

H A T S
Technical Committee Meeting
Capital Area Transit
Dick Miller Board Room, 2nd Floor
Meeting # 249
April 11, 2008, 9:00 AM

The April HATS Technical Committee Meeting began at 9:00 AM. Mr. Reardon 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.

Proclamation

Mr. Reardon opened the meeting with a moment of silence for Jack Blair, HATS Technical Committee (TC) member from 2003-2008, who passed away on April 2nd. Mr. Stoner then read a proclamation honoring Mr. Blair, to be signed by TC and Coordinating Committee (CC) chairs, Mr. Szyborski and Mr. Keller.

Membership Changes

Due to Bruce Barclay's resignation as Cumberland County Commissioner, Commissioner Rovegno will take his place on the CC, Mike Gossert from Hampden Township will be the alternate to Commissioner Rovegno, and Mr. Stoner will continue on the TC. Jody Harpster, Shippensburg University, attended the meeting to help evaluate and select a TC representative from the western part of the county.

1. Meeting Minutes

Mr. Reardon asked if there were comments concerning the February 8, 2008 Technical Committee minutes; he noted minor administrative changes to be made.

- #249-1: Mr. Turner motioned to approve the February minutes as drafted. Mr. Stoner seconded the motion, and the motion was unanimously approved.

Mr. Reardon noted the February 22, 2008 Coordinating Committee minutes had been included for informational purposes only.

2. Congestion Management Process Plan (CMP)

Mr. Sundara presented the final draft CMP Plan, which updates the 2003 Congestion Management System plan. He noted the CMP Task Force, which met 3-4 times during plan development and included representatives from municipalities, counties, PennDOT, FHWA and other stakeholders. He further noted the CMP plan is SAFETEA-LU-compliant.

Mr. Sundara highlighted: plan coordination with the HATS RTP and TIP (p. 11); CMP network map including roads with AADT greater than 20,000, roads on the National Highway System and roads with failing LOS (p. 15); corridor performance measures, including congested speed, delay and travel time index and limited access and non-limited access corridor ranking (p. 31); CMP strategies (p. 38); corridor summaries (p. 49); and a post-plan monitoring process (p. 114).

Mr. Leppo raised two issues, noting they had come up in a related discussion of the task force. First, despite about 50% utilization of regional transit, the system needs to expand to serve currently under- and un-served areas. Next, broad post-plan outreach will be important especially for system users who depend on communication channels other than computers; there seems to be a lack of public awareness of detours and other options during congestion. Mr. Memmi added that post-plan activities are important: we know what the problems are, now how do we solve them? We also tend to provide outreach through our usual channels, which doesn't reach the average user. Mr. Reardon assured everyone the approved plan will be on the website, and asked for plan approval contingent on a one-week allowance for substantive input.

- #249-2: Mr. Leppo made the motion and Mr. Memmi seconded; the motion was unanimously approved.

5. Current TIP (FFY 2007-2010) — Amendments and Administrative Actions

Mr. Panko provided an overview of the amendments and administrative actions taken (see page 1-6 of the FFY 2007-2010 TIP Modifications from 2/8/08 to 4/11/08 for details). Ms. Myers-Krug questioned the US 15/PA 581 cost increase, since the project's new contract structure had recently been approved. Mr. Adams noted that project inspection management costs had inadvertently been left out of previous estimates, as they're not part of the usual contract.

Mr. Link asked why the State Street Lighting and Safe Routes to School (SRS) projects weren't included, per his e-mail request two weeks ago. Regarding State Street, Mr. Adams noted environmental and utility clearances and the PS&E had not been received; Mr. Link thought they had, and noted a reduced cost estimate from \$2.9m to \$2.4m. Mr. Adams indicated that PennDOT's secretary discretionary funds are needed for the SRS project, in addition to clearances and a reimbursement agreement. Mr. Link thought these items were submitted the evening before, and noted painting crosswalks made up the majority of the project (<\$300k).

