

H A T S
Technical Committee Meeting
Capital Area Transit
Dick Miller Board Room, 2nd Floor
Meeting # 254
April 3, 2009 9:00 AM
DRAFT

The April 2009 HATS Technical Committee meeting began at 9:00 AM. Mr. Szyborski welcomed everyone to the meeting and asked members, staff, and guests to introduce themselves.

1. Attendance

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

2. Meeting Minutes

The minutes from the previous technical committee meeting were reviewed.

- #254-1: Mr. Panko moved to accept the minutes as submitted; Mr. Memmi seconded the motion, and the motion was unanimously approved.

The minutes from the previous coordination committee meeting were available for review.

3. Presentations

There were three presentations.

The first was by Mike Fesen of Norfolk-Southern (NS) regarding their crescent corridor initiative. The crescent corridor is a rail corridor parallel to I-81 that is currently under-utilized. NS plans to modernize the corridor to improve the speed of rail traffic and serve as an alternative to long-haul truck traffic. NS predicts that the project will reduce truck traffic on I-81. Improvements proposed for Harrisburg and Lucknow yards, with expansion planned primarily at the Harrisburg yard; a new intermodal facility will be built in Chambersburg (Franklin County). Improvements proposed in Pennsylvania total \$64 million, PA contributing \$45 million over the next three years.

Mr. Memmi asked if this initiative would actually result in greater truck traffic on the connector streets to the intermodal yards in the HATS region. Mr. Fesen replied that the trucks are in the region anyway, but they would move from one mode (roads) to another (intermodal rail). Mr. Szyborski stated that the project would result in local traffic impacts, and Mr. Link stated that some road and bridge work would be required to accommodate the additional freight traffic.

The second presentation was by Chris Bauer from HRG, Inc. on the Walnut Street and Progress Avenue intersection project. The project sponsors are seeking a letter of support from HATS as they seek funding from a congressional earmark. The presentation provided detail on the alternatives development and screening process used to select the preferred alternative — a jughandle intersection with a continuous green “T”. Mr. Panko asked how much is needed to finish the project. The project needs \$12 million. Mr. Reardon asked what the learning curve

would be for the preferred alternative. Mr. Bauer stated that good signs, both regular signs and pavement markings, along with good public outreach will be necessary. Mr. Szymborski stated that this project complies with the MPO project development process and that the project team has done a great job of keeping the MPO informed.

- #254-2: Mr. Leppo moved to recommend to the coordinating committee that HATS provide a letter of support for the project; Mr. Stoner seconded the motion, and the motion was approved; the representatives from PennDOT abstained.

The third presentation was by Brian Emberg from HRG on the realignment of Route 743/US 422 intersection improvement project in Hershey. The project is on the TIP for \$8.4 million. As mitigation for some environmental impacts, a series of transportation enhancements costing \$2.2 million are required. The enhancements are not currently funded. The committee discussed whether the additional \$2.2 million could come from redistribution of the ARRA funds. There are two potential redistribution periods: July 2009 and October 2010. The project is a toll credit project so no reimbursement agreements are needed with PennDOT — potentially making it easier to distribute ARRA funds to the project. Ms. Myers-Krug asked if there is guidance from PennDOT on how projects can be considered for the redistributed ARRA funds. Mr. Panko responded that there is no guidance available yet. Mr. Memmi stated that the MPOs need to be part of the process for distributing the ARRA funds — they were not part of the process in the first round of distribution and this has created widespread consternation among local officials.

- #254-3: Mr. Memmi moved to recommend to the coordinating committee that HATS add this project to a list to receive ARRA redistribution funds; Mr. Stoner seconded the motion, and the motion was approved.

4. Memorandum of Understanding with LebCO

HATS has received letters from the three municipalities in Lebanon County currently in the HATS MPO stating that they would like to become part of the Lebanon County MPO. All phases of the Campbelltown Connector project will remain on the HATS TIP for administrative purposes; the remaining funds are all earmarks. All future projects in those municipalities will be included as part of the LebCo TIP.

- #254-4: Mr. Panko moved to recommend to the coordinating committee that HATS sign the MOU with the Lebanon County MPO; Mr. Sloand seconded the motion, and the motion was approved.

