

LACKAWANNA-LUZERNE TRANSPORTATION STUDY
COORDINATING COMMITTEE MEETING
April 17, 2019

Members of the Coordinating Committee:

Attached is a copy of the minutes of the Lackawanna-Luzerne Transportation Study (LLTS) Coordinating Committee meeting, held on April 17, 2019 at 10:00 a.m. in the Barry J. Centini Conference Room at the Wilkes-Barre/Scranton International Airport in Avoca, Pennsylvania.

Please check for errors or omissions.

Thank you.

LLTS Technical Committee Chair Steve Pitoniak called the Lackawanna-Luzerne Transportation Study (LLTS) Coordinating Committee meeting to order at 10:06 a.m. Mr. Pitoniak noted that both the Coordinating Committee Chair and Vice-Chair have retired, and they have both been replaced as temporary positions. According to the bylaws, proxies in temporary positions cannot hold a chair position on the committee. Mr. Pitoniak noted that the Coordinating Committee would have to choose a new chairperson and a new vice chairperson.

Mr. Pitoniak asked for self-introductions and stated for the record that in accordance with the provisions of the Sunshine Law and the Moving Ahead for Progress in the 21st Century Act (MAP-21), Mr. Pitoniak submitted the required public meeting notice, which appeared in local papers.

ITEM #1– NOMINATIONS FOR COORDINATING COMMITTEE CHAIRPERSON

Mr. Pitoniak conducted the election for the new chairperson for the Coordinating Committee. David Pedri was nominated by Bob Fiume and seconded John Pocius. Mr. Pitoniak asked for further nominations, hearing none, the nominations were closed, and David Pedri was named the Coordinating Committee Chairperson.

Mr. Pitoniak conducted the election for the new vice chairperson for the Coordinating Committee. Bob Fiume was nominated by David Pedri and was seconded by John Pocius. Mr. Pitoniak asked for further nominations, hearing none, the nominations were closed, and Bob Fiume was named the Coordinating Committee Vice Chairperson.

Mr. Pedri and Mr. Fiume asked that Mr. Pitoniak continue to run the meeting.

ITEM #2– APPROVAL OF THE JANUARY 16, 2019 LACKAWANNA-LUZERNE TRANSPORTATION STUDY (LLTS) COMBINED TECHNICAL-COORDINATING COMMITTEE MEETING MINUTES

Copies of the January 16, 2019 Lackawanna-Luzerne Transportation Study Combined Technical-Coordinating Committee meeting minutes were sent out to all committee members. Mr. Pitoniak asked for additions, deletions or corrections. Hearing none, a motion to approve the January 16, 2019 Lackawanna-Luzerne Transportation Study Combined Technical-Coordinating Committee meeting minutes was made by Bob Fiume, seconded by Alan Wufsus, and carried.

ITEM #3 – 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) MODIFICATIONS AND EMAIL BALLOT CONFIRMATION OF AMENDMENT

Modifications

Copies of the 2019-2022 Transportation Improvement Program (TIP) modifications were sent out to all committee members. Mr. Fisher highlighted some modifications and the amendments, which included:

The TIP modifications for reflecting the fiscal constraints through the end of this past federal fiscal year included:

- Added preliminary engineering phase for MPMS 112437 - Structure Asset Management on Interstate 84
- MPMS 67470 - SR 1038 over Obendorfers Creek – decrease construction phase to low bid amount
- MPMS 84374 - SR 309 over Laurel Run Creek – decrease construction to low bid amount
- MPMS 111476 - Updated Bus Stop Signage for Safety and Wayfinding – add approved enhancement project to program
- MPMS 101498 - SR 1019 over SR 6 - add preliminary engineer phase to begin design
- MPMS 79594 - SR 309 over SR 2022 – add preliminary engineer phase to begin design
- MPMS 111043 - SR 924 / I-80 Median Barrier - Confirmation of email ballot from February 21, 2019 to add construction phase
- Added preliminary engineering phase to MPMS 102557 - Fed Aid Paving 4-19-FP1; MPMS 112811 - SR 92 Emergency Roadway Depression; and MPMS 102558 - Fed Aid Paving 4-19-FP2)
- MPMS 112899 - Lackawanna SR 1027 Paving – add preliminary engineer phase
- Act 13 Projects – add construction phases to the program
- Added the construction phase for bridge preservation on 11 Priority 1 bridges for August delivery

Mr. Pitoniak asked for questions or comments. Hearing none, the committee moved to the conformation of the email ballot.