Mr. Reardon suggested a vote to recommend CC approval, contingent on PennDOT receiving the required items.

- #249-3: Mr. Turner made the motion and Mr. Stoner seconded; the motion was unanimously approved. Mr. Turner noted that Mr. Blair's common sense in these discussions will be missed.

6. Draft TIP (FFY 2009-2012) Update

Public Transit TIP

Mr. Panko provided an overview of the draft Transit TIP (see HATS Draft FFY 2009 Public Transit TIP). He confirmed with Mr. Hoffer that no additional (e.g. spike) funds were available

at this time. Of the \$39m total, \$31m is federal funds, approximately \$1m local and the rest state funds.

Commissioner Rovegno asked why PE on Corridor Two was being funded, when Corridor One hasn't been funded; Mr. Hoffer replied the draft transit TIP carries forward and inflates the estimated costs of the projects from the current 2007 TIP, in which Corridor Two is programmed for 2010. Further, Corridor Two is a separate project, independent of Corridor One. It is not necessary to complete Corridor One prior to commencing work on Corridor Two.

- #249-4: Mr. Adams made the motion to approve the draft Transit TIP and Mr. Leppo seconded; the motion was unanimously approved.

Interstate Management Program (IM) TIP

Mr. Adams reiterated the overarching priority for maintenance and SD bridges in this program, and noted the recent repairs to an I-95 bridge in Philadelphia. The TIP includes two I-81 projects: Exit 44 Improvements (\$28.6m) and the Wade Bridge Rehabilitation (\$36.0m) (see HATS Draft FFY 2009 Interstate TIP). The Exit 44 project is primarily interchange improvements, and includes widening of PA 465 which is included in the HATS highway/bridge TIP. The Wade Bridge is the largest SD bridge in Dauphin County, and one of the largest in the state.

Mr. Link asked whether funding the I-95 bridge affected our TIP; Mr. Panko said it did not, other than funds coming from the same source — he also reminded members that PennDOT District 8-0 can also access these funds, though they have no current priority projects.

Mr. Adams stated further that I-81 between PA 581 and PA 114 has deteriorated more than expected and may need to be moved up.

Mr. Link is concerned that bridge and road improvements attract more trucks, which further damage infrastructure; Mr. Adams replied trucks are unavoidable on the interstate and volumes are expected to increase, anyway.

Ms. Myers-Krug noted that years 2011 and 2012 are empty on the IM TIP; Mr. Panko indicated additional project planning and scoping is underway. Ms. Myers-Krug reiterated the importance of planning well with so many regional interstate needs identified to date. This is the same concern expressed by the MPO planning partners statewide during the 2007 TIP update, when the state took over the IM funds. It appears not to have been addressed and needs to be.

- #249-5: Mr. Adams made the motion to approve the draft IM TIP and Mr. Turner seconded; the motion was unanimously approved.

Highway/Bridge TIP

In lieu of a revised TIP, Mr. Panko presented a game plan for the next draft TIP revision. He recommends shifting funds made available from additional spike funds applied toward the US 15/PA 581 project to a \$17.6m reserve line item for the following projects:

- Burd Street Bridge: \$3.4 million
- PA 39/West Hanover Widening: \$8.0 million

- 5th Street/University Drive: \$2.5 million construction cost increase
- Local bridge initiative: remaining available from line item reserve (estimated at \$3.7 million)

Costs for the Burd Street Bridge include \$35k-\$100k for environmental liability; 80% is state funds, leaving a local match requirement between \$7k and \$20K.

Mr. Reardon asked if any of the projects could be completed this year. Mr. Panko noted there is an approved PennDOT R/W plan for the PA 39 Widening project and the goal is to let both the Burd Street Bridge and PA 39 Widening projects this year. Mr. Panko noted the 5th Street/University Drive project is being “right-sized”, including possible adjustments to SR 230 improvements. Cost increase of \$2.5m would be applied from the line item reserve. The remaining funds from the line item (about \$3.7m) will be used to fund SD local bridges, to which District Engineer Scott Christie has continued to commit.

