (for Hill-Burton). AS INDICATED ABOVE, THE "FEDERAL SUBAGENCY" MAY BE AN ORGANIZATIONAL UNIT OF THE COMMONWEALTH OF PENNSYLVANIA IN SITUATIONS WHERE CERTAIN OPERATIONAL RESPONSIBILITIES HAVE BEEN DELEGATED TO IT BY THE FEDERAL AGENCY WHICH FUNDS THE PROGRAM.
- 17 FEDERAL CONTACT PERSON - name and telephone number of person most able to represent grantor agency in answering questions about this project.
- 18 12 ESTIMATED DATE OF SUBMISSION TO FEDERAL AGENCY - estimated date by which the applicant expects to formally file an application with the grantor agency;
- 18 LENGTH OF FUNDING PERIOD - indicate the dates beginning and ending the period for which the grant benefits are being sought. State agencies should refer to section VI, page three of this form.
- TYPE OF FUNDING ACTION
- 29 new - an action considered by the grantor to be an award of a new grant;
- 30 supplemental - an action that increases the Federal contribution in certain cases where the eligible applicant cannot supply the required matching share of the basic Federal program, e.g. grants awarded under the Appalachian Regional Commission's program, "Appalachia - Supplements to Federal Grants-in-aid";

CARD FIELD

- 31 continuation - an action that constitutes a continuation action within a multi-year grant, e.g. the second year award under a five year project period grant;
- 32 change in existing grant: decrease in duration - a reduction of the time period in which the grant monies are available;
- 33 change in existing grant: increase in duration - extension of time period in which the grant monies are available;
- 34 change in existing grant: cancellation - cancellation of a grant previously awarded;
- 35 change in existing grant: decrease in amount - a decrease in the dollar value of the Federal contribution;
- 36 change in existing grant: increase in amount - an increase in the dollar value of the Federal contribution;
- 37 Other - if the funding action is not properly described by the above choices, e.g. loan, repayable advance, surplus property; identify succinctly below.
- 19 12 ESTIMATED FEDERAL FUNDS - indicate the amount for which an application will be made to the Federal agency named on line 16 for the purposes specified above;
- 30 REQUIRED MATCHING - indicate only those funds required as a local or State contribution in order to qualify for Federal funds under this program;
- 48 ADDITIONAL - indicate those funds provided by State or local government in excess of the required matching share;
- 66 OTHER - the dollar value of private, nonprofit, or other non-governmental contribution related to this action. Identify source on line 20.
- INSTRUCTIONS FOR PAGE THREE
- I List organizations other than the grantor agency and members of the applicant organization that have had or will have an active part in the design of this project.
- II List all communities that will be directly involved in, or affected by, the completed project.
- III A list of local clearinghouses is contained on pages 16-18 of the booklet: "The Project Notification and Review System in Pennsylvania - Guidelines for Applicants".
- IV List the title and State identification number (SCH No.) for any project(s), if known, that are related to this submission, e.g. a phase of this project for which a submission has previously been made or a project which will supplement or complement this particular project.
- V All applicants should request from their Federal agency representative a clear determination concerning the requirement, if any, and the format to be followed in preparing the EIS.
- If an EIS is required, indicate the status of the EIS for this project by checking the appropriate box(es). If the EIS is not attached, provide a statement summarizing the ecological aspects of the project.
- VI STATE AGENCIES ONLY
- All State agencies under the Governor's jurisdiction are required to prepare funding projections for five years. The instructions for page two, line 19, are applicable for these projections. The funding amount for the first year of the project should be entered on page two, line 19. Projections for the next four years should be entered on page three, lines 20-23. Identify "other" funding sources for the project on page three, line 24.

RECEIVED

SEP 19 1972

STRESSTEEL

September 18, 1972

Mr. Richard Heiss, Coordinator
P N R S
Office of State Planning and Development
Post Office Box 191
Harrisburg, Pennsylvania

Dear Dick:

In order to have permanent bus service in the Wyoming Valley Area, a County Transit Authority is being formed, and applications are being made to UMTA for a Demonstration Grant and a Capital Improvement Grant.

The Preliminary Demonstration Grant is projected to be funded by UMTA, Penn DOT and Model Cities for \$1,500,000 over a two year period.

