

**YORK AREA METROPOLITAN PLANNING ORGANIZATION  
ANNUAL REORGANIZING MEETING OF THE TECHNICAL COMMITTEE  
08/06/2015 Meeting Summary**

1. **Call to Order**- Technical Committee Chairman, Mr. Jim Gross, City of York  
The meeting was called to order by Mr. Gross at 9:00am.
  
2. **Technical Committee Officers Vote**- Jim Gross, City of York- Approval of Technical Committee officers.  
Mr. Gross opened up the YAMPO Tech Committee meeting sharing the committee needs recommendations for Chairman and Secretary. Mr. Will Clark reminded the body as a whole before going into nomination, the joint committee continues to meet jointly although the joint committee isn't quite officially a joint committee. The committee has consolidated and are in the process of identifying a Chairman for the Technical Committee which may not have the opportunity to chair a meeting until the coming year in January. If at this point the YAMPO decides to merge the two Committees, it would just be eliminated at that time; however the individual committees must still go through the process. ***Mr. Ron Miller moved recommending the current Chairman remain as Chair of the Technical Committee. Mr. Richard Farr seconded the motion.*** There being no questions or discussion, the motion carried. Moving forward, Chairman Gross requested recommendations for the Secretary, to which ***Mr. Clark recommended Ms. Felicia Dell as Secretary for the Technical Committee. Mr. Richard Farr seconded the motion.*** There being no questions or discussion, ***the motion carried.***
  
3. **Adjournment**- There being no further business to come before the Committee, the meeting adjourned at 9:05am.

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**YORK AREA METROPOLITAN PLANNING ORGANIZATION  
ANNUAL REORGANIZING MEETING OF THE COORDINATING COMMITTEE  
08/06/2015 Meeting Summary**

1. **Call to Order**- Coordinating Committee Chairman, Mr. Jim Arey, PennDOT Central Office  
The meeting was called to order by Mr. Arey at 9:05am.
  
2. **Coordinating Committee Officers Vote**- Mr. Arey, PennDOT Central Office- Approval of Coordinating Committee Officers.  
Mr. Arey opened up the YAMPO Coordinating Committee meeting sharing the Committee needs recommendations for Chairman and Secretary. ***Mr. Gross moved recommending Mr. Arey remain Chair of the Coordinating Committee. Mr. Mike Keiser seconded the motion.*** Mr. Arey asked if there were any other candidates for the Secretary position in the Coordinating Committee. ***Mr. Clark nominated Ms. Felicia Dell as Secretary of the Coordinating Committee. Mr. Gross seconded the motion*** and there being no questions or discussion, ***the motion carried.***
  
3. **Adjournment**- There being no further business to come before the Committee, the meeting adjourned at 9:08am.

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**YORK AREA METROPOLITAN PLANNING ORGANIZATION  
JOINT COMMITTEE MEETING  
08/06/2015 MEETING SUMMARY**

1. **Call to Order** – The meeting was called to order by Chairman Mr. Jim Arey at 9:09am.
2. **Introductions** – A self-introduction was made by all members of both the Technical and Coordinating Committees. Ms. Dell introduced Tanisha Silvagnoli, who is a new employee at the York County Planning Commission, and will be helping to coordinate various meetings.
3. **Public Comment and Announcements**– Hearing none, the Committee moved to the next item in the agenda.
4. **Minutes of the June 4<sup>th</sup>, 2015 Joint Committee Meeting** – Mr. Arey asked if there was a motion to approve the June 4<sup>th</sup>, 2015 minutes as presented. *Mr. Gross moved to approve the minutes and Ms. Dell seconded.* There being no question or discussion, *the motion carried.*
5. **Project Updates**- Mr. Tony Berger, PennDOT District 8 Office provided an update on 2014 Multi-Modal project Awards and Route 15 Adaptive Signal Projects which took place in York County. Mr. Berger stated, under the 2014 Multi-Modal Project Awards update, there are two projects which are:
  - a. i.) **Chambers Rd Project** connecting it to PA 124. PennDOT met with project sponsor (York Township) earlier this year. They are in the process of developing a reimbursement agreement. York Township is in the process of defining their project alternatives in terms of how they will make the connection. Once details are worked out, they will put together the package for construction which ultimately leads to planning and implementing the actual project.
  - ii.) **Main Street- PA 116**- This project is a streetscape project. Spring Grove would like to add a pedestrian crossing at the end of town on Main Street- PA 116, which include ADA sidewalk improvements, updates to street lighting, and other things along those lines. The project was awarded a half a million dollars, which is roughly a third of the overall total project cost that the Borough was seeking. They are in the process of revising the limits of work to in order to match the amount of funding award. Mr. Berger stated he believes Spring Grove will plan to return with a second application for this year's round of Multi-Modal funding in hopes of picking up the remainder of those funds. It is likely construction will go from next year into the following year, once the Borough knows the status of the additional funding. Mr. Berger shared as a side-note to this particular project that they (PennDOT District 8) is looking at removing a rail crossing located on PA-116 which is no longer in use. Mr. Berger stated that the rails would be removed separately from the streetscape project. This will eliminate the Borough's PUC involvement.

