

H A T S
Technical Committee Meeting
Capital Area Transit
Dick Miller Board Room, 2nd Floor
Meeting # 250
June 13, 2008, 9:00 AM

The June 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.

Attendance

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

1. Meeting Minutes

Mr. Szymborski asked if there were comments concerning the April 11, 2008 Technical Committee minutes.

- #250-1: Mr. Turner motioned to approve the April minutes as drafted. Mr. Leppo seconded the motion, and the motion was unanimously approved.

Mr. Szymborski noted the April 25, 2008 Coordinating Committee minutes had been included for informational purposes only.

2. Current TIP (FFY 2007-2010)

Amendments

Mr. Panko provided a summary of the proposed TIP Highway Amendments (*see HATS MPO FFY 2007 – 2010 TIP Modifications from 2/8/08 to 4/25/08 for details*)

- Camp Hill/ Great Road Walks project was added to the TIP, the project involves installation of bike and pedestrian crosswalks at intersection along Market Street. Federal TE funds of \$945,100 are provided from the Secretary's Discretionary Enhancement program.

Administrative Actions

Mr. Panko explained the administrative actions modifying the '07-'10 TIP (see handout "FFY 2007-2010 TIP Modifications from 4/11/08 to 6/13/08 for details). Highlights are adjustments to: Linglestown Square project; New Kingstown bypass project; Buffalo Creek bridge project; Walnut Bottom Road project; Burd Street Bridge project; North and South 4th Streets project; and eight resurfacing projects funded by Act 44.

Agreement on construction costs for the Burd Street Bridge project is still needed.

Federal Safe Routes to School

Ms. Myers-Krug and Mr. Panko presented PennDOT district guidance on FSRTS program (see handout for more detail). \$21M is available over a four-year period, state-wide. \$12M is available this year. The program is 100% federally funded. Application period opened on May 5th and goes through August 1st.

Mr. Link stated that the FSRTS program should have been discussed much earlier. Ms. Myers-Krug agreed, stating that the guidance was issued in late April, just after the last HATS meeting and just before the opening of the application period. PennDOT district offices are administering the program. HATS will have input on project feasibility once a central project selection committee has reviewed the applications received.

Mr. Stoner noted that the application period is very short.

Mr. Walston stated that FHWA should be included on the project selection committee.

Mr. Ames asked if project sponsors are expected to use PennDOT's CE/EA Expert System for their environmental analysis. Mr. Panko did not know, but urged those with questions to contact Chris Metka, the PA Safe Routes to School coordinator at the Program Center.

Ms. Myers-Krug asked if the list of projects on the state Safe Routes to School program could be used to generate projects for the federal program. Mr. Panko replied that the requirements for the federal program are stricter than the state's.

Mr. Link stated that the school districts know about this program, but do not know how to become involved because they typically do not deal with HATS. Mr. Memmi suggested that the district guidance be sent to the school districts in the HATS region.

Mr. Turner stated that District 8-0 should report back to HATS with the final disposition of the money.

Mr. Panko provided a table of TE/HTS and SRS projects on the current TIP (see attached). Mr. Walston asked if those projects are on the Regional Transportation Plan. Ms. Myers-Krug replied that they were, if identified at the time, otherwise they were drawn from a line item. The projects went through the project selection process.

Ms. Myers-Krug noted that we are out of TE money and must apply to the secretary of transportation for reserve TE funds if needed.

Lykens Valley Rail Trail Project

Ms. Myers-Krug presented information on this project. It was removed from the TIP because it encountered ROW issues which could create a lengthy delay when it was initially programmed. The local trail group continued to work on the project, have resolved the ROW issue, and now feel the first phase of the project is ready to go. They are requesting \$120,000 from the secretary's TE reserve funds. The remainder of the project funds will be from DCNR (\$320,000) and the PA Game Commission (\$55,000). Construction is anticipated for calendar year 2009.

Mr. Panko responded that the project would have to go back to PennDOT for reevaluation, and stated that \$48,000 from another project was added back to the reserve, so it could be available.

Ms. Myers-Krug stated that the project is on the long range plan, and PennDOT shouldn't hold the project sponsor responsible for policy changes beyond their control. Mr. Memmi added that the project sponsors followed the rules and should not be punished for doing the "right thing".

Mr. Sloand asked if the project has "environmental clearance" and a PennDOT project manager. Mr. Dickson stated that the feasibility study is finished and preliminary engineering is in process. No direction was given as to how the local project sponsor can be assigned a PennDOT project manager.

Mr. Panko stated that the Walnut Street Bridge TE project is off the TIP, so the money from that could go to the Lykens Valley Rail Trail project, if authorized by Secretary Biehler.

Mr. Walston asked if the project's scope had changed to the extent that HATS needs to revisit the application. No one was certain of the project's original scope or how it relates to the current Phase 1. HATS staff and PennDOT will determine the change in scope, if any.

Mr. Memmi asked if HATS staff can work with the project sponsor and PennDOT to facilitate moving the project forward. Mr. Szymborski replied that PennDOT needs to provide guidance on funding, and then HATS staff can start working. Mr. Panko stated that PennDOT would need a month or less to get answers on funding.