The Preliminary Capital Improvement Grant is projected to be funded by UMTA (66.7% or \$1,736,804), Penn DOT (16.7% or \$434,852), the Appalachia Program (13.3% or \$346,319) and Model Cities (3.3% or \$85,929). The total is \$2,603,904, although this may change somewhat in the final application.

The Board of Commissioners and County Planning Commission of Luzerne County give this high priority, as it is necessary for these applications to start when the Office of Emergency Preparedness ends subsidizing the Wilkes-Barre and White Transit companies, which is only committed to

Page 2;;;;
Richard Heiss

October 18, 1972, and local, State and Federal approvals are needed prior to that date.

It is requested that you give Section A 95 approval to the Letter of Intent to cover both applications.

Enclosed is the letter of intent on these applications for approval of EDCNEP.

Yours truly,

Edward Heiselberg, Director of Planning
Luzerne County Planning Commission

EH/mss

Enc:

cc: E. Schechter ✓
L. Woodmansee
W. Underwood

LUZERNE COUNTY PLANNING COMMISSION
LUZERNE COUNTY COURT HOUSE
WILKES-BARRE, PENNA.

to Ed Schechter
RECEIVED

SEP 18 1972

M E M O R A N D U M

STRESSTEEL

TO: Board of Commissioners
Attn. D. J. Clark

FROM: Ed Heiselberg

SUBJECT: Retention and Improvement of Bus Service in Wyoming Valley

Two applications are being made to the Federal Urban Mass Transit Administration (UMTA), one for a demonstration grant to keep the buses running hopefully for two years, the other to obtain new buses, shelters, cleaning and washing equipment and repair of the transit companies structures. Together with the County Transit Committee, the firm of Simpson-Curtin is helping and has drawn up a preliminary demonstration grant, while the County Planning Commission put together the Capitol Facilities Grant.

At the meeting on September 13, Ralph Johnson stated that while the applicant for the grants could be the County Commissioners, the Commissioners had no authority to lease the buses to a transit company. In view of this, the Federal people stated that the County would have to form an Authority before they would consider a Capitol Grant Application, and the Authority would be the applicant.

The time table established for these applications requires that the County Commissioners take steps to form the Authority at its next meeting on September 20, so that if OEP does not subsidize the bus service after October 18, the Demonstration Grant Application could be ready to continue its bus service. Enclosed are draft copies of a Resolution of the intent to organize a Municipal Authority, corporate notice signifying the desire to organize an authority, and articles

Memorandum
Board of Commissioners
September 14, 1972.

of incorporation. These were prepared by attorneys to the Wilkes-Barre Transit Company for the convenience of the County Solicitor and County Commissioners. Copies of them were previously furnished the County Solicitor.

Enc:

to Ed Schechter

Suggested members who might be put on Luzerne County Transportation Authority

Five member Authority

George Sailus

Ed Schechter

1 or 2 members recommended by Wilkes-Barre City Council

Tom Kiley * (If only 1 member is put on from Wilkes Barre City Council)

Russell Lackey (Lazarus)

