

WILKES-BARRE/SCRANTON INTERNATIONAL AIRPORT
BOARD MEETING
FEBRUARY 17, 2011

A regular meeting of the Wilkes-Barre/Scranton International Airport Joint Board of Control was held Thursday, February 17, 2011 in the Terminal Building Conference Room at the Airport. The meeting was called to order at 10:55 A.M. with Commissioner Stephen A. Urban presiding.

PRESENT: Commissioner Stephen A. Urban
Commissioner Thomas P. Cooney
Commissioner Corey D. O'Brien
Commissioner Michael J. Washo
Commissioner A. J. Munchak

ALSO PRESENT: Barry J. Centini, Airport Director
Michael W. Conner, Assistant Airport Director
Gary Borthwick, Director of Finance
Stephen Mykulyn, Director of Engineering
Ken McDowell, Controller, Lackawanna County
Attorney John O'Brien, Lackawanna County Solicitor

PennDOT Access Road Route 81 and Interchange Project.

PRESENTATION: Representatives from PennDOT – District 4-0, Mr. George Roberts, District Engineer, Ms. Debbie Noone and Mr. Chris Tomaszewski along with Mr. Frank Eels and Ms. Megan Falon of Gannett Fleming, Project Engineers, were present this morning to make a presentation regarding the Access Road and Interchange Project which included roundabouts, traffic flow and alternative roundabout locations.

Mr. George Roberts, District Executive from PennDOT, introduced himself and thanked the Airport Board for allowing them to return today to make a follow up to the last few meetings they have had with the Airport. He stated that some of the items they are addressing today are 1). Traffic Calculations and how PennDOT actually calculates the traffic that has been generated and factored it up for development; 2). the different roundabout adjustments made in the past couple weeks. 3). other items including the connection they can make with Navy Way and the new highway alternatives, and some information that was provided to him for the Radar Hill Connection, which is the other road that would run off towards Radar Hill, that they are unable to incorporate into the project due to Federal Highway Administration Requirements.

Mr. Roberts then turned the presentation over to Mr. Eels who started the power point presentation.

Mr. Eels explained some facts about roundabouts. He states that roundabouts would improve the safety and increase the capacity of total crashes by about 32%, injured crashes by about 58%, and typical capacity at the intersection is increased 30% over a signal; there is less delay at a traffic signal, no delay over off peak hours, it reduces speed and they have less maintenance over traffic lights.

Mr. Eels from Gannett Fleming stated that PennDOT decided to take it a step further and step back to the point of access study that they actually prepared for the project and wanted to show the Board some different interchanges they looked at and how they arrived at the configurations they have today. Mr. Eels presented a simulation of how the roundabout would work. It was an actual computer model

PRESENTATION – Cont'd...

simulation. He reminded everybody that this simulation is for the year 2033. It is with full traffic factored into it.

Mr. Eels went on to explain how they do traffic factoring and gave his opinion that in all likelihood the numbers are conservative and probably above what the Airport will actually see. He stated that generally traffic projections are higher than what actually occurs. Projections are based on available land and assumptions about how the land might be developed; the traffic is generated from that.

Commissioner O'Brien indicated from the PennDOT traffic study, that one point of contention with this roundabout was that the overall delay is projected to be 21.1 seconds, but two approaches experience worse conditions. The Airport Road in the Wilkes-Barre direction has a maximum delay of 41.4 seconds per vehicle, and the Access Road in the North Bound direction has a maximum delay of 64.2 seconds per vehicle, in the pm peak hour. Also, the complexity of this roundabout may initially be difficult for drivers to negotiate. If the roundabout is built as a single lane roundabout on opening day it would be easier for drivers to use. Mr. Roberts indicated that PennDOT does not favor this because, as future traffic volumes increase the roundabout could become more difficult for drivers to get used to, so they feel they should complete road as designed right from the beginning.

Mr. Eels explained that the main problem with fixing the issues that the Airport brings up is that the existing North Bound off ramp, Airport Access Road, and Navy Way Road are all on the same side of 315. Bringing all three to one intersection and all on one side is very complicated and hard to do. Therefore, one option is to move the roundabout back onto 315, but as mentioned, airport access road, navy way road, and the ramp are all on the same side; you would have to take terminal road and bring it on the right hand side. This would meet some of the airport's concerns, but is very difficult and requires them to get additional Right of Way. But it does provide the necessary site for Navy Way to connect into the airport access road.

Mr. Eels went on to say another option is to split it into two different intersections because everything is on the same side. The difference is, the intersection on top, (in power point presentation) is roundabouts and the other is a signalized intersection. It provides a controlled egress from the airport to Navy Way Access Road, but the problem is that there is a large impact to the existing rental car maintenance facility.

After the presentation there were discussions with the Airport Board, PennDOT and Gannett Fleming.

