

H A T S
Technical Committee Meeting
Meeting #329
September 13, 2024
9:00 AM

1. Welcome and Introductions

The September 13, 2024 HATS Technical Committee meeting began at 9:00 AM. Ms. Myers-Krug welcomed everyone to the meeting and stated the attendance list would be taken from the online registrations. She informed participants the meeting was being recorded and asked anyone making motions or objecting to motions to state their name before doing so.

2. Election of Officers

Ms. Myers-Krug stated that there is a vacancy for the Chairman of the HATS Technical Committee created by the retirement of TCRPC's Executive Director Steve Deck. Nominations for a new Chairman were asked of the committee members.

Mr. Stoner moved to nominate TCRPC's Executive Director Andrew Bomberger as Chairman of the HATS Technical Committee. Mr. Reisinger seconded the motion, and it was unanimously approved.

3. Presentation

a. HATS Regional Safety Action Plan

Ms. Martin presented information on the HATS Regional Safety Action Plan, which looks to enhance ongoing safety and equity work as a result of its engagement, collaboration, and project selection efforts. The plan provides an overview of the Safe System Approach and details on the existing conditions of our system, identified focus areas, and potential countermeasures for those focus areas.

Mr. Green asked how the plan will overlap with PennDOT's PM1 targets. Mr. Bomberger stated that the focus of PM1 is to reduce fatalities and serious injuries which is the main goal of the plan.

Mr. Bomberger asked for a motion to recommend adoption of the HATS Regional Safety Action Plan to the Coordinating Committee.

Mr. Owen moved to recommend adoption of the HATS Regional Safety Action Plan. Mr. Palmer seconded the motion, and it was unanimously approved.

b. Susquehanna Township Comprehensive Bicycle, Pedestrian, and Greenway Study

Mr. Breech presented information on the Susquehanna Township Comprehensive Bicycle, Pedestrian, and Greenway Study, which looks to serve as a guide for the expansion and creation of a Township-wide network of trail, sidewalks, bike lanes, and other facilities that are necessary for the safe expansion of non-motorized transportation. The Township looks to update their official map with the recommendations from this study to encourage the development of non-motorized connections.

Mr. Palmer asked if a connection from Vaughn Street to Route 39 of the Capital Area Greenbelt is considered as part of the study. Mr. Norford noted that this connection is a priority of the plan and is considered as part of their phase 1 goals.

4. Meeting Minutes

a. Technical Committee – June 14, 2024

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

b. Coordinating Committee – June 28, 2024

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

c. Special Meeting – August 9, 2024

Mr. Bomberger noted the August Special Meeting minutes were included in the meeting packet for informational purposes and will be acted upon during the September Coordinating Committee meeting.

5. TIP Modifications (FFY 2023-2026)

a. Administrative Actions

Mr. Puher provided the following overview of the administrative modifications made to the FFY 2023-2026 Highway/Bridge TIP since the June HATS meetings:

- 53 total actions
 - 14 increased funding
 - 3 decreased funding
 - 6 adding/removing phases
 - 4 cashflow/changing funding source

- 26 reserve line items/deobligations

Highlights of the administrative modifications included the following:

- Brandt Avenue Pedestrian Improvements (MPMS 115792)
 - Increasing the CON phase of Brandt Ave Ped Imp in FFY 2024 for \$181,326 to the low bid amount.
 - This project consists of the installation of 23 ADA ramps along Brandt Avenue, repaving Brandt Avenue, installation of traffic control device at intersection of 7th Street and Brandt Avenue in New Cumberland Borough, Cumberland County.
 - This project was let on June 6, 2024.
- Spring Run Bridge (MPMS 100080)
 - Increasing the CON phase of Spring Run Bridge in FFY 2024 for \$89,070 to the low bid amount.
 - This project consists of a bridge replacement on PA 34 (Spring Run Road) over Tributary to Spring Run in Middlesex Township, Cumberland County.
 - This project was let on Aug 8, 2024.
- Sporting Hill Turn Lane (MPMS 114315)
 - Increasing the PE phase of Sporting Hill Turn Lane in FFY 2024 for \$1,148,043.
 - This is needed for a supplement to complete the second phase of PE, which is to progress the design of the scoped improvements and complete the necessary environmental studies to obtain NEPA Approval for the project.
 - This project consists of resurfacing, adding turn lanes, coordinated signal replacements at 4 intersections and updating bicycle and pedestrian accommodations on South Sporting Hill Road (SR 1013) from Trindle Road (PA 641) to Carlisle Pike (SR 1010), in Hampden Township Cumberland County.
 - This project has a current estimated let date of June 1, 2027.

