

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

DATE: June 12, 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
Nate Walker (Alternate)	PennDOT District 8-0
Dan Walston	Federal Highway Administration
Kate Gonick	Environmental Community
Maureen Westcott	Advocate for Persons with Disabilities
Austin Beiler	Lancaster Airport Authority

GUESTS:

Commissioner Stuckey	Board of County Commissioners
Matt Boyer	Commuter Services of PA
Nathan Reese	PennDOT District 8-7
Beth Nidam	York City Planning
Neil Ward	Commuter Rail of Lancaster
George Tobler	BPAC
Luke Gibson	Office of Rep. Mike Sturla

STAFF:

James Cowhey	Executive Director
Robert Bini	Director for Transportation
Lauri Ahlskog	Senior Transportation Planner
Harriet Parcels	Senior Transportation Planner
Kyle Salage	Administrative Secretary

1. **Call to Order** – Chairperson Lutz called the meeting to order at 11:59 a.m.

2. **Updates and Announcements**

a. **Major Projects**

- **State Road Interchange** – Mr. Walker reported that East Hempfield Township and Amtrak representatives met on May 30th to discuss the interchange. The township is now in the process of reviewing the latest construction proposal. PennDOT expects that the let date will have to be pushed back to the end of February 2018. Chairperson Lutz asked whether BPAC has taken part in any of the interchange negotiations. Mr. Swiernik stated that although it has likely been discussed by the committee at its meetings, there has not been any direct involvement in the process. Vice-Chairperson Hutchison inquired as to why Amtrak is involved in the negotiations. Mr. Walker stated that although the bridge in question is owned by the township, it is located over Amtrak rail. As such, Amtrak must consent to any construction on the bridge.
- **PA-72 Signal Timing** – Mr. Walker reported that the widening project on Granite Drive is underway. The wedging is complete, curbing has been poured, most of the fiber optic work has been finished, and the pole foundations were drilled.

b. **Transit** – Mr. Glisson reported that no bids were received for the general construction contract to resurface the Queen Street Station. Because of this, the bidding process will be re-opened, and the second round of bids are due June 13th. With this delay in the process, the let date for the Queen Street Station repairs will be pushed back to July, with expected completion to be in September. Mr. Glisson also noted that June 15th is the annual National Dump the Pump Day, and RRTA encourages riders to submit their stories related to the cause. Those who submit their stories for National Dump the Pump Day will be entered to win a year of free RRTA rides. Additionally, Mr. Glisson reported that there will be a public meeting on June 19th from 4-6 p.m. to discuss changes to the RRTA ride schedule. The routes affected will include Grandview, Shady Maple, Route 14 to Rockvale, and Route 17 to Columbia. Each of these routes will see an increase in the number of trips. If the board approves the changes, they will come into effect in August. Ms. Yoder asked whether there is any anticipated opposition to the proposed changes. Mr. Glisson said that no opposition from the board is expected. Ms. Yoder then asked whether these changes would lead to cost increases. Mr. Glisson stated that slight increases are expected, but the current RRTA budget can sustain them.

c. **Federal Highway Administration** – Mr. Walston referred to a handout he distributed to those in attendance, which pertains to transportation planning and capacity building. Every Friday, the FHWA sends out a newsletter with various resources, including a schedule of upcoming webinars and events. Mr. Walston noted that there will be events pertaining to walkability later in the month of June. He also noted that the FHWA is always looking to support and assist with local collaborative government efforts during preliminary engineering, and PennDOT Connects should facilitate this. There will be a freight webinar regarding flow forecasts on June 28th from 1-2:30 p.m. This webinar will be particularly useful for assisting with CMP

updates, freight flow tracking, and truckload movement tracking. The FAP data set can be downloaded for use in local analysis, and the FHWA hopes to continue expanding its local GPS freight data. Additionally, Mr. Walston noted that the MPO Coordination Planning Reform final rule was repealed shortly after the May committee meeting. Mr. Paulson requested the website address for the weekly newsletter, and Mr. Walston stated that he will send the link out to members. Chairperson Lutz asked whether it is possible to sign up to receive notifications regarding FHWA webinars. Mr. Walston was not certain whether it is possible to receive notifications for webinars related to transportation capacity building, but it is for those related to freight. He agreed to follow up with the committee on this. Ms. Ahlskog offered to have the TPCB newsletter distributed to committee members, which contains information related to transportation webinars and events.