3. FFY 2009-2012 TIP

Air Quality

Mr. Sundara presented a summary of the air quality conformity determination (see the attached package for details). The significant air quality projects are modeled. The HATS region is under the budgets set by the EPA for ozone. We are below the threshold set for PM2.5. Therefore, the conformity analysis demonstrates the proposed 2009 TIP is in compliance with air quality standards. We received no public comments on air quality.

Public Involvement

Mr. Ames summarized the public involvement efforts undertaken for the '09-'12 TIP. See the attached summary for details. HATS staff held one meeting per county to solicit public feedback on the '09-'12 TIP:

- May 28th in Cumberland County: 18 N Hanover Street, Cumberland Co. Meeting Room, Carlisle
- May 29th in Perry County: Veterans Memorial Building, 25 West Main Street, New Bloomfield
- June 2nd in Dauphin County: Swatara Twp. Building, 599 Eisenhower Blvd.

The meetings started at 6:30 and ran until 8:00 each night. HATS staff provided several displays available showing the projects on the TIP with information about them. In addition to HATS staff, Mr. Terry Adams and Mr. Carey Mullins of PennDOT District 8-0 attended each meeting. Translation services and other accommodations were available to anyone requesting them in advance. Nobody requested special accommodations. All comments and questions were addressed at the meetings. There were no comments or questions on air quality conformity.

Copies of the draft TIP and conformity analysis materials were also available at each Planning Commission office and on the HATS website during the public comment period.

Ms. Myers-Krug presented the draft response to the comment letter from West Hanover Township (see attached).

- #250-2: Mr. Memmi motioned to recommend the draft letter as drafted for approval by the Coordinating Committee. Mr. Hoffer seconded. Discussion followed the motion.

Mr. Stoner asked how the response letter affects the status of the project. Mr. Panko replied that if the ROW phase was not completed by the end of July to enable the obligation of construction funds in FFY 2008, the TIP will need to be considered for amendment in October after it is adopted.

Mr. Memmi stated that the project needs to be done. HATS needs to look for a “plan B.” Route 39 is only going to get worse. Part of what is holding up the right-of-way acquisition is that the township needs to deal with large commercial companies with their headquarters not in Pennsylvania.

Mr. Panko stated that Secretary Biehler will have to make the decision to allow the project to be included on the TIP. However, HATS has met or exceeded its bridge projects, so it is possible that HATS has a chance. Ms. Myers-Krug objected to the portrayal that the decision is solely the secretary’s to make. Bridge projects cannot be the only thing accomplished through the HATS program, especially at the expense of all other regional priorities.

Mr. Walston mentioned that earmarked federal funds are still available for the Route 39 widening project.

Mr. Szymborski suggested that the affected parties meet, with the desired outcome being a strategy to complete the project in the event the construction funding cannot be obligated this year.

- #250-3: Mr. Memmi amended the previous motion to recommend the draft letter as drafted for approval by the Coordinating Committee with the addition of a suggestion for a meeting of the affected parties should the ROW phase not be completed by the end of July. Mr. Hoffer seconded. The motion passed unanimously.

Highway/Bridge, Public Transit, and Interstate TIP

Ms. Myers-Krug presented an overview of the ’09-’12 TIP summarizing the different types of funding sources, different types of projects, and the amount of funding provided to each project type. She drew attention to a series of pie charts displaying how the types and costs of projects break down (see attached).

Mr. Memmi asked if line items on the TIP could be used to provide the additional necessary funding for the 5th Street/University Drive project. Mr. Panko replied that it may be possible, because the secretary’s spike funding decisions freed up highway funds.

Mr. Panko asked if the district met with the project sponsors and stated that the secretary will need to approve increased funding.

Mr. Yakelis stated that the district requested a third round of “right sizing” and another meeting is scheduled for June 30th.

Mr. Memmi asked about the status of Dauphin County Bridge 122. Mr. Panko replied that the district still has to meet on the project. Mr. Memmi asked for an update from PennDOT at the Coordinating Committee meeting.

- #250-4: Mr. Walston motioned to recommend the draft '09-'12 TIP for approval by the Coordinating Committee. Mr. Stoner seconded. The motion passed unanimously.

4. Resolutions

Air Quality

Ms. Myers-Krug presented the “Air Quality Resolution for Nonattainment Metropolitan Planning Organizations.”

- #250-5: Mr. Leppo moved to recommend the resolution for approval by the Coordinating Committee. Mr. Turner seconded. The motion passed unanimously.

Self Certification

Ms. Myers-Krug presented the “Self-Certification Resolution; Harrisburg Area Transportation Authority.”

- #250-6: Dr. Harpster moved to recommend the resolution for approval by the Coordinating Committee. Mr. Panko seconded. The motion passed unanimously.

