

H A T S
Coordinating Committee Meeting
Capital Area Transit
CAT Board Room, 2nd Floor
Meeting # 177
December 15, 2006
9:00 AM

Attendance

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

1. Welcome & Introductions

Commissioner Haste called the meeting to order at 9:00 AM by welcoming everyone to the Capital Area Transit Offices. He then asked attendees to introduce themselves.

Before continuing the meeting, Commissioner Barclay acknowledged Mr. Larry King's impending retirement from PennDOT, and read a proclamation from Cumberland County praising Mr. King's public service to the county, region, and state. Both Mr. Szyborski and Commissioner Haste also made complimentary comments about Mr. King's statewide transportation planning efforts and his cooperative work with HATS.

2. Minutes of the October 2006 Coordinating Committee and December 2006 Technical Committee meetings

Commissioner Haste asked if anyone had any comments about the October 27th HATS Coordinating Committee minutes, there were none.

- #177-01: Commissioner Barclay motioned for the minutes to be accepted, Mr. Hoffman seconded, and the motion passed unanimously.
- Commissioner Haste noted the December 1st Technical Committee minutes had been included in the agenda packets for informational purposes.

3. 2030 Regional Transportation Plan – 2007 Update

a. Response to Public Comments

- Ms. Myers-Krug stated the Public Comment period on the 2007 Update of the 2030 RTP ran from November 1st to November 30th 2006
- A Public Meeting was held from 11:30 am to 1:30 pm on November 15, 2006 at Strawberry Square. (*see yellow sheet Strawberry Square – November 15, 2006, 11:30 am to 1:00 pm General Comments, 3rd page, for listing of comments*)
- Ms. Myers-Krug indicated two written comments were submitted during the public comment period. The first letter was a concern about SR 2011 traffic in Derry Township. A formal response to the comment was written in response to the citizen's concerns (*see yellow sheet, "Written comments from November 1 through November 30, 2006", for copy of letter and response*)
- Ms. Myers-Krug also noted HATS planning staff met with the Agency Coordination Meeting (ACM) environmental resources agencies group on December 6, 2006 to discuss the draft long range plan. (*see yellow sheet General comments, Agency Coordination Committee Meeting (ACM) – December 6, 2006, 3rd page, for listing of comments*) Coordinative efforts will continue to more closely align the transportation planning and environmental planning processes.
- The Clean Air Board of Central Pennsylvania, Inc. submitted a letter regarding the 2030 RTP Conformity Analysis (*see Clean Air Board of Central Pennsylvania, Inc. letter dated November 17, 2006*). In response to the letter, Mr. Sundara from the HATS planning staff,

associates from Michael Baker Jr., Inc. and staff from PA DEP drafted a letter to address the questions and comments submitted in the letter (*see “Draft Responses to Clean Air Board of Central Pennsylvania, Inc. Comments of 2030 RTP Conformity Analysis” for details*).

- Following lengthy discussion at the December 1, 2006 HATS Technical Committee meeting, the Technical Committee recommended all responses should be accepted as written.
- #177-02: Commissioner Barclay motioned to accept the written responses to the Regional Transportation Plan public comments and they be included in the final review document sent to FHWA, FTA and US EPA. Mr. Link seconded the motion, and the motion passed unanimously.

b. Air Quality Conformity Resolution

Mr. Sundara provided an overview of the Air Quality Resolution (*see green sheet “Air Quality Resolution for Nonattainment – Metropolitan Planning Organizations”, for details*).

- #177-03: Commissioner Barclay motioned to accept the Air Quality Resolution. Mr. King seconded the motion, and the motion passed unanimously.

c. Plan Adoption

Ms. Myers-Krug asked the committee to recommend adoption of the 2007 Update of the 2030 Regional Transportation Plan and forward it to the federal agencies for conformity determination and concurrence.

- #177-04: Commissioner Barclay motioned to recommend adoption of the plan. Mr. Hoffman seconded the motion, and the motion passed unanimously.

4. FFY 2007-2010 TIP Modifications

a. Amendments

Mr. DeBerry provided an overview of the Highway Amendments for this period (*see “HATS MPO FFY 2007-2010 TIP Modifications from 10/13/06 to 12/1/06” – Amendments - Highway for details*).

