

H A T S  
Technical Committee Meeting  
Capital Area Transit  
Dick Miller Board Room, 2nd Floor  
Meeting # 253  
February 13, 2009, 9:00 AM  
DRAFT

The February 2009 HATS Technical Committee meeting began at 9:00 AM. Mr. Szymborski welcomed everyone to the meeting and asked members, staff, and guests to introduce themselves. He also announced the appointment of Bill Jones as Capital Area Transit (CAT) alternate member.

## **Attendance**

Members and guests present are noted on the attached attendance sheet.

### **1. Committee Organization**

Mr. Reardon asked for a motion to re-elect the current slate of officers: Jim Szymborski, Chair and himself, Vice Chair (and including the addition of Karen Green, Staff Planner, as Secretary).

- #253-1: Mr. Memmi made the requested motion; Mr. Hoffer seconded the motion, and the motion was unanimously approved.

Mr. Szymborski asked for a motion to re-elect the current member (himself) and alternate (Mr. Reardon) to the SRTP Board.

- #253-2: Mr. Turner made the requested motion; Mr. Hoffer seconded the motion, and the motion was unanimously approved.

### **2. Meeting Minutes**

Mr. Szymborski asked if there were comments concerning the November 21, 2008 Technical Committee minutes; there were none.

- #253-3: Mr. Memmi motioned to approve the minutes as drafted. Mr. Stoner seconded the motion, and the motion was unanimously approved.

Mr. Szymborski noted the December 5, 2008 Coordinating Committee minutes had been included for informational purposes only.

### **3. Presentation – Corridor Two**

John Ward of Modern Transit Partnership (MTP) gave a program update:

- Feasibility study is still in progress, therefore no cost estimates are available yet
- Update timing: lead time for FTA New Starts; losing opportunity for Norfolk Southern (NS)/M&HRR ROW; need for near-term action re: recent developments (see below)
- Active stakeholder involvement: 30-member Steering Committee, public/private sectors
- Study funding: \$370K total – \$170K from private industry and \$100K each from the PA House and Senate

- Purpose: feasibility of Premium Public Transportation (PPT) and evaluate alternatives; develop strategy/projects addressing current challenges and projected needs; mobility perspective vs. singular travel modes; identify practical short- and long-term solutions
- Findings to date: Maximum Bus Alternative (MBA) with Bus Rapid Transit (BRT) elements provides short-term benefit at modest cost; commuter rail physically and operationally feasible; most feasible to construct 3<sup>rd</sup>/4<sup>th</sup> track along current NS main line; requires NS and multi-level public sector support and cooperation
- MBA: passenger engineering – signal pre-emption (PA 422 project pending) and bus priority lanes (PA 422 project under consideration); branding to differentiate from current local transit; shuttle service from stops to major generators; up to 50 weekday RTs, peak every 20 minutes, 83-minute trip Lebanon-Harrisburg; ridership model needs updating
- Rail Alternative: longer-term option (15+ years); NS cooperation essential; much NS ROW can support 3<sup>rd</sup> track; 13 weekday RTs, 8 weekend, optional special events

Mr. Turner asked how we could get NS cooperation; Mr. Ward indicated they had recently come back to the table (though not sharing data) due to: Frank Pinto, CAT Board Chair, efforts; new NS players; and improved MTP outreach. Ms. Szymborski suggested NS' Crescent Corridor strategy, for which they're seeking public funds and support, must also be a factor.

#### **4. Memorandum of Understanding (MOU) with Lebanon MPO**

Mr. Reardon reviewed a proposed MOU which Lebanon MPO expects to approve at its next meeting, with anticipated HATS approval in April. It's similar to HATS' MOU with York MPO, e.g. in HATS urban area TMA funds based on population percent will be transferred. While Lebanon MPO will have its own UPWP, we will still coordinate projects with cross-county impact and generally collaborate. Mr. Sloand noted Phase 2 of the Campbelltown Connector project should be added to HATS responsibility and Mr. Panko confirmed; any future phases would fall under Lebanon. Mr. Panko also confirmed for Mr. Memmi that Lingle Avenue and two PA 322 intersections remain under HATS.

