

H A T S
Technical Committee Meeting
Capital Area Transit
CAT Board Room, 2nd Floor
Meeting # 236
April 7, 2006
9:00 AM

Attendance

Chairman Szyborski welcomed everyone to the February 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 February Technical Committee minutes.

a. Technical Committee – February 10, 2006

- #236-01: Mr. Link motioned to approve the January Minutes, Mr. Blair seconded. The motion was unanimously approved.

b. Coordinating Committee – February 24, 2006

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

2. South Central Pennsylvania Regional Goods Movement Study Presentation

Mr. Hunt from Cambridge Systematics introduced himself as the consultant project manager for Regional Goods Movement Study (RGMS); Mr. Millard from the HATS staff is the project manager on the public sector side. Mr. Hunt stated there were three goals for the study, 1) develop essential freight data, 2) identify policies and strategies, and 3) outreach and the creation of a public/private forum. Key items mentioned by Mr. Hunt during the presentation included:

- The study area is composed of 8 counties (Cumberland, Dauphin, Perry, Adams, Franklin, Lancaster, Lebanon, and York) and 6 different MPO, RPO, and independent county areas.

a. Develop Essential Freight Data

- South central Pennsylvania, centered on Harrisburg, has been identified by real estate brokers as 1 of 7 key locations nationally for distribution operations.
- Harrisburg is 1 of 3 primary hubs in the Norfolk Southern intermodal rail system.
- Both long-haul truck and rail shipments (i.e. inbound, outbound, or through shipments) are expected to grow significantly in Cumberland (80% truck, 39% rail), Dauphin (81% truck, 57% rail), and Perry (58% truck, 67% rail) Counties between now and 2030. Inbound and outbound shipments are defined as shipments that originate or terminate inside a county and travel to/from a location outside a county.
- The vast majority of long-haul trucks (90+%) traveling in the HATS region are traveling through the region and are not stopping to drop off or pick up goods at warehouses or other facilities.
- Interstate 81 and the PA Turnpike/I-76 west of Carlisle have/will have the highest long-haul truck volumes, both now and in the future. I-81 and I-76 carry predominantly through trucks, while PA 283 carries mostly local/regional truck traffic that originates or terminates in the 8-county study area.
- The HATS area's key regional trading partners according to the Bureau of Economic Analysis (BEA) are the New York BEA, Philadelphia BEA, Washington/Baltimore BEA, and Pittsburgh BEA. Goods leaving the 3 primary counties in the HATS area have significantly more value than goods coming into the HATS area.

- Key warehouse location criteria include transportation infrastructure, labor availability and costs, proximity to customers, land zoning classification (zoned land preferred over non-zoned land), and water/sewer availability.
- As a basis of comparison, the 8-county study area has almost ¼ of the gross industrial space that is located in northern New Jersey but is adding new industrial space at a much faster rate (16% growth vs. 1% growth between June 2004 and December 2005). The average asking lease rates are also much lower in south central PA (\$3.90/square foot) than in northern New Jersey (\$5.75/square foot). The availability rate decreased in south central PA from 10% to 7% between June 2004 and December 2005.
- Based on the number of trucks and number of jobs in the area, each job in the HATS area generates on average roughly 10 truck trips annually. Within the HATS area, there are about 262,000 non-farm jobs generating almost \$10 billion in wages and 2.62 million truck trips per year.

b. Identify Policies and Strategies

- Some of the key goals and objectives for the region relative to goods movement identified by the study Steering Committee include high quality of life/experience for residents and visitors, system preservation, safety and security, support economic goals, right-sizing/context sensitive design, and fiscal constraint/working within budgets.
- Mr. Reardon pointed out that recently revised Hours of Service rules for truck drivers were having a significant impact on the transportation system by forcing more trucks to be on the road at rush hours. Mr. Hunt added the new rules were also forcing drivers to stop more frequently at rest areas, another issue of concern.
- Mr. Link mentioned truck speeds are also an issue on the region's highways. Mr. Hunt replied that typically truck speed issues occur with small, independent trucking companies and rarely occur with larger, national trucking companies. With some larger companies, their trucks are preprogrammed to not be able to go above a certain speed.
- Specific issues/factors to consider for goods movement modes include truck parking, improved highway signage, Rutherford and Harrisburg Intermodal Yard usage, Lemoyne Connector improvements, Keystone Corridor freight improvements, and increasing HIA cargo business (currently 60,000 tons of goods moved per year). Mr. Hunt also suggested a regional truck map could be created to identify routes, bottlenecks, major facilities, and other pertinent information.
- Specific issues/factors to consider for goods movement and economic development include incompatible land uses, fragmented governments, a labor shortage for industrial jobs in the immediate Harrisburg area, and labor surpluses along the I-81 corridor in western Cumberland and Franklin Counties to the southwest and Lebanon, Schuylkill, and Luzerne Counties to the northeast.
- Bottlenecks have a significant, negative impact on goods movement. Strategies to reduce bottlenecks include better information services for truck drivers, improved traffic management and operations, interchange redesign, and expansion of medium-haul (300-500 mile) intermodal rail service.