Email Ballot Confirmation - MPMS 111043 - SR 924 / I-80 Median Barrier project

It was noted that the email ballot to add the construction phase to MPMS 111043 - SR 924 / I-80 Median Barrier project was sent out to all committee members on February 21, 2019 and Mr. Pitoniak received six affirmative votes and no negative votes.

Mr. Pitoniak asked for questions or comments. Hearing none, a motion for the Coordinating Committee to adopt the results of the email ballot was made by John Pocius, seconded by Bob Fiume, and carried.

Amendment - SR 6 High Friction Surface Treatment Project

Mr. Fisher noted that the amendment is adding preliminary engineering and construction phases in 2019 for the SR 6 High Friction Surface Treatment project. This project has been vetted through Central Office and approval was received to utilize safety funding. Mr. Wasilchak and Mr. Zilla presented the project to the committee. It was noted that the project is to install a high friction surface treatment on several curves within Lackawanna and Luzerne Counties. High friction surface treatment is crushed stone glued to the road surface; the technical definition: high friction surface treatment is a crushed bauxite applied to the road using an epoxy adhesive. The primary benefit in utilizing a high friction surface treatment is the reduction of crashes on curves, road tangents and intersections. The treatment installation takes a few hours and it is a durable long-lasting treatment. The treatment increases the friction coefficient between the

roadway and tire surfaces, which helps reduce hydroplaning and vehicles sliding off the roadway.

The project MPMS 112763 Route 6 (HFS) High Friction Surface is named that because the project name requires a roadway that was in both counties. Part of the project includes chevron signing for curve delineation. The areas chosen for the increase in skid resistance were where there was a record of locations with high crash incidents, and locations where a number of vehicles ran off the road. The project cost is approximately \$1.4 million and is set to be let July 25, 2019 with a construction completion in the fall of 2019. Areas proposed for the surface treatment include: Route 6 between Clarks Summit and Factoryville, SR 106 northbound west of Carbondale, Marshwood Road east of the Casey Highway, SR 115 from I-81 / Turnpike south.

Mr. Pocius asked if local contractors would be able to install HFS. It was noted that the company who did one of the last areas in the District did have a specialized truck, and product presentations have shown the epoxy spread with squeegees and then have the stone spread on the epoxy. It was also noted that this funding is coming from a safety line item on the TIP.

Mr. Pitoniak asked for questions or comments. Hearing none, a motion to adopt the 2019-2022 Transportation Improvement Program amendment to add the MPMS 112763 Route 6 (HFS) High Friction Surface Treatment project was made by Butch Frati, seconded by David Pedri, and carried.

Mr. Pedri noted that Senator Yudichak is looking for status on the Hanover 9 Roundabout project. It was noted that the property for the project belongs to the Earth Conservancy. It was also noted that the project has \$1.4 million set in funding, one contractor bid, and the bid came in at \$2 million. One option being looked at is to make up the \$600,000 difference is utilizing a full road closure with a detour which would help cut back on the project phasing. This will require an updated plan submission to the District. The detour would need to be approved and other issues that could arise would need to be discussed and worked through. Other funding sources such as DCED and Multimodal are also being looked at for the \$600,000 difference. It was noted that this is a Highway Occupancy Permit (HOP) project, and funding may not be available through the TIP process as a supplement for the project.

Mr. Pitoniak asked for questions or comments. Hearing none, the committee moved to the next order of business - New Performance Measures.