- d. Bike/Pedestrian Advisory Committee (BPAC)** – Mr. Swiernik reported that BPAC met on May 25th. At this meeting, the committee made two recommendations for the remaining vacancies, discussed tar and chip concerns, and addressed the impact of resurfacings on conditions for cyclists. Mr. Swiernik noted that the list of resurfacings will be available in either late summer or early fall. Ms. Yoder informed the committee that a recent study determined that infrastructure improvement is cheaper than the overall medical costs from cycling-related injuries. Mr. Swiernik asked whether the study considered education programs, and whether data was broken into age brackets. Ms. Yoder stated that the study did consider this as a cost-saving measure, and data was divided into age brackets. Mr. Paulson asked what states the survey data came from, to which Ms. Yoder responded that it was in fact a nationwide survey. Chairperson Lutz asked whether an electronic copy of the study was available. Ms. Yoder said that she will send the three documents pertaining to this study to Mr. Bini so that it can be distributed to the committee.
- e. Transportation Authority** – No representative present, but Mr. Bini noted that the Authority continues to finalize its administrative duties.
- b. Commuter Services of PA** – No representative present.

- 3. Minutes of May 8, 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 committee unanimously voted in favor of the motion, thereby approving the minutes.

- 4. TIP Modifications** – Ms. Raves summarized the list of administrative action TIP modifications presented in the memo and Item 7A. None of these changes required action by the committee. She welcomed any questions and comments from the committee, but there were none.
- 5. Complete Streets Workshop Recap** – Ms. Parcels reported that a Complete Streets Workshop was held on May 25th. It primarily targeted municipalities that have either passed a complete streets ordinance or expressed interest in doing so. The attachment, identified as

Item 5A, is a copy of the agenda for the workshop. The agenda includes the list of speakers at the event. Ms. Parcels noted that the workshop provided draft language, covered funding sources for Complete Streets projects, and focused on a municipal panel who have all implemented Complete Streets measures. Brian Hare, of the PennDOT Planning and Contract Management Division, discussed the workshop with the Secretary Leslie Richards, and she requested a report on the event that they could post on the PennDOT website. Ms. Yoder commended the workshop and all those who made it possible, stating that the information was presented practically and from a diverse array of perspectives. It was suggested at the meeting to send thank you notes to citizens who pay to have sidewalks put in or repaired, as a way to show appreciation for their cooperation.

- 6. Smart Growth Transportation Program Update** – Ms. Parcels reported that the fourth cycle of SGT funding is underway. A workshop was held on Wednesday, April 12th at Lancaster City Hall for municipalities interested in submitting a project. The NOI forms were also issued on April 12th, and all submissions were received by May 8th. Eight NOIs were submitted, and it was deemed that they all meet the core criteria of the program. As such, all of these municipalities are now invited to complete a full application, which will be due by July 17. These eight projects amount to approximately \$8 million in funding requests, but this program cycle will only have approximately \$3.5 million to award. Interviews will take place in September. Several applicants are bicycle/pedestrian projects, including the Northeast Trail, a Water Street Bicycle Boulevard, and a Rockvale Trail bike route. One project had its NOI approved at the discretion of LCPC staff, rather than that of the SGT Task Force, but it is program protocol for staff to have the final decision-making power in this process. However, Ms. Parcels noted, the Lancaster County MPO is the only one with an SGT program, and each cycle of funding provides opportunities to learn and improve the process. Recommendations for funding awards will be made in November, after interviews are complete and final considerations have been made. Commissioner Stuckey asked whether it is possible to partially fund a project. Ms. Parcels stated that applicants are asked to indicate whether a project can be phased.
- 7. BPAC Membership (Action)** – Ms. Ahlskog reiterated that recommendations were made at the May 25th BPAC to fill the two remaining vacancies on the committee. The individuals recommended are George Tobler and Brenda Buescher, both of whom would help add a pedestrian perspective to the committee. Once BPAC has full membership, recommendations from the ATP will be used to direct considerations such as adding more members and incorporating more diversity. Once that process begins, LCPC staff will follow-up with other individuals who expressed interest. Ms. Riggs asked how long the term would be for members added to fill the existing vacancies. Mr. Bini stated that terms for all BPAC members will end after this year.