Seven member Authority

George Sailus

Ed Schechter

Russell Lackey

Tom Kiley *

Noel Caverly

2 members recommended by Wilkes-Barre City Council

Nine member Authority

George Sailus

Ed Schechter

Russell Lackey

Tom Kiley *

Noel Caverly

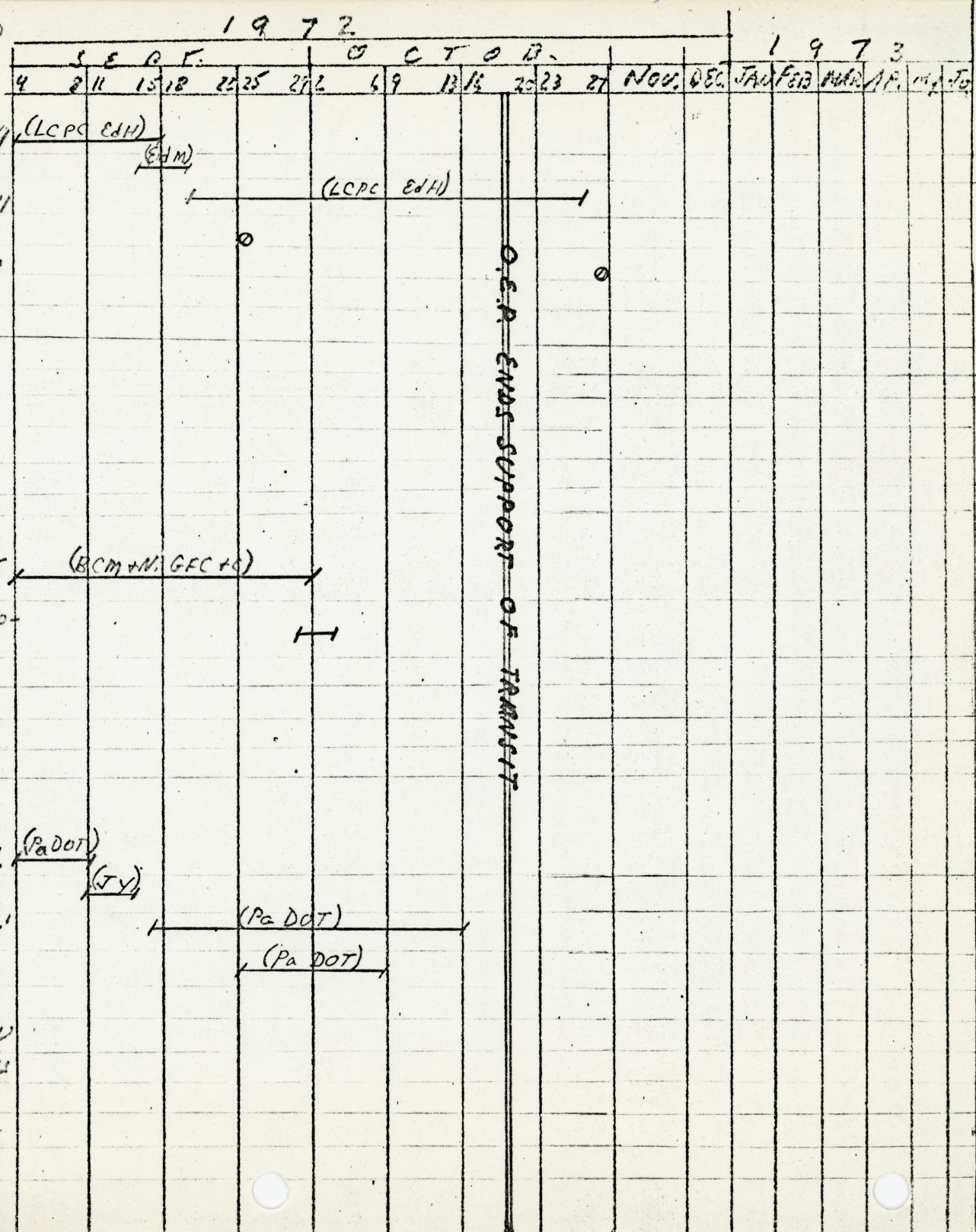
Julius Landau or Jack Leighton

3 members recommended by Wilkes-Barre City Council

Ed Heiselberg

* Assuming he resigns from Wilkes-Barre Transit Board of Directors.

WORK SCHEDULE LUZERNE CO
for meeting 8/31/72 TRANSIT



O.E.R. ENDS SUPPORT OF TRANSIT

WILKES-BARRE TRANSIT CORPORATION

315 NORTHAMPTON STREET

KINGSTON, PA. 18704

September 5, 1972

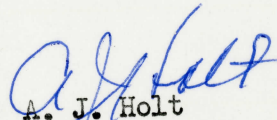
Mr. Frank Carney, Director
Office of Emergency Preparedness
King's College
Wilkes-Barre, Pa. 18701

Dear Mr. Carney:

On July 8, 1972, Wilkes-Barre Transit Corporation entered into an agreement with the Corps of Engineers to provide emergency free bus service effective July 10, 1972. A rate of \$14.50 per hour was suggested by Mr. Miller, OEP representative.

