

DRAFT MINUTES OF THE
LACKAWANNA-LUZERNE TRANSPORTATION STUDY
PUBLIC MEETING OF THE COMBINED TECHNICAL
AND COORDINATING COMMITTEES
July 15, 2020

Members:

Following are the draft minutes of the Lackawanna-Luzerne Transportation Study (LLTS) public meeting of the Combined Technical and Coordinating Committees, held 10:00 AM on July 15, 2020 by WebEx virtual conferencing and phone conferencing.

The meeting began with a public hearing to discuss and accept public comments on the proposed 2021-2024 Transportation Improvement Program (TIP).

Please check for errors or omissions.

Thank you.

The LLTS Combined Technical and Coordinating Committees meeting was held by WebEx virtual conferencing and phone conferencing on Wednesday, July 15, 2020. The webinar was hosted and facilitated by John Petrini of the Luzerne County staff.

Mr. Petrini welcomed everyone. He led the roll call of members and asked all other participants to identify themselves.

Proxy representatives noted to be in attendance included:

(for the Coordinating Committee):

- Alan Wufsus for Jeffrey Cusat, Member from City of Hazleton
- John Pocius for Paige Cognetti, Member from City of Scranton
- Butch Frati for George Brown, Member from City of Wilkes-Barre

(for the Technical Committee):

- Butch Frati for George Brown, Member from City of Wilkes-Barre
- John Pocius for Paige Cognetti, Member from City of Scranton
- Alan Baranski for Jeff Box, Northeast Pennsylvania (NEPA) Alliance Member

A full list of committee members, proxies, and non-member attendees is appended to these minutes.

Steve Pitoniak stated for the record that he did advertise that the Technical and Coordinating Committees would meet in a combined session today in accordance with the provisions of the Sunshine Law and Fixing America's Surface Transportation (FAST) Act. Ads were placed in advance of the meeting in the Times-Tribune and Citizens' Voice newspapers.

Mr. Pitoniak also noted that the Transportation Improvement Program (TIP) Public Hearing to be held prior to this meeting was similarly advertised, and that all materials/ documents on today's agenda were posted on the Lackawanna County; Luzerne County; and LLTS MPO websites. A 35-day comment period was provided for the public to submit comments in advance of this meeting, and staff was available to anyone from the public to answer any questions. No comments were received.

**ITEM #1: OVERVIEW OF THE 2021-2024 TIP/
OPPORTUNITY FOR PUBLIC COMMENT ON TIP**

Mr. Pedri, Chair of the LLTS Coordinating Committee, called the public hearing to order at 10:00 AM.

Mr. Petrini began the hearing by presenting a slideshow and provided an overview of the transportation improvements planning process, involving the 20-year plan (Long-Range

Transportation Plan) updated every 5 years... the Twelve (12) Year Plan (the first 4 years of which is the TIP) updated every 4 years... and the 4-year TIP which is updated every 2 years.

Mr. Petrini explained that the latest planning process began in the spring/summer of 2019 at the Planning Partners Meeting hosted by PennDOT where the agency shared financial and procedural guidance. MPO staff consulted with representatives of PennDOT and the Federal Highway Administration (FHWA) on Sept 18, 2019, to update let dates and cost estimates of projects, and projects were prioritized for the 2021-2024 TIP. LLTS will be investing \$720 Million in transportation, infrastructure, and operations over the next 4 years. We are seeking the committees' approval of the 2021-2024 TIP today. Then, the 2021-2024 TIP will be submitted to PennDOT... then to FHWA... for approval. Implementation of the 2021-2024 TIP is anticipated to begin on Oct. 1, 2020. Mr. Petrini asked if there were any questions. None were voiced.

Mr. Pitoniak noted staff was unable to post the meeting materials inside public libraries per the usual process because of the ongoing coronavirus pandemic. Opportunity was provided in the newspapers for the public to make comment by contacting staff in advance of this meeting.

