

H A T S
Technical Committee Meeting
Capital Area Transit
Dick Miller Board Room, 2nd Floor
Meeting # 251
September 12, 2008, 9:00 AM

The September 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.

Attendance

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

1. Meeting Minutes

Mr. Szyborski asked if there were comments concerning the June 13, 2008 Technical Committee minutes.

- #251-1: Mr. Turner motioned to approve the June minutes as drafted. Mr. Hoffer seconded the motion, and the motion was unanimously approved.

Mr. Szyborski noted the June 27, 2008 Coordinating Committee minutes had been included for informational purposes only.

2. Presentations

a. Crescent Corridor

Presentation postponed until November 21st Technical Committee meeting.

b. CLASH

Brian St. John of McCormick Taylor presented the draft findings of the CLASH study. The result of the study is a set of immediate, short range, and long range projects for improving traffic circulation in the study area. Each suggested project includes some analysis of level-of-service, pedestrian and transit, and cost estimates. Mr. St. John indicated one of the primary reasons for the study was to determine if a full interchange was necessary at St. John's Church Road. In short, no; an interchange would in fact attract and introduce more delay on the area intersections than it would help resolve the circulation problems. The proposed series of intersection improvements would provide a much more cost effective solution (as reflected in the benefit/cost ratios) and bring a bigger "bang for the buck".

- Mr. Sundara asked if the report includes any recommendation for sidewalk projects. Mr. St. John stated that there were no recommendations for sidewalk projects, but that the information presented could be used for sidewalk planning.
- Mr. Sundara asked if the report includes any recommendations for transit service. Mr. St. John stated that it does not.

- Mr. Ames asked if there were any significant environmental concerns identified within the study area. Mr. St. John stated that there were not. Environmental issues identified were similar to what would be expected at comparable sites.
- Mr. Helm stated that the wide shoulders on Carlisle Pike, identified in the study as an opportunity for adding a lane of traffic, are currently being used by pedestrians and bicyclists. Mr. Helm asked if the study recommends replacing the lost shoulder with non-automobile transportation facilities. Mr. St. John stated that it does not. PennDOT would be responsible for applying their pedestrian bicycle checklist to project design.
- Mr. Stoner stated that McCormick Taylor had done an excellent job and commended the work. He reminded the committee of a previous commitment to fund the projects identified in this study, and asked that the commitment be honored. Mr. Szymborski agreed that HATS committed to programming projects from the study, which will be honored based on the priority with what HATS can afford over time.

3. Current TIP (FFY 2007-2010)

Amendments

- Mr. Panko stated that there are no current TIP amendments.

Administrative Actions

Mr. Panko explained the administrative actions modifying the '07-'10 TIP (see handout "FFY 2007-2010 TIP Modifications from 6/13/08 to 9/12/08 for details). Highlights are adjustments to: Exit 44 improvements, Burd Street Bridge, Williams Grove Road bridges, and the US 15/ PA 581 Improvements – Contract #2.

Federal Safe Routes to School (FSRTS)

Mr. Kmiecinski presented the five applications for FSRTS money from within the HATS planning area. Projects were ranked by staff using the criteria provided by PennDOT. The ranking is:

1. Mechanicsburg Safe Routes to School Infrastructure
2. Newville Borough Safe Routes to School Project
3. Route 39 Sidewalk improvements, Susquehanna Township
4. Grace B. Luhrs Safe Routes to School Project, Shippensburg Borough
5. Boiling Springs to Action Infrastructure Plan, South Middleton Township

Mr. Panko reported that PennDOT received 95 projects statewide. Ranking from the MPO's and RPO's will be due to PennDOT at the end of September, and a central committee will make the final determination of which projects will be awarded funding. Presumably the MPO/RPO input will be taken into account. Mr. Harpster asked if there will be any more rounds of funding. Mr. Panko stated that there is one more year left of money, but he isn't sure if more applications will be accepted, as the remaining funds are minimal.

Mr. Sloand indicated PennDOT generated the same priority ranking as HATS staff. Mr. Turner asked that the evaluation criteria be distributed to HATS members so that they could make an assessment of the staff ranking and comment, if necessary.

4. FFY 2009-2012 TIP

Burd Street Bridge

Mr. Panko stated Burd Street Bridge is being advance constructed with local funds, and must be reimbursed using federal funds from the 2009 TIP. There is an October 2008 let date. Ms. Myers-Krug noted federal money was not yet obligated to the project and the funding reimbursement would be requested from PennDOT and must be identified on the 09 TIP.