ITEM #4 – PERFORMANCE MEASURES

Mr. Roberts highlighted items from the March 18, 2019 letter sent from PennDOT's Deputy Secretary for Planning Jim Ritzman to the planning and programming partners across the state. The Department, transit operators, MPOs and RPOs across the state need to jointly agree upon written provisions for how they will properly develop and share information related to the planning and programming performance-based elements. The key elements include: sharing transportation performance data, selection of performance targets, reporting performance targets, tracking and collection of data. These have been agreed upon by LLTS MPO and the transit authorities. The letter requests a set of rules for measuring and documentation for all the

performance measures. A Memorandum of Understanding MOU between the Department and the planning partners for a performance-based plan is needed. It was noted that as the new chairperson for the LLTS Coordinating Committee, Mr. Pedri will be signing the MOU for the MPO.

Mr. Pitoniak asked for questions or comments. Hearing none, a motion to execute the letter from Deputy Secretary Ritzman was made by Bob Fiume, seconded by John Pocius, and carried.

ITEM #5 – NEPA MOVES

Mr. Pitoniak noted that NEPA Moves is the former Equitable Transit Planning Council. They have been working on coordinating transit and including non-profit organizations in developing transportation networks. This initiative began through a partnership of the Scranton Area Community Foundation and the Federal Reserve Bank of Philadelphia as an economic development tool and to help the disadvantaged to work.

Ms. Vivian Williams presented an overview of NEPA Moves. Their vision statement is “All Northeast Pennsylvania residents feel part of a thriving region thanks to a comprehensive and equitable transportation system that creates and expands opportunities. Life is better because everyone has access to possibilities.” And the goal is “Creating economic and workforce development and improving access to health care and social services through the development of a more equitable and comprehensive transportation system in our region.”

Ms. Williams noted 2019 goals of NEPA Moves include: Industrial Support Development, GIS Mapping Extension, Private/Public Partnership Developments, Community and Transit Oriented Development, and Development of Strategic Planning. Quarterly meetings are set for the rest of the year and all are welcome (the meetings run from 08:30 AM to 10:00 AM - June 5th at WVIA, September 25th at Benco Dental and December 4th at WVIA). It was noted that the full presentation is available upon request from the MPO or from Ms. Williams (VW@safdn.org).

Mr. Pitoniak noted that this organization is a worthwhile endeavor. One program that has been underway is Geisinger’s patient transportation; using the existing network and transit authorities to get patients to and from their appointments. Geisinger’s patients were canceling thousands of appointments because of lack of transportation. This program has saved hundreds of thousands of dollars through this public/private relationship in keeping these patient appointments.

Mr. Pitoniak asked for questions or comments. Hearing none, the committee moved to the next order of business - Butler Township Park and Ride Location.

ITEM #6 – BUTLER TOWNSHIP PARK AND RIDE LOCATION

Representing the Butler Township and its supervisors, Jennifer Pecora, Charles Altmiller, and Bill DeNunzio brought the residents’ concerns over the proposed Park and Ride location. Ms. Pecora noted concerns included: there is not enough community support, traffic and congestions, well contamination, environmental runoff, light pollution, noise, trash, abandoned vehicles, large trucks and busses idling, crime and drug dealing, prostitution, break in robberies

Residents feel there is no user need for the park and ride. Tobyhanna employees park at the Good Shepard Church with the church's permission and they are bussed in now. Other concerns included: the costs to Butler Township there would be no tax income, real estate, or EIT to offset additional policing; trash abandoned; debris removal; decreased property values and increased traffic congestion. Also, the motorists who would be using the park and ride would be coming from outside of the township and going back outside of the township. The opinion is that the \$1.28 million proposed for the park and ride would be better spent on roadway improvements.

Ms. Hazelton noted at the LLTS Technical Committee meeting that because of the feedback from Butler Township the District was reviewing the viability of the project design and it was noted that at the genesis of the project, numerous sites were originally considered and the current park and rides' usage across the region were also taken into consideration. Currently, the District is looking at other locations, one being above I-80 adjacent to an auto body shop. Butler Township representatives agreed that this would be a more viable site and that the District continues to work through any needs that may arise with the new site. Mr. Pitoniak noted that the funding structures within PennDOT require committed funding to remain within certain project types. The funding for the park and ride could not be moved to roadway paving.