No one from the public had pre-registered for the hearing, and with no comments forthcoming, Mr. Pedri made a motion on behalf of the Coordinating Committee to close the TIP public hearing at 10:15 AM. The motion was seconded by Butch Frati. There were no objections. The motion passed.

ITEM 3: OPPORTUNITY FOR GENERAL PUBLIC COMMENT

Mr. Pedri took the liberty of moving the agenda next to Item #3: Opportunity for general public comment. Diana Dakey, a resident of Glenburn Township associated with Protect Northern PA, brought to the attention of the committees press reports of a liquefied natural gas (LNG) plant planned for Wyalusing Township in Bradford County. Developers plan to move the LNG by rail to New Jersey through Pennsylvania. Tankers of LNG may also traverse area roads.

Mr. Pedri thanked Ms. Dakey for her input. He asked if there were any other comments from the public. None were voiced.

ITEM #2A: APPROVAL OF THE 2021-2024 AIR QUALITY RESOLUTION

Dean Roberts made a motion on behalf of the Technical Committee to recommend approval of the 2021-2024 air quality resolution, seconded by Susan Hazelton, and carried. A motion to approve the resolution on behalf of the Coordinating Committee was made by Robert Fiume, seconded by Mr. Frati, and carried. The resolution can be viewed here:

<http://www.lltsmpo.com/wp-content/uploads/2020/07/Air-Quality-Resolution.pdf>

ITEM #2C – 2021-2024 TIP MEMORANDUM OF UNDERSTANDING (MOU)

Next, Mr. Pedri brought the group's attention to the MOU between LLTS and PennDOT (Pennsylvania Department of Transportation), COLTS (County of Lackawanna Transit System), LCTA (Luzerne County Transit Agency), and HPT (Hazleton Public Transit) for establishing and processing revisions to the 2021-2024 TIP.

The MOU and related materials may be viewed here and here:

<http://www.lltsmpo.com/2883/2021-2024-tip-public-comment-period-now-open/>

<http://www.lltsmpo.com/wp-content/uploads/2020/06/Cover-Letter-and-MOU-combined.pdf>

Mr. Fiume made a motion on behalf of the Coordinating Committee to adopt the MOU, seconded by Mr. Frati. Mr. Pedri asked if anyone would like to comment on the matter. Mr. Roberts noted that the MOU is the method by which LLTS and its partners may go about amending the 2021-2024 TIP in the future, if changes ever become necessary. This relates to the processing of federal transportation improvement funds via the TIP. The bi-county region has a \$3 Million threshold for making budgetary changes. Any time budgetary edits are proposed for an item in excess of \$3 Million, this triggers an amendment process. Any time a new project is proposed for addition to the TIP to be made eligible for federal funds, this also triggers the amendment process, as long as they are not considered state-wide projects. Any time a project is involving federal funds is proposed to be moved up or down in years amid the Twelve Year Plan (TYP), this also triggers the amendment process.

Mr. Pedri called for a vote on Mr. Fiume's motion, which passed.

ITEM #2B – SELF-CERTIFICATION; AIR QUALITY CONFORMITY; AND FINAL APPROVAL OF 2021-2024 TIP

Next, Mr. Pitoniak entertained a motion from the Technical Committee regarding the self-certification resolution. The resolution is an LLTS document certifying that the MPO and its transportation improvement planning processes are in compliance with all applicable federal regulations regarding air quality conformity, environmental justice, and equal opportunity. The resolution and related documents are available at the following links:

<http://www.lltsmpo.com/2883/2021-2024-tip-public-comment-period-now-open/>

<http://www.lltsmpo.com/wp-content/uploads/2020/07/Self-Certification-Res-2021-2024-TIP.pdf>

<http://www.lltsmpo.com/wp-content/uploads/2020/07/Air-Quality-Resolution.pdf>

<http://www.lltsmpo.com/wp-content/uploads/2020/06/Draft-Scranton-Conformity-Determination-FY21TIP-05-12-20.pdf>

John Pocius made a motion on behalf of the Technical Committee to recommend approval of the self-certification resolution, seconded by Ms. Hazelton, and carried. Mr. Pedri asked for a motion from the Coordinating Committee. Mr. Fiume made a motion on behalf of the Coordinating Committee to adopt the self-certification resolution, seconded by Mr. Frati, and passed.