b. **The Route 15 Adaptive Signal Project** is also known at the department, as the Blue-Grey Adaptive Signal Project. This is an upgrade of four intersections/four signals in the Dillsburg area. This project is out for advertisement. Work will likely begin this fall into the winter. Mr. Clark asked about travel time data being collected before and after the adaptive signal installation. This data should be included in the CMP as Route 15 is one of its congested corridors. Mr. Kiser stated that the consultants will be doing Before-and-After studies which will include six months of data after the signals are working for this and other adaptive projects throughout the County. Mr. Kiser directed to Mr. Clark to the PennDOT Project Manager for the specifics of what data will be collected.

c. **\*\* (NOT LISTED AS AGENDA ITEM) \*\***

**Hanover Adaptive Signals Project on PA 94-** Mr. Berger reported on the **Hanover Adaptive Signals Project on PA 94** in Hanover Borough. This is a project which was added to the TIP late last year when the Center for Program Development had an additional \$35million of funding which is typically spread around throughout the state. This is a project the District nominated and awarded in addition to the general TIP funding allocated. This project is just getting started and brought Pennoni on board and executed an agreement with them. The design phase has just begun and the consultants are conducting field views. PennDOT is working with both Hanover Borough and Penn Township for input. This project should impact a total of 29 signals in the area. The project is still on track for a let date of June of next year.

Lastly, Mr. Clark announced this is the first time YAMPO provides project updates, and asks if there is any interest regarding a particular TIP project, please submit a request two weeks for next meeting.

6. **YAMPO Resolution for signatures-** At the last meeting a motion was passed to have an Agreement between rabbittransit , PennDOT, and the MPO for planning purposes and agreements. When the Agreement was sent to PennDOT Chief Council, they commented that the MPO individuals signing the agreement do not have authorization to do so. Therefore, there is a revised resolution which states who is allowed to sign an agreement on behalf of the MPO. The revision changes the original language from “authorizes the Chairman and Secretary” to “authorizes the Chairman, ‘or’ Secretary of the Coordinating Committee to execute...” said agreements or documents. These changes were encouraged due to the fact our current chairman is a PennDOT employee. This could have been viewed as a conflict of interest with having two PennDOT employees signing the resolution. Mr. Clark reminded everyone Ms. Dell and Mr. Arey both signed the agreement sent to Chief Council and it does not need changed, however moving forward, the MPO can enter into necessary agreements without conflict of interest. Mr. Arey asks if there is a request to make a motion accepting the change in language to the Resolution PennDOT Agreement / Contracts for the YAMPO to which ***Mr. Farr so moved. Mr. Miller seconded the motion*** and there being no further questions or discussion, ***the motion passed.***
7. **2015 TIP Modifications-** Since the last meeting on June 4th, Mr. Grimes shared that the Department has completed (?) a total of 16 administrative modifications which impacted 3

reserve line-items. From the details of the TIP modifications in the agenda packet, Mr. Grimes highlight the following items:

a. **Highway Actions-**

i.) **Page 10, Actions 10 & 11** are the addition of \$75,000 to the PE phase of MPMS 94950- US 15 Golf Course to Adams county line resurfacing project. The increase is due to work associated with environmental engineering. The let date scheduled stands as June 20, 2017. See handout in agenda packet for more details.