Wilkes-Barre Transit's accounting department in Allentown has informed me that the rate of \$14.50 per hour should be decreased to \$13 per hour retroactive to September 1, 1972. Our accountants advise that further checks will be made to determine whether or not additional adjustments are required.

Respectfully yours,


A. J. Holt
Vice President.

AJH:MLJ

Xc: Mr. Frank Carlucci
Captain Millett, COE

RECEIVED

SEP 7 1972

STRESSTEEL

1972

S E P T.					O C T O B.							1973											
4	8	11	15	18	22	25	29	2	6	9	13	16	20	23	27	NOV.	DEC.	JAN	FEB	MAR	APR	MAY	JUN

Photocopies for Commissioners Wideman, Crossin and Platte and Ed Haselberg. Original back to Ed Schechter.

COMMONWEALTH OF PENNSYLVANIA

RECEIVED

Department of Transportation
September 1, 1972

SEP 11 1972

SUBJECT: Luzerne County Transit Meeting
of August 31, 1972

STRESSTEEL

RECEIVED

TO: Mr. E. L. Tennyson,
Deputy Secretary for Local and Area Transportation

SEP 6 1972

FROM: Jack Kinstlinger,
Deputy Secretary for Planning

STRESSTEEL

I met with federal and local officials at the Luzerne County Court House on August 31 to discuss the preparation of a Transit Development Program and related issues.

The meeting was called by Dr. James Costantino of U.S. DOT and the Transit Committee of Luzerne County. It was attended by U.S. DOT officials, county and city officials, bus operators, Mr. Keefer and myself. A list of attendees is attached.

Dr. Costantino confirmed that the Office of Emergency Preparedness has definitely decided to end its 100% subsidy of transit service by October 18.

I pointed out that OEP subsidy should continue for at least one additional year when substantial numbers of families will continue to reside in temporary housing. In the minimum, it should continue until the temporary replacement to the North Street Bridge is completed. It was finally concluded that, in any event, contingency plans should be discussed in the event that OEP goes along with its plans to end subsidy by October 18.

Legal Capacity

The UMTA legal representatives pointed out that according to Pennsylvania law, a county may apply for federal funds to assist a private operation. However, only a Transit Authority can actually operate a transit system. (This should be pointed out to Lackawanna County officials where, I understand, there are plans to have a County Transportation Department operate transit services.)

Mr. Schechter announced that Luzerne County is now arranging to establish a Transit Authority. In the meantime, the county would make whatever applications for federal funds are found to be appropriate and the funds could subsequently be transferred to the Authority when it has been established.

Plans of the Private Carriers

Mr. Holt of Wilkes-Barre Transit announced that the Transit Company would try to provide full transit service at full fare when

September 1, 1972

the OEP subsidy ends. However, it was agreed that full fare would result in the loss of substantial ridership and in unacceptable levels of street congestion in the central business district. It was generally agreed therefore that public funds will be needed to maintain fares at an acceptably low level.

Capital Facilities

UMTA has concluded that immediate capital needs to purchase required new equipment would total \$1,840,000 as shown in the attached listing. A total of 30 new buses are suggested. This checks well with needs shown in the 1972 National Transportation Study, excerpts of which are also attached. This does not include the additional costs of purchasing the assets of the existing carriers when and if this becomes necessary. It is assumed that, in this event, a subsequent capital grant application would be submitted. In the meantime, it is assumed that the private carriers would continue to operate under contract with the Transit Authority utilizing their existing adequate equipment, plus the new equipment which would be owned by the county and state in the proportion of funds made available.

Of the capital grant needs, UMTA would supply two-thirds, Appalachia funds would supply 14%, and the local and state funds would have to supply the remaining 20%. There was some question as to whether the state share would be the normal 16-2/3%, if one would consider Appalachia as local funds, or whether it would be 10%, one-half the non-federal share if one considers Appalachia funds to be federal. I seem to recall that in the Aviation Program, Appalachia funds are normally used to reduce only the local share and this could be the case here. This should be verified with Mr. Chiles. Local funds, that could amount to less than 3%, or about \$50,000, could be made available by local merchants or by the city's model city agency that has applied to HUD for a model city grant of \$500,000 for transportation improvements to revitalize downtown Wilkes-Barre.

