

**LANCASTER COUNTY
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE (TTAC)
MINUTES**

DATE: May 8, 2017
TIME: 12:00 p.m.
PLACE: 150 North Queen Street, 1st Floor LCPC Meeting Rooms, Lancaster, PA 17603

MEMBERS PRESENT:

Leo Lutz (Chair)	Lancaster County Planning Commission
Ralph Hutchison (Vice-Chairperson)	Inter-Municipal Committee
Jeff Glisson (Alternate)	South Central Transit Authority
Greg Paulson (Alternate)	Legislative Delegation
Alice Yoder	Lancaster County Planning Commission
Roni Ryan	Lancaster County Planning Commission
Lisa Riggs	Business and Finance Community
Heather Valudes	Chamber of Commerce
Bill Swiernik	Bike/Ped. Advisory Committee
Cindy McCormick	City of Lancaster
Justin Evans	Outer Municipalities
Beth Raves	PennDOT Central Office
Tony Berger	PennDOT District 8-0
Dan Walston	Federal Highway Administration
Kate Gonick	Environmental Community
Maureen Westcott	Advocate for Persons with Disabilities

GUESTS:

Commissioner Stuckey	Board of County Commissioners
Matt Boyer	Commuter Services of PA
Nate Walker	PennDOT District 8-0
Adam Grimes	PennDOT Central Office
Michelle Madzelan	ELA Group

STAFF:

Robert Bini	Director for Transportation
Lauri Ahlskog	Senior Transportation Planner
Harriet Parcels	Senior Transportation Planner
Gary Jones	Transportation Planner
Kyle Salage	Administrative Secretary

1. **Call to Order** – Chairperson Lutz called the meeting to order at 12:01 PM.

2. **Updates and Announcements**

a. **Major Projects**

- **State Road Interchange** – Mr. Berger reported that Amtrak continues to review design submissions for the project. At an April 26th meeting with PennDOT, East Hempfield Township received the revised construction agreement and indemnification conditions being requested by Amtrak. The township is in the process of reviewing the revised agreement and determining whether or not it will accept these conditions, and PennDOT will wait for their response before proceeding further. Recently, some state legislators entered the project discussions in order to help clear the legal hurdles presented by Amtrak. The anticipated let date of February 2018 may be in jeopardy at this point, and the timetable will likely be pushed back if an agreement is not reached by the end of May. Ms. Riggs asked whether it is standard for PennDOT to offer indemnity. Mr. Berger said that it does in some cases, but the bridge in question is owned by the municipality. This means that any indemnification terms would need to be accepted by East Hempfield Township. Mr. Berger stated that PennDOT has never entered into an indemnification agreement like the one being requested by Amtrak. Ms. Riggs then asked for confirmation that PennDOT has offered indemnity to Amtrak before, and that Amtrak changed the indemnification contract language for this particular project. Mr. Berger could not provide specific examples of previous agreements, but he did confirm that the language being presented in this case is indeed different than what Amtrak usually requests. Regardless, Mr. Berger stated, PennDOT will continue to work through this and ensure that the project still comes to fruition. Chairperson Lutz asked for clarification as to what the original let date for the project is. Mr. Berger stated that the anticipated let date was February 2018, prior to the developments that are now hindering progress. Ms. Riggs noted that it has been nine years since discussions for the project began, and two years since the existing indemnification issues arose. Mr. Bini added that this is the first time a request from Amtrak has contained language calling for indemnification in perpetuity. The township is hesitant to accept such terms. Both the county and PennDOT have advised East Hempfield Township that agreeing to Amtrak's requested terms would put them in a less than desirable position. Ms. Riggs said that it is inexcusable for the project to take this long, especially given all of the work that PennDOT has put into trying to move it forward. Mr. Walston asked whether the interchange is categorized as a ten year project, to which Mr. Berger said that he does not believe it is. Chairperson Lutz noted that problems often arise when railroads are involved, and these delays cost county taxpayers money. He cited the relocation of PA-441 as an example of this.
- **US 222/322 Intersection Improvements** – Mr. Berger deferred on this update, given that it will be address during Item 4 of the agenda.