b. Amendments

Mr. Puher proposed one new amendment to the FFY 2023-2026 Highway/Bridge TIP:

- Enola Road Pavement Preservation (MPMS 113461)
 - Action: Adding the CON phase of Enola Road Pavement Preservation in FFY 2025 for \$7,735,493 to the current estimate.

- This project was previously funded with 409 funds.
- The project will need to be funded with federal TIP funds due to the increased construction costs estimated through the PE phase and the 409 budget limits.
- Project Narrative: This project consists of a concrete patching with bituminous overlay and areas of reconstruction on SR 0011 (Enola Road) from SR 1004 (Valley Road) to SR 1039 (Belle Vista Drive) in East Pennsboro Township, Cumberland County.
- This project has a current estimated let date of June 5, 2025.
- This was approved on 9/11/2024 by our PMC (Program Management Committee) process in Central Office.
- This project was originally programmed on the 2021 TIP with federal funds. The project was removed from the 2023 TIP and funded with Maintenance A-409 funds. The project progressed through PE and the construction cost was estimated at more than what the A-409 program for Cumberland County was able to fund. After discussing with the Harrisburg MPO staff, The District made a decision to fund the construction phase with 2025 TIP funds to move forward with the construction phase.
- Funding will be utilized from the construction phase of Market St Bridge West (MPMS 93176) and the construction phase of Market St Bridge East (MPMS 93177). These project phases will be cash flowed to better align with the current estimated let date (12/3/2026). This will not impact the deliverability of these projects.

Mr. Green moved to recommend approval of the Highway/Bridge amendment.
Mr. Stoner seconded the motion and it was unanimously approved.

6. Program and Plan Updates

a. Bike-Ped Update

Mr. Bomberger shared that, through August, SusqueCycle year-to-date ridership is up approximately 50% from last year. The entire fleet of bicycles was replaced in May and rack locations at Transit Park (10th St and Market St) and State Office Complex (North St and Commonwealth Ave) were added over the summer. There are now a total of 11 stations and 60 bikes across the system. HATS staff continues working with partners in the region to increase awareness and evaluate opportunities for future expansion of the system. Development of the HATS Active Transportation Plan has been slower than expected, but work continues with updates to come at future meetings.

b. Operations and Safety

Mr. Warner stated that the regional Congestion Management Process is underway with HATS staff attending a CMP workshop in August. As development progresses more information will be shared at future meetings. The HATS Crash App has been updated with the new 2019-2023 PCIT crash data from PennDOT. TCRPc has received SS4A Demonstration grant funding for the Sober Ride Home program which will provide \$40 Uber vouchers during specific days and times in an effort to reduce DUI crashes.

c. FY 2025-2027 Unified Planning Work Program

Ms. Myers-Krug shared information on the FY 2025-2027 Unified Planning Work Program. It is prepared and updated on a two year cycle, and describes major activities and resulting products, including who will perform the work, timeframe for completing the work, the proposed funding by activity, and a summary of the total amounts and sources of federal and matching funds. It should be noted that there is \$400,000 in supplemental planning funds available statewide in each year of the program. These are competitive funds awarded by PennDOT Central Office, usually in the Spring. HATS staff is requesting supplemental funding support for planning studies submitted for consideration through the RTP Implementation Grant Program, which is described in the draft UPWP. It is asked that Comments on the draft UPWP be submitted to HATS staff by October 4th to be incorporated in a final draft for review by FHWA and FTA. Final adoption by HATS will be asked for at the December meetings.