#### **5. Unified Planning Work Program (UPWP)**

Mr. Reardon reviewed HATS FY09-10 UPWP, noting: partners (e.g. PennDOT) on TIP development, air quality determination (DEP), transit (CAT), etc.; key authorizations (e.g. federal "TEAs"); funding responsibilities; actions and procedures; and three major tasks (and their components): MPO Administration, RTP and Plan/TIP Implementation. Task IV, Supplemental Funding, includes the Regional Growth Management Plan (RGMP) update; and Task V supports the SRTP. An extension was filed for RGMP transportation funds, as DCED funding has been delayed.

- #253-4: Mr. Memmi motioned to refer the draft UPWP to the Coordinating Committee (CC) for approval. Mr. Stoner seconded the motion, which was unanimously approved.

#### **6. Current TIP (FFY 2009-2012)**

##### *a. Amendments*

Mr. Szymborski noted the previous agreement to reinstate the Lykens Valley Rail Trail project to the TIP upon project development, and the need for additional funds. Mr. Panko suggested deobligated TE funds, though he hasn't seen project detail. It was agreed this information could likely be collected in time for CC approval; Mr. Sloand noted construction detail was required

for TIP insertion. Ben Scott, Northern Dauphin Revitalization, offered to work with Carl Dickson, County Parks & Recreation Director, to accomplish this.

- #253-5: Mr. Memmi motioned to refer for CC approval contingent on PennDOT receiving what it needs; Mr. Stoner seconded the motion, and the motion was unanimously approved.

Mr. Ames presented information on the Stella Street (Wormleysburg) project in accordance with the HATS plan for linking planning and NEPA (the project development process) adopted in February 2008. Mr. Ames stated the purpose and need for the project, discussed the possibly impacted environmental resources, and summarized the results of the meetings with PennDOT staff and borough officials. Peak afternoon traffic backs up to the Harvey Taylor Bridge, necessitating intersection improvements. The project, in a slightly different form is on the current RTP, and the \$600K federal earmark was modified in SAFETEA-LU and can still be utilized. The borough voted to spend up to \$150K in local funds for preconstruction activities, and PennDOT is willing to fully fund construction with federal funds using the earmark. Mr. Sloand and Mr. Panko are comfortable placing \$150K in pre-construction (PE, ROW, utilities, environmental and final design) funds on the TIP. Mr. Ames asked for a recommendation to the CC to amend the TIP by adding this project.

- #253-6: Mr. Stoner motioned to refer for CC approval to add this project to the TIP; Mr. Memmi seconded the motion, and the motion was unanimously approved.

Mr. Stoner reviewed a project summary for Craighead Bridge replacement, their highest priority of 28 local bridges. It has a sufficiency rating of 2/100. Cumberland County will use \$500K in liquid fuels funds (PE=50%) to satisfy PennDOT's pre-construction requirement. There were no previous discussions with District 8-0; and limited discussion with HATS. Mr. Ames stated that he will work with Cumberland County and PennDOT to bring this project to the same level of completeness of the HATS project development process prior to the CC meeting. Troy Truax, Delta Development, noted adaptive re-use also applies to this project.

- #253-7: Mr. Stoner motioned to refer for TIP insertion contingent on District 8-0 satisfaction; Mr. Harpster seconded the motion, which was unanimously approved.

Mr. Memmi informed members Dauphin County will be beginning work on Bridge #32 (Duke Street) and will be meeting with HATS staff to go through the HATS project development process. Estimated cost is \$4M, and is the last SD local bridge owned by the county.

#### *b. Administrative Actions*

Mr. Panko noted 92 actions, due primarily to TIP project fund deobligations, which members were encouraged to review. To meet FAA requirements (regarding Reigle Airport), the Campbelltown Connector PA 322/117 intersection will be a roundabout, and \$200K was moved from advance construct (state) to Federal funding. Mr. Memmi reiterated the importance of completing the 5<sup>th</sup> Street/University Drive project: County Economic Development has leases on critical timelines, from which lawsuits could result with further delay and the developer has already addressed project safety components on their own dime. Next week's meeting with District 8-0 could lead to CC approval (including Commissioner Haste) this month. Mr. Panko suggested phasing the project; Mr. Memmi doesn't want to incur further costs.

