

H A T S
Technical Committee Meeting
Capital Area Transit
CAT Board Room, 2nd Floor
Meeting # 239
October 13, 2006
9:00 AM

Chairman Szyborski welcomed everyone to the October HATS Technical Committee Meeting. Members and guests present are noted on the attached attendance sheet.

1. Meeting Minutes

Mr. Szyborski asked if anyone had any comments about the August Technical Committee minutes.

a. Technical Committee – August 11, 2006

- #239-01: Mr. Link motioned to approve the August minutes, Mr. Panko seconded. The motion was unanimously approved.

b. Coordinating Committee – August 25, 2006

- Mr. Szyborski noted the August Coordinating Committee minutes had been included for informational purposes only.

2. FFY 2005-2008 TIP

a. Amendments

(see “HATS MPO FFY 2005 – 2008 TIP Modifications from 8/11/06 to 9/30/06 Administrative Actions – Highway”, projects 25-26 and 34-35 for details)

- The Committee discussed the Paxton Street Bridge Phase 1 project and determined it was an amendment, not an administrative action.
- Mr. Adams explained the funds for final design were obligated but the funds for construction were not. As a result, the construction phase would need to be added to the FFY 2007-2010 TIP. Actual TIP money for the project would not be available until calendar year 2007, so the necessary construction funds would need to be obtained from another source, probably Dauphin County maintenance funds.
- There was discussion about how the county would be impacted if those funds were used. It was stated the maintenance funds are non-MPO funds, are allocated by PennDOT to the counties, and have been used to help fund TIP projects in the past.
- The unused construction funds would go back into the HATS bridge reserve.
- #239-02: Mr. Link motioned to approve adding the Paxton Street Bridge final design funds to the TIP. Mr. Memmi seconded the motion and the motion passed unanimously.

b. Administrative Actions

(see “HATS MPO FFY 2005 – 2008 TIP Modifications from 8/11/06 to 9/30/06 Administrative Actions – Highway”, for details)

Mr. Panko provided an overview of Administrative Actions for informational purposes only. He noted PennDOT attempted to spend as much money and use as much obligation authority as possible before the end of FFY 2006.

- PA 174/Walnut Bottom Road – additional STP funds for right-of-way phase, funds taken from US 15/PA 581 project.
- Forge Road & Front Street – additional STP funds for construction phase, funds taken from US 15/PA 581 project.
- 3rd/7th/21st Street – additional STU funds for construction phase, funds taken from HATS STU reserve.

- PA 114 Expressway – additional STP funds for construction phase, funds taken from US 15/PA 581 project.
- Derry Street Resurfacing – additional STU funds for construction phase, funds taken from HATS STU reserve.
- PA 39 West Hanover Widening – switch \$25,000 in funding from local funds to state funds for final design work.
- US 11/15 Resurfacing – additional NHS funds for construction phase, funds taken from US 15/PA 581 project.
- I-81 Bridge PM Group I – additional BOO funds for construction phase, funds taken from HATS bridge reserve (both federal and state funds).
- T-456 Delville Bridge #3 – additional BOF funds for utility phase, funds taken from HATS bridge reserve (both federal and state funds) and additional local funds also added.
- Williams Road Grove Bridges – additional BOO funds for utility and right-of-way phases, funds taken from HATS bridge reserve (state funds only).
- Lisburn Road Interchange – additional STP and NHS funds for final design (STP) and construction (NHS) phases, funds taken from HATS highway reserve (project completed).
- US 11/15 Widening – additional funds for construction phase, funds taken from HATS highway reserve (project completed).
- I-81 Restoration 2 – additional funds for construction phase, funds taken from HATS highway reserve (project completed).
- US 11/15 Bridge Painting Group – additional \$2,685,000 BON funds for construction phase, funds taken from HATS bridge reserve (\$2,148,000 federal, \$537,000 state).

Mr. Panko explained the HATS Coordinating Committee took action on the US 11/15 Bridge Painting Group at its August meeting. The action was necessary to allow the project to be obligated using 2005 TIP funds and avoid a net loss of funding. Mr. Adams commended HATS Chairmen Mr. Szymborski and Representative Keller for being willing to work with PennDOT and support the unusual change.

3. FFY 2007-2010 TIP

a. Amendments

(see “HATS MPO FFY 2007 – 2010 TIP Modifications from 10/1/06 to 10/13/06 Amendments – Highway”, for details)

- Lykens Valley Rail Trail – project removed from the 2007 TIP; it had been previously removed from the 2005 TIP
- #239-03: Mr. Adams motioned to remove the Lykens Valley Rail Trail TE project from the TIP. Mr. Link seconded the motion and the motion passed unanimously.
 - Mr. Memmi asked if the project could apply for TE funds in the future, Mr. Szymborski indicated it could.
 - Mr. Stoner inquired whether the project would be part of the same competitive process for funding if it did come back, Mr. Szymborski said it would.