Mr. Pitoniak entertained a motion from the Technical Committee regarding the related air quality conformity determination. Mr. Pocius made a motion on behalf of the Technical Committee to recommend approval of the air quality conformity determination, seconded by Alan Baranski. The motion carried. Mr. Pedri asked for a motion from the Coordinating Committee. Mr. Fiume made a motion on behalf of the Coordinating Committee to adopt the air quality conformity determination. The motion was seconded by Mr. Pedri, and carried.

Mr. Pitoniak entertained a motion from the Technical Committee to confirm approval of the 2021-2024 TIP. Mr. Pocius made a motion on behalf of the Technical Committee to recommend final approval of the 2021-2024 TIP, seconded by Ms. Hazelton. The motion carried. Mr. Pedri asked for a motion from the Coordinating Committee. Mr. Fiume made a motion on behalf of the Coordinating Committee to confirm final approval of the 2021-2024 TIP. The motion was seconded by Mr. Pocius, and carried.

ITEM #3 REVISITED – OPPORTUNITY FOR PUBLIC COMMENT **ON ITEMS NOT LISTED ON THE AGENDA**

Next, Mr. Pedri went back to Item #3 to allow one more opportunity for public comment, in particular, for any items not listed on the agenda.

Jennifer Pecora, Manager of Butler Township, introduced herself as attending with a delegation from Butler Township (Luzerne County) including Charles Altmiller (Supervisor & Roadmaster) and Joe Petrovich (Road Forman). Mr. Altmiller said Butler Township is seeking funding to fix Butler Drive between Conyngham and Drums. The road sees more than 1,000 car/truck trips per day. The road has not been paved, or tarred-and-chipped, in over 12 years. They are seeking full-depth reclamation for the road as just paving it again will not solve structural integrity/grading problems with the road. Estimated cost is \$1,500,000.

Mr. Altmiller also said that Butler Township is seeking funds to address deficiencies with Saint Johns Road between Route 93 and Route 309. The road sees more than 1,000 car/truck trips per day. The road has not been paved, or tarred-and-chipped, in over 14 years. They are seeking cold recycled bituminous paving at an estimated cost of \$6,422,760.

Mr. Pedri asked if there was any other public comment. There was none.

Mr. Pedri said he is aware of these roads in Butler Township and confirmed the impression that they are highly traveled. He thanked Butler Township for this input, and tasked the Luzerne County Transportation Planner with following up to further explore the potential for funding opportunities from Luzerne County or LLTS. Mr. Fiume echoed his support of this assessment.

Mr. Pitoniak asked if these are federal-aid routes (routes known as “K-Routes”). Christopher Chapman replied that both roads are on the K-Route system.

ITEM #4A – APPROVAL OF THE APRIL MINUTES

Mr. Pitnoiak entertained a motion from the Technical Committee to approve the April minutes if there were no further edit suggestions. Mr. Petrini made this motion, seconded by Mr. Pocius, and carried. Mr. Pedri asked the Coordinating Committee for action. Mr. Fiume made a motion on behalf of the Coordinating Committee to approve the April minutes, seconded by Mr. Pedri, and passed.