Commissioner O'Brien questioned the simulation's indication that if someone were in the inner circle of traffic coming off of 81, they then have to cross over 2 lanes and have 3 lanes of traffic coming at them. Mr. Eels explained that the traffic coming in has to yield. Mr. Roberts explained that the important aspect is the "signing" in advance, coming into the roundabout, so that people know which lane to enter. In conclusion Mr. Roberts stated that the key to making this operate safely and efficiently is enough advanced signage to get traffic into the proper lane so that when it is in the circle it is not changing lanes.

Commissioner Cooney questioned what would be done if there is a hazardous spill. "What would be the procedure?" Right now we have Spruce Street, which we could use to at least get cars in and out, and we could also use Navy Way. But with this proposed design we would only have one entry. How would traffic get in and out? Mr. Roberts answered that it would be the same as it is now.

PRESENTATION – Cont'd...

Commissioner Urban informed PennDOT that the Board is not ready to make any decisions yet. The Board and PennDOT agreed that there needs to be more discussion on the matter, hopefully before the next board meeting.

ITEM 2: PUBLIC COMMENTS.

Commissioner Urban stated that Commissioner Petrilla is in Harrisburg to at a Human Relations Commission Settlement and would not be able to attend this Board Meeting but maybe will be able to call in.

ITEM 3: APPROVAL OF MINUTES.

MOTION: To approve and dispense with the reading of the January 20, 2011 Bi-County Board of Commissioners Meeting minutes.
MOVED BY: Commissioner Munchak
SECONDED BY: Commissioner Cooney
VOTE: Unanimous

ITEM 4: BUSINESS REPORT:

Passenger Activity

DISCUSSION: Mr. Conner reported on the "Airport Quick Look" charts, passenger enplanements for the month of January 2011 increased 7.0% to 16,737 from 15,643 in the month of January 2010. Enplanements for the month of January 2011 compared to the month of January 2009, increased by 782 which is +4.9%. In January 2011, 7 departing flights were cancelled due to mechanical problems, 8 departing flights were cancelled due to crew availability, and 40 departing flights were cancelled due to air traffic/weather. This accounts for 2,447 seats (9.8%) out of a total 25,078 departure seats.

General Aviation Operations.

DISCUSSION: For January 2011, General Aviation had 1,817 operations (one take-off or one landing) which is a increase of 3% from January 2010's 1,761 General Aviation Operations. General Aviation revenues increased \$449 or 11% to \$4,476 in January 2011 from \$ 4,027 in January 2010.

Financial Report

Revenue/Expenses Report.

DISCUSSION: Mr. Conner reported that for the month of January and year to date 2011, Airport Operations had a net loss, which includes funds expended for special project advertising and marketing and interest income totaling \$ 38,019, compared to a net loss of \$ 55,359 in January 2010, which is a difference of \$17,340. Invoices received since the last meeting for supplies and services totaling \$ 257,634.23 are presented on the attached sheets for review and approval of the Board. These invoices do not include any major construction project costs.

ITEM 5.

AUTHORIZATION TO BID:

MOTION: Recommend the Airport Board approve the solicitation of bids for the Old Terminal Building Janitorial Services.
MOVED BY: Commissioner Cooney
SECONDED BY: Commissioner Washo
VOTE: Unanimous

ITEM 6.

DIRECTOR'S COMMENTS:

Midtown Sundries Restaurant and Bar.

MOTION: Recommend the Airport Board take the following action requested by leaseholder Dublin 1634, LLC regarding Midtown Sundries Restaurant and Bar (formerly Damons Restaurant) located on Airport property, subject to solicitors concurrence.

1. Provide written approval to Dublin 1634, leaseholder, to allow Dublin 1634, LLC to sublet the leased premises to Midtown Sports Bar & Grill, LLC, pursuant to Article 14. I. and K. of the Wilkes-Barre/ Scranton International Airport.

MOVED BY: Commissioner Washo
SECONDED BY: Commissioner Cooney
VOTE: Unanimous

Airport Budget 2011.

DISCUSSION: Due to the fact that Commissioner Maryanne Petrilla is not present for this Board Meeting this discussion is tabled for another time.

Conferences/Seminars:

MOTION: Recommend Airport Board approval to attend the following Conferences/ Seminars:

1. Two Airport Representatives to attend the NEC/AAAE 45th Annual International Aviation Snow Symposium April 17-20, 2011, Buffalo, N.Y.
2. One Airport Representative to attend the FAA Regional ARFF Training Facility for Annual Burn Exercise – 8 hour course, April 13, 2011, Pittsburgh, PA.

MOVED BY: Commissioner Washo
SECONDED BY: Commissioner Cooney
VOTE: Unanimous

ITEM 7.

OTHER MATTERS:

None.

ITEM 8.

ADJOURNMENT:

MOTION:

To adjourn the meeting.

MOVED BY:

Commissioner Washo

SECONDED BY:

Commissioner Munchak

VOTE:

Unanimous

The meeting was adjourned at 12:15 P.M.