c. Outreach and Public-Private Forum

- The mission for any work groups/freight forums developed as part of the study should include facilitating public/private sector cooperation and discussion, educating elected officials and the public in general about goods movement issues, and establishing priority projects, including potential fast-track, easy-to-implement projects.
- The structure and initiation of any forum will need to identify a lead organization, determine the membership composition, and identify a project funding mechanism. It can use the RGMS Steering Committee as a starting point and should try to hold various events and field trips that actively engage potential private sector members while educating public sector members.

- Various steps should be taken in developing a freight planning program. Some of those steps, such as developing a regional freight profile and defining freight issues/needs/deficiencies, are being developed as part of the RGMS. Other steps, such as identifying freight projects and strategies of regional significance and developing criteria to evaluate freight projects and strategies, will need to be undertaken after the RGMS has been completed.

Other Discussion Items

- Mr. Szymborski asked if the database created for the study will include hazardous material information. Mr. Hunt replied that information would be added. Mr. Truax added that nationally hazardous materials analysis and planning has not been a high priority.
- Mr. Adams noted truck growth rate shown in the Goods Movement Study is consistent with the truck traffic growth projected in the I-81 widening study report.
- Mr. Turner noted one thing the study clearly showed was reducing the number of distribution centers in the HATS area would not significantly reduce truck traffic; most trucks are moving through the region so even without warehouses there would still be significant truck traffic within the region. This is an important message to get out, since there is a lot of anti-warehouse sentiment based on the perception that truck traffic will be reduced if warehouses are not developed. Mr. Hunt added that distribution centers in the HATS area help provide economic growth for the region and tap into a market that already exists.
- Mr. Link suggested information from the RGMS be provided to various key people within PennDOT. Mr. Robbins added other state agencies, such as DCED, should also receive the information.

3. Corridor One MOS

Mr. Szymborski briefly discussed the Lemoyne Connection agreement between Cumberland County, Dauphin County, the City of Harrisburg, and CAT and also CAT's resolution to modify the minimum operating segment (MOS) for Corridor One to include only the segment from Lancaster to Harrisburg City Island. The Lemoyne Connection document requires Cumberland County to sign off on any proposed Corridor One improvements that would serve Cumberland County and states the CAT Bridge be used for dual bus/rail service. Mr. Adams asked if the US 15/PA 581 underpass issue (related to the width of the underpass and the number of tracks that can be constructed under US 15/PA 581) was addressed; Mr. Hoffer indicated it was not and added the cost to address the underpass issue would be about \$7 million.

- #236-02: Mr. Memmi made a motion to adopt the revised MOS for Corridor One. Mr. Blair seconded the motion and the motion passed unanimously.

4. FFY 2007-2010 TIP Update

a. Transit

(see 11'' by 17'' "FFY 2007 Harrisburg TIP, Public Transit" for full transit project listing)

Fiscal Constraint

- Mr. Stevens stated PennDOT and the MPO's around the state needed to address the issue of operating assistance for transit before this (S)TIP is adopted; he noted the Governor Rendell's Transportation Funding Reform Commission would not report its findings until November 2006 but the 2007 TIP would take effect in October 2006. This timing puts FHWA & FTA in a precarious position when determining STIP conformity, so the issue needs to be resolved now – even if on a region by region basis.
- Mr. Hoffer concurred with the concerns about transit funding shortfalls. He noted federal cutbacks in SAFETEA-LU funding have had a negative impact on transit by eliminating funding level guarantees that are critical for transit providers.
- Mr. Link mentioned CAT has said previously it is encountering fewer issues than in recent years and asked if that was still true. Mr. Hoffer said his previous statements were true for capital

projects but the current shortfall issue relates to operating funds, which are not funded through TIP funds.

- Mr. Adams noted that if transportation funds need to be flexed to transit again on the 2007 TIP, programmed TIP projects would probably be impacted. He added the flexed transit funds also reduced the state's obligation authority for other projects; Mr. Panko said this was true throughout the state.