- CAT Bikes on Buses added to TIP, \$63,000 total funds.
- US 15/PA 581 Project cost increase for an additional \$2,336,000 in funds.
- US 11 Highway Restoration Project between PA 34 and Mount Rock Road added to TIP, \$3,545,919 total funds.
- Harrisburg Transportation Center SXF funds \$1,200,000 added to TIP, replace STU funds.
- Campbelltown Connector cost increase and restored funds (\$315,000 in HATS 2005 TIP funds not obligated) added to TIP, total funds added \$2,493,000. A total of \$2,178,000 came from three earmarks that did not impact the HATS allocation.
- Grantham Road Connection Project added to TIP, \$1,131,000 total funds.
- Elizabethville Sidewalk TE Project allocated TE funds on TIP, \$345,000 total funds.
- #177-05: Commissioner Barclay motioned to recommend approval of the amendments. Mr. Bugaile seconded the motion, and the motion passed unanimously.

b. Administrative Actions

Mr. DeBerry provided an overview of the Administrative Actions performed during the period (*see “HATS MPO FFY 2007-2010 TIP Modifications from 10/13/06 to 12/1/06” – Administrative Actions - Highway for details*).

- Harrisburg Transportation Center STU funds \$1,200,000 added to HATS reserve (also see Amendments).

5. Transportation Enhancements / Hometown Streets / Safe Routes to School – Status Report

Mr. Millard provided an overview of the status of all the TE/HS/SRTS projects currently being funded (*see “HATS Transportation Enhancements & Hometown Streets / Safe Routes to School Summary – December 2006” for details*).

- Projects approved by HATS and/or the State Transportation Commission in early 2006 are now included in the status report.

- The Camp Hill Great Road Interpretive History TE project, which has been on the TIP for an extended period of time, is being coordinated with the recently approved Camp Hill Walks SRTS project.
- Mr. Millard noted all projects except the Walnut St. Pedestrian Bridge have seen some forward movement. The Walnut St. Bridge project is still searching for complete funding for the project. He also noted funding issues related to Catalano's pulling their funding support for the project were raised at the Technical Committee, and he tried to contact Mr. Chris Gulotta at the Cumberland County Redevelopment Authority to find out more details but had not heard back from him yet.

6. Transportation Funding Commission Report - info

Mr. King provided an overview of the report recently submitted by the Transportation Funding and Reform Commission, which was convened by Governor Rendell to provide suggestions find steady source of funding for transportation in Pennsylvania (*see "Summary of the Transportation Funding and Reform Commission's Report" and the "Investing in Our Future: Addressing Pennsylvania's Transportation Funding Crisis" handouts for details*).

General Information

- The Commission was composed of nine members, including PennDOT Secretary Biehler, Senator J. Barry Stout, and Representatives Rick Geist and Keith McCall.
- The Commission determined there was a significant need for additional transportation revenue for both highway and transit improvements.

Highway Issues and Recommendations

- State-owned secondary roads with less than 2,000 AADT are in particularly poor condition.
- The state has twice as many structurally deficient bridges as the national average and many bridges are at or near the end of their life expectancy.
- Potential reforms include improving transportation operations, right-sizing projects, pursuing more public/private partnerships, and better linking land use and transportation.
- Even with reforms, an additional \$900 million/year is needed to keep the highway system in a state of good repair.
- Means proposed to raise the necessary \$900 million/year include raising the oil company franchise tax by 11.5 cents/gallon (raises \$750 million) and increasing vehicle registration fees (raises \$150 million).
- Local owned roads and bridges also need improvements; the recommendation to fund these improvements is to raise the gas tax by 1 cent/gallon (raises \$65 million).
- Another recommendation was to examine possibly leasing the Pennsylvania Turnpike to private interests.

Public Transit Issues and Recommendations

- Combined, the transit agencies in the state serve 414 million riders/day.
- Some service is available in all 67 Pennsylvania counties.
- There are a variety of funding assistance programs that combined do not provide enough funding, and operations funding needs are particularly acute.
- Overall, transit system management is efficient statewide, though there are some shortcomings.
- The Commission concluded the transit system is broken and needs to be overhauled.
- Potential reforms include restructuring route systems and eliminating poor-performing routes, reducing labor and management costs, explore competitive contracting and technologies, and more regular fare structure reviews.
- Even with reforms, an additional \$760 million/year is needed to fix the system and keep it in a state of good repair.

- The transit funding breakdown in Pennsylvania is 15% local/85% state, while nationally the average is 65% local/35% state. The Commission recommends raising the local funding share to 25%.
- Means proposed to raise the necessary \$760 million/year include raising the Realty Transfer Tax statewide by .89% (raises 75% state share of \$576 million/year) and raising the local sales tax, the local earned income tax, and/or increase the local realty transfer tax by .50% (raises 25% local share of \$184 million).