(see “HATS MPO FFY 2007 – 2010 TIP Modifications from 10/1/06 to 10/13/06 Amendments – Transit”, for details)

- CAT Bus Purchase – SAFETEA-LU contains a \$1 million federal earmark to allow CAT to purchase buses and spare parts. The earmark funding needs to be added to the TIP. The amendment would also add state and local funds to the TIP.
- Intermodal Center and Parking Facility – SAFETEA-LU contains a \$250,000 federal earmark to construct the Derry Township Intermodal Center and Parking Facility. The earmark funding needs to be added to the TIP. The amendment would also add local funds to the TIP.
- #239-04: Mr. Hoffer motioned to approve adding the two earmarked projects to the TIP. Mr. Stoner seconded the motion and the motion passed unanimously.

b. Administrative Adjustments

(see “HATS MPO FFY 2007 – 2010 TIP Modifications from 10/1/06 to 10/13/06 Administrative Actions – Highway”, for details)

- Small Transit Bus 2006-07 – add STP (federal) and PTAF (state) funds for small bus purchase, funds taken from statewide transit flex reserve line item.
- Bus Driving Simulator – add federal STP and local funds to purchase simulator, funds taken from statewide transit flex reserve line item.
- SRTP – add CMAQ funds from Lancaster MPO, York MPO, Lebanon MPO, and Adams RPO to fund SRTP in 2007-2008.
- US 11/Silver Spring Road/Lambs Gap Road – project obligated in FFY 2006, no funds needed on 2007 TIP, funds added to HATS highway reserve.
- York Street and Hogestown Road – additional STP funds for construction phase, funds taken from HATS highway reserve.
- PA 441 Swatara Creek Bridge – convert federal construction funds from BOO to STP funds
- Lykens Railroad Station Rehabilitation – project was advance constructed, add TE funds for construction, funds taken from HATS transportation enhancements line item.

(see “HATS MPO FFY 2007 – 2010 TIP Modifications from 10/1/06 to 10/13/06 Administrative Actions – Transit”, for details)

- CAT, 1 Vehicle Purchase – add Section 5310 and PTAF funds for vehicle purchase, federal funds taken from FFY 2006 funds.
- CCTD 2 Vehicle Purchase – add Section 5310 and PTAF funds for vehicles purchase, federal funds taken from FFY 2006 funds.

Mr. Panko also mentioned some funds and obligation authority (\$50,000) designated for CAT bike racks on buses were lost due to differing interpretations between FTA and FHWA about flexed funding. The Committee briefly discussed how similar issues could arise in the future, particularly with federal earmarks allocated FTA funding. The new funding for the bike racks is targeted to come from an STU reserve.

4. RTP Update – Draft Report

(see “2007 Regional Transportation Plan – 2007 Update”, for details)

- Ms. Myers-Krug overviewed the contents in the RTP update and noted what is and is not in the document. Items in the RTP to make it SAFETEA-LU compliant include safety/crash information, environmental features and mitigation discussion, as well as various operations and management programs such as congestion management, ITS and goods movement issues.
- Ms. Myers-Krug also briefly talked about what items were discussed at the September RTP Task Force meeting. Issues discussed included multi-municipal traffic signal management and the highway occupancy permit process, however the major items generated from the RTP TaskForce for HATS Committee consideration were modification of the project solicitation and selection process and major interstate improvement project funding approach.
- The Committee discussed the pros and cons of modifying the project selection process and tying it to the RTP update rather than the TIP update. It was pointed out priority needs can sometimes emerge quickly and the process should try to account for that factor to a degree. One suggestion made was to have projects identified in the county comprehensive plans and have those plans feed into the projects selected for the RTP and ultimately the TIP.
- Municipal assistance in preparing project applications, especially for smaller municipalities, was also discussed. One idea proposed was to get municipal services to provide assistance, specifically through the LTAP.
- Ms. Myers-Krug reviewed the expected costs and revenues for the region within the RTP planning horizon (through 2030). It was expected the HATS area would have \$1.9 billion in highway and \$800 million in transit funding through 2030, but the costs of the proposed I-81 and I-83 projects were \$2.4 billion alone and other identified projects in the region were a combined \$1.6 billion. She indicated the Task Force wanted to spend HATS money on

regional and local needs rather than the interstates, partly because the interstate improvements provide national benefits, partly because HATS would not have enough funding to cover the interstates by themselves. She also noted however HATS already made a partial financial commitment (\$4 million) to the first phase of the I-83 Master Plan improvements.