ITEMS #4B AND #4C – CURRENT TIP AND ACTIONS

Marie Bishop provided a summary of current TIP-related actions that have occurred since the last LLTS meeting, the details of which can be viewed here:

<http://www.lltsmpo.com/wp-content/uploads/2020/07/2019-LLTS-TIP-July-2020.pdf>

<http://www.lltsmpo.com/wp-content/uploads/2020/07/July-2020-TIP-Changes.pdf>

Ms. Bishop outlined all proposed amendments, and mentioned that an e-ballot had recently occurred for one TIP change (involving coronavirus pandemic impacts on Federal Aid paving funds) that requires a confirmation vote by the Committees.

Mr. Pitoniak asked for a motion from the Technical Committee. Mr. Pocius made a motion to recommend approval of all changes outlined by Ms. Bishop that appear in the current TIP documents, seconded by Mr. Petrini, and passed. Mr. Pedri entertained a motion from the Coordinating Committee. Rich Roman made a motion on behalf of the Coordinating Committee to approve all changes in the current TIP documents as outlined by Ms. Bishop, seconded by Mr. Pedri, and carried.

Ms. Bishop brought to the group's attention one final amendment specifically related to highway safety funding. There are several projects for which PennDOT wishes to start preliminary engineering. Robert Wasilchak provided additional details of these safety improvement projects:

- Median barrier project Interstate-81 Waverly exit 197 north to Susquehanna County line
- Median barrier project Interstate-84 from Twin Bridges east to Wayne County line
- Intersection of SR309 with SR2045 (connects Nuangola exit off I-81 with SR309)
- Intersection of SR307 with SR4024 (South Abington Township)
- Intersection SR247 with SR106 (Montdale Corners)

The latter three projects were scoped in the field by PennDOT and County staff last fall. The projects would utilize regional Highway Safety Improvement Project (HSIP) funds. There are other safety projects that may merit funding, but these three projects emerged as priorities.

Mr. Pitoniak entertained a motion. Ms. Hazelton made a motion on behalf of the Technical Committee to move these projects forward for approval consideration by the Coordinating Committee, seconded by Mr. Baranski, and passed. Mr. Roman made a motion on behalf of the Coordinating Committee to approve the projects, seconded by Mr. Pocius, and carried.

ITEM #5A – COMMENCEMENT OF SUMMER PROJECTS

Mr. Chapman presented a slideshow of projects with let dates from the beginning of July to the end of September, the details of which may be viewed here:

<http://www.lltsmpo.com/wp-content/uploads/2020/07/LET-projects-7.15.20.pdf>

Mr. Petrini asked Committee members if they had any questions regarding summer projects. There were no questions.

ITEM #5B – LCTA BUS RAPID TRANSIT

Lee Horton said that LCTA would support the pursuit of a technical feasibility study for bus rapid transit in Luzerne County- looking at potential corridors and costs.

Mr. Pedri said he recently attended a meeting with the Luzerne County Council, and they had asked for an update regarding this matter.

Mr. Pitoniak asked Mr. Horton whether he knew if any Federal Transit Administration (FTA) funds might be available to support a study. Mr. Horton said he was not sure, but would look into the matter with his staff.

Mr. Pitoniak said a study would be a natural follow-up item after LLTS gets its Long-Range Transportation Plan approved.

ITEM #6A – BICYCLE/ PEDESTRIAN STUDY

Mr. Chapman gave an update on the Scranton/ Wilkes-Barre downtowns bicycle/ pedestrian study. A draft of the study is expected from the consultant by mid-August. Mr. Pedri asked if Committee members had any questions. There were none.

ITEM #6B – PENNDOT CONNECTS

Emma Pugh noted that PennDOT is still coordinating with entities they had contact with previously, including LCTA. However, due to the coronavirus pandemic, PennDOT has slowed outreach efforts with local municipalities. PennDOT is looking to switch to a virtual approach, starting with the 2021 TIP. Hopefully by the fall, PennDOT will have more outreach underway.

