

H A T S
Technical Committee Meeting
Capital Area Transit
Dick Miller Board Room, 2nd Floor
Meeting # 246
December 7, 2007
9:00 AM

The December 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. Meeting attendees are noted on the attached attendance sheet.

1. Meeting Minutes

a. Technical Committee – October 5, 2007

- Mr. Szymborski asked if there were comments concerning the October Technical Committee minutes.
- #246-1: Mr. Memmi motioned to approve the October minutes as drafted. Mr. Leppo seconded the motion, and the motion was unanimously approved.

b. Coordinating Committee – October 19, 2007

- Mr. Szymborski noted the October Coordinating Committee minutes had been included for informational purposes only.
- Mr. Leppo suggested the meeting minutes should include a note stating Status Reports were moved up on the agenda.

2. Progress Avenue/Walnut Street Intersection project presentation

Mr. Bauer of Herbert, Rowland, and Grubic Inc. made a presentation on the Walnut Street/Progress Avenue intersection improvements. Mr. Bauer informed the Committee three alternatives were considered. The first is a conventional improvement at the intersection with two left turn lanes from Progress Avenue to Walnut Street and two left turn lanes from Walnut Street to Progress Avenue. The second alternative, referred to as the right-size option, would have one left turn lane on Walnut Street to get to Progress Avenue and two left turn lanes on Progress Avenue to get to Walnut Street. The third alternative is a Jug-handle with a Continuous Green T, which would eliminate left turns at the intersection. All left turn movements from the intersection would be moved one block away from the intersection, to the north and west; the northbound and westbound left-turn movements at the intersection would be converted into three right turn movements. The jug-handle with continuous green T option would provide the greatest improvements in level-of-service and delay time; it would improve the main Walnut Street/Progress Avenue intersection to LOS A in 2028 in both the AM and PM peak periods, while both of the other two options would only improve the intersection to LOS D in the rush hour peaks in 2028. Each of the options would involve some property takings for right-of-way. The jug-handle option would have the least number of property takings and has the lowest right-of-way cost. The total cost for that option would be around \$13.6 million. Construction costs for all three alternatives are about the same, but the overall costs for the two more conventional alternatives would be higher.

Mr. Bauer noted the Citizens Advisory Committee and the Task Force endorsed the jug-handle

option. He also noted PennDOT did not endorse any alternative but suggested all options are viable. Mr. Bauer stated the jug-handle option would reduce intersection crashes significantly. Mr. Link asked how the proposed project would tie into the Walnut Street Corridor Study project; Mr. Bauer noted all the alternatives would tie into the proposed improvements recommended by the Walnut Street Corridor Study. Mr. Adams noted the accident rate at the intersection of Walnut Street and Progress Avenue is not particularly high when compared to other locations in the County. Mr. Helm asked if there would be any safety issues with the proposed improvements due to higher speeds; Mr. Bauer noted the project only proposes increasing the lane widths by a foot from ten feet to eleven feet. It is expected the still-narrow eleven foot lanes would help keep traffic speeds down.

3. FFY 2007-2010 TIP

a. Amendments

Ms. Raves provided a summary of the proposed Highway TIP Amendments (*see “HATS MPO FFY 2007-2010 TIP Modifications E-mail ballot” for details*).

The construction phase of the Hummelstown Safe Routes to School project was added to the TIP.

- #246-2: Mr. Stoner motioned to ratify the action of the E-mail ballot. Mr. Turner seconded the motion, and the motion passed unanimously.

b. Administrative Actions

Ms. Raves provided an overview of the administrative actions taken (*see “FFY 2007-2010 TIP Modifications from 10/15/07 to 12/7/07” for details*). Mr. Link asked why the projects were added to the TIP. Mr. Adams responded Act 44 proposed tolling of Interstate 80, and based on the projected revenue the Turnpike Commission provided some funds, which are being used on state roads for improvements. Mr. Memmi asked if there will be any issues with bidding and cost increases with the number of projects being added. Mr. Adams replied the projects would be grouped and then bid to increase the likelihood of receiving competitive bids.

c. Year of Expenditure requirements (see “FFY 2007-2010 TIP Modifications for Year of Expenditure” for details)