d. RTP Implementation Grant Program

Mr. Bomberger stated that the Regional Transportation Plan Implementation Grant program has awarded funds to construction projects through its application rounds in 2020 and 2022 totaling around \$12 million. The 2020 round awarded 14 construction projects and the 2022 round awarded six construction projects and five studies. As discussed at previous meetings, many of those projects have been subject to cost increases, primarily due to inflation and the general rise in the cost of construction materials. After discussion with PennDOT District 8-0 and Larsen Design Group (the contracted project manager for Round 1 projects), HATS staff is recommending the RTP Implementation Grant Program be paused, the RTP Implementation Grant line item in FFY 2025 and 2026 (totaling \$6 million) be used to accommodate these cost increases and no application round for construction projects be made available this year, and to revisit this at the start of 2027 TIP development in late 2025.

Mr. Reisinger asked that municipal projects asking for federal funds to be mindful of the federal delivery process and that municipalities work with their consultants to accommodate the additional costs and time when developing estimates and scopes of work.

Mr. Bomberger noted that updates to the RTP Project Pipeline will be focused on project readiness and improving cost estimates in an effort to minimize these issues in the future.

Mr. Reisinger moved to recommend pausing the RTP Implementation Grant Program, use the RTP Implementation Grant line item for cost increases, and revisit discussion on the program in late 2025 at the start of 2027 TIP development. Mr. Stoner seconded the motion, and it was unanimously approved.

e. West Shore Gateway Trail Feasibility Study

Mr. Bomberger stated that HATS staff, in coordination with Cumberland County and Lemoyne Borough, is pursuing a Feasibility Study for the trails leading from the SRTA/CAT Intermodal Bridge to 10th Street and Lowther Street in Lemoyne Borough, consistent with MOU established between Lemoyne Borough and Norfolk Southern. In June, HATS Coordinating Committee authorized a letter of support to be submitted as part of an application for a South Mountain Partnership grant, which was subsequently received. Because of the time sensitive nature of the study and the current attention Norfolk Southern is paying to the subject, HATS staff and Cumberland County are requesting an amendment of the FFY 2023-2026 Highway/Bridge TIP so that \$100,000 of the FFY 2025 RTP Implementation Grant line item be made available for completion of the study, to be matched against the local funds already secured.

Mr. Stoner emphasized the cooperation between HATS, Cumberland County and Lemoyne Borough along with Norfolk Southern. The project is unique in its potential to be a major artery and catalyst for connecting western Cumberland County with the City of Harrisburg.

Mr. Green made the motion to recommend the approval of the amendment. Mr. Owen seconded the motion and it was unanimously approved.

f. Market Street Bridge

Mr. Reisinger shared information on the Market Street Bridge projects, which includes the west span from City Island to Lemoyne/Wormleysburg in eastern Cumberland County, and the historic east span from City Island to Front Street in the City of Harrisburg. PennDOT worked with several consultants to develop numerous alternatives varying widely in cost. PennDOT, working with those consultants and HATS narrowed down the list of alternatives to what is presented in the packet. Numerous complexities are present with these projects including the numerous utilities withing the bridges, maintaining bike and pedestrian traffic on the west span, a full detour of westbound vehicle traffic for the duration of construction, etc. PennDOT recommends the alternative for construction of a downstream utility bridge, to move utilities onto the utility bridge and then commence construction on the Market Street bridges. Consideration should be made to the future operation of the Walnut Street Bridge once Market Street bridge construction is complete.

Mr. Bomberger emphasized the complexities involved with the different alternatives. HATS Staff would like to see project grouping two from the PennDOT-prepared memo be the recommended alternative since it includes a full rehab of the CAT Intermodal Bridge, with the consideration that they will not be let as the same project but instead done as a commitment from PennDOT to work with HATS to move the rehab of the CAT Bridge forward. Mr. Reisinger agreed PennDOT would be an engaged partner in moving the CAT Bridge rehab project forward.