ITEM #6C – FUNCTIONAL CLASS

Mr. Chapman provided an update regarding the bi-county effort to update the functional classification of roadways within LLTS's jurisdiction. He said staff have completed their

analysis of all of the roadways in Luzerne County. Recommendations have been formatted into an Excel spreadsheet. Their next plan of action is to meet with the PennDOT District 4 Traffic Division, perhaps in August, to see what they think of the recommendations. This will help Luzerne County prepare its submission for consideration by PennDOT Central Office.

Mr. Petrini said this has been a long drawn-out process, but staff wants to make sure to get it right. Matthew Jones agreed with Mr. Petrini.

Mr. Jones reminded members that staff was notified by PennDOT over the winter that additional data elements concerning segment characteristics would need to be added to each county's spreadsheet. As Mr. Chapman said, Luzerne County recently completed their part of this process. Lackawanna County staff are still working to expand their data spreadsheet. A concurrent effort is underway to pull out ADT data from various files so these can be sent to PennDOT for conversion to AADT. That process is about 60% complete. Staff is augmenting that data with latitude and longitude data per PennDOT's requirements. The data is segment-specific as controlled by the PennDOT OneMap database. Staff is double-checking the roadway data against this database to make sure the segments are correctly identified. Some of the count data was collected by PennDOT while some of it was collected by Lackawanna County staff. The Lackawanna-collected data are the files that need to be converted to AADT. Mr. Jones is also working to update the PennDOT count data to be utilized; the spreadsheet had contained 2017 data but 2018 and 2019 data are now available. Staff is working to make sure the spreadsheets are expanded and reconciled. The overall effort by Lackawanna staff is about 40% complete. Coordination between staff will need to continue to reconcile the spreadsheets and to generate illustrative maps of the routes proposed for reclassification. The effort will be juggled with other projects in the staff work portfolio, such as collecting field data for the Highway Performance Monitoring System (HPMS), which will likely commence by August.

Mr. Roberts encouraged the staffs to continue to be in close contact with PennDOT officials to coordinate the project. Mr. Petrini and Mr. Chapman noted that they have been in contact with Gregory Dunmire, Jeremy Freeland, and Patrick McVeigh who had told staff that guidelines for the Functional Class update had changed in 2019- hence the effort to expand the data spreadsheets.

Mr. Pocius asked if staff had any preliminary observations to share regarding anticipated changes to roadway classifications, either up or down. Mr. Petrini said he thinks there will be a lot of out-of-system roadways added to the system, and vice-versa. Mr. Jones gave an example of increased truck traffic in and out of the warehouses located at the CLIDCO (Carbondale-Lackawanna Industrial Development Corporation) sites on the west side of Carbondale, but traffic has decreased coming in and out of downtown Carbondale City. Therefore, some of the roadways in downtown Carbondale might be recommended for reduced classification whereas some of the roadways on the west side of town might be recommended for higher classification.

Mr. Pocius said it was his impression that traffic may have increased along Davis Street between I-81 and the Borough of Taylor.

Mr. Chapman noted that Meadow Avenue will likely be recommended for addition to the system. The street saw 10,000 trips in the last count taken by staff. Also likely for addition is the 100 block of Wyoming Avenue, which the Lackawanna County government recently re-located their offices. Mr. Jones agreed; he said staff laid a count in front of the government center and saw an increase.

Mr. Pocius noted that Meadow Avenue was a street owned by the City of Scranton. There have been past discussions about offering Meadow Avenue to the State- swapping it for Stafford Avenue. Mr. Pitoniak said a stretch of Jefferson Avenue is also owned by the City of Scranton, and similar discussions have surrounded it as well as sections of Spruce and Mulberry Streets. Mr. Pocius wondered if a formal offering might be merited.

Mr. Jones also recalled seeing increased traffic at the intersection of Elm Street and Washington Avenue near the South Side Shopping Center in Scranton. The streets at that intersection will likely merit upgrades in classification.

