

**H A T S**  
**Technical Committee Meeting**  
Capital Area Transit  
Dick Miller Board Room, 2<sup>nd</sup> Floor  
Meeting # 243  
June 8, 2007  
9:00 AM

Mr. Szymborski welcomed everyone to the June HATS Technical Committee Meeting. Members and guests present are noted on the attached attendance sheet.

**1. Meeting Minutes**

*a. Technical Committee – April 13, 2007*

- Mr. Szymborski asked if there were comments concerning the April Technical Committee minutes. Mr. Adams commented the Planning Partners meeting mentioned on page 2 was changed from June 4 to June 19.
- #243-1: Mr. Link motioned to approve the April minutes as drafted. Mr. Hoffer seconded the motion, and the motion was unanimously approved.

*b. Coordinating Committee – April 27, 2007*

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

**2. Presentation – Bus Rapid Transit Study**

Commissioner Rovegno provided an informational update to the Technical Committee members regarding Cumberland County's intention to study the viability of Bus Rapid Transit along the CORRIDORone corridor.

- On September 11<sup>th</sup> and 12<sup>th</sup> Cumberland County will host a meeting to discuss the formation of an I-81 Commission to look at issues along the multi-state corridor. Officials and organizations from multiple states along the corridor have expressed an interest in attending this meeting.
- The Cumberland County Commissioners have approved performing a Bus Rapid Transit (BRT) study along the CORRIDORone Corridor. The study initiative was presented to the CAT board, which supported going forward with a study looking at the viability of providing BRT. The CAT Board noted, however, this support does not diminish its commitment to follow through with the proposed rail option. The study would also look at allowing emergency service vehicles to use the corridor. Commissioner Rovegno stated this study would not interfere with the CAT Bus Service Study the HATS staff is performing.
- Mr. Stoner said the study would look at the feasibility of providing BRT along the CORRIDORone corridor, from the existing Lemoyne Station to the City of Harrisburg via the CAT Bridge. He noted no formal scope of work has been developed for the study yet, and they are looking into various funding sources for the study.
- Commissioner Rovegno noted CORRIDORone was originally defined as a general, regional, public transportation improvement and not a specific operating strategy.

- BRT was one of the operating strategies identified in the previous Transportation Improvement Study (TIS). He also noted the TIS indicated BRT in this region would have higher ridership numbers than rail. Commissioner Rovegno and Rabbit Transit Executive Director Mr. Rich Farr have discussed utilizing the CAT Bridge for Rabbit Transit's express bus service between York and Harrisburg.
- Mr. Hoffer noted the CAT Board voted to endorse the BRT study, but they still support the CORRIDORone rail initiative and would oppose any BRT plan that would not allow passenger rail to be used along the entire corridor.
  - It was noted there is insufficient ROW to allow both bus and rail to use the CAT Bridge. There have been attempts in other countries to use technologies that allow both rail and bus to use in the same space, but to the knowledge of those present, none of these technologies have been successfully integrated into a workable system. Mr. Esposito also noted that Amtrak currently has an easement to use the eastern 1/5 of the CAT Bridge for turn-around procedures. The proposed rail use of the bridge would continue to allow for this, but using the bridge for BRT could prohibit this maneuver. Members also commented a CORRIDORtwo connection to York would require use of the CAT Bridge.
  - There was some concern funding for BRT along the corridor could compete for funding for rail along the corridor. There was also some concern that when applying for federal funds, it is advantageous to have a unified voice asking for funds, and the appearance of different organizations working for different options could jeopardize all funding for this region.
  - Currently there is insufficient horizontal clearance under the US 15 bridge over the Shippensburg Secondary line to allow enough ROW for rail and BRT; therefore, it would be prudent to widen the bridge as part of the Routes 15/581 project. Mr. Adams noted design for this area has been completed and construction may commence soon. Currently, the US 15/PA 581 project is not designed to increase the ROW in this area to allow for a rail/BRT mix. Mr. Adams questioned whether PennDOT would be agreeable to rebuild the bridge later when work has already been done in this area. Commissioner Rovegno indicated he had discussed the BRT issue with PennDOT Secretary Biehler. The Secretary noted interest in the project, but any BRT project needed to be tied into the US-15 / PA-581 project.
  - #243-2: Mr. Blair motioned to recommend the Coordinating Committee endorse the proposed concept of a Bus Rapid Transit study along the CORRIDORone corridor, as long as HATS is not asked to provide funding for the study. Mr. Panko seconded the motion. The motion passed with Mr. Link opposing.
  - It was requested updates on the status of the study be periodically given to HATS.