*c. Economic Stimulus TIP*

Mr. Panko gave an update on the US House/Senate Conference Committee package, which should be signed any day and allots \$789B over two years, with \$46.7B for transportation: \$27.5B highway-bridge, \$9.3B intercity rail (including Amtrak), \$8.4B for transit and \$1.5B for discretionary grants (about \$1.5B total for PA). While PennDOT has prepared multiple lists and is prepared for 180-day turnaround on all projects, delays to date leave us with four months, in addition to needing to spend current '09 TIP funds. Allocations will be through usual MPO Financial Guidance (HATS: 3.5% plus interstate funds). Current TIP bridges, pavement preservation and safety projects are first priority on the highway list, though additional (e.g. local, transit) projects can be added that: are 100% federal funded; meet all federal requirements; and have all pre-construction completed. The Lemoyne Connector grade separation is included (\$6M); at Mr. Stoner's request, Mr. Hoffer indicated NS has the required permits, etc. to make it a shovel-ready project and are on schedule to break ground this spring.

Mr. Ames asked if the same MPO/State mix from the House package would apply (45% MPO, 55% State); Mr. Panko didn't know yet. Mr. Ames also asked if Dauphin County local bridge #122 was eligible/shovel-ready; Mr. Sloand indicated it couldn't be converted to federal funds. He also pointed out an "MPO project" (e.g. PA 39 Widening) on the list, and that funds would likely be freed up for the previously requested (amendment) projects. Mr. Hoffer encouraged approval of the lists, even with the possibility of project funds reduced or projects dropped, and thanked PennDOT for their efforts. Mr. Link asked if there was an opportunity for even more funds if other states didn't use their allotment in time; Mr. Panko thought there was.

- #253-8: Mr. Panko motioned for approval of the stimulus lists. Mr. Hoffer seconded the motion, and the motion was unanimously approved.

*d. Federal Safe Routes to School*

Mr. Kmiecinski noted project selection is delayed due to PennDOT's efforts on the stimulus package.

## **7. Smart Transportation Project Applications**

Mr. Szymborski noted completion is delayed due to PennDOT's efforts on the stimulus package. The application list is on the PennDOT website, and HATS staff and committees look forward to reviewing them. Mr. Stoner encouraged County Planning Commission review as well.

## **8. Status Reports**

*PennDOT Major Projects (Mr. Sloand)*

- US 15/PA 581: Contract 1 is slightly behind schedule, though the Zimmerman/ Lower Allen Drive bridge is on/close to schedule; work has begun on the 15/581 intersection; the Exit 44 project will be let next week

*FWHA (Mr. Walston)*

- FHWA will conduct HATS certification review May 6-7; Committee members and the public are invited to participate
- FHWA Information Systems support for economic stimulus projects is being expedited; FAQs for local governments are on the FHWA and FTA sites and updated frequently

- Road Safety Audit (RSA) guidelines are available on the FHWA website (and a hard copy was provided to HATS staff at the meeting)
- AASHTO Freight Partnership in Philly March 10-13 will be attended by Ms. Green (HATS staff) and Jim Runk, PMTA President from the HATS Region

*CAT (Mr. Hoffer)*

- In January, ridership increased 3.3% over January 2008, though slippage from the 11.4% increase over July-December 2008
- Due to decreasing sales tax revenues, current FY operating assistance grants may need to be prorated and next FY grants could be decreased from current year
- While potentially harmful to overall transit health, multiple service level scenarios have been prepared for fixed route and paratransit to accommodate any potential decrease

*SARAA (Mr. Spaulding)*

- While HIA passenger boardings are down 1% v. 2008, many airports are experiencing double-digit decreases
- New AirTran non-stop to Orlando is experiencing 85-90% load factors
- Annual forecast is to break even vs. 2008, if not small increase
- Echoed Mr. Memmi's safety concerns re: completing 5<sup>th</sup> Street project