A motion was asked for to recommend project grouping two from the PennDOT-prepared memo to the coordinating Committee with the understanding that the CAT Bridge rehab will be a separately engineered and constructed project from the Market Street Bridge projects.

Mr. Stoner made the motion to recommend the selection of project grouping two with the CAT Bridge as a separate project. Mr. Green seconded the motion and it was unanimously approved.

g. HATS 2050 Regional Transportation Plan

Mr. Bomberger stated that HATS staff has begun the development of the HATS 2050 Regional Transportation Plan and public outreach is well underway. A public survey is available online and event attendance began in July. An initial Steering Committee meeting was held July 31 which introduced the structure and changes of the HATS 2050 RTP. A visioning exercise was also conducted, with a follow-up survey available for those that didn't attend the meeting, with the results being used

to establish the vision and goals of the plan. Outreach for the HATS 2050 RTP will continue through the fall and the next Steering Committee meeting will be held in late October/early November. Needs identified on the current Project Pipeline and ones that have been collected since the last update have been compiled and sent to municipalities to review and send in any additional needs. Adoption of the HATS 2050 RTP is anticipated for September 2025.

7. Project Development Process

a. Project Pipeline

Mr. Bomberger stated that all new transportation need submissions will be included in the RTP update.

b. Projects in Development

Mr. Puher gave an update for several projects, including the following:

- Clarks Ferry Bridge PM/Clarks Ferry Interim Repairs (MPMS 93178/119484)
 - MPMS 93178/MPMS 119484 – Anticipate submitting the design field view submission for the bridge repairs early September 2024, continuing to coordinate with Riverlands (MPMS 106554) project on items such as the Environmental Assessment, traffic control plan, next public meeting.
 - Project #119484 interim repairs is under construction.
 - The structure needed more repairs than anticipated and the original completion date of 8/30/2024 was not met due to the additional/in depth necessary repairs.
 - New target completion is around Thanksgiving 2024.
- Riverlands Safety Implementation (MPMS 106554)
 - Archeology Phase 1, 2 complete and report submitted to district for review, anticipate restarting the Environmental Assessment (EA) process sometime in September, advancing preliminary right of way plan, drainage design and traffic control.
 - Coordinating with Clark's Ferry (MPMS 93178).
 - Due to needing a programmatic agreement from the archeology findings and EA which takes a considerable amount of time to process, the Route 22/322 Clarks Ferry Improvement project (Riverlands and Clarks Ferry) is now expected be ready for let in 2028.
- Lemoyne Bottleneck Improvements (MPMS 114202)

- Design Review approved on 7/31/24 and Design Field View milestone planned for October/November 2024. These Plans will also concurrently be shared with (Norfolk Southern) NSRR (and PUC if applicable).
- Project may require an NPDES permit based on 1 acre of disturbance (TBD).
- Environmental Clearance is anticipated in October/November 2024.
- Current estimated let date is January 2026.
- PA 581 Resurfacing (MPMS 88314)
 - Project is at contract management with advertisement soon.
- Sporting Hill Turn Lanes (MPMS 114315)
 - The supplement for preliminary engineering of the preferred alternative is in process. The consultant will prepare an ASTA design schedule after the legal supplement is executed but our tentative target for Environmental Clearance is Sept 2026 with the let date probably in late 2027 or early 2028.
 - PP&L transmission obtained easements to move/upgrade their facilities along Sporting Hill Road as a part of their projects. The new poles will be located outside of the new widened roadway footprint. PP&L construction work has begun just S of PA 581 overpass, but they have encountered conflicting underground utilities and only one new pole has been installed so far.
 - Hampden Township has approval from the old township building property owner and Cumberland Valley School District to route a portion of the bike/ped trail from the Union Flats housing development south of Trindle Road to the Hampden Park and Pool property onto those properties from Sporting Hill Road. Bike/ped trail coordination with the Naval Support Activity will occur after execution of the supplement for preliminary engineering.
- Middletown Road Safety and Congestion Improvement (MPMS 116786)
 - Final corridor intent to enter letters mailed on 09-05-24.
 - Environmental/cultural resources field work and tasks will start shortly and continue through the remainder of 2024/early 2025.
- Phase II Streetscape Improvements – 3rd St (MPMS 119304)
 - The designer has developed the scope of work which was submitted for review and received approval. The municipality, Lemoyne Borough, was informed that we were good with the SOW. The Borough has issued NTP (notice to proceed) and work has started.
- Center and 21st Street Intersection (MPMS 114319)
 - KCI provided an estimate extending the sidewalk, requested by HATS. The cost estimate prepared for extending the sidewalk facilities is around