Mr. Pitoniak asked for questions or comments. Hearing none, the committee moved to the next order of business - Spring Project Commencement.

ITEM #7 – UPCOMING TIP PROJECTS (SPRING PROJECT COMMENCEMENT)

Mr. Petrini noted that these projects will be let April through June 2019 which included:

- MPMS 112811 SR 92 Emergency Roadway Depression Repair in Exeter Borough in Luzerne this project was let on March 29, 2019
- MPMS 111043 SR 924 / I-80 Cable Median Barrier Installations in Luzerne County - Let date May 9, 2019
- MPMS 102556 SR 11 Federal Aid Paving - Luzerne County - Let date May 23, 2019
- MPMS 112465 SR 11 Federal Aid Curb Ramps - Luzerne County - Let date May 23, 2019
- MPMS 112466 SR 11 Federal Aid Curb Ramps 2 - Luzerne County - Let date May 23, 2019
- MPMS 102558 SR 115 Fed Aid Paving - on SR 115, SR 1017, SR 2035 - Luzerne County - Let date June 6, 2019
- MPMS 9079 SR 93 over Nescopeck Creek - bridge replacement - Luzerne County - Let date June 20, 2019
- MPMS 102557 SR 6 Federal Aid Paving on SR 1041, SR 6006 (Casey Highway) - Lackawanna County - Let date June 6, 2019
- MPMS 102899 Resurfacing on SR 1027 - Lackawanna County - Let date June 6, 2019

Mr. Pitoniak reminded the committee that PennDOT is holding its construction season map presentation tomorrow April 18, 2019 at the EMA building in Jessup at 10:00 AM.

Mr. Pitoniak asked for questions or comments. Hearing none, the committee moved to the next order of business - Metropolitan Planning Organization (MPO) Staffing Update.

ITEM #8 – METROPOLITAN PLANNING ORGANIZATION STAFFING UPDATE

Mr. Pitoniak noted that the staffing issues have continued for the MPO. At one point, both planning commissions had three staff members working on transportation which turned into one person working on transportation. Lackawanna County hired two new people and Luzerne County hired new people and is looking to hire another person. The counties will be up to full complement for the MPO transportation needs. This will address one of the comments from the last FHWA Certification review. This will also resume the functional class mapping as well as, allow for review of the bylaws for the MPO.

Mr. Pitoniak asked for questions or comments. Hearing none, the committee moved to the next order of business - Scranton and Wilkes-Barre Downtown Bicycle Network Study.

ITEM #9 – SCRANTON AND WILKES-BARRE DOWNTOWN BICYCLE NETWORK STUDY

Mr. Petrini noted that the first stakeholders meeting for the Scranton and Wilkes-Barre Downtown Bicycle Network Study was held last month. There was an excellent turnout, nearly 35 people were in attendance. The group is working to get the proper roadways and rights-of-way for the downtown areas for mapping. Mr. Pitoniak noted that the program is to develop the bicycled network throughout both downtowns to connect to various areas (trail systems, schools hospitals, shopping, etc.) to safe routes for bicycling. Another component of the study is bicycling to work which currently happens in the City of Scranton. This is not only an economic development and recreational tool, it is also a safety tool. Field work in both cities will begin next week. An interesting part of this study includes a link on the MPO website Wiki-Maps that will allow anyone to add information on routes they use for recreation or work to add to the mapping program. Mr. Wufsus noted that an app called Strava that is used by bicyclists. This app is used for mapping bikeways and frequency of use which could also be considered in part of the study. The goal of the program is to bring projects back to the TIP with paving projects and PennDOT Connects.

Mr. Pitoniak asked for questions or comments. Hearing none, the committee moved to the next order of business - Transit Consolidation Study.