Ms. Raves explained all projects on the TIP were subjected to a 1.04% increase per year as per federal guidelines. Mr. Link expressed concern about removing the Southern Gateway Project from the TIP. Ms. Raves said the Southern Gateway Project would be added back in the 2009 TIP. Mr. Adams noted the Southern Gateway Project was initially developed as an economic development project and there are numerous issues, including a \$6.5 million cost increase for engineering and the city’s desire to have PennDOT take over management of the project, that need to be addressed before the project is added to the TIP. Mr. Link stated all major projects, including major PennDOT projects, have high costs and often require significant cost increases, hence the Southern Gateway Project should not be treated any different. Mr. Adams pointed out the I-83 Master Plan is funded one-third from HATS funds and two-thirds from state-managed federal IM funds. Mr. Link replied the Southern Gateway Project is not entirely funded by HATS either. Mr. Szymborski informed the Committee the federal regulations state all projects that are shown on the TIP or RTP need to have funding identified all the way through completion of the project. Mr. Leppo mentioned the City needs assurance the project will be on the next TIP. Mr. Link expressed concern about the term “remove” being used for the Southern Gateway

Project in the amendments summary. Ms. Raves agreed to change the term to “moved to later years” instead of the word “remove”. Mr. Memmi suggested the same terminology be used on all the projects that were moved from the TIP.

- #246-3: Mr. Leppo motioned to recommend the modifications for year of expenditure to the Coordinating Committee for approval provided the Southern Gateway Project is added to the 2009 TIP and changing the terminology as suggested by Mr. Memmi. Mr. Link seconded the motion, and the motion passed unanimously.

d. Year of Expenditure requirements – Transit (*see “Capital Area Transit Year of Expenditure for Transit TIP” for details*)

Mr. Hoffer informed the Committee that CAT typically prepares the Transit TIP on a Year of Expenditure basis. Capital costs are projected over the four year period of the TIP based on inflationary impact. Mr. Hoffer noted the Transit TIP is in conformance with the federal regulations.

- #246-4: Mr. Hoffer motioned to recommend the Transit TIP modifications for year of expenditure to the Coordinating Committee for approval. Mr. Memmi seconded the motion, and the motion passed unanimously.

4. FFY 2009-2012 TIP Update

Ms. Myers-Krug mentioned the HATS TIP subcommittee met last month to identify the potential projects that would be on the TIP (*see “FFY 2007 and FFY 2009 TIPs Compared” for details*).

- The Shippensburg signals project would not be carried over due to issues with the earmark; the project will be added to the TIP when the earmark language is changed. Because this is an air quality significant project, it was noted there could be a delay in the project should it not be included on the draft FFY 2009 TIP forwarded to PennDOT from HATS. Additionally, because the earmark language change is in process, the potential delay is unnecessary and can be avoided by including the earmarked project on the TIP update now.
- Walnut Street Pedestrian Bridge will be removed because all funding was not identified.
- HIA Amtrak Station is being removed because several issues need to be resolved between HIA and Amtrak and the construction cost of \$30 million needs to be identified.
- Southern Gateway Project not listed due to concerns from PennDOT. Mr. Adams indicated there were several issues that need to be addressed regarding funding and cost increases before he will put it on the TIP.
- Both Mr. Link and Mr. Leppo suggested the Southern Gateway Project be added to the TIP.
- Mr. Turner expressed concern over Amtrak holding up projects. He also suggested HATS staff send a letter to Susquehanna Township explaining the funding situation and why the Walnut Street/Progress Avenue intersection project is not on the TIP.
- #246-5: Mr. Turner motioned that HATS staff should send letters to municipalities after a municipality makes a presentation to HATS explaining the funding situation. Mr. Stoner seconded the motion. Mr. Memmi suggested HATS staff prepare a draft letter and send it to the HATS members for input before sending it to the municipalities. The motion was revised to include Mr. Memmi’s comments and

passed unanimously.

- The Perry County Rock Slope project is no longer on the TIP.
- The Duncannon Park and Ride project was removed due to lack of response from the municipality.
- Mr. Adams mentioned the Campbelltown Connector project has been split into two projects; both projects will be bid soon.

5. Congestion Management Process

Mr. Sundara informed HATS staff is working with the CMP Task Force to update the Congestion Management Process plan. Focus corridors were identified with the help of the Task Force. These focus corridors were analyzed and various cost effective strategies to reduce congestion were identified. A draft CMP report is expected to be completed by mid January. A public meeting will be held around the end of January. The CMP plan would be presented to HATS for adoption during the February meetings for adoption.

6. Status Reports

Capital Area Transit (Mr. Hoffer)

- Fixed route ridership increased by 8.3% this fiscal year (July through October), paratransit increased by 3.8% over the same period of time.
- CAT implemented additional express service on the Route C – Carlisle; a new express trip now leaves Harrisburg at 3:35 PM and arrives at Carlisle at 4:25 PM. The return trip runs local via US 11, leaving Carlisle at 4:33 PM and arriving at Harrisburg at 5:30 PM. This roundtrip was implemented on November 26th.
- CAT is working with Hegin Valley Lines to transition their northern Dauphin County commuter service to CAT.