- Mr. Adams mentioned HATS had \$4 million programmed for PE for the I-83 Master Plan first phase, and added the project would not be able to get environmental clearance unless future project phases were identified on the TIP. He noted each phase of the I-83 project was designed to be able to function as a stand-alone project.
 - The Committee discussed the financial impact on HATS for implementing the I-83 project. It was determined non-HATS sources (IM funds, discretionary funds) would probably cover the construction costs, but HATS would need to cover a portion of the pre-construct costs, including right-of-way acquisition and utility relocation.
 - The Committee also talked about the costs and benefits of funding major interstate projects versus funding local projects. Various members expressed concern about the potential lack of program flexibility and funding for local projects if the interstate projects were funded while other members pointed out the economic importance of the interstates to the region and state required they receive funding. Mr. Adams noted former Congressman Bud Shuster had said to the state Transportation Funding and Reform Commission public-private funding partnerships needed to be pursued. Mr. Memmi also pointed out it was possible various new or revised federal funding scenarios may be developed during the RTP planning horizon. Mr. Stoner stated if HATS was committed to some costs on some portions of the I-83 project, necessary program funding changes could be made by impacting other large projects on the TIP that do not have as solid a commitment.
- #239-05: Mr. Adams made a motion to adopt the RTP, making sure it includes the remaining project phases for the first section of the I-83 Master Plan project. Mr. Memmi seconded the motion and the motion passed unanimously.
 - #239-06: Mr. Adams made a motion to allow the RTP to start its 30-day air quality review period. Mr. Panko seconded the motion and the motion passed unanimously.

5. Status Reports

- PennDOT (Mr. Adams)
 - No major projects going on right now, paving season will wrap up October 15th.
 - PA Turnpike Commission working on I-76/US 15 project.
 - PennDOT plans on bidding US 15/PA 581 project in February 2007.
 - The St. John's Church Road Area Circulation Study is progressing. Mr. Millard noted a draft scope of work and RFQ have been prepared and at the group's last meeting (October 6th), a consultant selection schedule had been determined.
- CAT (Mr. Hoffer)
 - New schedules have been released for the Route 20 – High Point Commons and Route 21 – DGS Annex Complex routes. Both bus routes started October 2nd.
 - The bus shelters for the West Shore Transfer Center should be delivered by mid-November. Lighting fixtures are also being installed and should be available by the end of October.
- SARAA (Mr. Spaulding)
 - Starting on October 31st, United Airlines will add an additional roundtrip flight to Chicago O'Hare.
 - American Airlines has had a 74% load factor for the first month of the daily Dallas/Fort Worth service.
 - The lighting approach system work at Capital City Airport is about 70% completed.

- SARAA purchased Gettysburg Airport on August 25th.
- Two of the seven contracts needed to construct the HIA Railroad Station have been signed by Amtrak.
 - Mr. Adams asked if SARAA was working on the financial plan to secure funding to build the railroad station. He also asked if PennDOT has approved the accompanying pedestrian bridge over PA 230. Mr. Spaulding replied the airport authority has met with the state House of Representatives about the financial plan and the plan is part of the CorridorONE package. Regarding the pedestrian bridge, he said approval has not yet been granted and approval would be part of the engineering work.
- 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.
- City of Harrisburg (Mr. Leppo, Mr. Link)
 - Mr. Leppo stated the Walnut Street Corridor Study was on schedule to be completed by the end of the year. He added the study group would meet with the Dauphin County Commissioners on October 18th.
 - Mr. Link said the Harrisburg Transportation Center rehabilitation project was moving along, though it had a few funding issues related to the transit earmark issue.
 - The primary work for the State Street Streetscape project has been completed and only some minor, post-construction work still needs to be done.
 - Property appraisals are being obtained for the necessary right-of-way acquisition on the 7th Street widening project.
 - The city is evaluating the budget for the State and Mulberry Street Bridge lighting restoration projects.
 - Design work is continuing on the Cameron/Paxton Street intersection railroad bridge removal project.
 - The Maclay Street corridor traffic signals are functional while the Market Street corridor signals are close to functional.
- Swatara Township (Mr. Memmi)
 - The new traffic signals in the Chambers Hill Road and Lindle Road corridors near I-283 are now in operation.
- Derry Township (Mr. Memmi)
 - The US 422/Lingle Avenue intersection improvement is currently in the right-of-way phase and may involve as many as 60 full or partial property takings.
 - The Hershey Intermodal Center is under construction and is on target to be completed by the end of 2007.
- TCRPC (Mr. Szyborski)
 - The SRTP contract has been renewed and signs advertising SRTP have been erected. The Partnership is also looking to buy transit trip planning software that can be used by all the participating transit agencies.