The capital grant application will be prepared immediately by a Task Force consisting of the County Planning Department, PennDOT (Mr. Underwood), and with assistance of UMTA. The preliminary application will be prepared immediately for filing with UMTA by September 15. UMTA comments would be returned within one week after which the county would have to publish two notices for a public hearing with a waiting period of thirty days. A final application together with an Environmental Impact Statement, transcript of the public hearing and "13 C" labor agreement together with a completed transit development program would be submitted by the end of October. Final application has to be completed one day prior to the public hearing so that it may be reviewed at the public hearing. As mentioned previously, the equipment is not expected to become available until about eight months after it is ordered. While PennDOT must make a commitment in the preliminary application to make funds available, the actual funds need not be in

September 1, 1972

hand until about the time expenditures are actually made, which means in about eight months. However, we should program our share promptly and include it in our 1972-1973 Capital Budget if at all possible.

Technical Study

The capital grant application must include a transit development program. The consultants, Bellante, Clauss, Miller & Nolan, Inc., and Gannett, Fleming, Corddry & Carpenter, Inc., are currently preparing the transit development program and expect to be completed by September 30. The program will recommend five year capital improvements including service extensions, levels of service, and a capital improvement program over a five-year period. The consultants will also submit to the Bureau of Advance Planning a request for change of scope to their present contract, keeping the price the same, to provide for the preparation of the transit development program. The program will verify the immediate capital needs that should be included in the Capital Grant Application.

Demonstration Project

UMTA urged the filing of an application for an UMTA demonstration project. The purpose would be to maintain increased ridership on buses utilizing innovative techniques both technical and procedural, to improve transit service and patronage. According to federal guidelines, these techniques must have applicability to other programs nationwide.

The federal interest in a demonstration project is to (1) ascertain how transportation services can respond to an emergency situation, (2) evaluate the impact of fare changes from no-fare to nominal fare (most past experience has been with fare changes at much higher levels), (3) what strategies can be utilized to maintain high levels of ridership despite upward shifts of fares. These would include car pooling, staggered work hours, bus only bridges or lanes, traffic engineering improvements, taxi or jitney services to remote mobile court locations, and vehicle restraints and pedestrian facilities including vehicle free zones, higher parking fees, and higher bridge tolls. Marketing strategies would also be tested. Note that improvements to all transportation systems to facilitate mobility, not only to buses, would be appropriate.

The suggestion to apply vehicle restraints appeared to cause deep concern to center city merchants and model cities officials whose primary interest is, of course, the revitalization of the downtown.

A Task Force to prepare the demonstration program application would be headed by Mr. Underwood with Mr. Polk as back-up and alternate. Other members are Mr. Robert M. Miscavage, Executive Director of the City Demonstration Agency (office telephone 823-0147 and home telephone 829-0816), the operators of the White and Wilkes-Barre Bus Companies, Mr. Heiselberg of the Luzerne County Planning Commission, and Miss Watkins and Jim Young of UMTA (telephone 202-426-2285). This

Travel Meeting Aug. 23, 1972

Name

Ed Kinsler

Joe A. Culbert

City of Wilkes-Barre

Jim F. Young

UMTA

Raymond Decker

BCMN/GFCC

Joseph C. Ostroski

BCMN/GFCC

CLAYTON S STEELE

BCMN/GFCC

Ed Schechter

West County Mass Transit Co

Gerald O'Brien

Times - Leader

Linda Watkins

UMTA

J. Kinsler

Penn DOT

V. COSTA

U.S. DOT

LOUIS KEEFER

Penn DOT

Franz Gimmley

US DOT / UMTA

Ed Madson

US DOT / UMTA

Bill Vesperman

US DOT / UMTA

Jerry Higgins

Economic Development Council
of Northeastern Pennsylvania

Shirley Miller

W-13 Model Cities

Bobt

MICCAVAGE

McCahey

James R. McSehn

Contributed Transportation Co

Robert J. Williams

Williams Bus Line owner

Clark Reinheimer

Mountain Bus Lines

John P. Potts

ATE - Management & Service Co. Inc

Jack Kelt

Long Co. Transit Committee

Frank M. Henry

W.B. Transit Co.

Alvin Costa

White Transit Co.