Because CORRIDORtwo was talked about during the BRT discussion, Mr. Hoffer provided a CORRIDORtwo update.

- CAT sent out for a bid on a CORRIDORtwo Realignment Study to look at transportation between Harrisburg and Lebanon.
- Gannett Fleming was awarded the bid to perform the study.
- The study will be financed one-half by PennDOT and one-half by private sector organizations.
- The study will look at both bus transportation along the corridor in the shorter term

- and the feasibility of passenger rail along the entire corridor in the longer term.
- The biggest issue along this corridor is the high volume of freight traffic, which could potentially limit the ability to operate passenger rail on the existing rail lines.

### **3. FFY 2007-2010 TIP**

#### *a. Amendments - Highway*

Mr. Panko provided a summary of the proposed TIP Highway Amendments (*see HATS MPO FFY 2007 – 2010 TIP Modifications from 4/13/07 to 6/8/07 – Revision #1 for details*).

- The Burd Run Bridge and Shippensburg Signals projects are using federal earmark funds with a local match to move these projects forward.
- There was some question on the low price quote for the signals project, but it was noted there is no proposed installation of new signals, just the provision of better timing with the existing signals.
- The members recommended these projects be considered fully funded and the local project sponsors are responsible to pay for any cost increases.
- #243-3: Mr. Stoner motioned to recommend the Coordinating Committee approve adding these projects to the TIP with the stipulation that any costs increases be the responsibility of the project sponsors, Mr. Memmi seconded, motion passed unanimously.

#### *b. Administrative Actions*

Mr. Panko provided an overview of the administrative actions taken.

#### *c. Amendments – Transit*

Mr. Panko provided an overview of administrative actions to transfer funds from the highway TIP to the Transit TIP for the items 1, 2, and 3 (*see page 7 of the FFY 2007-2010 TIP Modifications from 4/13/07 to 6/8/07 – Revision #1 for details*). There was some concern that if FTA considers these new projects, they would need to be considered amendments, therefore it was recommend to treat them as Transit TIP amendments.

- #243-4: Mr. Adams motioned to recommend the Transit TIP projects be approved as amendments by the Coordinating Committee, Mr. Memmi seconded, motion approved unanimously.

### **4. Self Certification Resolution**

Ms. Myers-Krug noted due to SAFETEA-LU legislation, the requirement for HATS to Self-Certify (*see green sheet Self-Certification Resolution Harrisburg Area Transportation Study*) is now part of the TIP approval process, so no action is required this year.

### **5. Project Development Process**

Ms. Krug provided an overview of the proposed five steps in the HATS Project Development Process (*see HATS Project Development Processes handout for details*).

- It was noted HATS and many of the municipalities do not have the resources to review the environmental impacts of proposed projects and they will have to rely on the state environmental agencies to perform these reviews.
- This process will require the municipalities and other project sponsors to perform much more work to provide the necessary information before it will be submitted to HATS. There was concern for municipalities with limited resources; the work needing to be done

before a project is submitted may be beyond their financial and technical resources. Some noted in these situations, the Counties may be able to provide more assistance to these municipalities.

