

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

DATE: May 10, 2010

PLACE: 150 North Queen Street, First Floor, Lancaster, PA 17603

MEMBERS PRESENT:

Leo Lutz (Chairperson)	Lancaster County Planning Commission
Ralph Hutchison (Vice Chairperson)	Lancaster Inter-Municipal Committee
David Greineder	The Lancaster Chamber
David Kilmer	Red Rose Transit Authority
Dennis Groff	Lancaster County Planning Commission
Ray D'Agostino	Lancaster County Planning Commission
Walt Panko	PennDOT Central Office
Rob Ruth	City of Lancaster
Paula Jackson (Alternate)	City of Lancaster
Austin Bieler	Lancaster Airport Authority
Jay Puschak	Business and Finance Community
William Ebel	Environmental Community
Joseph Holzwarth	Motorized Vehicle Interests
Roni Ryan	Elizabethtown Borough – Non LIMC Municipalities
Beth Hinkle	Transportation Citizen's Advisory Committee

GUESTS:

Scott Martin	Lancaster County Board of Commissioner
Craig Lehman	Lancaster County Board of Commissioner
Brian Cutler	PA House Member
Tom Tillett	Staff for U.S.Rep. Joe Pitts
Chris May	Herbert, Roland & Grubic, Inc.
Lisa Riggs	James Street Improvement District
Doug Plank	ELA Group, Inc.
Jeff Hawks	Lancaster Newspapers
Bernie Harris	Lancaster Newspapers
Casey Kraus	Mount Joy Township
Bob Krimmel	East Hempfield Township
Tom Baldrige	The Lancaster Chamber
Ron Beam	Rettew Associates, Inc.

STAFF:

PennDOT
Carey Mullins

PennDOT District 8-0

LCPC

James Cowhey
Dave Royer (Secretary)
Carol Palmoski
Lauri Ahlskog
Harriet Parcells
Gary Jones
Farah Sadiq

Executive Director
Director for Transportation Planning
Senior Transportation Planner
Senior Transportation Planner
Senior Transportation Planner
Assistant Transportation Planner
Administrative Secretary

1. Call to Order:

Chairperson Leo Lutz called the meeting to order at 12:00 p.m.

2. Minutes of April 12, 2010 Meeting:

Mr. Kilmer made a motion to approve the minutes as written. The motion was seconded by Mr. Groff and passed unanimously.

3. Transportation Funding Crisis Discussion:

Mr. Lutz thanked the members and the guest for attending this meeting which will focus on a discussion of the transportation funding crisis. He asked Mr. Cowhey to open the discussion.

Cowhey: Usually we have more action items on agenda but today we only have one item – discussion of the transportation funding crisis. The census bureau has estimated our 2009 population at 507,000. In order for this county's large economy to function as efficiently as possible we need adequate transportation infrastructure.

Martin: We need to be very serious about adequately funding our transportation infrastructure. We have no idea what is coming from Washington in regards to transportation funding. We absolutely need to identify solutions to this crisis.

Cutler: We're having a special legislative session on transportation funding to discuss and hopefully resolve the difficult state funding piece.

Tillett: If we look at the federal money we raised and the money we spent there is a structural deficit. The unfunded promises federal government made for the next fifty to sixty years is \$1.8 trillion. There is a budget category in the federal budget called non-defense domestic discretionary and transportation funding is a part of that category. Last year it was \$5.53 billion of the \$3.5 trillion budget and this was 15% of the total budget. The average member of the congress and politician has no control over a large portion of the federal budget because of defense and entitlement programs. There is lack of willingness to make hard choices.

Baldrige: We need not to let the good crisis go waste and my suggestion is to think about long range funding. I'd like us to think more about how we can control our future. We need all levels of government to help us work towards this vision.

Lutz: We have not taken any projects off of the draft TIP which is good thing. We will still be working on our ongoing projects like, Keystone Corridor improvements and upgrading and replacing structurally deficient bridges. System preservation is about all we can do with the available funding and all other funding requests have to be pushed back.

Tillett: Congressional earmark funding typically covers only 9% of the actual cost of a project. The federal mandatory spending is increasing every year and there is less money for discretionary budget items like transportation. Most part of the state budget goes to prisons, Medicaid and education.

D'Agostino: The current draft highway TIP is valued at \$ 215 million and the transit TIP at \$41 million. 71% of this funding is federal.

Panko: In developing the draft TIP we've assumed a standard growth rate of federal funding and reduced state funding – not accounting for tolling of I-80. Although generally speaking TIP funding has had small increases in recent years, its rate of increase has been less than the rate of increase of project construction costs.

D'Agostino: How do the federal funds get distributed when there is no federal authorization.

Panko: The federal distribution and formulas are based on continuing resolutions related to the expired federal transportation act.

D'Agostino: We did receive last year the one time federal stimulus funding of \$29 million for highway and bridge projects.

Lutz: If we get additional federal and state transportation funds it does not mean we can use them for just any plan or project. These funds are typically for particular kinds or categories of projects. With this TIP update we've decided not to do certain types of projects because of the funding shortfall.

Royer: Referred to the list projects provided in today handouts which identifies projects that are not moving forward due to inadequate funding like: US 30 Relocation (PA 896 – PA 41), PA 23 Relocation (US 30- US 322), PA 72 Bypass of Manheim. Also interchange projects like US 30 at Centerville Road and US 30 at the Harrisburg Pike are not moving forward.

Lutz: The total of the backlogged projects is over \$ 600 million.

Groff: According to the handouts travel on the local roads grew by 21% from 2001-2005. It means people are avoiding the highways and using local roads more. We need funds to maintain our local roads.

Lutz: A few meetings ago there was discussion about the TIP process and some questions were raised. We created an ad-hoc committee to work on those issues. We need to prioritize and be more selective and critical to decide what project to place on the TIP. This will be the major point of discussion in our MPO/TTAC retreat in August.

D'Agostino: This is the time for the Commonwealth to raise the driver license and vehicle registration fees.

Holzwarth: We need to educate the public as to why we need to pay more, how we fund basic services. Educating the public is the key issue in increasing government's ability to adequately fund programs/services/projects.

Kilmer: It is easy for us to discuss funding needs but the public needs to understand all these things. We often get the requests for service in unserved areas.

Baldrige: We need to take ownership prioritize what our needs are. The system has us fighting with each other to get our funding. In the future we have to prioritize and be more strategic.

Cowhey: All the projects you see on the list have a demonstrated need within the Lancaster transportation system.

Lehman: To raise the state vehicle registration and driver's license fees would be a big step forward. There are no easy answers. In the future we have to look the capacity adding projects that can help our area and economy grow. We can not continue going the way we are now. We have to look transportation funding differently.

Groff: We helped Germany rebuild after WWII so we should be able to do it here.

Jackson: We talked earlier about the car registration fees but we also need to talk about the fact that builders/developers need to contribute to transportation infrastructure improvements.

Ebel: We need to find the legal and political ways or convincing the public that we need to adequately fund a robust transit system and that this is the right choice to make.

4. Updates and announcements:

The Transportation Authority has selected a contractor to do the US DOE funded (Recovery Act funds) LED traffic signal conversion project and the notice to proceed will be issued soon.

Next Meeting: June 14, 2010

Adjournment: Mr. Lutz adjourned the meeting at 1:25 p.m.