PA 39 Widening

Right-of-way issues were not addressed in time for the project to be let in FFY 2008, therefore the project must be added to the 2009 TIP for the construction phase to be completed with federal funds. Right-of-way acquisition is wrapping up, including some takings. If the project progresses without any further delay, the project will be ready to let by Spring. Mr. Panko noted there was a cost increase from \$9.5 million to \$12 million. Mr. Turner asked if there was a change in the scope of the project, Mr. Panko responded there weren't any scope changes, the cost increase was due to construction materials cost increase.

5th Street/University Drive

Phase I is scaled back to address PennDOT's right-sizing and cost increase concerns. Estimated cost increase for phase one construction is now \$1.4 million (down from \$2.6 million requested at beginning of 09 TIP update).

Additional Items

There Lykens Valley Rail-Trail TE project and the earmarks for the Hershey Transportation Center also need to be added to the 09 TIP.

Funding

The Highway Trust Fund was reported to be bankrupt by month-end. Congress approved \$8.1 billion from the general fund to cover reimbursements. This is a temporary fix, and the problem will be revisited next year. The money added this year will allow reimbursements as normal.

Tolling I-80 was denied by the US DOT, mainly because the revenue collected would not all be going back into the facility. This means that leasing the Turnpike is back at the forefront. Act 44 is guaranteed for three years, but without the funding from either tolling I-80 or leasing the turnpike it is unknown what the status of the funding will be after that time period. Ms. Myers-Krug noted two-thirds of the 09 TIP was programmed using Act 44 funds, placing those projects in a precarious position. Mr. Panko indicated the projects currently programmed using Act 44 funds would not be affected.

5. Cameron/Paxton Street Intersection project-Response to PUC

Mr. Szyborski summarized a meeting held among the project stakeholders where they agreed that there will be no response to PUC letter dated June 19, 2008. He noted issues with commitment for future bridge would delay the current intersection improvement project. If Norfolk Southern declares a need for the bridge in the future, PennDOT/HATS will discuss the needs and process at that time.

- #251-2: Mr. Leppo motioned to approve the proposition. Mr. Memmi seconded the motion, and the motion was unanimously approved.

6. Lemoyne Connector

At the end of July, there was a meeting with Secretary Biehler. The Secretary suggested four actions:

1. Get an updated cost for the grade separation
2. Form a delegation to further negotiate with Norfolk Southern
3. Pursue PA Infrastructure Bank (PIB) loans to fund the project (PennDOT pursuing)
4. Look for funds in the Lancaster and HATS TIPs.

Mr. Szymborski stated that he doesn't see much room in the TIP for this project. Norfolk Southern will contribute funding up to the cost of creating an at-grade crossing. The earmarks for Corridor One cannot be used outside the minimum operating segment, which is Lancaster to Harrisburg. The general feeling of the committee was that there is no funding in the TIP for the grade separation.

7. Local Bridges

The Dauphin County Bridge 122 replacement was developed under a new process for funding local bridges. The result is a template that can be used by municipalities, the counties and PennDOT to facilitate local bridge replacement. Mr. Turner asked if the projects would be guaranteed after local funds are spent on engineering. Mr. Ames stated that the projects go on the TIP when preliminary engineering is funded, so the projects are guaranteed. Mr. Sloand stated that the local project sponsors are responsible for final design and construction too.

Mr. Sloand stated that designing and building to federal criteria can be more costly than replacing a bridge locally. Mr. Ames asked how it can be determined which process would be less costly. Mr. Panko stated that would have to be determined on a bridge by bridge basis. Mr. Ames stated that HATS staff will work with the locals to develop purpose and need for bridge replacements and to collect data to substantiate the needs. He asked for PennDOT's help in advising the municipalities on the best way to then fund the replacement. Mr. Szymborski asked if HATS can count on PennDOT's help in advising the municipalities.

Mr. Stoner stated that input from the county, especially county engineers, can be helpful.

8. Status Reports

PennDOT

FHWA is reviewing the PA 15/581 improvements. There are periodic updates on contract #1 available at www.PennDOT8/projects. PA 15/581 widening continues; work on US 15 ramps should be completed this year.

City of Harrisburg – No report this month

Other Municipalities

Mr. Memmi noted PA 322/743 project is completed.

Capital Area Transit (CAT)

CAT's fixed route division ridership continues to increase. July and August 2008 average weekday ridership were both up 11.6 percent over the respective months the previous year. Saturday ridership was up 27.6 percent in July and up 37.2 percent in August.