ii.) **Page 13, Actions 32 & 33** are the addition of \$210,000 for the Preliminary Engineering phase of the Hanover Adaptive Signals Project of 2015. Mr. Grimes states the additional funding is to perform the preliminary and final design tasks of the project which consist of installing adaptive signals at the intersections in Hanover Borough. The funding increase is available through the Highway Reserves. The let date is scheduled for June of 2016. Mr. Clark shared on the same line item that he had just talked with a Tony who gave an update. Highway Safety Improvement Program (HSIP) funds are the funding source for this program which was a state wide line item. Mr. Clark asked if is there is any opportunity those statewide line items would be able to be used for this increase? **Mr. Grimes stated that the construction funding was identified in the HSIP set-aside which is over and above the TIP usual funding.** In order to design this project, State 581 funds are being used. The construction money was \$2.5M. . It was awarded over and above the enrollment TIP allocation would have been. In response, Mr. Clark confirmed that in order to start moving forward, state funds are being used to take advantage of the additional federal funds. Ms. Beth Artman posed the following questions: Is the project to install adaptive signals at every intersection throughout all of Hanover? Or, is it to study all those intersections and identify the ones which should be adaptive and which signals operate but may need retiming? Mr. Keiser responded that he does not think a signal should be adaptive if it could operate independently, especially if there are 29 signals to consider. Mr. Keiser adds this is being done in Camp Hill, where they did not include 21<sup>st</sup> and 3<sup>rd</sup> street because it is a huge cycle and signal. It is immense and should stand alone. This is common in studying signals with the exclusion of some before making impactful changes.

**Page 14, Action 46** is the removal of \$2, 577,132 of CMAQ funds. While the funds are not actually being removed, they are being transferred or flexed to be utilized in other areas in the transit TIP. This transfer is for the replacement of 15 rabbitransit buses over the next four years.

iii.) **While the I83 Exit 4 Park and Ride** was listed in the 2015 TIP modifications, it was not a planned agenda item. However, Mr. Clark shared that the project may require additional federal funds since the design is going outside of what was originally projected. Mr. Clark would like to make sure all the federal earmark funds are utilized. If not, are they going to be reserved for the construction phase since there is talk about federal earmarks possibly lapsing? Mr. Clark requested that PennDOT look at this and make sure all federal earmarks are utilized before use of the NHPP.

Mr. Holley, a public citizen, asked if designs are already in place for the Exit 4 Interchange, and is there an idea of timing for construction? Mr. Keiser responded that there will be a full interchange project, whether a Divergent Diamond or a traditional footprint. There should be something programmed on the upcoming TIP Update. Mr. Keiser also commented that PennDOT is looking at I-83 from exit 4 to the Maryland line for reconstruction. This could be on the upcoming Interstate Maintenance TIP.

b. **Transit Actions-**

i.) **Page 15, Action 1** is the Zarfoss Project to which the department originally added funding under the local allocation until the Federal and State allocations could be identified by Rabbit Transit. This is a removal of roughly \$1.3M of local funds and will be distributed to Federal 5307. Also, there is an additional \$329,035 of state-339 and an addition of \$3.5M in 2016.

ii.) **Page 15, Action 2** is the Flex of the rabbittransit bus replacement funds where the \$2.5M of Federal CMAQ funds from Highway TIP will be flexed to the Transit TIP for the bus replacement project. Matching that federal funding is \$375, 233 of state-339 funding and \$256,737 of state-340 funding.

iii.) A request from FTA to move \$1.3M from the 2011 transit TIP for I-83S Park and Ride up to the 2015 TIP per federal grant ID PA95X071. Ms. Dell asked Mr. Farr for an update of this process. Mr. Farr responded that with the actions taken by the Committee today, the project will now move into the design phase. Currently, the property has been appraised, accepted by the MTA, and is in the final stages of environmental review. Mr. Farr is anticipating roughly 55 parking places will be built in the park and ride.

8. **Bicycle and Pedestrian Plan**- Mr. Pritchard presented the York County Bicycle and Pedestrian Connectivity and Safety Inventory. This document is available on the YCPC website at <http://ycpc.org/images/pdfs/transportation/York%20County%20Bicycle%20and%20Pedestrian%20Connectivity%20and%20Safety%20Inventory%20-%20reduced.pdf>.

