

H A T S
Technical Committee Meeting
Meeting #319
September 9, 2022
9:00 AM

1. Welcome and Introductions

The September 9, 2022 HATS Technical Committee meeting began at 9:00 AM. Mr. Deck welcomed everyone to the meeting and stated the attendance list would be taken from the online registrations. He informed participants the meeting was being recorded and asked anyone making motions or objecting to motions to state their name before doing so.

2. Meeting Minutes

a. Technical Committee – June 10, 2022

Ms. Ealer moved to approve the June Technical Committee meeting minutes. Mr. Stoner seconded the motion and it was unanimously approved.

b. Coordinating Committee – June 24, 2022

Mr. Deck noted the June Coordinating Committee minutes were included in the meeting packet for informational purposes.

3. TIP Modifications (FFY 2021-2024)

a. Administrative Actions

There were 16 actions since the last meeting.

- 15 were increase/decreases
- 1 Changing the funding source
- Item 6 & 40 CAT Intermodal Bridge is for a new phase start and in-depth inspection
- Item 8 William Penn HWY Resurface 2 is an increase to match the low bid amount
- Item 11 Lauder Milch Road Bridge is an increase for intersection evaluations along the detour route and additional design needed for cast in place wingwalls.

b. Amendments

There were no amendments.

4. Program and Plan Updates

a. Bike-Ped Update

Mr. Bomberger stated that HATS staff is continuing to work with our contracted vendor, Tandem Mobility, and a group of regional stakeholders to restart a bike share system, to be known as SusqueCycle. There will be 9 locations and 36 bikes. We are looking at the end of the month for the launch date. A regional membership is available for \$30 per year or pay as you go options. Outreach is ongoing and the system is anticipated to become fully active in the coming weeks. For more information, please contact Lauren Weaver.

HATS also received a grant for \$100,000 from DCNR to create an Active Transportation plan. The grant will be used for HATS staff coordination and analysis for the on-road portion as well as hiring a consultant to handle the off-road portion. Contact Andrew Bomberger with any questions.

Bike counts are also continuing. We are now using cameras which will supplement many of the on-site volunteer work. Bike counts will not be held in the fall and we will be working with DVRPC about volunteer and camera counts. Contact Andrew Bomberger with any questions.

b. Operations and Safety

Mr. Snyder stated that HATS Staff is preparing an application for the US Department of Transportation's Safe Streets For All (SS4A) grant program. HATS' application will be to develop a Safety Action Plan in order to qualify for future rounds of SS4A Implementation Funding. This Safety Action Plan will contain much of our prior work on developing a data driven approach to corridor prioritization/analysis that HATS has been working. Additionally, HATS has been working with SRTP and PennDOT's TSMO Unit in order to develop a regional CMP approach. More information on the CMP to come. For any questions, please contact ksnyder@tcrpc-pa.org.

c. CMAQ Performance Measure Targets

Mr. Bomberger stated that federal requirements for air quality and congestion management which means that we need to develop new standards. In addition to those HATS has adopted in the past, two new Performance Measures related to system reliability need to be adopted. HATS staff has been in contact with PennDOT and coordinated with Lebanon County MPO and YAMPO staff on the establishment of targets for Peak Hour Excessive Delay (PEHD) and Non-Single Occupancy

Vehicle (SOV) Travel. We have already coordinated with York and Lebanon. The targets are conservative and there are no implementation plan requirements in the case that we don't meet the targets. For the peak hour display, our target is 9.1 for 2023 and the SOV target for the next year is 20.2. For any questions, please contact Andrew Bomberger.

Mr. Szekeres stated that these measures only apply to the National Highway System. It is not all roads and is not giving the total view of all delay in the region.

Mr. Stoner asked if we had a comparison of congestion to other larger metropolitan regions. Mr. Szekeres stated that larger metropolitan areas (Philly/Pittsburg). He also stated that there are not penalties in those areas as well.

Mr. Deck stated that these targets will be incorporated into our updated congestion management process and they should be easily attained.

Mr. Szymborski made the motion to recommend formal adoption of the System Reliability Performance Measure targets. Ms. Korkutovic seconded and it was unanimously approved.

d. RTP Implementation Grant Program

Mr. Bomberger stated that the RTP Implementation Work Group met on August 23 to review the applications for the latest RTP Implementation Grant Program round and develop recommendations for selections/awards. A summary of the RTP Implementation Work Group meeting, including recommendations for selections/awards is included in the meeting packet. Additionally, a GIS-based interactive story map of each proposed project (with links to any included conceptual images or diagrams) is available there.

This is the second year of the grant program and the target goal is to fund \$6,000,000 for every two years (\$1 million per county per year). A total of 14 eligible applications were received and evaluated, totaling approximately \$7 million. We will also be connecting this grant program with the TASA funding.

Mr. Libhart stated that the review process involved the 8-person committee (HATS members, and other municipal staff). No staff from a particular municipality reviewed a project from that municipality.

Mr. Bomberger and Mr. Deck reviewed the story map which provides project maps, details, recommended funding source, and funding amount. For the scoring process, we used both the RTP Implementation Grant and the TAP's scoring process. Mr. Deck stated that 5 of the projects are studies and the remaining 9 are construction projects, some being extensions from the previous round of applicants. Mr. Eby asked if the Lemoyne project is not being funded through this specific grant. Mr. Deck confirmed that it is not being funded through this grant.