ITEM #10 – TRANSIT CONSOLIDATION STUDY

Mr. Gavlick noted that the Transit Consolidation has been put on hold, PennDOT has told the industry that it is a local consideration for the transit agencies to decide to pursue. The three transit agencies in the LLTS MPO continue to work together to streamline transit through all three transit centers. Part of the initiative that the transit agencies have been working on is the connected corridor. This includes the transfer station that has been working on through a DCED grant application for funding, and Mericle providing the land and site work in a Public / Private partnership. The transfer station will off Route 315 near the entrance to the Center Pointe Industrial Park where 84 Lumber used to be. This enables LCTA and COLTS to coordinate the routes because it is a midpoint for Scranton and Wilkes-Barre. The transit agencies will be able

to use this as a transfer hub between the two cities as well as serve the industrial park(s) more efficiently. Mr. Fiume noted that COLTS was looking at a transfer center in Jessup, but because of the funding crisis it was decided to hold off on pursuing that project. COLTS will continue to expand its maintenance facility and office space renovations. Mr. Fiume reiterated that the transit agencies are working to make routes move more efficiently to make better connections with LCTA and HPT.

Mr. Pitoniak asked for questions or comments. Hearing none, the committee moved to the next order of business - PennDOT Connects Update.

ITEM #11 – PENNDOT CONNECTS UPDATE

Mr. Fisher noted that PennDOT Connects continues to evolve. PennDOT Connects staff met with Mr. Gavlick regarding the transfer station in Pittston. A meeting was also held in Dallas with the newly employed Luzerne County planning employees. It was a well-attended meeting that included the township engineer, supervisor, manager and the Dallas Township police. Mr. Eddy noted that it was a good way to meet the community and see issues that county planners would not be aware of on proposed projects. It was noted that the PennDOT Connects system is still offline in the testing phase. Moving forward, workshops will be set up once the system is up and running.

Mr. Pitoniak asked for questions or comments. Hearing none, the committee moved to the next order of business - Functional Classification Update.

ITEM #12 – FUNCTIONAL CLASSIFICATION UPDATE

It was noted that with the full complement for transportation planning in Lackawanna and Luzerne Counties, the function classification updating will begin again. Mr. Petrini along with Lackawanna County employees have been going out in the field again collecting data. The goal is to complete the data collection by this fall for review.

Mr. Pitoniak asked for questions or comments. Hearing none, the committee moved to the next order of business - Scranton to Hoboken Rail Resumption Analysis.

ITEM #13 – SCRANTON TO HOBOKEN RAIL RESUMPTION ANALYSIS

Mr. Pitoniak noted that both Lackawanna and Luzerne Counties were awarded \$200,000 for continuation of the analysis. The committee is looking for representation from New Jersey, with federal, state and local levels along with representatives from Lackawanna and Monroe Counties, PennDOT and federal Rail for the project presentation. Mr. Malski, President of the Pennsylvania Northeast Regional Railroad Authority (PNRRA) along with PNRRA Board Chairman Robert Hay met with the Governor, who is on board with the project and would like more information.

Funding from the Appalachian Regional Commission, PennDOT, and the MPO is being used to complete the first phase of the analysis. This included the two structures (viaducts over the

Delaware River and the Paulinskill) that will cost \$70 million to rehabilitate. Currently, they are looking at trackage underway and ridership. The committee is hoping to have the full analysis completed by the end of next year in hopes that if congress does have an infrastructure funding influx, this information will be available to cover construction of this project.

Mr. Pitoniak asked for questions or comments. Hearing none, the committee moved to the next order of business - Spring Planning Partners' Meeting.

ITEM #14 – SPRING PLANNING PARTNERS' MEETING

Mr. Roberts noted that the Spring Planning Partners' meeting will be held in late May or early June. It will be a one-day event. Two topics being discussed will be consensus for the general procedural, and financial guidance for the 2020-2021 program update. Central Office is currently updating the guidance to incorporate the performance measures. Ms. Hazelton noted that she is on these committees for the guidance updates. Ms. Hazelton and Ms. Bishop are working on procedural guidance and how to distribute funding both statewide and federal to secure the interests in the District and MPO region.