ITEM #6D – SCRANTON TO HOBOKEN RAIL RESUMPTION

Mr. Pitoniak provided an update regarding the years-long effort to re-establish commuter rail services between Scranton, PA and Hoboken, NJ. The effort is somewhat stalled due to limits on coordination caused by the coronavirus pandemic. Meetings have not occurred since February.

An engineering study was released by the consultant, Greenman-Pedersen Inc. (GPI), revealing bridge repair costs will not be as expensive as previously imagined. The project still appears viable. There was an article in the Scranton Times-Tribune noting that New Jersey Transit did not include the project in their TIP. The TIP is a living document. Only projects that are in final engineering are shovel-ready. The project is still on their long-range transportation plan. The ARC grant is still in hand. The project is still considered viable, and there is a desire to continue moving forward with it. When the pandemic crisis is over, there may be release of an RFP/RFQ for further consultant work.

ITEM #6E – BI-COUNTY COMPREHENSIVE PLAN AND LONG RANGE TRANSPORTATION PLAN (LRTP)

Mr. Pitoniak noted that a steering committee meeting was scheduled to take place later in the afternoon to prepare for the public meeting. The public meeting will be held on July 22 at 6:00 PM. Interested persons must register in advance to join the public meeting, which will be in the form of a webinar. More than 50 individuals have already registered in advance to participate.

Mr. Petrini said the project is still on track to be completed by February 2021. Mr. Pedri thanked the staffs for their work coordinating the project.

ITEM #6F – NEXT LLTS COMMITTEES MEETING

Mr. Pedri said the next meeting of the combined committees is scheduled to occur on Oct. 7. The location is to be determined. If the viral pandemic continues, the meeting may need to be held virtually by webinar.

ITEM #7 – OTHER BUSINESS

Mr. Pedri asked members if they had any other business.

Mr. Pocius said over the last few weeks, he has had discussions with the PennDOT Bridge Unit; Larry West of State Senator John Blake's office; and the Borough of Dunmore about the condition of the Mill Street Bridge, which has deteriorated to where it has been down-posted again. The City of Scranton has been approached over the request of having the Myrtle Street Bridge used as a backup for fire-fighting access to the Bunker Hill neighborhood of Scranton/Dunmore. Myrtle Street is also under a posting right now, but is the only viable access into the Bunker Hill neighborhood for a fire truck. Ash Street does not have clearance; it is hampered by the railroad viaduct crossing over it, which creates clearance problems for fire trucks. Repairs for the Myrtle Street Bridge are on the TIP. Mr. Pocius said keeping Myrtle Street on the TIP will be important because it appears to be the critical link.

Mr. Pitoniak explained that there has been historical questions regarding ownership of the Mill Street Bridge. Dunmore claimed Lackawanna County owns the bridge. The County did not think it owned the bridge. It was finally determined that Dunmore did own the bridge. Recently, Dunmore said they found another document that indicates the County owns the bridge. County officials have not seen this document. Until the issue of ownership is straightened out, we cannot get an applicant to apply for funding to get the bridge repaired and upgraded.

ADJOURNMENT

A motion was made on behalf of the Technical Committee by Mr. Petrini to adjourn, seconded by Mr. Pitoniak, and carried.

On behalf of the Coordinating Committee, Mr. Pedri made a motion to adjourn, seconded by Mr. Fiume, and carried.

The meeting adjourned.