PennDOT (Mr. Adams)

- US 15/PA 581 project was bid, received four bids, the Department is in the process of reviewing bids, project might need slightly more funds.
- Received a good bid for the PA 743/US 322 intersection project.

City of Harrisburg (Mr. Link / Mr. Leppo)

- Mr. Leppo mentioned the Walnut Street Corridor study will be adopted in a week.
- Mr. Link asked the status of the Lemoyne Connector project, Mr. Szyborski mentioned he talked with Mr. Fauver to setup a meeting with Mr. Biehler to see what kind of resolution could be reached about the project. Mr. Adams noted several unique artifacts were found on the site; might need more time to obtain archeology clearance.

SARAA (Mr. Spaulding) (*Note – discussion took place between #3 and #4 on the agenda*)

- Commercial passenger traffic at HIA was up 10% for the year.
- The airport is averaging an 80% load factor on all flights.
- The HIA-New York LaGuardia service had a small cutback in the number of weekday flights but the load factors have been going up since the cutback.
- United and US Airways have added larger jets on selected flights to Chicago O'Hare and Charlotte respectively.

- Ms. Green asked about cargo volumes and belly cargo use on commercial passenger planes. Mr. Spaulding replied cargo volumes have increased 5% for the year and belly cargo has generally declined since the 9/11/01 terrorist attacks. Cargo-dedicated providers such as UPS, FedEx, and DHL have picked up the slack.

FHWA – No report this month.

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

St. Johns Church Road (CLASH) Circulation Study (Mr. Millard)

- At the last Task Force meeting on October 24th, McCormick Taylor provided information about the projected 2020 and 2030 conditions, existing truck movements, and initial alternatives. The Task Force had extensive discussion about the findings and projections.
- There was also discussion about transit and non-motorized needs in the study area, including pedestrian issues with crossing the PA 581 “barrier”.
- MTA will conduct a dry run public meeting for the Task Force on December 18th and hold an open house public meeting in mid-January (January 23rd).

Bike/Pedestrian/Passenger Task Force (Mr. Millard)

- The last Task Force meeting was held October 9th; the discussion focused on how to ensure targeted projects/needs can be implemented and a West Shore multi-municipal effort to inventory bicycle/pedestrian facilities in eastern Cumberland County.
- The West Shore group last met on November 1st; the discussion at that meeting centered on how better connections can be created linking residential areas and community facilities (like parks) and identifying east-west access possibilities.
- The next HATS Task Force meeting will take place on January 15th.

ITS Regional Advisory Panel (Mr. Millard)

- District 8-0 wants to create county-level incident management task forces in the near future. The task forces could address incident management needs at a more manageable geographic scope than the entire region and can also help provide input into the Regional Operations Plan.
- In the HATS area, there will be a Dauphin/Perry and Cumberland Task Force; Dauphin and Perry Counties are grouped together due to Perry’s small population and US 22/322’s importance as a commuter route for Perry County residents to the Harrisburg area.

Susquehanna Regional Transportation Partnership (SRTP)

- Mr. Szymborski distributed program update for the SRTP.

7. Other Business

- Ms. Myers-Krug indicated the meeting schedule for 2008 was included in the meeting packet.

8. Adjourn

Mr. Hoffer made a motion to adjourn the meeting. The meeting was adjourned at 11:45 AM.

ATTENDANCE

**Harrisburg Area Transportation Study
Technical Committee Meeting
December 7, 2007**

Voting Members:

Attending

PennDOT

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

Larry Shifflet
Walt Panko X
Terry Adams
John Kennedy

Cumberland County

Planning Commission:
 Alternate:
Planning Commission Staff:
 Alternate:

Jack Blair
Bruce Rosendale
Kirk Stoner X
Rick Rovegno

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 X

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 X

Advisory Members:

TCRPC Staff:

Secretary

Carl (Chip) Millard, III X
Al Sundara X

Karen Green X
Drew Ames X

Federal Highway Administration (FHWA)

Dan Walston

Other Organizations:

Harrisburg Regional Chamber/CREDC
Delta Development Group
Sierra Club
Harrisburg Bicycle Club
Susquehanna Township
Silver Spring Township
Herbert, Rowland & Grubic, Inc.
Herbert, Rowland & Grubic, Inc.

Rachel Cornman X
Jason Yakelis X
Larry Joyce X
Tom Helm X
Gary Myers X
Don Seiple X
Jeff Kupko X
Chris Bauer X