Mr. Pitoniak asked for questions or comments. Hearing none, the committee moved to the next order of business - Unified Planning Work Program (UPWP).

ITEM #15 – UNIFIED PLANNING WORK PROGRAM (UPWP)

Mr. Pitoniak noted that a couple of changes to the Unified Planning Work Program (UPWP) are on an accelerated schedule since FHWA requested additional time to review the document before it goes before the various MPOs for approval. The timeline for UPWP has been moved up four to six weeks. Many of the UPWPs had line items for work tasks that were never undertaken. FHWA ask that the MPO ensure UPWP line items are more in tune with work being completed and not just carried over year to year. It was noted that the committee is making changes to the UPWP. Updates will show the collaborative work with NEPA Moves. And, line items that have been carried over in the document updates and not acted upon will be removed from the document.

Mr. Pitoniak asked for questions or comments. Hearing none, the committee moved to the next order of business - Long Range Plan Guidance Document.

ITEM #16 – LONG RANGE PLAN GUIDANCE DOCUMENT

Mr. Roberts noted that the last Long-Range Plan Guidance Document update was in 2011. The document needs to be updated to incorporate the federal regulations and rulemaking. Input will be requested from all the planning partners for input on what should be included in the document. The update will be released at the October Planning Partners' meeting. Mr. Pitoniak noted that the LLTS Regional Plan (part of the Long-Range Plan) needs to be updated which is required every five years. It was noted that this work will be funded through the UPWP along with supplemental funding from PennDOT, DCED and DCNR. Mr. Petrini handed out a listing of funding that DCED can provide through its assistance program.

Mr. Pitoniak asked for questions or comments. Hearing none, the committee moved to the next order of business - Fall Planning Partners' Meeting.

ITEM #17 – FHWA UPDATE

Mr. Roberts noted that Mr. Smoker of FHWA asked for some dates for the mid-cycle Self-Certification Review for LLTS and PennDOT.

Mr. Pitoniak asked for questions or comments. Hearing none, the committee moved to the next order of business - Interstate Bridge Repair Program.

ITEM #18 – INTERSTATE AND NATIONAL HIGHWAY SYSTEM (NHS) BRIDGE REPAIR PROGRAM

Ms. Hazelton noted that the listing of bridges at the end of the packet of the 2019-2022 Transportation Improvement Program (TIP) modifications comes from our National Bridge Inspection cycled inspections. These inspections revealed the listed structures have priority items that need to be address in a short period of time. These designs for the repairs are underway, and the District would like to utilize MPO funding to support the bridges that are on the interstate and National Highway System that require these repairs. It was noted that in the past the MPO has supported the District with funding interstate repairs. The work that will be done will keep good bridges good and adjusting the lowest life cycle cost analysis on these bridges to make them for the time they were built to last. The District is asking for funding support for these priority items on the interstate structures as well as the National Highway System structures listed.

Mr. Pitoniak asked for questions or comments. Hearing none, a motion to approve support for the Interstate and National Highway System Bridge Repair Program was made by David Pedri, seconded by Bob Fiume, and carried.

ITEM #19 – 2019 MPO MEETINGS

Mr. Pitoniak noted the upcoming meetings can be held throughout the region as noted at previous meetings. Meetings do not have to be held at the airport - venue suggestions can be provided to Mr. Pitoniak or Mr. Pedri to get the information on the website. The Committee was asked for suggestions for locations. The next Technical Committee meeting date is July 3, 2019. The next Coordinating Committee date is July 17, 2019.

Mr. Pitoniak asked for questions or comments. Hearing none, the committee moved to the next order of business - Other Business

ITEM #20 – OTHER BUSINESS

Adjournment

Mr. Pitoniak asked for further questions or comments. Hearing none, a motion to adjourn the LLTS Coordinating Committee meeting was made by Bob Fiume, seconded by John Pocius and the meeting adjourned at 11:20 a.m.