- The West Shore Chamber sent a letter to Mr. Hoffman at PennDOT (see yellow memo from the West Shore Chamber of Commerce to Mr. Barry Hoffman for details) supporting the new process being proposed by HATS. Ms. Myers-Krug noted comment #4 on emphasis given to local priorities might not be in keeping with HATS goals.
- #243-5: Mr. Stoner motioned to recommend the new Project Development Process be adopted by the Coordinating Committee, Mr. Memmi seconded, motion approved unanimously.

## **6. Coordinated Public Transit – Human Service Transportation Plan**

Mr. Dickson provided an overview of the Human Service Transportation Plan (*see Cumberland, Dauphin, and Perry Counties Pennsylvania Coordinated Public Transit – Human Service Transportation Plan* *handout for details*).

- Each year public and private transportation organizations submit funding requests under the Federal 5310 Grant program for projects such as replacement vehicles, communications equipment, and other functions related to providing Share-A-Ride / Paratransit services.
- New SAFETEA-LU regulations require each region to develop a coordinated transportation plan under the guidance of a task force made up of area public transportation providers, private providers, county human service agencies, and others involved in community outreach. The plan should address public transportation for seniors, disabled, and low-income persons in the region, along with a process to rank all applications for 5310, JARC, and New Freedoms funds.
- In order to receive funding for projects for FFY 2007, PennDOT and FTA agreed to allow the Pennsylvania MPO's to submit an interim Human Service Transportation Plan along with a prioritization of 5310 funding requests in the MPO's regions, which was to be submitted to PennDOT by May 31, 2007.
- HATS staff assembled a Task Force made up of representatives from public and private transportation providers, county human service agencies, and other community organizations in the HATS region. The Task Force met on May 8, 2007 and discussed the Transportation Plan, along with a number of issues that should be investigated in greater detail when the full plan is developed. Some of the issues discussed were identifying how transportation vehicles could be used in a regional emergency evacuation, identifying better ways to coordinate the use of transportation vehicles between the various different providers in the area, identifying the location of human service organizations in the region and whether improvements could be made to improve transportation access to human service activities and organizations.
- The Task Force motioned to approve the Human Service Transportation Plan and applicant prioritization as long as comments by the task force are addressed. This draft plan was submitted to PennDOT before the May 31 deadline, and is now being sent to HATS for official adoption.
- #243-6: Mr. Blair recommended the Human Services Transportation Plan be adopted by the Coordinating Committee as long as all comments are addressed, Mr. Stoner seconded, motion passed unanimously.

## 7. Status Reports

### *PennDOT* (Mr. Adams)

- It was noted HATS initial financial guidance shows an \$11.5 million base allocation funding increase.
- The demolition project for the Slate Hill Rd. project went out for bids and received no bids.
- The Carlisle Pike night paving project has started.

### *FHWA* (Mr. Walston)

- Mr. Walston has recently been hired at FHWA and is now the FHWA representative to HATS.
- It was announced the 2007 update of the 2030 Regional Transportation Plan has been reviewed by the FHWA and US EPA and is now considered SAFETEA-LU compliant.

### *Capital Area Transit* (Mr. Hoffer)

- The new fixed-route fares became effective as of June 1, 2007.
- CAT continues to meet with employment agencies to identify new employment locations where service can be provide to workers.
- Mr. Hoffer noted unless a dedicated source of public transit funding is identified soon, CAT is looking at having to implement a 15% service cut along with a 25% fare increase. He noted in Pennsylvania 400 million public transportation trips are provided a year and a 25% reduction would mean the loss of 100 million trips people are already taking. Mr. Hoffer related an anecdote told to him suggesting if a bridge that provided 100 million trips a year became unusable the bridge would certainly be quickly rebuilt rather than just abandoned, forcing drivers to find another less convenient route.