Mr. Paulson made a motion to recommend that the MPO appoint Brenda Buescher and George Tobler to BPAC. This motion was seconded by Ms. Gonick. There were sixteen (16) votes in favor of this motion, and one (1) abstention. Therefore, the motion passed.

Ms. Valudes requested that those who expressed interest be contacted and informed of the current state of the process. Mr. Bini said those individuals will receive follow-up, and Ms.

Ahlskog added that LCPC staff will remain in contact with them over the course of the next several months. Mr. Bini noted that in correspondence with those who expressed interest in joining BPAC, it was made clear that this will be a two-step process spread across many months.

- 8. Enola Low Grade Trail Funding (Action)** – Ms. Ahlskog gave a brief overview of the trail, which will potentially stretch from the Susquehanna River in Manor Township eastward into Chester County. The Manor Township portion of the trail is complete, and the Safe Harbor Trestle Bridge has received some funding. Both Conestoga and Martic Townships are in the process of completing their portions of the trail, and the Providence Township segment is complete up to the portion that includes the US-222 bridge. In reference to Item 8A, the red line on the map is the segment that needs funding. Bart Township is taking the lead on this project, and they submitted the application for DCNR funding in April. This final section to be completed is nine miles long. In order to be eligible for this DCNR funding, however, a matching commitment on the TIP is needed. The 2018 DCNR funds would go towards design and preliminary construction, and committed FY 2019 TIP money would go towards the remaining work. Completion of this section of the trail is expected to have a positive economic impact for both Quarryville and neighboring Christiana. Ms. Riggs asked why this funding request is already brought in front of the committee, given that TIP development is still in the very early stages. Mr. Bini stated that the DCNR needs matching funds to be in place now, rather than later, or else it will not consider the project. If a commitment to provide TIP money is not in place, the MPO would miss out on the opportunity to acquire any DCNR funding for the trail in this cycle. A commitment to provide matching funds for the trail, however, would not formally come into effect until the TIP is adopted. Ms. Ahlskog added that TAP funds acquired in 2015 for the project were only enough to fix the bridge structure, and Providence Township failed to secure State TAP funds for the trail. Mr. Evans asked for clarification regarding the timeline for the DCNR funding process. Ms. Ahlskog stated that applications are reviewed through July, and funding awards will be given in October. Mr. Cowhey noted that although this is a premature request, the trail is a top priority project. Chairperson Lutz asked how far along the TIP development process is. Ms. Ahlskog stated that LCPC staff has met with PennDOT District 8-0 to discuss the TIP, and the TIP prioritization model is still being developed. Mr. Bini noted that there will be another meeting with District 8-0 in July, and a draft will be available shortly after. Chairperson Lutz asked whether there is consideration being given to connecting the trail to Christiana Borough. Ms. Ahlskog stated that it is being considered, and she noted that a commitment to fund the trail in the 2019-2020 TIP would not specify the funding type. Mr. Walston requested that any TIP projects pertaining to air quality be sent to the FHWA. Ms. Gonick noted that Bart Township, which is now taking the lead on this project, was opposed to the trail for many years. Ms. McCormick asked how much CMAQ funding is available annually. Mr. Walker stated that approximately \$4 million in CMAQ funds are available each year. Ms. McCormick asked whether this trail could apply for TAP funding if it fails to secure CMAQ funding. Mr. Bini noted that by leaving the funding commitment as non-specific, those kinds of funding questions can be worked out at a later date. Ms. McCormick asked how much the municipalities along this portion of the trail are going to commit. Ms. Ahlskog stated that it is unclear what each municipality will contribute beyond local labor. However, by submitting the application and serving as the sponsor, Bart Township is committing to seeing the project