- **US 30/222 Interchange** – Mr. Berger reported that the tentative plan is for improvement of the interchange to be broken up into several, separate projects due to the magnitude of what needs to be done. Improvements will include the addition of a left turn lane on Chester Road near the Oregon Pike intersection, at an estimated cost of \$600,000. This additional lane would have a let date some time during next construction season. There will be improvements to the weaving moments along the corridor in order to improve capacity. The twin bridges will need to be replaced, at an estimated cost of \$20 million. Construction on the bridges would begin around 2021. There will also be two phases of widening of the corridor from Jake Landis Road to US-322 at a cost of approximately \$130-150 million. A possible let date for the widening still needs to be determined. All of this information will be presented in a more formal manner to the MPO once details are made more certain. Chairperson Lutz expressed concern as to how these projects will impact traffic flow along the corridor. Mr. Berger said that PennDOT aims to keep traffic at four lanes, but there will inevitably still be delays. Ms. Riggs asked whether funding for these improvements will come from multiple sources. Mr. Bini said that it is not clear at this point in time where the funding will come from, but the high costs are part of the reason for opting to make the improvements incrementally. Chairperson Lutz asked whether these improvements would take place over multiple years. Mr. Bini said that the projects will be spread out over several construction seasons, and the use of multiple monetary resources would minimize the financial impact. Chairperson Lutz said that this corridor is a reflection of the fact that a balance must be struck between the large number of projects that need to be completed in the county and the limited amount of money to spend on improvements. Mr. Walston pointed out that these fiscal constraint issues can be addressed, in part, by updating the Long Range Transportation Plan (LRTP). Mr. Berger concluded by stating that PennDOT continues to discuss these improvements with the task force, and information will be presented more formally to the committees in the future.
- **Veterans Memorial Bridge** – Mr. Berger reported that the bridge will need to undergo rehabilitation. As the first step in this process, a complete inspection of the bridge will take place. PennDOT recently met with Norfolk Southern Railroad and local homeowners to discuss the project. Data and structural ratings will have to be acquired before a more specific plan can be established. This process of inspection and data collection will take place over the course of the rest of this year. PennDOT hopes to begin preliminary engineering by next spring. However, there are falcons living on approximately two-thirds of the bridge, which will inhibit PennDOT's ability to conduct the inspection and collect data. They will have to work around and through this problem in order to ensure that the rehabilitation stays on schedule. Commissioner Stuckey asked for confirmation that these falcons are a protected species, and Mr. Berger confirmed this. He

added that PennDOT will be meeting with stakeholders once better data is acquired. At this point in time, the estimated cost is \$54 million.

- **PennDOT Connects** – Mr. Berger stated that the PennDOT Connects process has technically started for the US-322/222 intersection, since PennDOT met with county staff to discuss the project earlier in the morning. He noted that James Ritzman, Deputy Secretary of Planning at PennDOT Central Office, gave a presentation on the program to the MPO at its April 24th meeting. PennDOT has discussed the concept, policy, and implementation of the program with planning commissions throughout the county. The over-arching idea is to use this program as a mechanism to create more community-minded projects. Ms. Yoder asked whether the TIP process timetable and algorithm are coordinated at all with the PennDOT Connects process. Mr. Berger said that the TIP process does coincide with it. Though this may be difficult to facilitate during the early phases of PennDOT Connects, the ease of coordination will increase over time. This is in large part due to the fact that PennDOT Connects calls for projects from 2017 and onward to go through the process, but most current or pending projects were developed two years prior. Future TIP updates will not have as many projects to add, compared to the upcoming 2019-2020 TIP. PennDOT will have a draft TIP completed sometime around July, and PennDOT Connects meetings will take place between July and December of this year after the draft is complete. This fits within the general framework of the county's TIP development timeline. Mr. Bini added that the schedules of the TIP prioritization process and PennDOT Connects can be reviewed and compared in order to ensure that they coincide. Though it will be challenging to introduce PennDOT Connects and formulate the TIP at the same time during this cycle, there are not expected to be any procedural issues. Mr. Bini said that he will discuss these issues with the TIPUS at its next meeting, which has yet to be scheduled. Mr. Walston noted that in PennDOT District 9-0, the approximate average meeting time with municipalities per project is between twenty (20) and twenty-five (25) minutes. Mr. Bini said that it is not the number of municipalities or the time requirements that make initial implementation difficult, but rather the necessary balancing of resources. Ms. Riggs inquired as to what happens in the event that TIP funding changes, as well as when municipalities and the committees will be given their respective opportunities to review the TIP. Mr. Berger said that PennDOT will have to manage expectations for the program. Ms. Yoder stated that municipalities should be made aware of all the information being discussed regarding the program. Mr. Grimes noted that PennDOT Central Office is currently developing program training sessions that will be rolled out to the county's planning commissions. County staff will be notified when the schedule for these sessions is determined. Mr. Bini added that funding ultimately determines what projects are added to the TIP, but PennDOT Connects should provide a means of communicating these factors with municipalities, while also better incorporating