\$250,000. There is a gas line in the existing shoulder, but we are assuming no utility impacts. The existing right-of-way looks decently wide, but we'll need to figure out how we tie in with the park property.

- Preliminary Engineering will begin once we get confirmation to include the additional sidewalk.

8. Status Report

PennDOT

Mr. Reisinger stated that a project for resurfacing I-81 in the Carlisle area is in the design stages and planning to let in 2025.

FHWA

Mr. Porochniak shared that FHWA is currently working on finalizing its review of the STIP and working with FTA and EPA to move forward on approval to have it ready to take effect October 1st.

SRTA

Mr. Juba provided an update on SRTA's Transit Asset Management Performance Targets for FY 2025. This includes a drop in Rolling Stock from 23% to 7% and Equipment increased from 18% to 26%.

S RTP

Ms. Newcomer provided an update on their monthly ridership statistics. She also gave a brief overview of their current outreach programs.

9. Other Business

Mr. Bomberger shared information from an update from PennDOT on the I-83 Master Plan with minimal changes.

Mr. Iseman stated that the PA House Transportation Committee started doing hearings on additional public transportation funding. The Senate Transportation may conduct the same type of hearing in the future.

10. Adjournment

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

The meeting was adjourned at 11:25 am.

Next meeting is scheduled for December 6, 2024.

ATTENDANCE

Harrisburg Area Transportation Study Technical Committee Meeting September 13, 2024

Name	Affiliation
Technical Committee Officers	
Andrew Bomberger, AICP, Chairman	HATS Planning Staff
Diane Myers-Krug, AICP, Vice-Chair	HATS Planning Staff
Technical Committee Members	
John Owen	Cumberland County
Kirk Stoner	Cumberland County
Dan Robinson	Dauphin County
Joel Seiders	City of Harrisburg
Todd Webb	City of Harrisburg
Beth Nidam	SRTA
Ray Green	PennDOT Central Office
Richard Reisinger	PennDOT District 8-0
Other Attendees	
Ted Sheehe	PennDOT Central Office
Jeff Puher	PennDOT District 8-0
Heidi Mertz	PennDOT District 8-0
Maitrey Patel	PennDOT District 8-0
Tanner Stroup	HATS Planning Staff
Ben Warner	HATS Planning Staff
Gene Porochniak	FHWA
Steve Hoffman	Cumberland County
Ray Palmer	Cumberland County
David Juba	SRTA
Morgan Wagner	PA Senate staff
John Fulponi	PA Senate staff
Vanessa Buzey	PA House staff
Andrew Dudziak	PA House staff
Joshua Reynolds	PA House staff
Rachel Reznick	PA DCED
Kyle Snyder	PA DCED
Stacey Newcomer	S RTP
Ross Willard	Recycle Bicycle
Dan Long	HRG
Lauren Zumbrun	HRG
Amelia Martin	Kittelson & Associates, Inc
Justin Gochenauer	MBI
Jason Hursh	Larson Design Group
Jamie Keener	Buchart Horn
Thomas Leckrone	Gannett Fleming
Brian Kimmett	RTC
Jeff Iseman	PA SILC
William Peterson	Center for Community Building

Gale Gallo	Lemoyne Borough
Mack Breech	Susquehanna Township
Betsy Logan	Susquehanna Township
Dick Norford	Susquehanna Township