At the end of his presentation, Mr. Pritchard reminded all that the TAP (Transportation Alternatives Program) is currently open for Notices of Intent (NOI). As of last week, no NOI's had been submitted. They are going to reach out to municipalities to see if there is interest in pursuing TAP funding for these projects. The NOI's are due at the end of August. TAP applications will become available September 1<sup>st</sup> and are due November 1<sup>st</sup>. Interviews will be conducted in December by a subcommittee. Should no one submit any NOI's, municipalities may still pursue an application, and it will just be a more extended avenue. Finally, Mr. Clark shared that there are two pools of TAP funding. One may be accessed directly through the state, and the other pot of TAP funding is allocated by an MPO for over 200k populations. Lastly, Mr. Pritchard stated that the team is also looking at ways to possibly tie in Community Development Block Grant projects into potential TAP projects.

9. **Candidate Projects-**

- a. **Project Tracking Sheet-** Informational, page 16, no update

**b. Linking Planning and NEPA (LPN) Level 1 Forms**

i.) **LPN 1107 462 Signals (Wrightsville)**, pages 17-18. Ms. Artman reminded everyone this item was briefly discussed at the last meeting and deferred until additional information could be obtained. The concerns regarding LPN 00107- Wrightsville Borough Traffic Signals state when Route 30 is closed for any reason, travelers utilize 462 as an alternative route which is actually a PEMA emergency route. When 462 is utilized as an alternative route, synchronized traffic signals need to be used to alleviate traffic congestion and traffic accidents. Ms. Artman shared, in addressing said concerns, these two intersections (1- SR00462/SR2011/1016- Cool Creek/Cool Springs Rd; 2- SR00462 and 6<sup>th</sup> Street) were looked at as part of the CMP. The 462/Cool Creek intersection was identified as a Stage 1 congested intersection; however, the 462/6<sup>th</sup> Street intersection was not. Neither intersection had delays high enough to carry to another stage. PennDOT District 8 provided data from the RCRS, which tracks shutdown events on Route 30. Seven (7) events were identified for the 2012, 2013, and 2014 time period. The shutdown times were scattered throughout the day. The median time for shutdown was an hour and half. Crash data for 462 and 6<sup>th</sup> St. were pulled and revealed there were no reported crashes. While there were crashes reported for the intersection of 462 and Cool Creek/Cool Springs Rd, the information reported from the data suggests the crashes did not have consistent causes to indicate that a safety improvement is needed. Ms. Artman recommend the project be dismissed. Mr. Clark added that his thought would be to dismiss the project and if the intersections surface through the congestion management report or if it is identified through a road closures report as having a large increase then it is likely a separate project can be identified under a new LPN. Mr. Pritchard added that dismissing the project does not remove it from the LPN system. Mr. Clark shared another avenue to visit in the future should congestion increasingly becomes an issue, would be to look at ARLEY Funding. In Lancaster County, Columbia Borough completed a similar project using ARLEY funding. In dismissing this project, Mr. Clark suggested following up with the Borough to see if they would be interested in pursuing an ARLEY fund application for next year. ***Mr. Clark moved to dismiss the project, and Ms. Dell seconded the motion.*** There being no further questions or discussion, ***the motion passed.***

ii.) **LPN 3292 Emig Rd Bridge-** Mr. Pritchard shared that this bridge is an underpass on Emig Rd near the intersection of Emig Rd and N. George St which came up as a Decade of Investment project to specifically identify safety and congestion as to two problems in the area. The underpass constricts traffic to one lane. The before and after safety study normally completed includes this area. Although there is no specific project there, concerns regarding the construction of Central York High School in 2005 or 2006 were raised as a potential crash and safety risk. However, there have been no changes since then. On the congestion side, this is the end of what used to be the Church Rd Corridor and is still part of this area. Currently, two studies are looking at this area: the Church Rd Corridor study and I-83 Expansion study. Mr. Clark reminded all the other issue discussed at the last MPO meeting was the ownership of the railroad bridge and that in April of 2014, the MPO voted to defer this form because

it was not a funding priority. Instead, the MPO sought to wait until the owner of the railroad had the bridge on their radar. The bridge is owned by the railroad company (Norfolk Southern) and at this point, the bridge it is not on their radar. The staff recommendation is to dismiss this project. *Ms. Dell moved to dismiss LPN 3292 and Mr. Farr seconded the motion.* There being no further discussion or question, *the motion passed unanimously.*