5. Current TIP

Mr. Ames presented information on the Duke Street Bridge (Dauphin County bridge #32). See the attached handout for the information. This bridge is the last structurally-deficient, county-owned bridge needing work.

- #254-5: Mr. Memmi moved to recommend to the coordinating committee that HATS approve adding the Duke Street Bridge project to the TIP; Mr. Panko seconded the motion, and the motion was approved.

Mr. Panko presented the remaining administration actions and amendments (see attached).

Mr. Sloand presented the proposed safety projects, prioritized in part based on HATS recommendations from the December 2008 coordinating committee meeting (see attached).

Mr. Reardon asked Mr. Panko to explain why the Linglestown Square project, which was a statewide selection, was being funded from the HATS TE reserve fund? Mr. Panko responded because it was an MPO recommended project, not selected by the Secretary. The PennDOT policy is to spend down the MPO's funding before tapping the Secretary discretionary account.

- #254-6: Mr. Panko moved to recommend to the coordinating committee that HATS approve the modifications to the TIP; Mr. Stoner seconded the motion, and the motion was approved.

Mr. Panko provided a brief presentation on the availability of Act 44 funds. Because I-80 was not tolled, highway funding for the MPO is reduced from ~\$15 million in 2010-11 and 2011-12 to ~\$5.7 million. Transit operating funding will stay the same in those two years, but transit capital funding is reduced to zero.

Mr. Panko stated that ~\$495,000 of CMAQ funding is available, but not yet allocated to a project. He suggested that CAT may want the money for buses.

- #254-7: Mr. Leppo moved to recommend to the coordinating committee the MPO allocate the CMAQ funds to CAT for its use, since the funding would be lost otherwise; Mr. Harpster seconded the motion, and the motion was approved.

6. Smart Transportation Applications

The committee discussed the staff-recommended ranking of the smart transportation applications. Mr. Szymborski emphasized that the process for these applications must be comprehensive, cooperative, and continuing, and cited his phone conversation with Jim Ritzman noting our concern that PennDOT's turnaround time did not allow for TC and CC approval; Mr. Ritzman had indicated there should still be time for that process. Mr. Panko confirmed that no decisions had been made yet; that no pre-allocations of funds by MPO/RPO were done or planned; and that PennDOT pre-determination of non-eligibility did not disqualify any projects. Mr. Hoffer stated that while the grade-separated Lemoyne crossing is the number one priority, CAT is seeking approval of a categorical exclusion for the project. If FTA approves the CE, then the programmed economic recovery funds will be used and smart transportation funds will not be required. It will take two-three weeks to find out if the CE is approved, potentially in time for the coordinating committee meeting.

Mr. Stoner stated that the counties should have a chance to prioritize the projects and give their input to HATS. Mr. Leppo stated that the focus needs to be regional.

- #254-7: Mr. Memmi moved that the Lemoyne connector is the first priority and the Southern Gateway project should be included, then Dauphin and Cumberland would

choose their top two priorities; Mr. Link seconded the motion, and the motion was approved; the representatives from PennDOT abstained.

7. Regional Transportation Plan (RTP) & Regional Growth Management Plan (RGMP)

Ms. Myers-Krug briefly described the process HATS staff is using to update the RTP and RGMP. Staff is working to update both plans concurrently as a coordinated effort over the next year. A TIP update also will occur during this timeframe.

8. Status Reports

CAT (Mr. Hoffer)

- CAT ridership is holding steady.
- Act 44 operating assistance is staying the same in the next fiscal year, but the act requires the local match from Cumberland County, Dauphin County, and the city of Harrisburg to increase by five percent.
- CAT is working on some TIP modifications to maximize the use of available federal funds, which will be programmed to purchase buses.

City of Harrisburg (Mr. Link)

- The State Street Bridge lighting project has begun.

HATS Staff

- CAT Service Study (Mr. Kmiecinski): The study team is evaluating a series of alternatives to improve regional transit service, including two versions of local Carlisle service.
- Park & Ride Project (Mr. Ames): The project kick-off meeting was on March 20th. Current activities involve getting an RFP ready for the preliminary engineering phase of the project.
- Regional Goods Movement Forum (Ms. Green): The first 2009 quarterly meeting took place on February 26th at PMTA. Members were concerned to hear from Craig Shuey, Executive Director of the PA Senate Transportation Committee and Mark Buterbaugh, Research Analyst for the House Committee, that legislators hear little/nothing from constituents about transportation. That, on top of fears legislators will believe stimulus funds are all that's needed to resolve funding, prompted suggestion of a session for state and federal legislators on the need for sustainable funding (and goods movement issues).
- Regional Action Plan (Mr. Szymborski): The RAP group met to discuss regional coordination of the transit services in the eight counties.