community needs. Ms. Yoder asked when the list of next year's re-pavements will be released. Mr. Berger said that re-pavements are released annually, but these announcements could be made twice a year if it is warranted. PennDOT is waiting to announce re-pavements until the fall due to the busy schedule of the current TIP development. Ms. Ryan inquired as to why not all resurfacings seem to accommodate bicycle and pedestrian needs, and why it is not always a consideration during the engineering process. Mr. Berger stated that the scope of work will depend on the type of funding. If it is a project using TIP funds, it will have to undergo those kinds of engineering considerations. However, if the resurfacing uses maintenance funding, the scope of work is much more limited and may not be able to take those aspects into account. Ms. Ahlskog pointed out that some of the current and pending resurfacings did indeed pass the deadline to be given a full engineering review. However, this is not expected to be the case for the 2019-2020 TIP because there will be more time to feed resurfacing projects through the PennDOT Connects process. Mr. Berger said that 2019 re-pavements to be added to the TIP will only use maintenance funds, and design for them would not start until this winter or next spring. Chairperson Lutz pointed out that the timing of these announcements is important to municipalities, given the implications that resurfacings have on curb and sidewalk projects. He estimated that municipalities would need to know the planned resurfacings for 2019 by the end of this year, in the event they were intending to install any curbs or sidewalks on those roadways. Ms. Yoder noted that there are municipalities who have deferrals for projects such as sidewalks and curbs, and resurfacings could be a catalyst to push them to make these improvements. Ms. Yoder then inquired as to whether consideration is being given to the possibility of automating some of the communication that PennDOT Connects entails. Ms. Ryan said that the PennDOT website was helpful, and Chairperson Lutz noted that information such as resurfacings will be dispersed from the county out to the municipalities. Vice-Chairperson Hutchison pointed out that under the program, municipalities will have to engage engineering firms. Some municipalities may not have room for this added cost in their budget for the next year, given the cycle of budget development. Mr. Berger said that these points are all welcome and valid, but that ultimately resolving these things will take time. Chairperson Lutz noted that the increased communication facilitated by PennDOT Connects will help avoid timing overlap issues, such as those discussed in relation to resurfacings and curbs.

- b. Transit** – Mr. Glisson announced that in honor of National Bike Month, riders who bring a bike on board an RRTA bus will get a free ride during the week of May 14th. The Queen Street Station project is still on schedule, with bids due on Wednesday, May 17th. The notice to proceed will be issued in the beginning of June. The alternate locations to be used during construction will be made public before work begins at the station.

- c. Federal Highway Administration** – Mr. Walston said that the issue of safety is gaining traction nationally. He distributed a flyer for the FHWA’s “Building Links” report, which will be released later this year. The report will outline how safety and planning practitioners can better work together. Safety audits and crash data indicate that fatalities are increasing. Because of this, the department has set a goal of annually reducing fatalities by two percent (2%). The MPO may choose to set its own goal, or it can adopt the same target and work with the FHWA to determine priority corridors. Safety projects aimed at achieving this goal would qualify for federal funding. He also noted that a Technical Assistance Plan is developed each performance year, which lasts from June to May. This plan outlines what information and advice from the FHWA to the MPO and its subcommittees. Mr. Walston said he hopes that this plan can regain traction in the state and in Lancaster County. Additionally, the FHWA’s website outline context-sensitive solutions will be distributed to committee members. Mr. Walston also noted that there is a metropolitan and municipal bicycle/pedestrian handbook available, and certification review for the Harrisburg TMA will take place on Wednesday, May 10th. Mr. Hutchison asked whether the 2% decrease in fatalities is an annual goal. Mr. Walston confirmed this, and said that he is aware of how aggressive this target is. The PM-2 and PM-3 will also be released this month. The MPO will have 180 days after the August performance metric release to decide whether or not to share the 2% goal or adopt a different goal. Ms. Westcott inquired as to whether there will be any funding penalties tied to the reduction goal, to which Mr. Walston said that there will not be any funding penalties for MPOs that fail to meet their target reduction in fatalities. Chairperson Lutz whether there will be any supplemental courses or informational materials related to the Building Links report. Mr. Walston said that he will keep county staff informed regarding any additional webinars, courses, or informational pieces related to the report.
- d. Bike/Pedestrian Advisory Committee (BPAC)** – Mr. Swiernik announced that the BPAC will meet on Thursday, May 25th at 5 PM.
- e. Transportation Authority** – No representative present.
- f. Commuter Services of PA** – Mr. Boyer announced that there will be between fifteen and twenty events for National Bike Month. This will include events in conjunction with SuperValu, Eurofins Lab Lancaster, and other companies. Recently, Eurofins Lab attended the PPTA Spring Conference with Commuter Services of PA as a representative for Lancaster. This conference was largely centered around sharing the benefits of ride-share programs for employers. The South Central Assembly will take place in June at the Penn State Harrisburg campus in Middletown. The SRTP will have its 100th meeting on May 17th. Data will be available regarding how many miles were taken off the road during Earth Month. Ms. Yoder asked when the South Central Assembly will take place, and whether that event will be open to the public. Mr. Boyer said that the conference is scheduled for Wednesday, June 13th from 9 am-12:30 pm, and it is indeed open to the public. The SCA website can be referred to for full details regarding the conference.