Comm. C. - White Transit Co.

Anticipated Capital Needs
Wilkes Barre

Wilkes Barre Transit Co.

30	45(P) air conditioned diesel transit buses (without tires) @ \$42,000	\$1,260,000
1	Cyclon Interior Bus Cleaner	15,000
	Bus Washing Equipment (including installation)	30,000
	Repair of Maintenance Facility	40,000
	Shop Equipment	10,000
1	Utility Truck (Snow Plow)	8,000
30	Bus Shelters (including installation) @ \$2,500	75,000

White Transit Co.

6	45(P) air conditioned diesel transit	252,000
	Repair of Maintenance	125,000
	Shop Equipment	15,000
	Miscellaneous Parts	10,000

\$1,840,000

BUS AND PARKING NEEDS

See Kinstlinger's letter of August 14 on National Transportation Needs Study

A. Bus Needs

1. Busses

1970- 41 of the 45 passenger air conditioned busses \$42,153 a bus
\$1,728,273 for Wilkes-Barre Transit 1,728,273

1970 - 1980 White Transit 9 at \$42,153 \$379,000

Eight additional busses Wilkes-Barre Transit 337,224,
substitution 2,449,497

2. Bus Shelters 70 @ \$3,000 shelter - \$210,000 210,000

3. Improvement Shops, Garages and Service Equipment 684,000
1970 - \$684,000 1970 - 1980 none 45,000

4. Signal and Communication Equipment \$45,000
1970 - 1980

5. Miscellaneous

Signs 100 at \$30,00 \$3,000

total for busses 3,386,497
3000

B. Parking of Cars

Parking 1970 - 1980

2,472 garage parking ^{stalls} signs @ \$3,500 space \$8,652,000

Important pts from Mtg of 8/31.

1. Watkins (Legal Rep.) Statement. -

- 1.1 Applications for aid must come from public body - eligibility. -
- 1.2 Will accept County as applicant. -
- 1.3 TA can be formed later
- 1.4. County cannot operate so TA probs. necessary. -

2. Capital Facilities (Madison)

- 2.1. Must make negotiated "fair" settlement with private carriers to acquire their equipment. Capital buyout.
- 2.2. Suggests immediately proceed with application process - will take minimum 8 months for public hearings, advertisement,
- 2.3. Is in process of preparing "system evaluation" of White & WB Transit - a shopping list.
- 2.4. Where is \$ coming from? $\frac{2}{3}$ Fed. now. $\frac{1}{6}$ PA. in '73

14% Appa. loca. -	.667	Fed	.667
	.14	Appa.	.14
	.807	Tot	.807
	.193	Bal	.193
	.166	State	.166
	.027	Local	.027

$\frac{1}{6}$ or

50% of local only.

2.4 (cont)	Local Share		
	Plan 0.027	Plan 0.097	
Assume Project cost 3,000,000	99,000	\$1,000	\$ 291,000
2,000,000	54,000		194,000
1,500,000	40,500		145,500

Uncertainty expressed over whether 1 or 2 applies.

2.5 Definite Statements

Schenectady - Co. do not have funds - must be found elsewhere - Cities and Townships ditto. -

Coskataie - matching funds must be found to provide local share -

Miscawake - Model City has funds available and will qualify for local share. -

2.6 EdH, with Fed & State help responsible for Application

3.0 Technical Study. (Joe Ostrowski)

3.1. Interim - Transit Development Program by 9/30. - needed for support for VMTA planning.

3.2 Report will need approval by L-L-T-S. - Mtg. 9/30(?)

3.3 Progressing well.

4.0 Demonstration Project. (Tim Young)

4.1 Demonstrate Yes - subsidize No

A demonstration requires new techniques, or different basic circumstances, i.e., "no fare", etc.