through if it receives funding. This trail will allow for access to Columbia and Philadelphia, and trails over twenty miles are considered destinations. Mr. Cowhey added that municipalities will be required to maintain their respective portions of the trail. Ms. Ryan inquired as to whether this was not submitted for SGT funding. Ms. Ahlskog stated that it was not submitted for the current SGT cycle because the timing of the cycle is off, given that the DCNR needs a matching commitment now rather than November. Vice-Chairperson Hutchison asked whether a matching funds source was specified on the application. Ms. Ahlskog stated that Bart Township indicated the matching funds would be available “pending TIP funding”. In order to be considered by the DCNR, however, this needs to become secured TIP funding. Ms. Yoder suggested that a form be created for scenarios like this, which could then be reviewed by the committee in advance of a formal request. She raised the question of how the process can be simplified, and how to make the structure of the process more comfortable for members. She suggested that there should be TIP process updates every committee meeting. Chairperson Lutz indicated that it will likely be impossible to make the process perfect, given the nature of funding cycles. Ms. Ahlskog stated that the DCNR has \$7-8 million dollars to award, and they have indicated that this trail would be a priority project. Mr. Evans noted that this regional project has been decades in the making, but expressed a desire to know more about municipal contributions. Mr. Bini stated that the municipalities will mostly rely on TIP and DCNR funds. Chairperson Lutz requested an estimate of the project cost, which Ms. Ahlskog stated is expected to be approximately \$1.8 million. More funding would be welcome, however, because this section of the trail is the most difficult due to its shrubs, wetlands, and swales. Chairperson Lutz stated that this project, along with the Safe Harbor Bridge improvements, will certainly have regional economic impacts. Mr. Domin added that the municipalities have done in-kind work, such as the Bart Township tunnel, but the wetlands along the trail need to be fixed. Ms. McCormick asked for clarification as to whether all potential funding sources have been vetted. Ms. Ahlskog reiterated that what is being requested is a commitment of TIP funds, whether that ultimately be from CMAQ or from the county TAP. Mr. Cowhey added that additional funding sources would still be welcome once DCNR is acquired. Ms. McCormick asked whether a commitment of TIP funds to the trail could be conditional upon applying for other funding. Ms. Ahlskog stated that the DCNR would not accept any such conditional commitment, and Mr. Domin reiterated that they need to know immediately whether the MPO will provide matching funds. Mr. Cowhey expressed a commitment to exploring additional funding options for the project as the process continues. Ms. Ahlskog stated that LCPC staff does its best to provide the committee with as much information as possible. Mr. Walston suggested that perhaps this information could be illustrated in a different way.

Ms. Gonick made a motion to approve the commitment of \$1 million in FY 2019-2020 TIP funds to the Enola Low Grade Trail. Mr. Evans seconded this motion, and it passed unanimously.