TIP Procedures Agreement

Ms. Myers-Krug presented the “Memorandum of Understanding: Procedures for 2009-2012 STIP and TIP Modifications.” A discussion followed on a number of items associated with of the guidelines for modifications to the 2009 – 2012 TIP:

- 1) August redistribution of federal obligation authority – PennDOT can obligate the additional authority on projects ready to go, then notify HATS
 - 2) Interstate Management (IM) program – all amendments will be coordinated between PennDOT and FHWA; HATS will be informed of actions taken and HATS staff will not be required to process an eSTIP
 - 3) Amendment threshold for projects is increased from \$2 million to \$3 million (\$5 million for IM program)
 - 4) Amendments will also be needed where there is a change in excess of 50%
 - 5) Amendments are required for any change in STU or TE funding
 - 6) PennDOT quarterly reports will also note the rate of STU fund obligations in relation to overall funding obligations.
- #250-7: Mr. Link moved to recommend approval of the MOU by the Coordinating Committee. Mr. Stoner seconded. The motion passed unanimously.

5. Status Reports

PennDOT

Contract 2 for the Routes 15/581 project is on track for letting in the fall. PennDOT will give a presentation on the I-83 widening project to the Technical and Coordinating Committees in the fall.

Mr. Panko explained that the Highway Trust Fund is facing a deep shortfall. If nothing is done, PA's total share of federal money will drop from \$1.5 billion to only \$950 million.

Mr. Panko gave details on the "ADA Curb Cuts" program. A federal judge recently ruled that many of the curb cuts done under that program need to be redone to meet stricter ADA guidelines. PennDOT does not currently know how many need to be reconstructed. Mr. Link added the requirement for 36" of level space between sidewalk and street will be difficult, if not impossible, in a number of places in Harrisburg.

FHWA

The 2009 STIP MOU is in the signature process. AASHTO's national freight conference is in Philadelphia on April 21, 2009. HATS will be invited.

CAT

Ridership increase for the current fiscal year, to date, is 7.6% compared to last year.

CAT purchased an MCI coach from Hegin Valley Lines and is using it in express service.

The seasonal route to Hershey began May 21 and will operate until the end of August.

The increased cost of fuel is having a significant financial impact on the cost of operations in both fixed route and paratransit services. 2003 fuel costs were \$409,992 (3.5% of operating budget) but 2008 estimates put fuel costs at \$1,650,000 (10.25% of operating budget). CAT has less than 20% of the requirements for spares. Act 44 increased operating support, but all additional funds are going into the gas tank.

SARAA

Growth is up and load factors are up with an 81% average in April. Northeastern is adding some seats to their routes. United is adding a fifth flight to Chicago.

Harrisburg City

The Walnut Street Corridor group met. The final report is due.

HATS Staff

The CAT service study is currently in the process of data collection and analysis to substantiate the study purpose and needs.

The second quarterly meeting of the Regional Goods Movement Forum (RGMF) was held this week, featuring presentations from PennDOT Deputy Secretary Hogg on incident management improvements since 2/14/07 and the Norfolk Southern (NS) Crescent Corridor initiative. The

latter proposes up to \$2B in investment over 6-10 years from the southeast (NS Atlanta hub) to Harrisburg and beyond, potentially doubling intermodal capacity. From NS perspective, investment levels and timing are contingent on public funding; Mr. Walston noted the importance of goods movement in continuing discussions over future appropriations. HATS' FY09 intermodal analysis will be key in ensuring access to these facilities is sufficient.

The contract is in place for the Regional Action Plan, encompassing the eight counties in PennDOT District 8-0. The plan will follow the state's directive and focus on connections between land use, transportation and economic development (LUTED) with consideration of environmental resources.

6. Other Business

The HATS Technical Committee discussed the "Pennsylvania Community Choices Initiative" developed by 10,000 Friends of Pennsylvania (see attached). After much discussion, the committee agreed that they support the goals of the initiative, but will urge 10,000 Friends to seek funding from sources other than PennDOT and refrain from duplicating current initiatives.

- #250-8: Mr. Leppo moved to recommend support of the initiative but with the understanding that 10,000 Friends must seek funding from diverse sources, coordinate with the statewide Land Use, Transportation and Economic Development (LUTED) and Regional Action Plan efforts so as not to duplicate or compete with current efforts. Mr. Link seconded. The motion passed unanimously.

7. Adjourn

The meeting adjourned at 11:45 AM.

Attendance

Name	Affiliation
Technical Committee Members Present	
Technical Committee Officers	
James Szymborski, AICP, Chairman	Dauphin County
Timothy Reardon, AICP, Vice-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 Meyers-Krug, AICP	Perry County
Joseph Link	Harrisburg City
Dan Leppo (Alternate)	Harrisburg City
James Close	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
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
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
Dan Walston	Federal Highway Administration
Dave Spaulding	Susquehanna Area Regional Airport Authority
Tom Helm	Harrisburg Bicycle Club
Carey R. Mullins	PennDOT District 8-0
Jason Yakelis	Delta Development Group
Carl Dickson	Dauphin Co. Parks & Rec/ Lykens Valley Rail Trail
Barbara Whitehead	Volunteers of America PA/Laurel Towers
Geo Wolfe	Lower Paxton Township