Potential Benefits of Reforms and Increased Funding

- Highway benefits – all state-owned roads over 2,000 AADT and half the state-owned roads under 2,000 AADT could receive some improvements.
- The number of structurally deficient bridges would be reduced to the national average (13%) over a 17 year period.
- Two-thirds of all traffic signal systems would receive operational upgrades.
- Twenty-five fewer people per year would die as a result of highway accidents.
- The transit system would be rebuilt to a state of good repair over a 12 year period.
- The Persons With Disabilities Program would be expanded to all 67 Pennsylvania counties.
- Additional costs for drivers would be on average \$7/month, while the realty tax increase would amount to \$5/month for someone owning a home with a \$150,000 mortgage.

Mr. King also stated he expected Governor Rendell and the General Assembly would issue official responses to the report soon. Commissioner Haste asked if the report only addressed state-owned roads and if improvement needs were more significant with local roads. Mr. King replied the Commission's report focused on state-owned roads and there was only incidental discussion about local roads, but he agreed local-owned roads had significant needs that may exceed those on the state-owned system. Additional discussion took place about road ownership issues, the proposed time frame for improvements, privatization of the Pennsylvania Turnpike, tolling considerations for Interstate 80, and the proposed reforms potential impacts on Capital Area Transit. Mr. King noted the full report was on the PennDOT website.

7. Status Reports

- PennDOT (Mr. Hoffman)
 - Most 2006 projects have been completed or are on winter hiatus.
 - Due to the recent warm weather, some extra maintenance work is being done on various roadways.
 - Some work is still being done on the US 11/Lambs Gap Road/Silver Spring Road project.
 - The expected bid date for the PA 34 Shermansdale bridge replacement was moved back from January 2007 to March 2007 due to right-of-way issues.
 - Regional TIP's in District 8-0 area are best aligned in the state to address bridge needs.
 - The I-83 safety improvement project, south of the City of York, known as "Dead Man's Curve", was officially opened.
 - Mr. Adams noted the Bachmansville Bridge project in Derry Township was bid on December 14th and was an example of a project having immediate needs being added to the TIP and addressed quickly.
- City of Harrisburg (Mr. Link)
 - Work inside the Harrisburg Transportation Center continues; exterior work completed.

- The new traffic signal systems on Maclay and Market Streets have been installed and are operating; the Market Street signals are still in the testing phase. The more prominent traffic signals have helped make intersections along both corridors safer.
- Bids were awarded for the traffic signal projects along 6th, 13th, and 17th Streets.
- With repairs completed, the weight restrictions on the Paxton Street bridge over the railroad tracks near Cameron Street have been lifted.
- Commissioner Haste asked what the status was of the railroad bridge removal project near the Cameron/Paxton Street intersection. Mr. Link responded the project is in final design and a determination about what can be done on Cameron Street near the intersection will be made after the bridge is removed.
- CAT (Mr. Hoffer)
 - With regard to the Transportation Funding and Reform Commission, PennDOT is examining current transit funding formulas and may modify existing operations and capital funding programs. A working group has been formed to examine the formulas and current PennDOT standards in place. CAT is participating in this working group. Funding programs favorable to CAT, such as ones similar to the Act 101 Program that existed in the early 1980's, may be brought back.
 - The Route 17 line will be discontinued after December 29, 2006. The route started in mid-2004 and was the lowest performing route in the CAT system during its period of operation. The CMAQ funds used to maintain this route will be allocated to other projects.
 - The State Employees Commuter Benefit Program was recently instituted and will allow state employees to get a tax credit for buying transit passes. Enrollment for the program began on December 11th and the program will officially start on March 1, 2007.
 - CAT will be getting new ticket vending machines in mid-February 2007 and will install the machines at various locations shortly thereafter.
- SARAA (Mr. Spaulding)
 - The 2006 decline in enplanements bottomed-out in October and November and the numbers are now similar to the 2005 same month numbers.
 - The roundtrip American Airlines daily flight to and from Dallas/Fort Worth continues to show a strong 80% load factor.
 - The airport expects to have some of their heaviest volume days, both for passengers and for freight, on December 22nd, 23rd, and 24th.
 - The lighting project at the Capital City Airport should be completed by December 25th.
- Amtrak – no report this month.
- Norfolk Southern – no report this month.
- PA Motor Truck Association – no report this month.
- PA Turnpike Commission – no report this month.
- TCRPC (Mr. Szymborski)
 - Commuter Services Program/Susquehanna Regional Transportation Partnership
 - Representatives from Adams County were formally introduced to the press as board members of the Susquehanna Regional Transportation Program, at SRTP's December 13th meeting.
 - The Program has surpassed its goal of having 2,000 participants by the end of the year; through November it had 2,600 participants.