### *Amtrak* (Mr. Esposito)

- Ridership is up 17% on the Keystone from May 2006. On Time Performance (OTP) was at 93% in May, and 88% so far in June.
- Phase II of the Keystone Corridor improvements, between Paoli and Philadelphia, is underway.
- Overall, things all looking good for Amtrak, although station improvement initiatives are lagging.
- HIA Amtrak Station: The price tag for the project has risen significantly, therefore additional funding sources are being looked at. Most legal issues have been resolved, although Norfolk Southern has yet to sign the agreement.
- Burd Street Bridge: There was discussion the Burd Street Bridge project is awaiting comments by Amtrak before it can move forward. The Committee asked Mr. Esposito to look into this issue to see what is happening.

*Norfolk Southern* – no report this month.

*PA Motor Truck Association* – no report this month.

*PA Turnpike Commission* – no report this month.

*SARAA* – No report his month

*City of Harrisburg (Mr. Link)*

- The City traffic signal upgrade project is in the final phase.
- The State Street Bridge lighting project contract has been signed.
- The Walnut Corridor Study report is being distributed.
- The City Council has approved the request to borrow money for the 17<sup>th</sup> Street repaving project.
- The City is requesting a legal opinion on who is responsible to pay for repairs and improvements on the Maclay Street Bridge. PennDOT has claimed no responsibility. Maclay Street had previously been a state road, so the city wishes to clarify if PennDOT has any responsibility towards its maintenance, or if the responsibility is solely on the City and Norfolk Southern.

*Derry Township (Mr. Memmi)*

- The Derry Township Intermodal Center is expected to be completed by November 2007.
- The purchase of the ROW area for the Lingle Avenue/US 422 project is expected to be completed by the end of the year.

*TCRPC*

CLASH Circulation Study (Mr. Millard)

- The study kickoff meeting was held on April 16<sup>th</sup>.
- McCormick Taylor currently in the process of collecting study data.
- A truck movement survey has been conducted.
- The next meeting will be on June 18<sup>th</sup>.

Regional Goods Movement Study (Mr. Millard)

- The last RGMS Task Force meeting was held May 1<sup>st</sup>.
- Representatives from DCED attended the meeting and discussed funding options with the Task Force.
- The consultant is preparing an informational brochure summarizing the study and its economic impacts. The brochure will help educate the municipalities and elected officials on the impacts of freight traveling through the region.
- Mr. Millard noted Norfolk Southern announced it will be performing a transportation study on the Crescent Corridor, which runs from New Orleans to the New York metropolitan area via the Harrisburg region. This is something that could have positive impacts on both freight and transit through this region.
- The next meeting is tentatively scheduled for July 10<sup>th</sup>.

ITS Regional Operations Forum (Mr. Millard)

- The last Regional Operations Forum meeting was held on May 29<sup>th</sup>.
- The ROF members discussed and prioritized the candidate operational projects.
- The highest ranked projects included deploying ITS technologies across the entire District 8-0 area, updating the HATS area early deployment plan to incorporate the entire region, incorporating ITS/Operations planning into the planning process, identifying, prioritizing, and upgrading key traffic signal corridors, and maintaining the Regional Operations Forum.

- Mr. Link noted that since the new traffic signals have been installed on Market and Maclay Streets, the number of accidents on these streets has been drastically reduced.

#### PennDOT Contractor Project (Mr. Dickson)

- In April, HATS staff sent a survey out to all the contractors and consultants in the Harrisburg Region to identify who is registered to do business with PennDOT, and who would like to become registered as a DBE or to do business with PennDOT. Of the approximate 1,000 surveys sent out, around 80 surveys were returned and of those returned, approximately 40 were interested finding out more information about registering as a DBE and/or doing work with PennDOT.
- Mr. Dickson has been working with Mr. Carlton Brooks at Cheney University DBE Support Services to provide workshops in the Harrisburg Region on how to register to become a DBE with PennDOT and on how to do business with PennDOT.
- HATS staff has arranged to hold workshops for those interested on June 20<sup>th</sup> at Temple University in Strawberry Square, downtown Harrisburg.