- 9. FHWA Rule Updates** – Mr. Bini reported that on May 20th, new rules regarding national performance measures came into effect. Specifically, these rules pertain to measures of pavement conditions, bridge conditions, and transportation reliability. Details regarding the rules are outlined in the memo identified as Item 9. PennDOT will have until May 2018 to set a target for these measures, after which point the MPO will have six months to either adopt

the same target or set a different target. These measures will factor into the TIP development process. Chairperson Lutz asked whether it is required that these rules be followed. Mr. Bini stated that if an MPO fails to meet certain targets, it will have to invest money in improving those conditions of non-compliance. This, in effect, is the enforcement mechanism put in place by the FHWA. Chairperson Lutz noted that FHWA rules have undoubtedly contributed to improved bridge conditions throughout the county and the state as a whole. Vice-Chairperson Hutchison asked for clarification as to whether a conditions review takes place every four years to determine whether or not targets are being met. Mr. Bini confirmed that data is collected every four years by the FHWA to determine compliance. However, some rules will only apply to roads that are part of the National Highway System. Once the existing conditions report is completed by PennDOT, it will be possible to better understand the current state and, in turn, determine reasonable goals to set for these measures. Ms. Parcels noted that PennDOT has been monitoring conditions such as these for many years. Mr. Bini stated that this item can be added to future agendas as more is learned regarding these rules. Commissioner Stuckey inquired as to how the FHWA rules tie into MBIS, to which Mr. Bini replied that the data from MBIS is used to set the targets for these rules.

10. Local Government Safety Seminar – Mr. Bini stated that an invitation to this seminar has already been given to all municipalities, but a reminder will be sent to them again in the coming days. All are encouraged to participate, in whatever way they may be able to attend.

11. Other Business & Public Participation

- a. Warwick Township 6th Street Project** – Mr. Bini reported that Dan Zimmerman intends to give a presentation on this project to the MPO at its June 26th meeting. Among other improvements, it will include the construction of roundabouts. Vice-Chairperson Hutchison asked whether the township plans to request a letter of support. Mr. Bini stated that LCPC staff provided a letter of support for the project several months ago, on behalf of the commission rather than the committees. Chairperson Lutz inquired as to whether it might be possible for Mr. Zimmerman to give this presentation at the next TTAC meeting before going to the MPO, rather than presenting to the MPO and then TTAC at its July meeting. Mr. Bini said that he can discuss this with Mr. Zimmerman.
- b. Access the Keystone** – Mr. Bini reported that PennDOT Central Office invited stakeholders to a meeting on June 7th to discuss the county's Amtrak stations and how to improve access to them. The information and suggestions received at this meeting will be compiled and shared with the LCPC in the near future. Vice-Chairperson Hutchison asked whether RRTA was invited to this meeting, and Mr. Glisson confirmed this. Ms. Yoder inquired as to whether the meeting involved any discussion of the fact that Amtrak does not allow bikes to be brought on board. Ms. Ahlskog noted that Amtrak does permit folding bikes on board its trains, and this applies to all of the county's portion of the Keystone. Mr. Cowhey stated that Amtrak does not have rail cars that can accommodate bike racks. Ms. Ahlskog also pointed out that there is debate as to whether the cost of adding this accommodation would be cost-

effective for Amtrak, given that these racks result in less seating for passengers. Ms. Parcells suggested that, with continued pressure, perhaps Amtrak would consider incorporating bike racks into some of its cars or would be willing to relax its rule regarding standard, non-folding bikes. Mr. Bini added that Secretary Toby Fauver will be at the July meeting of TTAC, and that he has been in contact with Amtrak regarding the possibility of adding a railroad representative to the MPO. Chairperson Lutz asked for an update regarding the STP project in Mount Joy borough. Ms. Ahlskog stated that they are experiencing issues with the utilities portion of the project. A meeting with PennDOT regarding the project is scheduled to take place, primarily for the purpose of determining the new design. Chairperson Lutz inquired as to whether SGT funds could be used to cover the unplanned costs, but Ms. Ahlskog stated that federal funds cannot be used for utility relocation. Chairperson Lutz pointed out that, initially, Mount Joy borough wanted to repair the curbs and sidewalks before the roads were rebuilt. However, the decision to do this caused the current problem with utility location. Ms. Ahlskog expressed hope that, in light of these developments, East Donegal Township will be willing to work on their portion of the road.

12. Next Meeting: July 10, 12:00 p.m.

13. Adjournment – The meeting adjourned at 1:56 p.m.