*City of Harrisburg (Mr. Link)*

- Bid process complete for State Street Bridge lighting project

*Other Municipalities*

Carlisle Borough (Mr. Hietsch)

- Smart Transportation application submitted for Road Diet project: downtown truck traffic control, multimodal (e.g. bike-ped), economic development component, shovel-ready

Middletown Borough (Mr. Memmi)

- Amtrak station will close next year if ADA compliance not attained: can HATS help?
- Funding aside, design restraints at current and old (freight) stations; no progress at HIA
- Toby Fauver (PennDOT Deputy Secretary for Local Transit) has hired Gannett Fleming to research options

*HATS Staff*

- CAT Service Study (Mr. Kmiecinski): evaluating alternatives from recent Steering Committee meeting, including bus movement enhancements and a Carlisle circulator
- HATS 2008 Annual Report (Mr. Sundara): draft report presented, members should provide any feedback prior to the next CC meeting
- Regional Goods Movement Forum (Ms. Green): first 2009 quarterly meeting 2/26 at PMTA, all welcome; RGMF helping implement FHWA Intermodal Connector initiative (in conjunction with RTP processes) and HATS/PennDOT performance measurement

- Regional Action Plan (Mr. Szymborski): consultant conducting focus group meetings on economic development, community development/affordable housing, education, intergovernmental cooperation, environmental, infrastructure and tourism -- results to be reviewed at early March meeting; later March meeting re: regional transit coordination

## **9. Other Business**

Ms. Heilman, Commuter Services, announced rider survey results are due next week; elimination of the SRTP name (to avoid confusion between Board and operations); and potential service area expansion, including Berks County to date. Mr. Memmi announced Dauphin County will subsidize CAT fares for all County employees and asked Ms. Heilman for a presentation to Dauphin County employees (already planned).

Mr. Panko announced Franklin County will soon be the last PA MPO (replacing County status).

## **10. Adjourn**

- 253-9: Mr. Memmi made a motion to adjourn the meeting. Mr. Hoffer seconded the motion. The meeting was adjourned at 11:30 AM.

## Attendance

Name	Affiliation
<b>Technical Committee Members Present</b>	
<b>Technical Committee Officers</b>	
James Szyborski, AICP, Chairman	Dauphin County
Timothy Reardon, AICP, Vice-Chairman*	HATS Planning Staff
Karen Green, Secretary*	HATS Planning Staff
<b>Technical Committee Members</b>	
Kirk Stoner, AICP	Cumberland County
Jody Harpster	Cumberland County
Skip Memmi (Alternate)	Dauphin County
James Turner	Perry County
James Hoffer	Capital Area Transit
Joe Link	Harrisburg City
Jim Close	Harrisburg City
Bill Jones (Alternate)	Capital Area Transit
Walt Panko (Alternate)	PennDOT Office of Planning
Dennis Sloand	PennDOT District 8-0
<b>Technical Committee Members Not Present</b>	
Commissioner Rick Rovegno (Alternate)	Cumberland County
Commissioner Jeff Haste	Dauphin County
Diane Myers-Krug, AICP	Perry County
Robert Shaffer, Sr (Alternate)	Perry County
Dan Leppo (Alternate)	Harrisburg City
Larry Shifflet	PennDOT Office of Planning
Mike Gillespie (Alternate)	PennDOT District 8-0
<b>Other Attendees</b>	
Alfred Sundara, AICP	HATS Planning Staff
Drew Ames	HATS Planning Staff
Mike Kmiecinski	HATS Planning Staff
Dan Walston	FHWA
Dave Spaulding	SARAA
John Ward	MTP
Carey R. Mullins	PennDOT District 8-0
Dan Flint	Lower Allen Township
Don Seiple	Silver Spring Township
Jason Yakelis	Delta Development Group
Brandy Heilman	Commuter Services
Gary Berresford	Wormleysburg Borough
Justin Batiuk	PennDOT District 8-0
Ben Scott	Northern Dauphin Revitalization
Brian Emberg	HRG
Troy Truax	Delta Development
Gary Stouffer	Rettew Associates
Rob Lauriello	Rettew Associates

Dennis Urp  
Julie Ward  
\* Non voting member

Public  
Public