Mr. Memmi asked if these reserve funds would be committed ongoing to these projects; when Mr. Panko noted meeting minutes reflect this, Mr. Reardon asked for a better commitment. Mr. Adams reminded members they (and the CC) “hold the hammer” on TIP approvals; Mr. Memmi reminded the group that committee membership could change in coming years. Mr. Panko indicated no further commitments could be made until the spike decision was made. Mr. Ames asked what happens if there is no contingency; Mr. Panko is confident, with his history with HATS, that a satisfactory solution would be developed.

- #249-6: Mr. Memmi made the motion to approve the game plan and Mr. Stoner seconded; the motion was unanimously approved.

Local Bridge Initiative

Ms. Myers-Krug noted Dauphin and Cumberland Counties have identified their highest priority local bridge(s); Perry County has not yet submitted theirs.

Dauphin County wants to replace the Hanover Street Bridge (#122), South Hanover/Derry Townships, and will use liquid fuels funds for match. Brian Emberg of HRG presented a plan (see handout: Hanover Street Bridge Replacement Project). The project is ready for construction and, contingent on federal eligibility, can be let this summer. Mr. Adams asked about design exceptions; Mr. Emberg indicated there were none and that Hershey Trust was supportive. Mr. Adams noted federal eligibility usually requires a bidding process and asked if capital funding is being sought; Ms. Myers-Krug indicated yes. Mr. Adams noted the significant amount of road (along with bridge) work due to relocation, to which Mr. Emberg replied much of it would still be required for safety reasons if rehabilitating the existing structure. Mr. Memmi noted this bridge is clearly the county’s worst and has Dauphin County Planning Commission support. Mr. Adams suggested HSIP funds could be used.

Mr. Stoner announced the Craighead Bridge as Cumberland County’s choice, and they will also use liquid fuels funds for match. It has an SD score of 2 and no design or other work has been done to date.

Ms. Myers-Krug provided a current TIP schedule update: Al Sundara is developing the air quality analysis; public review will start in early May; and adoption is scheduled for the June 27th CC meeting. If (spike) funding decisions continue to be delayed, HATS will be unable to maintain the scheduled timeline. Decision-makers should be cognizant of the ripple effect through the levels of the approval process (HATS, STC, FHWA/FTA/EPA) additional delays will have.

7. Status Reports

PennDOT Major Programs (Mr. Adams)

- I-83 East Shore: recent Executive Committee meeting, four projects, adding capacity “collateral” result of interchange and other improvements
- US 15/PA 581: underway, going well, significant utility relocation required
- I-81 Grinding, Dauphin/Lebanon Counties (Mr. Reardon inquiry): required to maintain rideability on concrete surface, causing backups (even off-peak)

FHWA (Mr. Walston)

- Flexibility in CMAQ eligibility confirmed
- National Work Zone Awareness: 3,000 work zones this summer, over 1,000 2006 deaths
- SAFETEA-LU Security Planning/Financial Constraint: developing website, 4% project cost inflation increases have become obsolete

Capital Area Transit (Mr. Hoffer)

- Hegin Valley Lines: CAT will take over Upper Dauphin commuter service on April 28th
- Second (of two) step fare increase (July 1): base from \$1.60 to \$1.65; zone surcharge \$0.35 to \$0.40; comparable increase in monthly pass and ticket prices
- Ridership is up 7.8% fiscal year-to-date compared to same period last year

Susquehanna Area Regional Airport Authority (Mr. Spaulding)

- 13th consecutive month of growth, 7% over same period last year
- 2009: more focus on service development than growth
- American Airlines inspections (member request): indirect HIA impact
- Amtrak station (member request): SARAA not the sponsor, will help facilitate design

Amtrak (Mr. Esposito)

- HIA station (member request): 2010 ADA requirements will force some improvements
- ADA requirements generally high priority, also security
- Latest performance rating: 92.4%

Local Government: City of Harrisburg (Mr. Link)