9. Other Business

Revised Federal Aid Classification: Hempt and Texaco Roads.

Ms. Green presented two letters, from District 8-0 and HATS TC, updating the committee on the progress of adding portions of Hempt and Texaco Roads in Cumberland County to the federal aid highway system as NHS intermodal connectors due to the Petroleum Products Corporation pipeline facility on Texaco Road (see attached). PennDOT Central Office recommended slight

revisions regarding designations, to which the District and HATS staff concur. Approval of the HATS letter (and chairman signature) was approved by a voice vote.

SRTP Letter of Support for JARC Application

The SRTP sought a letter of support for their Job Access and Reverse Commute (JARC) application to use van pools to close gaps in fixed-route transit service.

- #254-8: Mr. Hoffer moved to recommend that the coordinating committee approve the letter of support; Mr. Stoner seconded the motion, and the motion was approved.

MTP Letter of Support

The Modern Transit Partnership (MTP) is seeking a letter of support for five initiatives to receive surface transportation reauthorization funds. The committee discussed the letter and the extent to which the technical committee could work out the details of the letter.

- #254-9: Mr. Memmi moved to recommend that the coordinating committee approve the letter of support once a consensus on its contents is reached; Mr. Hoffer seconded the motion, and the motion was approved.

Certification Review — May 6th and 7th

Ms. Myers-Krug reminded the committee that the HATS will be going through its certification review on May 6th and 7th and that everyone is invited to attend.

10. Adjourn

The meeting adjourned at 12:15 pm

11.Attendance

Name	Affiliation
Technical Committee Members Present	
Technical Committee Officers	
James Szyborski, AICP, Chairman	Dauphin County
Timothy Reardon, AICP, Vice-Chairman*	HATS Planning Staff
Karen Green, Secretary*	HATS Planning Staff
Technical Committee Members	
Kirk Stoner, AICP	Cumberland County
Jody Harpster	Cumberland County
Skip Memmi (Alternate)	Dauphin County
James Turner	Perry County
Diane Myers-Krug, AICP	Perry County
James Hoffer	Capital Area Transit
Joe Link	Harrisburg City
Dan Leppo (Alternate)	Harrisburg City
Walt Panko (Alternate)	PennDOT Office of Planning
Dennis Sloand	PennDOT District 8-0
Technical Committee Members Not Present	
Commissioner Rick Rovegno (Alternate)	Cumberland County
Commissioner Jeff Haste	Dauphin County
Jim Close	Harrisburg City
Robert Shaffer, Sr (Alternate)	Perry County
Bill Jones (Alternate)	Capital Area Transit
Larry Shifflet	PennDOT Office of Planning
Mike Gillespie (Alternate)	PennDOT District 8-0
Other Attendees	
Alfred Sundara, AICP	HATS Planning Staff
Drew Ames	HATS Planning Staff
Mike Kmiecinski	HATS Planning Staff
John Hardy	PennDOT District 8-0
Greg Moll	Upper Allen Twp.
Carey R. Mullins	PennDOT District 8-0
Steve Hietsch	Carlisle
Karen Barone	Downtown Carlisle Assoc.
Jason Yakelis	Delta Development Group
Brandy Heilman	Commuter Services
Elizabeth Clever	Carlisle Area Heath & Wellness Fdn.
Chris Houston	LeTort Regional Auth.
Ben Scott	Northern Dauphin Revitalization
Brian Emberg	HRG
Alan Duxbury	Carlisle House B&B
Bill Peterson	Center for Community Building, Inc.
Chris Bauer	HRG
Jeff Kupko	HRG

Lou Roth
Rachel Cornman
Daniel Flint
Tom Helm
Larry Joyce
* Non voting member

Delta Development Group
HRC & CREDC
Lower Allen Twp.
Harrisburg Bicycle Club
Sierra Club