#### 10. Annual Reports- Informational-

- a. **Annual Report on Transit Statistics-** Mr. Pritchard presented the Annual Report on Transit Statistics which will be available at [www.ycpc.org](http://www.ycpc.org) in the near future.
- b. **Annual Pavement Condition Report-** Ms. Artman presented the Annual Pavement Condition Report which is available at <http://ycpc.org/images/pdfs/transportation/Annual%20Pavement%20Condition%20Report%20July%202015.pdf>.
- c. **Title VI Annual Report-** Jeph Rebert presented the Title IV Annual Report One part identifies any complaints received over a period of 12 months (7/1/14-6/1/2015). If any complaints were received, they would be documented by John Seitz, Title VI Compliance officer for YCPC who can provide the information to PennDOT. Secondly, education and training efforts or activities the YCPC or MPO have engaged in regarding environmental justice and Title VI activities have been included. The first thing, the EJ Screen training (page 31) developed by the EPA, identifies disproportionate populations which may be adversely affected by transportation projects within said area. Identified were 12 factors for E&J, and 6 factors for demographics in order to generate an analysis. In terms of activities undertaken by YAMPO (page 32), there are five items total. Two of these items were reviewed. The first being the second item in the list is the Google Translate model added to the new YCPC website which can translate 57 languages as opposed to 10 languages recently used. Additionally we are also using *Propio Language Service*. This has allowed us to enter into a contract with PennDOT in order to translate meetings or other activities. The second item reviewed was a technical memorandum for the YAMPO Committees concerning the verification of YCPC website translation services for Limited English Proficiency (LEP) populations. Lastly, not listed, we did a survey of Title VI Environmental Justice Activities undertaken for the certification process approaching at the end of the month. Mr. Rebert shares this information will be included in next year's annual report.
- d. **Local Technical Assistance Program (LTAP) -** Mr. Clark shared, included in the packet, page 33, is the annual report typically submitted to PennDOT concerning the program YCPC administers. This is the administration of the program which provides training to municipalities in the County and others outside of the County. Mr. Clark pointed out chart 2 on Packet Page 34, showing Attendance by Year. The LTAP Program hosted classes for a total of 356 trainees for the 2014-2015 Year. On Packet

Page 36, Chart 4 shows the Annual Expenditure on LTAP. This past year had the highest number of people with the lowest expenditure on the LTAP administration, significantly reducing the cost of training dollars per person to roughly \$48.33. Karen Hawkins is the Administrative Assistant at YCPC now coordinating this process for LTAP.

11. **USDOT Certification Review**- Mr. Walston shared that on July 30<sup>th</sup>, 2015 a Desk Review letter was sent to the MPO basically stating what the findings to date are. The Desk Review Findings on Packet Pages 41-42 show a bulleted list of focus areas for the upcoming review meeting. This meeting will be an open dialogue, looking at the MPO as a whole and all interested parties and stakeholders. This is the MPO's opportunity to talk to the USDOT team about any issues or concerns, although some of this is included in the technical assistance opportunities available. Please visit page 41-45 of the Joint Meeting Packet for greater details concerning Desk Review Findings, Public Official Session date, time, location, Public Citizen Session date, time, and location, and the York TMA Certification Review Agenda. **\*\*PLEASE NOTE\*\*** there is a typo in page 42 which states an INCORRECT date of October 24<sup>th</sup>, 2015 instead of AUGUST 24<sup>TH</sup>, 2015.

12. **Other Business**-

- a. **Master Reimbursement Agreement**- Mr. Clark shared that the Agreement is a contract to try and employ TIP funds for CMAQ line item called signal timing. The agreement allows the YCPC staff to utilize those funds and has been signed by the County Commissioners. The Agreement is now up at PennDOT awaiting final signature. The advertisement for consultant services should go out in the near future through the ECMS, which is the electronic construction management system with PennDOT. The timeframe on this process is unknown at this time but may be roughly 3 months out. . The goal is to have the first signal timing work order around the beginning of next year. Any of these projects that would have recommendations for improvements other than signal retiming would have to return to the MPO for additional funding and pursue the TIP process independently. Mr. Clark stated that in addition to the signal timing aspects, the consultant qualifications would include those abilities to help with the Linking, Planning, and NEPA process in order to supplement staff duties in identifying project alternatives The district has a tremendous workload and looking at candidate projects is just not a priority, so looking at consultant services for this as well would be great support. Therefore the MPO will have good cost-estimates in looking at different alternatives for candidate projects.
- b. **2017 TIP Update**- Mr. Clark shared that the MPO staff has already met with Tony and Nate at the District to talk about some of those candidates for the resurfacing and bridge projects. These projects are going through the LPN process and will be on the agenda for the October meeting in time for consideration for the next TIP update. The first TIP work session will follow. So far, there are 19 bridges on the candidate list.
- c. **TAP Schedule**- Mr. Rebert shared the TAP program schedule below and stated that in order to interview the applications, there is a need for an Evaluating Committee. Mr.