LACKAWANNA-LUZERNE TRANSPORTATION
STUDY MEETING - COORDINATING COMMITTEE
July 15, 2020

<u>COORDINATING COMMITTEE MEMBERS</u>	<u>MEMBER PRESENT</u>	<u>ABSENT & NO PROXY</u>	<u>PROXY PRESENT</u>
<u>PENNDOT</u>			
Richard N. Roman, District 4-0 Office	X		
Kristin Mulkerin, Central Office	X		
<u>LACKAWANNA COUNTY</u>			
Vacant (Board of Commissioners)		X	
Brenda N. Sacco, Acting Director of Planning & Economic Development	X		
<u>LUZERNE COUNTY</u>			
C. David Pedri, County Manager, Committee Chair	X		
<u>CITY OF HAZLETON</u>			
Jeffrey L. Cusat, Mayor - (Alan Wufsus, Hazleton City Engineering Technician – Permanent Proxy)			X
<u>CITY OF SCRANTON</u>			
Paige Cognetti, Mayor – (John Pocius, LaBella Associates – Permanent Proxy)			X
<u>CITY OF WILKES-BARRE</u>			
George Brown, Mayor – (Attilio “Butch” Frati, Director of Operations – Permanent Proxy)			X
<u>TRANSIT REPRESENTATIVE – LACKAWANNA COUNTY</u>			
Robert Fiume, COLTS Director, Committee Vice-Chair	X		

TRANSIT REPRESENTATIVE – LUZERNE COUNTY

Lee Horton, LCTA Interim Executive Director – (Kathy Bednarek, LCTA Grants Coordinator – Permanent Proxy) X

AVIATION REPRESENTATIVE

Carl Beardsley, Wilkes-Barre/Scranton International Airport Director X

*PA NORTHEAST REGIONAL RAILROAD AUTHORITY

Larry Malski, President X

*FEDERAL HIGHWAY ADMINISTRATION

Jamie Lemon, Community Planner X

*FEDERAL TRANSIT ADMINISTRATION (FTA)

Timothy Lidiak, Project Manager X

*FEDERAL AVIATION ADMINISTRATION

Lori Pagnanelli, District Office Manager X

*SENATOR BLAKE’S OFFICE (LACKAWANNA)

Larry West, Regional Director X

*Non-Voting Members

LLTS Technical Committee Members Present:

Steve Pitoniak, Lackawanna County Regional Planning Commission, Committee Chair

Dean Roberts, PennDOT Central Office, Committee Vice-Chair

Susan Hazelton, PennDOT District 4-0 Assistant District Executive for Design

Gerard Babinski, PennDOT District 4-0 District Bridge Engineer

Brenda Sacco, Lackawanna County, Acting Director of Planning and Economic Development

Barbara Idhaw, Lackawanna County, Engineering Consultant, Greenman-Pederson, Inc.

John Petrini, Luzerne County, Transportation Planner

Chris Chapman, Luzerne County, Transportation Planner

John Pocius, Proxy for Scranton City Mayor, Paige Cognetti, Engineering Consultant, LaBella Associates

Attilio “Butch” Frati, Director of Operations, Proxy for Wilkes-Barre City Mayor, George Brown

Lee Horton, Luzerne County Transit Representative, LCTA

Stephen Mykulyn, Lackawanna County Aviation Representative

Alan Baranski, Proxy for Northeastern Pennsylvania (NEPA) Alliance Member, Jeff Box

LLTS Transportation Advisory Committee (TAC) Members Present:

Owen Worozbyt, Lackawanna Heritage Valley
Aaron Whitney, Greater Scranton Chamber of Commerce
Stephanie Milewski, North Pocono Trails Association
Ted Wampole, Luzerne County Visitors Bureau
Bernie McGurl, Lackawanna River Corridor Association
Frank Summa

Non-Members Present:

Eddie O'Neill, Luzerne County Operational Services Division Head
Jennifer Pecora, Butler Township Manager
Charles Altmiller, Butler Township Supervisor & Roadmaster
Joe Petrovich, Butler Township Road Forman
Matthew Jones, Lackawanna County Planning
Jay Schectman, Lackawanna County Planning
Marie Bishop, PennDOT District 4-0 Planning and Programming
Emma Pugh, PennDOT District 4-0 Planning and Programming
Julianne Lawson, PennDOT District 4-0 Planning and Programming
Kate McMahon, NEPA Alliance
Joe Corcoran, Lackawanna Heritage Valley
Diana Dakey, Protect Northern PA
Steve Novak