LACKAWANNA-LUZERNE TRANSPORTATION
STUDY MEETING - COORDINATING COMMITTEE
April 17, 2019

<u>COORDINATING COMMITTEE MEMBERS</u>	<u>MEMBER PRESENT</u>	<u>ABSENT & NO PROXY</u>	<u>PROXY PRESENT</u>
<u>PENNDOT</u>			
Vacant			
Vacant, Central Office			
<u>LACKAWANNA COUNTY</u>			
George Kelly		X	
Patrick O'Malley		X	
<u>LUZERNE COUNTY PLANNING COMMISSION</u>			
C. David Pedri, County Manager, Chairman	X		
<u>CITY OF HAZLETON</u>			
Jeffrey L. Cusat, Mayor - (Alan Wufsus – Permanent Proxy)			X
<u>CITY OF SCRANTON</u>			
William Courtright, Mayor – (John Pocius – Permanent Proxy)			X
<u>CITY OF WILKES-BARRE</u>			
Anthony George, Mayor – (Attilio “Butch” Frati – Permanent Proxy)			X
<u>TRANSIT REPRESENTATIVE – LACKAWANNA COUNTY</u>			
Robert Fiume, Vice Chair	X		
<u>TRANSIT REPRESENTATIVE – LUZERNE COUNTY</u>			
Norm Gavlick – (Kathy Bednarek – Permanent Proxy)	X		
<u>AVIATION REPRESENTATIVE</u>			
Carl Beardsley	X		
<u>*PA NORTHEAST REGIONAL RAILROAD AUTHORITY</u>			
Larry Malski			
<u>*FEDERAL HIGHWAY ADMINISTRATION</u>			
Matthew Smoker			X
<u>*FEDERAL TRANSIT ADMINISTRATION (FTA)</u>			
Timothy Lidiak		X	
<u>*FEDERAL AVIATION ADMINISTRATION</u>			
Lori Pagnanelli		X	
<u>*SENATOR BLAKE’S OFFICE (LACKAWANNA)</u>			
Larry West, Regional Director		X	
*Non-Voting Members			

Lackawanna-Luzerne Transportation Study Meeting Technical Committee Members Present:

Steve Pitoniak, Lackawanna County Regional Planning Commission, Tech. Comm. Chair
Susan Hazelton, PennDOT Engineering District 4
Dean Roberts, PennDOT Central Office Planning
Heath Eddy, Luzerne County Planning Commission
Bob Fiume, County of Lackawanna Transit System (COLTS)
Norm Gavlick, Luzerne County Transit Authority (LCTA)
Attilio “Butch” Frati, City of Wilkes-Barre, Permanent Proxy for Mayor Anthony George
John Pocius, LaBella Associates, Permanent Proxy for Mayor William Courtright

Lackawanna-Luzerne Transportation Study Meeting Transportation Advisory Committee Members Present:

Stephanie Milewski, North Pocono Trails Association
Bernie McGurl, Lackawanna River Conservation Association
Owen Worozbyt, Lackawanna Heritage Valley Authority

Non-Members Present:

Justin Pekarovsky, Lackawanna County
Matthew Jones, Lackawanna County
Vivian Williams, NEPA Moves
Jennifer Pecora, Butler Township Manager
Charles Altmiller, Butler Township Supervisors
Bill DeNunzio, Butler Township
John Petrini, Luzerne County Planning Commission
Rich Roman, PennDOT Engineering District 4-0
Robert Zilla, PennDOT Engineering District 4-0 Traffic
Robert Wasilchak, PennDOT Engineering District 4-0 Traffic
Marie Bishop, PennDOT Engineering District 4-0 Planning and Programming
Steve Fisher, PennDOT Engineering District 4-0 Planning and Programming
John Frankosky, PennDOT Engineering District 4-0 Planning and Programming
Emma Pugh, PennDOT Engineering District 4-0 Planning and Programming
Anna Fuhr, PennDOT Engineering District 4-0