Rebert shared there are four members of the YCPC staff included in the evaluation process and an invitation is extended to MPO members in efforts of recruiting additional members for the Evaluation Committee. Additionally, Mr. Rebert reminds everyone the 2019-2020 TAP program has approximately \$466K available for a two-year period.

TAP program schedule:

- 8/19/2015, 10am-12noon- Pre-application workshop, 911 Emergency Services Center
- 8/31/2015, Notices of Intent Due for potential applicants
- 9/1/2015, Full applications become available
- 9/1/2015-11/16/2015, Application period
- 10/1/2015- Reevaluation report of projects submitted through 2013, that 2014-2018 program. Will provide an update of projects over those two years.
- 12/1/2015-6/1/2016, Applications will be reviewed, evaluated, and stored
- 12/1/2015-12/30/2015, Application interviews
- 2/16/2016, Funding Recommendations from Evaluation Prioritization will be presented to MPO
- 4/16/2016, Selected Projects will be made part of the draft TIP for 2017
- 6/16/2016, TIP will be adopted by the MPO

d. **York County Flooded Roadway Study**- Mr. Rebert reminded the Committees that it was previously decided to conduct a survey of York County's flooded roadways instead of creating policy. YAMPO staff have been working with municipalities to collect historic flood data as well as live flood data during January 1<sup>st</sup>- June 30<sup>th</sup> of this year. Mr. Rebert stated, as a follow-up to the data collected, the team would like to see a subcommittee appointed to oversee the development of the study. There is an anticipated assumption that the subcommittee will meet twice, in addition to the routine MPO meetings where the information will be presented. Therefore Mr. Rebert requested that the MPO approved the appointment of a subcommittee, and an invitation was extended to MPO members. Since the study began, the subcommittee will be responsible for developing the remaining sections of the study. There is an anticipated end date of June 2016. Anyone interested in participating in the sub-committee need not necessarily represent a flooded roadway area. ***Mr. Clark moved to form a subcommittee to oversee the York County Flooded Roadway Study. Mr. Farr seconded the motion.*** There being no further questions or discussion, ***the motion passed unanimously.***

e. **Commuter Services of PA**- Mr. Boyer distributed the Spring-Summer 2015 Program Update. . Included in the Update is the results of the Annual Earth Day Challenge which took over 65,000 miles in commuter mileage off the road through alternative transportation. Also included in the update is the Bike to Work week in May. Mr. Boyer highlighted the "Best Work Places for Commuters" program. Prior to Commuter Services involvement in this program, only 5 workplaces in the entire state had this designation, whereas now there are an additional 5 "Best Workplaces for Commuters" coming out of Central PA. An important update to note is the expansion of Commuter Services to include Schuylkill, Carbon, Monroe, and Pike County area. Lastly, Mr. Boyer reported they have a report from a third party performance measuring group

that tracked all modes of transportation miles taken off the road and calculated \$174M miles in just this past year. For additional information, please reference the Commuter Services publication.

f. **Functional Classification Update-** Mr. Clark reminded the Committee that the Functional Classification revisions were approved by the MPO and submitted to PennDOT after the review was conducted in 2012-2013. PennDOT has now responded with four comments. Mr. Clark shared that there is a conference call scheduled with PennDOT next week to discuss the comments. Mr. Clark states it is possible the Function Classification may return to the MPO for another approval process at the next meeting.

g. **Transit Regionalization Effort-** Mr. Farr stated that as of July 1<sup>st</sup> of this year, rabbitransit began management of Cumberland County shared ride. This effort has saved over \$500k of administrative cost with the elimination of duplication of services. About a month ago, a municipal meeting with County Officials was held, to see if there was a desire to move forward with regionalization. Since there was interest to move forward, it was decided best to form focus groups which can work with about two representatives of each county in reviewing what the support structure may look like. Mr. Farr stated that while this is not a confirmation to move forward with regionalization from any party, there is certainly a desire to look into the effort in depth.