- A Transportation Summit was held with the region's elected officials. A follow-up report will probably be drafted. Mr. Adams added a list of action items was also developed.

6. Other Business

PennDOT Education – Planning Moment (Mr. Panko)

- Mr. Panko overviewed items discussed at the most recent I-81 multi-state conference meeting. The meeting was attended by all U.S. states along the corridor (Tennessee, Virginia, West Virginia, Maryland, Pennsylvania, and New York), as well as representatives from Canada.
 - Virginia approved their “Tier I” preliminary engineering work, which recommended widening the interstate by two lanes in each direction in some locations and by one lane in each direction in other locations. The state is also evaluating toll financing options that could include truck-only lanes or tolls on all vehicles. In addition, the state may conduct a regional freight rail study. Finally, Front Royal in northern Virginia near the I-81/I-66 junction has been designated an inland port and key location on the Heartland Corridor, a rail corridor between Norfolk and Columbus, OH that would be upgraded for higher volume freight rail service. All impacted states except Ohio currently agree with the Heartland Corridor proposal.
 - West Virginia is still looking for funding to widen I-81 to 6 total lanes from Martinsburg north to the Potomac River/Maryland state line. The portion between Martinsburg and the Virginia state line has already been widened.
 - Maryland is still evaluating widening options for their section of I-81. The public has come out against tolling the road and the state is also having issues with widening the Potomac River Bridge due to its location being partly on national park land.
 - New York does not have any specific improvements planned on I-81 but is creating a statewide corridor plan.
 - Mr. Panko made the presentation on behalf of the Pennsylvania delegation and discussed PennDOT's I-81 widening studies. He also discussed information from the South Central PA Regional Goods Movement Study. The information about the high percentage of through truck traffic on the corridor in particular appeared to interest representatives from some of the other states.
 - Federal funding issues and the need for more funding were discussed but no solutions to the growing problems were identified.

7. Adjourn

Meeting adjourned at approximately 11:35 AM

ATTENDANCE
Harrisburg Area Transportation Study
Technical Committee Meeting
August 11, 2006

Voting Members:		Attending
<u>PennDOT</u>		
PennDOT Office of Planning:	Larry Shifflet	
Alternate:	Walt Panko	X
District 8-0 Office:	Terry Adams	X
Alternate:	Mike Gillespie	
<u>Cumberland County</u>		
Planning Commission:	Jack Blair	
Alternate:	Bruce Rosendale	
Planning Commission Staff:	Kirk Stoner	X
Alternate:	Rick Rovegno	
<u>Dauphin County</u>		
Commissioner:	Jeff Haste	
Alternate:	Skip Memmi	X
Planning Commission Staff:	Chairman Jim Szymborski	X
Alternate:	Vice-Chairman Tim Reardon	X
<u>Perry County</u>		
Planning Commission:	Jim Turner	
Alternate:	Bob Shaffer Sr.	
Planning Commission Staff:	Diane Myers-Krug	X
Alternate:		
<u>Harrisburg City</u>		
Department of Engineering	Joe Link	X
Alternate:	Dan Leppo	X
Director of Public Works:	Jim Close	X
Alternate:	Terri Martini	
<u>Capital Area Transit</u>		
Member:	Jim Hoffer	X
Alternate:	Kent Haberle	
<u>York County</u>		
Fairview Township:	Mike Crocenzi	
Alternate:	Don Bubb	
Non-voting Members:		
Amtrak (National Passenger Railroad Corporation)	Rich Esposito	
Norfolk Southern Railroad Corporation	Mike Fesen	
Pennsylvania Motor Truck Association (PMTA)	Jim Runk	
Susquehanna Regional Airport Authority (SARAA)	Dave Spaulding	X
Advisory Members:		
TCRPC Staff:	Secretary Carl (Chip) Millard, III	X
	Al Sundara	X
	Brian Dickson	X
<u>Federal Reps:</u>		
Federal Highway Administration (FHWA)	Matt Smoker	

Municipality Reps:

Harrisburg City	Damien Davis	X
Lower Allen Township	Daniel Flint	X
Lower Paxton Township	George Wolfe	X

Other Organizations:

PennDOT District 8-0	Jonathan Ranck	X
Center for Community Building	Bill Peterson	X
Dawood Engineering	Tom Imholte	X
Delta Development Group	Scott Tochtermann	X
Harrisburg Bicycle Club	Tom Helm	X
Shippensburg University	Roger Serr	X
Sierra Club	Larry Joyce	X