TIP Approval

- Mr. Hoffer reviewed the proposed transit TIP, mentioning the proposal was similar to the draft TIP discussed in January. He noted there were some changes to the Section 5307 funds, the Job Access/Reverse Commute funds, and the New Freedoms (persons with disability) funds.
- The business investment funds for Corridor Two were also moved from FFY 2009 to FFY 2010.
- Federal funds for the construction phase of the Lemoyne Connector are included in the 2007 TIP. Design phase funds are on the current TIP.
- Mr. Memmi asked if the projected operating shortfall for CAT would be substantial enough that HATS would not be able to resolve the issue within its own funding resources. Ms. Myers-Krug noted some magnitude of the problem needed to be identified now so the TIP air quality analysis and required public comment period could be conducted in order for the TIP to be adopted on schedule, otherwise there would be delays.
- Mr. Hoffer stated there may be a roughly \$200,000 shortfall in the CAT operations budget that made it difficult to provide a finalized transit TIP; the Technical Committee assured him that HATS could probably assist CAT if it had a \$200,000 shortfall.
- #236-03: Mr. Adams made a motion to approve the transit TIP and forward it to the Coordinating Committee for approval. Mr. Turner seconded the motion and the motion passed unanimously.

b. Highway (non-interstate)

(see 11'' by 17'' "FFY 2007 Harrisburg TIP" for full highway project listing and 8 ½'' by 11'' "HATS Draft FFY 2007-2010 TIP, Revisions made since January's Coordinating Meeting" for changes)

- Mr. Panko said the HATS 2007-10 TIP had approximately \$210 million in non-interstate highway funds over the four years. He added the draft TIP was similar to the TIP submitted by HATS staff to PennDOT in January.
- Various projects were added to the TIP, removed from the TIP, cash-flowed within the TIP, or cash-flowed into FFY 2011 (to be on FFY 2009 TIP). The projects removed from the TIP were all TE projects; they will be placed back on the TIP when they are ready to go to construction.
- The revised TIP shows \$19 million in spike funds being needed, reduced from the \$22 million in spike funds requested in January. The final spike funding project decisions were expected to be made on Monday 4/10 or Tuesday 4/11.
- Mr. Szymborski asked what would happen if the HATS area didn't get the requested spike funds. Mr. Panko replied PennDOT staff would create another TIP excluding the spike funds and altering project phases, but that TIP probably wouldn't be ready until shortly before the Coordinating Committee meeting. Mr. Szymborski requested another Technical Committee meeting be held before the Coordinating Committee meeting if the spike funds aren't received and project phases for projects on the draft TIP need to be altered.
- #236-04: Mr. Link made a motion to approve the proposed highway TIP. Mr. Stoner seconded the motion and the motion passed unanimously.

c. Highway (interstate maintenance funds)

- Mr. Panko noted some spike funding will go to interstate maintenance (IM) projects. In the HATS area, 5 projects, 2 in Cumberland County and 3 in Dauphin County, will receive IM funds.
- Mr. Szymborski expressed concern about the lack of MPO involvement in the IM project development process.
- Mr. Adams mentioned one issue that would be tricky in the future would be the management of projects that have a mix of IM and other highway TIP funds; neither Mr. Adams nor Mr. Panko is

directly involved in the IM project selection and development process. Mr. Panko added there will be some difficulties initially in overseeing the IM Program but those issues should be resolved as the PennDOT staff gains more knowledge about coordinating the IM Program with the rest of the highway TIP.

- Mr. Memmi asked if the change in how IM funds are used reduced the amount of funds the HATS area received on the TIP. Mr. Panko replied there was a similar amount of funding on the 2007 TIP as in previous HATS TIP's. Mr. Adams added District 8-0 asked for IM funds for a number of projects in its 8 county area and it received IM funds for all those projects.
- #236-05: Mr. Memmi made a motion to approve the proposed IM Program on the TIP. Mr. Blair seconded the motion and the motion passed unanimously.

5. FFY 2005-2008 TIP

Mr. Panko pointed out the packet included new, expanded information about the TIP projects, including location maps for most projects.

a. Highway Amendments

- Ned Smith Center Pedestrian Trail – this pedestrian bridge project over the Wiconisco Creek in Dauphin County is being added to the TIP using \$480,000 in SXF (toll credit) funds. Mr. Adams noted the project essentially is a Transportation Enhancements project but funding-wise is being treated differently than a TE project.
- #236-06: Mr. Adams made a motion to approve the one highway amendment. Mr. Stoner seconded the motion and the motion passed unanimously.