13. **Upcoming Meetings-**

- a. Joint Meeting, October 1<sup>st</sup>, 2015
- b. On-Site USDOT Certification Review, August 24<sup>th</sup>, and 25<sup>th</sup>, 2015
- c. 2017 TIP Work Sessions, November 5<sup>th</sup>, 20125 and December 17<sup>th</sup>, 2015

14. **Adjournment-** There being no further business to come before the committee, the meeting adjourned at 10:47am.

Respectfully Submitted,

Tanisha Silvagnoli,  
Administrative Assistant, YCPC

## ATTENDANCE

York Area Metropolitan Planning Organization (YAMPO)  
 Combined Technical and Coordinating Committee Meeting (Joint Committee)

Voting Authority & Alternate (& # of Votes)	Member Name	Attended?
<b>PennDOT (2)</b>		
Central Office:	Larry Shifflet	
Alternates:	Jim Arey	X
	Adam Grimes	X
	Meribeth Raves	
District 8-0 Office:	Mike Keiser	X
Alternates:	Mike Gillespie	
	Anthony Berger	X
	Nathan Walker	
	John Kennedy	
<b>York County (2)</b>		
Commissioners:	Steve Chronister	
Alternates:	Chris Reilly	
	Doug Hoke	
	Felicia Dell	X
<b>York County Planning Commission:</b>		
	Walter A. Kuhl	
	Felicia Dell, Secretary	***
	Will Clark	X
	Joe Heffner	
<b>York City (1)</b>		
Representatives:	Kim Bracey	
Alternates:	Jim Gross	X
	Alex Hoffman	
<b>York County Transportation Authority (1)</b>		
Chairman:	Raymond Rosen	
Alternates:	Richard Farr	X
	Jenna Reedy	
<b>Legislative Appointments (2)</b>		
Legislator:	Representative Seth Grove	
Alternate:	Wendy Leahy	X
Appointed Citizen:	Ron Miller	X
Alternate 1:	Congressman Scott Perry	
Alternate 2:	Bob Reilly	

<b>Municipal Representatives (0)</b>		
Borough (Primary):	Mark Henise, Hallam Boro.	X
(Primary):	Dianne Price, Red Lion Boro.	X
(Alternate):	Jim Sanders, Jefferson Boro.	
(Alternate):	Michael Sharkey, Shrewsbury Boro.	
City of York:	Kim Bracey	
Alternate:	Jim Gross, Chair	
Township Rural:	Jason Snyder, North Hopewell Twp.	
Alternate:	Tom Wolfe, Springfield Twp.	
Township Urban:	Eric Bortner, Penn Twp.	X
	Don Keener, Newberry Twp.	
	Elizabeth Heathcote, York Twp.	X
Alternate:		
<b>Advisory Members (0)</b>		
Federal Transit Admin:	Deborah Purnell-Butler	
Federal Highway Administration:	Dan Walston	X
FAA-Airport District Office:	Lori Ledebohm	
PennDOT Bureau of Aviation:	Edie Letherby	
PennDOT Bureau of Public Transportation	Brandon Eshennour	
<b>Other Planning Partners (0)</b>		
Adams County Planning	Nick Colonna	
Bicycle Access Council	Joe Stafford	
Capital City Airport	David Spaulding	
Commuter Services of PA	Matt Boyer	X
Genessee & Wyoming, Inc.	Kim Smith	
Lancaster Co Planning Commission	Dave Royer	
Tri-County Regional Planning Commission	Tim Reardon	
BR TB/Baltimore County	Emery Hines	
Maryland Midway Railway	Jonathan Rudman	
York County Rail Trail Authority	Gwen Loose	
<b>Other Persons Attending (0)</b>		
York County Planning Commission	Jeremy Nace, Intern	
PennDOT D-8	Nathan Walker	
Senator Wagman's Office	Nadine Hubner	X
Rep. Regan's Office	Amy Holjes	
C.S. Davidson	John Klinedinst	
TRG, Inc	Jon Seitz	X
Albeck Gerken, Inc	Steve Hetrick	X
Private Citizen	Jim Holley	X
York County Rail Trail Authority	Gwen Loose	

York County Planning Commission	Mike Pritchard	X
York County Planning Commission	Heather Bitner	X
York County Planning Commission	Beth Artman	X
York County Planning Commission	Tanisha Silvagnoli, Admin. Assistant	X