Mr. Libhart made a motion to recommend that the Leymone project be funded through the TASA funding. Mr. Stoner seconded and it was unanimously approved. Mr. Libhart made a motion to recommend RTP Implementation Grant funding for the remaining projects. Mr. Turner seconded and it was unanimously approved.

e. Amended TIP Revisions Procedures MOU

Mr. Bomberger stated that there were some late revisions in the MOU for TIP revisions. There were some specific concerns and cleaning up of language. Those amendments are highlighted in the meeting packet. These revisions are making it more consistent with the state MOU. They are small revisions and will not take effect until October 1st, when the new TIP takes effect.

Mr. Green made the motion to recommend adoption of the revised TIP Revisions Procedures MOU. Ms. Ealer seconded and it was unanimously approved.

f. Funded Studies

i. I-81 Improvement Strategy

Mr. Deck stated that the I-81 Implementation Strategy has been finalized, with the summary information available on the updated I81southcentralpa.com website. PennDOT District 8 has secured a consultant for the auxiliary lane project in Carlisle. They are also working on an analysis of the possible use of the shoulders on the Wade Bridge to possibly extend or connect the ramps across the bridge to reduce recurring congestion. HATS staff will be meeting with the Cumberland County Planning Commission in September to discuss mid- to long-term implementation priorities.

ii. RTP Implementation Grant Projects

Mr. Chabak stated that they continue to work on the 14 projects from the first round of applicants. These projects are all in different stages, with half of

them in the design phase and to be completed (design) in the fall. All of the projects are on track with their completion dates.

5. Project Development Process

a. Project Pipeline

Mr. Bomberger stated that we have recently moved 20 projects from the pipeline to the TIP. We continue to update the pipeline so if there are any transportation needs, please fill out a transportation needs form or contact us for information.

b. Projects in Development

Ms. Korkutovic stated that a few projects listed on the district website will be closing public comment tomorrow and will be under design in the fall.

There was a question asked about the Market Street Bridge. Mr. Deck stated that there is some feasibility work on the CAT Bridge including infrastructure usage, so that the infrastructure could possibly move to the CAT Bridge. There are also conversations about lane adjustments on the Market Street Bridge. Updates should be coming in the upcoming months.

6. Status Report

PennDOT

Ms. Korkutovic stated that the PennDOT Connects meetings were held this summer, so if your municipality did not participate and wanted to, please contact Kenana Korkutovic or Andrew Bomberger.

CAT

Mr. Acri stated that CAT went live to a new service change on Tuesday. They were very minor changes for the downtown Harrisburg Route.

Northfolk Southern

Mr. Deck stated that they are looking to move forward with the new connection above the Lemoyne Bottleneck. Mr. Deck stated that they will hopefully have someone from Northfolk Southern to give more information to the committee at some point in the near future.

S RTP

Mr. Deck stated that a long-term strategic session was held that seems to have a great potential for future outlook for the SRTP and commuting.

Cumberland County

The last three poor condition bridges were completed recently from their bridge bundle project.

7. Other Business

Commissioner Eby asked if that the proposed traffic light at Linglestown Road pertinent to the Triple Crown Plaza project. Mr. Deck stated that the project was reviewed and we passed along that the RTP has identified that location showed an increased number of crashes and is identified as a congested area. HATS agreed with the comment that HRG made to recognize the need to consider access management and bicycle traffic. Mr. Eby also asked if any communities have expressed any interest in the connecting committees program. Mr. Deck stated that we have identified it but missed the application process this year but will keep it in mind for the next round of applications.

8. Adjournment

Mr. Stoner moved to adjourn. Mr. Eby seconded the motion and it was unanimously approved.

The meeting was adjourned at 10:26 am.

Next meeting is scheduled for December 2, 2022.

ATTENDANCE

Harrisburg Area Transportation Study Technical Committee Meeting June 9, 2022

Name	Affiliation
Technical Committee Officers	
Steve Deck, AICP, Chairman	HATS Planning Staff
Diane Myers-Krug, AICP, Vice Chairman	HATS Planning Staff
Andrew Bomberger, AICP, Secretary	HATS Planning Staff
Technical Committee Members	
Deborah Ealer	Cumberland County
Kirk Stoner	Cumberland County
Jim Szymborski	Dauphin County
Stephen Libhart	Dauphin County
Jim Turner	Perry County
Gary Eby	Perry County
Ray Green	PennDOT Central Office
Miguel Acri	SRTA
Kenana Korkutovic	PennDOT District 8-0
Other Attendees	
Matt Boyer	S RTP
Jon Owens	PennDOT District 8-0
Eric Epstein	EFMR Monitoring Group
Casey Bottiger	Michael Baker International
Mack Breech	Susquehanna Township
Charlie Courtney	McNees Wallace & Nurick
Andrew Dudziak	Representative Sheryl Delozier
Gene Porochniak	FHWA
Sara Gibson	Camp Hill Borough
Theresa Eberly	Hummelstown Borough
Cindy Foster	Lemoyne Borough
Pamela Hess	PA Turnpike
Mike Hartly	KCI
Erin Trone	Lower Allen Township
Ryan Hostetter	HRG
Gene Chabak	Larson Design Group
Jamie Keener	Buchart Horn
Brenda Watson	Perry County
Lauren Zumbrun	HRG
William Peterson	Center for Community Building
Jason Hursh	Larson Design Group
Dan Szekeres	Michael Baker International
Carey Mullins	PennDOT District 8-0
Tami Halstead	Newport Borough
Dan Giles	HDR
John Owen	East Pennsboro Township
Philip Brath	Gibson Thomas