- 4.2. A Program is necessary for demonstration grant -
 i.e. - test strategies necessary for fare adjustment -
 - preferential lanes or lights for buses -
 - place restraint on vehicle movement to encourage bus.
- use pedestrian walk -
 - experiment w/ marketing techniques -

4.3. Funding:

Policy - $\frac{1}{3}$ local $\frac{2}{3}$ Federal -

4.4. Estimate of Possible Cost:-

I.	Per Day	fare - \$ @ .10 @ .15 @ .20 @ .25 / provide			
	Riders (Queues)	22000	20000	18000	15000
	Cost of Service "	\$ 6500	6000	6000	5500
	Fare collection \$	2200	3000	3600	3750
	Grant Deficit -	4,300	3000	2400	1,750

$$X \text{ Days} = (50 \times 5) + \frac{115}{2} = 307 \text{ } \$000 \quad 1,320 \quad 921 \quad 736.8 \quad 537. -$$

II.		^{12%}			
	Riders -	25,000	24,000	22,000	20,000 ✓
	Cost of Service	6,000	6,000	6,000	5500
	Fare Collection	2500	3600	4400	5000
	Deficit	3500	2,400	1600	500
	X 307 (000) \$	975	737	491	154. -

(I & II are just ES queues)

Keep estimate op. costs @ 1,500,000/yr or 5000 day -

$$1,500,000 - (300 \times 2500) = 750,000; \text{ at } .20 \text{ its equal} -$$

4.5- Funding Available. -

Max from Fed. (Costantino) \$300⁰⁰ "

" " State. - 200. -

Model Cities up to 500⁰⁰. - ?

(including matching part of
Capital Facilities grant)

± \$800⁰⁰ available

5.0 Miscellaneous Statements

Sept	Responsible	LCPC (EDH) Capital Facilities	PennDOT Demonstrations	LaCo.	Tech. Study
5		Prepare Prelim Application	Draft Application	Com. Mtg.	
6			↓	Discuss w/ Ed W.	
7				Co. Comm. Mtg	
8			Submit Draft Application	Review Draft	
11					Final Project
12					DEV.
13					PLAN
14					Program
15	EDH LCPC	File Prelim. Application	Prepare Final Application		
18					
19					
20	Ed M.	UMTR Review Pre. App.			
21		Start Final Application			
22					
25		Publish Public Notice			
26					
27					
28					
29					Mtg LLTS
2			Negotiate 13C Agreement		
3					
4		13C needed			
5		EIS needed			
6		Tr. Dev Pro. needed.			
9					
10					
11					
12			Group 10/25		
13		↓ Hearing	Submit.		

Feb. 1.

1. Bridge ^{ad} open 1/4/11 Feb. -

2. No money for free service for any length
of time

3. S & C will need 3 members.

My notes - 9/5. ~~W~~ Tuesday
Man Travel Comm. Am.

ES. GDC. - w/ Appalachian St. -
app.

Fed Tank Farm Comm. B1

→ Noel Caverley?
Hiley?

5/7/09 ~~7/5/9~~

Cannham.

(5)

1 2

(Landon)?

Art Podesta.?

WB City?

→ Arnold Lackey - VP Laguerre -
County?

Robert Toomb. - ? mbr.

Objective for demo grant. -

- G. Saitus -

- Hollander

9/11 Transit Mtg - Holt, Henry, Landan, Campygram, Heirelberg,
El, Ballager, Withams, Simpson & Costain,
Underwood, (moderated) (EDC)

- Redline service. - Max riders. -

\$4 driven now from 52--

32 ex driven

5 add. minimum people -

+ 3500 riders a / day school
children. -

Call Costantino. -

ES - handle 13.5 - problems.

Johnson

Simpson & Costain. -

Tri Scheiner

John Musser

11/11 mtg. Continued

300

200

500

1,000

\$50 m

50

100

.76/mi

Bur.

15/20/25

Cap. Grant

51 Burns - 2,600,000

No ^{State} ~~total~~ matching funds
for purchase of private
equipment.

Joe Williams:

Wants to know how the
County will pay the
various municipalities.

On County basis - ? or
Community. ?

9/13

Mtg. -

- Notice of public hearing must state that applicant is Authority. -

ES. - Must move quickly to get Authority
call authorized. before Notice
Wiseman 9/25. -
possible by 9/20. -

ATTENDANCE

SEPT. 13, 1972

NAME

CONCERN

W.C. Underwood
 CHAS HUNSICKER JR
 Edward A. Madison
 Ed Heinberg
 JOSEPH A. WILLIAMS
 B. J. Gallagher
 Jack Hatt
 J. Cunningham
 David M. Leary
 Jim F. Yarnes
 John L. Murrell
 James J. Scheiner
 Neal DeStefano
 Linda Watkins
 Ralph J. Jankin
 P. J. Clarke
 Ralph Leary
 Ed Schechter.