- Roadside signs promoting transit and carpooling are expected to be installed in spring 2007.
- St. John's Church Rd. Study (Mr. Millard)
 - The Study Review Committee met on December 4th to discuss the nine RFQ submissions received and selected Gannett Fleming and McCormick Taylor for short-listing.
 - Both of the short-listed firms have been requested to submit full RFP documents by January 5, 2007. The firms will be interviewed by the Committee on January 18, 2007.
- South Central PA Regional Goods Movement Study (Mr. Millard/Mr. Szymborski)
 - Mr. Millard noted a media event for the Goods Movement Study was held on December 11th and was well-received. Various newspapers within the region, including the *Harrisburg Patriot-News*, *Carlisle Sentinel*, and the *Central Penn Business Journal*, had articles about the study a day or two after the event.
 - Mr. Szymborski stated one of the primary end products of the study was the creation of a more formal regional Task Force. The group will work towards creating stronger public-private partnerships. It will also work towards balancing goods movement benefits and concerns.

8. 2007 HATS Meeting Dates

The 2007 HATS Meeting Schedule (see blue sheet) was sent out in the Coordinating Committee packet. Ms. Myers-Krug noted the next Coordinating Committee meeting is on February 23, 2007.

9. Other Business

Mr. Reilly explained Congress still had not come to an agreement on the 2007 federal transportation budget. He added Congress had decided to maintain 2006 funding levels through February 2007 and would probably maintain 2006 levels for the entire 2007 calendar year. Congress initially has also stated the 2007 budget will not include earmarks. Finally, it appears Congress will try to address Amtrak funding issues and determine a long-term funding solution for the railroad.

Mr. Adams stated the next Planning Partners workshop meeting would take place on January 3, 2007. It would be the first meeting to start preparing for the 2009 TIP update.

10. Adjourn

Mr. Bugaile motioned to adjourn the meeting. Commissioner Barclay seconded the motion, and the motion passed unanimously. The meeting adjourned at approximately 10:30 AM

ATTENDANCE

**Harrisburg Area Transportation Study
Coordinating Committee Meeting
December 15, 2006**

Affiliation		Member Name	Attending
Voting Members:			
<u>PennDOT</u>			
PennDOT Office of Planning:		Larry King	<u>X</u>
Alternate:		Jim Ritzman	
Alternate:		Larry Shifflet	
Staff: (non-voting member)		Gary DeBerry	<u>X</u>
District 8-0 Office:		Barry Hoffman	<u>X</u>
Alternate:		Mike Gillespie	
Staff: (non-voting member)		Terry Adams	<u>X</u>
<u>Cumberland County</u>			
Commissioner:	Secretary	Bruce Barclay	<u>X</u>
Alternate:		Gary Eichelberger	
Voting Member:		Don Mowery	
<u>Dauphin County</u>			
Commissioner:	Vice-Chairman	Jeff Haste	<u>X</u>
Alternate:		Skip Memmi	<u>X</u>
PA House of Representatives:		Ron Marsico	
Alternate:		Eric Bugaile	<u>X</u>
<u>Perry County</u>			
PA House of Representatives:	Chairman	Mark Keller	
Alternate:		John Amsler	
Planning Commission:		Jim Turner	<u>X</u>
Alternate:		Bob Shaffer	
<u>Harrisburg City</u>			
Mayor:		Stephen Reed	
Alternate:		Jim Close	<u>X</u>
City Engineer:		Joe Link	<u>X</u>
Alternates:		Dan Leppo	
		Terri Martini	
<u>Capital Area Transit</u>			
Member:		Dick Miller	
Alternate:		Jim Hoffer	<u>X</u>
		Bill Simpson	
Advisory Members:			
<u>TCRPC</u>			
		Jim Szyborski	<u>X</u>
		Tim Reardon	<u>X</u>
		Diane Myers-Krug	<u>X</u>
		Chip Millard	<u>X</u>
		Al Sundara	<u>X</u>
		Brian Dickson	<u>X</u>
Other Persons Attending (Guests):			
<u>Planning Partners</u>			
Susquehanna Area Regional Airport Authority (SARAA)		Dave Spaulding	<u>X</u>
<u>Congressional/Legislative Reps:</u>			
U.S. Representative Todd Platts' Office		Bob Reilly	<u>X</u>
PA Senator Pat Vance's Office		Mark Ryan	<u>X</u>
<u>Municipality Reps:</u>			
Lower Paxton Township		George Wolfe	<u>X</u>
<u>Other Organizations:</u>			
PennDOT Dist. 8-0		Jonathan Ranck	<u>X</u>
Center for Community Building		Bill Peterson	<u>X</u>

Clean Air Board
Clean Air Board
Harrisburg Bicycle Club
Sierra Club
Delta Development Group
Michael Baker Jr. Inc.

Thomas Au
Charles Hooke
Tom Helm
Larry Joyce
Jason Yakelis
Dan Szekeres

X
X
X
X
X
X