- Market Street Bridge: closure (Front to 2nd) causing complaints, the city has requested that PennDOT allow the contractor to open one lane
- 15-20 maintenance projects this summer, including 17th Street
- State Street Bridge project going to bid in the next few weeks

Local Government: Derry Township (Mr. Memmi)

- The following projects will present challenges with summer tourist traffic:
 - US 322/PA 743 (Derry Township)
 - PA 743 overlay and culverts (East Hanover Township)

There were no reports this month from: Norfolk Southern, the PA Motor Truck Association, and the PA Turnpike Commission

TCRPC

Regional Goods Movement Forum (Ms. Green)

- First quarterly meeting held April 9th; PennDOT ITS and PennPORTS presentations
- Similar discussion (as CMP) re: communicating information faster, to more stakeholders; ITS great benefit, especially upcoming 511 system
- Mr. Walston: reiterated importance of ITS/511, SAFETEA-LU support
- Mr. Adams: ITS (e.g. message boards) providing greater value every day
- CAT Service Study (Mr. Reardon)
- Mr. Reardon has temporarily taken this over (with Mr. Millard's departure)
- May 6 Study Committee meeting: prioritize performance measures, data collection
- Susquehanna Regional Transportation Partnership (SRTP)
- No new information was reported (in Mr. Szymborski's absence)
- St. Johns Church Road (CLASH) Circulation Study (Mr. Reardon)
- May 15 meeting scheduled to review the draft report
- There will be a HATS Technical Committee presentation about the study after the final recommendations are made

Bike/Pedestrian/Passenger Task Force (Mr. Reardon)

- No significant activity (with Mr. Millard's departure)
- Awaiting reply from Dave Bachman re: next steps

8. Other Business

Larry Joyce asked for an update on the Lemoyne Connector project; Mr. Reardon indicated there is no update at this time.

9. Adjourn

- #249-7: Mr. Adams made a motion to adjourn the meeting. Mr. Stoner seconded the motion, and the meeting was adjourned at 11:10 AM.

Attendance

Name	Affiliation
Technical Committee Members Present	
Technical Committee Officers	
Timothy Reardon, AICP, Vice-Chairman	Dauphin County
Technical Committee Members	
Kirk Stoner, AICP	Cumberland County
Commissioner Rick Rovengo (Alternate)	Cumberland County
Skip Memmi (Alternate)	Dauphin County
James Turner	Perry County
Diane Meyers-Krug, AICP	Perry County
Joseph Link	Harrisburg City
Dan Leppo (Alternate)	Harrisburg City
James Hoffer	Capital Area Transit
Walt Panko (Alternate)	PennDOT Office of Planning
Terry Adams	PennDOT District 8-0
Technical Committee Members Not Present	
James Szymborski, AICP, Chairman	Dauphin County
Secretary (Vacant)	
Commissioner Jeff Haste	Dauphin County
Robert Shaffer (Alternate)	Perry County
James Close	Harrisburg City
Kent Haberle (Alternate)	Capital Area Transit
Larry Shifflet	PennDOT Office of Planning
Mike Gillespie (Alternate)	PennDOT District 8-0
Other Attendees	
Diane Myers-Krug	Tri-County Regional Planning Commission
Al Sundara	Tri-County Regional Planning Commission
Karen Green	Tri-County Regional Planning Commission
Drew Ames	Tri-County Regional Planning Commission
Dan Walston	Federal Highway Administration
Dave Spaulding	Susquehanna Area Regional Airport Authority
Tom Helm	Harrisburg Bicycle Club
Daniel Flint	Lower Allen Township
Larry Joyce	Sierra Club
Jeremy Reigle	PennDOT District 8-0
Carey R. Mullins	PennDOT District 8-0
Worede Derseh	PennDOT District 8-0
Michael Gossert	Hampden Township
Brian Embert	HRG, Inc.
William Peterson	Center for Community Building, Inc.
Jason Yakelis	Delta Development Group
Rich Esposito	Amtrak