- 3. Minutes of April 10, 2017 Meeting (Action)** – The committee had no additions or corrections to the minutes.

Ms. Valudes made a motion to approve the minutes as presented. Ms. Riggs seconded this motion. The motion passed by unanimous vote, thereby approving the minutes.

- 4. Diverging Diamond Interchange Presentation** – Mr. Bini presented the committee with a video to view. The video, made by the FHWA, provided an overview of the Diverging Diamond Interchange (DDI) and its benefits as a congestion management tool. Mr. Bini stated that the preliminary design developed by PennDOT District 8-0 for the US-222/322 interchange looks like what was seen in the video. As a whole, he added, the DDI is a more compact design. Vice-Chairperson Hutchison noted that the DDI design does not make any mention of buggy accommodation, but Mr. Bini stated that there is indeed a lane for buggies in the preliminary design. Mr. Swiernik asked whether this would impact traffic going northbound on US-222. Mr. Bini was not certain of these traffic implications but agreed to look into the matter.
- 5. Active Transportation Plan Update** – Mr. Domin informed the committee that he will provide a recap on the previous week's activities, but details on the plan will not be presented until a full draft is complete. He displayed and discussed several maps shown at the public meetings during the week of April 24th. There were three advisory meetings and six public meetings. The Technical and Visioning committees met on the 24th, and five advisory meetings took place on the 25th. A meeting regarding the Greater Lancaster Heritage Path was held, and the Amish Safety Committee members in attendance expressed interest in the proposed goat path. There is a draft map of active transportation routes, the GLHP from US-772 into Lancaster City, the Northeast Greenway Trail, and the Engleside Connection from Water Street to the Quarryville line. Public information is being incorporated into the maps, and revised maps will be available in several weeks. These updated maps will be presented to the public in June or July. Ms. Yoder asked whether schools were considered when making active transportation connections. Ms. McCormick said that schools are indeed considered, given that they serve as key points of interest. Ms. Yoder then asked whether there is a trail connection to Lebanon. Mr. Domin said that Elizabethtown is working on developing a trail connection to the Conewago Trail, but it is proving to be difficult to fill the 5 mile gap between the Northwest River Trail and the Conewago Trail. As a whole, however, trails are finally coming together within the large county network. One noted problem, however, is that those living in the Lancaster metro area do not have easy access to a trail network. Ms. Yoder added that Lebanon County has made it a priority to increase its trail connectivity to Lancaster County. Mr. Domin concluded by stating that areas around the trail network are experiencing economic growth because of these connections.
- 6. Draft Strasburg Township Letter** – Mr. Bini noted that this is follow-up from the previous meeting's discussion of the SGT program. The LCPC will give Strasburg Township until August 1st to officially decide whether they can and will go forward with the project, or if they will return the funds and pursue alternative projects along the

corridor. Staff will meet with the township to discuss the situation and the options for how to proceed. Ms. Valudes asked whether the township is aware that they will be receiving this letter, to which Mr. Bini said that they are not. This is why county staff will meet with them before officially issuing the letter. Chairperson Lutz suggested that the language of the letter include a disclaimer that they can apply again in the future even if funds are returned. Ms. Ahlskog said that the township will still be encouraged to apply for SGT funding again in the future, and to pursue a safety audit as an alternative. Mr. Glisson asked whether this will have any impact on the upcoming SGT funding cycle, to which Mr. Bini said that it will not. Ms. Riggs asked whether this will set up a more defined follow-up process for situations such as this in the future. Mr. Bini said that, going forward, it should increase consciousness of deadlines and timeframes in the SGT program.

- 7. Other Business & Public Participation** – Mr. Bini informed the committee that PennDOT is in early stages of negotiations to acquire an additional parking lot on Keller Ave for the Lancaster train station. It is a 3.6 acre lot that will be turned into either surface or structure parking for the Amtrak station. Discussions with Amtrak will need to take place, and neither preliminary engineering nor right of way negotiations have started yet. Toby Fauver, the PennDOT Deputy Secretary for Multimodal Transportation, will be at the July committee meeting to provide updates on both this project and on the Mount Joy train station. Vice-Chairperson Hutchison asked where the money for this parking lot will come from. Mr. Berger said it is not yet determined, but most likely the funds would come from the Federal Railroad Administration (FRA).
- 8. Next Meeting: June 12, 2017, 12:00 p.m.**
- 9. Adjournment** – The meeting adjourned at 1:40 PM.