b. Transit Amendments

- Lemoyne Connector – the project is being added to the TIP using Norfolk Southern funds, non-highway state CB funds, Cumberland County funds, and Section 5309 funds. The total amount of funding added to the TIP is \$14,207,000, which includes \$1,000,000 in PE and FD funds and \$13,207,000 in construction funds. Ms. Myers-Krug asked if the project would impact the air quality conformity analysis and Mr. Stevens answered it would not.
- #236-07: Mr. Adams made a motion to approve the one transit amendment. Mr. Hoffer seconded the motion and the motion passed unanimously.

c. Highway/Transit Administrative Actions

(see “FFY 2005-2008 TIP Modifications from 2/10/06 to 4/7/06,” for overview of all Administrative Actions)

Mr. Panko gave overview of Administrative Actions, no action necessary. Some of the projects have multiple administrative actions to address project cost and/or timing changes.

- Mr. Link mentioned funds were being flexed from highway to transit for the Hershey Intermodal Center. He noted the Harrisburg Transportation Center (HTC) also had funding needs but funding could not be flexed from transit to highway projects, and the HTC's needs were on the highway side. Mr. Adams concurred that was the case. Mr. Stevens said transit funds could be flexed to highway if necessary.

6. 2005 Public Transit Report

- Ms. Myers-Krug stated the report was in the meeting packet and people should look at the report and get back to HATS staff with any comments within the next 2 weeks.

7. Status Reports

- PennDOT (Mr. Adams)
 - The next major project in the HATS area is the US 15/PA 581 project.
 - The PA Turnpike Commission is currently working on 2 major projects, at the I-283 interchange (Exit 19-247) and the US 15 interchange (Exit 17-236).

- FHWA (Mr. Stevens)
 - No report this month.
- Regional Partners
 - CAT (Mr. Hoffer)
 - Ridership up 10+% on fixed route service over last year, new Route 10 (Judicial Shuttle) and Shippensburg/Newville Express have helped contribute to the increases.
 - CAT bus passes started being sold on the internet effective March 18th.
 - CAT is looking to bid on a driving simulator to assist drivers.
 - CAT will probably put out bids for construction on the West Shore Transfer Center later this year.
 - Amtrak (no report this month)
 - Norfolk Southern (no report this month)
 - SARAA (no report this month)
 - PMTA (no report this month)
 - Pennsylvania Turnpike Commission (no report this month)
- City of Harrisburg (Mr. Link)
 - Awarded contracts for the Harrisburg Transportation Center rehabilitation project.
 - Pre-construct work begun on the Maclay and Market Street signals projects.
 - Market Street Bridge City Island underpass scheduled to be completed by May 26th.
- TCRPC
 - SRTP/CS (Mr. Szymborski)
 - SRTP/CS report passed out.

8. Other Business

Ms. Myers-Krug stated special study funds for the St. John's Church Road Interchange Area Study were approved but spread out over 2 years in order to get the necessary local match funds for the study. Mr. Blair asked that land uses be identified for properties adjacent to the study area boundary line that are outside the study area. It was noted the study area shown in the project description is illustrative only, will be defined by the study task force, and those issues addressed at that time.

9. Adjourn

The meeting ended at approximately 12:10 PM.

ATTENDANCE
Harrisburg Area Transportation Study
Technical Committee Meeting
April 7, 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	X
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	X
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	
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	X
Non-voting Members:		
Amtrak (National Passenger Railroad Corporation)	Rich Esposito	X
Norfolk Southern Railroad Corporation	Mike Fesen	
Pennsylvania Motor Truck Association (PMTA)	Jim Runk	
Susquehanna Regional Airport Authority (SARAA)	Dave Spaulding	
Advisory Members:		
TCRPC Staff:	Secretary Carl (Chip) Millard, III	X
	Al Sundara	X
	Brian Dickson	
<u>Federal Reps:</u>		
Federal Highway Administration (FHWA)	Spencer Stevens	X

Congressional/Legislative Reps:

PA Representative Marsico's Office

Pat Herigan

X

Municipality Reps:

Derry Township

Matt Mandia

X

Hampden Township

Mike Gossert

X

Lower Allen Township

Daniel Flint

X

Other Organizations:

PennDOT District 8-0

Jonathan Ranck

X

Pennsylvania DCED

Phil Robbins

X

U.S. Fish & Wildlife Service

Richard McCoy

X

Center for Community Building

Bill Peterson

X

Harrisburg Bicycle Club

Tom Helm

X

Sierra Club

Larry Joyce

X

Cambridge Systematics, Inc.

Dave Hunt

X

Delta Development Group

Troy Truax

X

Carlisle Sentinel

Karla Browne

X