CAT is having a few capacity issues and is working to address those with some service adjustments with the new fall run pick implemented September 8. On ten different routes, CAT either had some time adjustments, routing adjustments, some additional service or reduced service. Examples include a third morning express trip to Harrisburg from Carlisle; a dedicated trip in the morning and evening rush connecting the Dauphin park and ride with center city; and all route 322 trips inbound and outbound operate through the new Hershey Intermodal facility. The Hershey Intermodal facility is already seeing use as a park and ride.

SARAA

The load factor continues to be high, around 78%. There are some changes in service. American Eagle has discontinued service, and United has added capacity to Chicago. Continental is adding four daily trips to Newark, and AirTran is now operating a daily flight to Orlando.

HATS Staff

- CAT Service Study (Mr. Kmiecinski)
 - Task Force met on 9/11
 - Emphasis on purpose and needs
 - The study is looking at project alternatives.

- Bike/Ped Task Force (Mr. Kmiecinski)
 - The Bicycle/Pedestrian/Passenger committee is beginning a project to develop a best practices manual for sidewalk planning and engineering for municipalities.

 - The committee also asks that PennDOT apply the bicycle/pedestrian checklist to planning for the 11/15 bridge over the south end of the Enola Rail Yard (Enola Road Bridge Replacement – MPMS #18390). This is an important connection, and all modes of transportation should be taken into consideration.

- Regional Goods Movement Forum (Ms. Green)
 - RGMF had its quarterly meeting on the 10th at the ES3 York facility, including a tour. The facility has state-of-the-art automation and handles 500 trucks per day.
 - RGMF members assisted that afternoon with an inventory of freight intermodal facilities for HATS' FY09 intermodal analysis.
 - In the near future, HATS will be proposing adding roads to the federal aid system, including Texaco Road and/or Hempt Road, due to the Petroleum Products Corporation (PPC) pipeline (and future rail) facility outside Mechanicsburg.

- Regional Action Plan (Mr. Szymborski)
 - The Regional Action Plan was formed from the Statewide Action Plan to link transportation, land use and economic development
 - A consultant has been hired who is interviewing county commissioners
 - In the process of establishing a steering committee.
- Commuter Services (Mr. Szymborski)
 - More than 10,000 participants in the program

9. Other Business

- Ms. Myers-Krug stated HATS staff would like to begin providing meeting materials electronically to save money. Mr. Panko stated York MPO has stopped sending out hard copies, and Mr. Hoffer stated those who sit on both the technical and coordinating committees receive duplicate packets.
- Mr. Panko discussed the fact that the federal and state gasoline taxes have not kept up with the increase in materials cost over the years.

7. Adjourn

The meeting adjourned at 11:10 AM.

Attendance

Name	Affiliation
Technical Committee Members Present	
Technical Committee Officers	
James Szymborski, AICP, Chairman	Dauphin County
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
Dan Leppo (Alternate)	Harrisburg City
James Hoffer	Capital Area Transit
Walt Panko (Alternate)	PennDOT Office of Planning
Dennis Sloand (pending notification of appointment from PennDOT)	PennDOT District 8-0
Dave Spaulding (ExOfficio)	Susquehanna Area Regional Airport Authority
Technical Committee Members Not Present	
Secretary (Vacant)	
Commissioner Rick Rovegno (Alternate)	Cumberland County
Commissioner Jeff Haste	Dauphin County
Robert Shaffer (Alternate)	Perry County
Kent Haberle (Alternate)	Capital Area Transit
Larry Shifflet	PennDOT Office of Planning
Timothy Reardon, AICP, Vice-Chairman	Dauphin County
Mike Gillespie (Alternate)	PennDOT District 8-0
Other Attendees	
Al Sundara	Tri-County Regional Planning Commission
Karen Green	Tri-County Regional Planning Commission
Drew Ames	Tri-County Regional Planning Commission
Mike Kmiecinski	Tri-County Regional Planning Commission
Bill Peterson	Center for Community Development
Daniel Flint	Lower Allen Township
Tom Helm	Harrisburg Bicycle Club
Carey R. Mullins	PennDOT District 8-0
Jason Yakelis	Delta Development Group
Brian St. John	McCormick Taylor
Aaron Shenck	Senator Piccola
Beth Raves	PennDOT Central Office
Robert Lightner	Rye Township
George Wolfe	Lower Paxton Township