Penna. Dept. of Trans.
 PENN DOT LEGAL
 UMTA - Washington
 Luz Co Plan Comm
 W-B City Council
 W-B City Manager
 W. B. TRANSIT CO
 Luz Co Bus Committee
 White Transit Co.
 DOT/UMTA
 SIMPSON & CURTIN
 " "
 Bellante Classen Miller & Nolan
 UMTA
 County Solicitor
 Chief Clerk, Luzerne County
 Luz. Co. Plan. Comm.
 Luz. Co. Transit Committee

9/13 mtd (cont) Transmit

Establishing Auth. - 9/20?

Public Pub. Notice 9/20.. for 10/30? -

From 9/13 to 9/19 review & comment w/ El Madison

Final 9/20. -

Bill Underwood (State Penn Dot) } Clearing House (Pony)
Regional (EDC/NEPA) } for comment -

Comment back
before we submit
final application

Letters of commitment -
from each source of
Funds -

Write
E.D.C.
at once

need from Appalachia.
" " Model Cities
by pub. hq. -

Public Stems -
Certified copy. -

E.S. for Public Hq. -

BC must be ready by Final Submission

9/13 mtg (cont)

Demonstration for Emergency Trans. Proj.

1. Big problem is when does the demonstration start. -

When does NOFARE STOP?

CofS 238.5
Rev. 122. -

309.5
181. -
128.5

White net 116.5
WB net 478.5

72-73

73-74

2. Budget

15@7
20@2
Cof 966.5
428.0

1250.5
764. -
486.5

mtg 30
Cons. 75. -

100

240

UMTA

700. -

① 300

① 300

Perm DOT

200

(7) 300

Fud

400

—

- ① Tim Garry says UMTA does not have money available. -

Mktg 35
Commitment 75

Cont 945
1,500
615 ✓

14,000 ADT at and

Can Training 120
Marketing 20
Construction 45
- 808

10% of non
Controllable Cost

Deman. are limited to 1 yr. -

Agreement between Young and Underwood as
to Fed & State shares. - etc. -
No resolution yet.
Young will fight our battle. -

On Demonstration:

No hearing required

No regional review

Authority is applicant. -

Table 1

DEMONSTRATION PROJECT TIME SCHEDULE

*Draft -
by S & K
9/13 mtg.*

<u>MONTH</u>	<u>TASK</u>	<u>DESCRIPTION</u>
1	I	Pre-Demonstration Data Collection
2-3	II	Demonstration Master Plan (Routes, Schedules, Service Improvements, Marketing Program)
4-10	III	Implementation Phase 1: 15¢ Transit Service
7-9	IV	Data Collection and Master Plan Adjustment - Phase 1
11-17	V	Implementation Phase 2: 20¢ Transit Service
14-16	VI	Data Collection and Master Plan Adjustment - Phase 2
18-24	VII	Implementation Phase 3: 25¢ Transit Fare
20-22	VIII	Design of Permanent Transit Services
23-24	IX	Implementation of Permanent Transit Services
	X	Manual of Transit Operations in Civil Emergencies
6		Subtask XA. Emergency Period
24		Subtask XB. Transition Period

TABLE 2

TECHNICAL REPORT SUBMITTAL SCHEDULE

<u>Due Date</u>	<u>Item</u>
End of 2nd month	Free-Fare Passenger Survey (includes description of in-depth ridership sample)
Middle of 3rd month	Demonstration Master Plan (routes, schedules, service improvements and marketing for each phase of demonstration)
End of 6th month	Manual of Transit Operations in Civil Emergencies - Emergency Period
End of 9th month	Master Plan Annex A <i>Iterative Process.</i>
End of 16th month	Master Plan Annex B
End of 22nd month	Permanent Transit Services Design
End of 23rd month	Ridership Retainment Program - In-Depth Survey Results
End of 24th month	Manual of Transit Operations in Civil Emergencies - Transition Period