#### Bike / Pedestrian Task Force (Mr. Dickson)

- The next Bike / Pedestrian Task Force meeting will be held at Arora and Associates on July 17<sup>th</sup>

#### Susquehanna Regional Transportation Partnership (Mr. Szymborski)

- Mr. Szymborski distributed the May Monthly Activity Report to the members.

### **8. Other Business**

- There will be a Transportation Briefing on Wednesday, June 13<sup>th</sup> at the Harrisburg Regional Chamber.
- Mr. Link noted the Federal Highway Trust Fund could be broke by 2009. This could mean there would be insufficient funds to implement the TIP.
- Mr. Szymborski announced this was the last Technical Committee meeting Mr. Adams is attending as the District 8-0 representative as he is retiring. Mr. Szymborski thanked Mr. Adams for all the work he has done for HATS over the years.
- It was announced Scott Christie was appointed as an interim replacement for Mr. Hoffman as the District 8-0 Executive after Mr. Hoffman's retirement.
- It was noted PennDOT will soon be converting to a web based process to maintain all the TIP's.

### **9. Adjourn**

The meeting adjourned at 11:35 AM. The next HATS Technical Committee meeting will be held August 10, 2007.

**ATTENDANCE**

**Harrisburg Area Transportation Study  
Technical Committee Meeting  
June 8, 2007**

**Voting Members:**

**Attending**

PennDOT

PennDOT Office of Planning:  
    Alternate:  
District 8-0 Office:  
    Alternate:

Larry Shifflet  
Walt Panko            X  
Terry Adams           X  
Mike Gillespie

Cumberland County

Planning Commission:  
    Alternate:  
Planning Commission Staff:  
    Alternate:

Jack Blair            X  
Bruce Rosendale  
Kirk Stoner           X  
Rick Rovegno         X

Dauphin County

Commissioner:  
    Alternate:  
Planning Commission Staff:  
    Alternate:

**Chairman**  
**Vice-Chairman**

Jeff Haste  
August "Skip" Memmi   X  
Jim Szymborski        X  
Tim Reardon           X

Perry County

Planning Commission:  
    Alternate:  
Planning Commission Staff:  
    Alternate:

Jim Turner            X  
Bob Shaffer Sr.  
Diane Myers-Krug     X

Harrisburg City

Department of Engineering  
    Alternate:  
Director of Public Works:  
    Alternate:

Joe Link              X  
Dan Leppo  
Jim Close  
Terri Martini

Capital Area Transit

Member:  
    Alternate:

Jim Hoffer            X

York County

Fairview Township:  
    Alternate:

Mike Crocenzi  
Don Bubb

**Non-voting Members:**

Amtrak (National Passenger Railroad Corporation)  
Norfolk Southern Railroad Corporation  
Pennsylvania Motor Truck Association (PMTA)  
Susquehanna Regional Airport Authority (SARAA)

Rich Esposito         X  
Mike Fesen  
Jim Runk  
Dave Spaulding

**Advisory Members:**

TCRPC Staff:

**Secretary**

Carl (Chip) Millard, III   X  
Al Sundara                X

	Brian Dickson	<u>X</u>
Federal Highway Administration (FHWA)	Dan Walston	<u>X</u>
<u>Other Organizations:</u>		
Congressman Todd Platt's Office	Bob Reilly	<u>X</u>
PennDOT District 8-0	Jonathan Ranck	<u>X</u>
PennDOT Bureau of Public Transportation	John Dockendorf	<u>X</u>
Lower Paxton Township	George Wolf	<u>X</u>
Buchart Horn	Larry Graeff	<u>X</u>
Clean Air Board of Central PA	Chuck Breslin	<u>X</u>
Delta Development Group	Jason Upkelis	<u>X</u>
	D. Scott Fegan	<u>X</u>
Harrisburg Regional Chamber	Jim Wilshire	<u>X</u>
Pennoni Associates	Marty Coan	<u>X</u>
Sierra Club	Larry Joyce	<u>X</u>