

**Southwestern Pennsylvania Commission  
Transportation Technical Committee (TTC)  
Meeting Minutes via Webex  
August 15, 2024, 10:00 a.m.**

Attendees:

- Ann Ogoreuc, Allegheny County Department of Economic Development
- Darin Alviano, Armstrong County Planning Commission
- Dan Distler, Beaver County Planning Commission
- Joel MacKay, Butler County Planning Commission
- Jeremy L. Kelly, Greene County Planning and Community Development
- Josh Krug, Indiana County Office of Planning and Development
- Amy McKinney, Lawrence County Planning
- Jason Theakston, Washington County Planning
- Josh Spano, Westmoreland County Planning
- Stephen Shanley, Allegheny County Public Works
- Jeff Skalican, City of Pittsburgh
- Mavis Rainey, Oakland Transportation Management Association
- Amy Mathieson, Airport Corridor Transportation Association
- Ed Typanski, Pittsburgh Regional Transit
- Jaclyn Karolski, Allegheny County Department of Economic Development
- Savannah Grooms, Washington County Planning
- Becky Butler, Washington County Planning
- Nathan Clair, Westmoreland County Planning
- Shubh Thakkar, City of Pittsburgh
- Brendan Coticchia, City of Pittsburgh
- Brandon Leach, PennDOT Central Office
- Julia Cornell, PennDOT Central Office
- Kenana Zejcirovic, FHWA
- Tosh Chambers, Pittsburgh Downtown Partnership
- Rania Asbahan, CDR Maguire
- Dan Laird, GAI Consultants
- Doug Smith, CEC INC.
- Dave Totten, HDR, Inc.
- Andy Waple, AECOM
- Harold Swan, PennDOT District 10-0
- Brian Allen, PennDOT District 10-0
- Domenic DeFazio, PennDOT District 10-0
- Jordan Bergamasco, PennDOT District 11-0
- Alicia Kavulic, PennDOT District 10-0
- Dave Hollahan, PennDOT District 11-0
- John Quatman, PennDOT District 11-0
- Dina Salemi, PennDOT District 11-0
- Doug Seeley, PennDOT District 11-0
- Jason Zang, PennDOT District 11-0
- Rachel Duda, PennDOT District 12-0
- Jessica Setmire, PennDOT District 12-0
- Josh Theakston, PennDOT District 12-0

- **Indicates TTC voting member**

## Attendees Cont'd:

Lillian Gabreski, SPC Staff  
 Ryan Gordon, SPC Staff  
 Anthony Hickton, SPC Staff  
 Chuck Imbrogno, SPC Staff  
 Devon White, SPC Staff  
 Belachew Ayele, SPC Staff  
 Leann Chaney, SPC Staff  
 Ronda Craig, SPC Staff  
 Erica Eagan, SPC Staff  
 Zach Hollingshad, SPC Staff  
 Chris Jaros, SPC Staff  
 Greg Shermeto, SPC Staff  
 John Weber, SPC Staff

1. **Call to Order**

Ryan Gordon called the meeting to order at 10:02 a.m. with a roll call for the TTC members.

2. **Public Comment**

There was no public comment.

3. **Action on July 11<sup>th</sup> Joint TOC/TTC Meeting Minutes**

A motion was made by Jeff Skalican and seconded by Josh Krug to approve the minutes of the July 11<sup>th</sup> Joint TOC/TTC meeting. The motion was approved unanimously.

4. **FHWA/PennDOT Central Office, Program Center Report from Brandon Leach, PennDOT Central Office and Kenana Zejcirovic, FHWA**

Ryan Gordon introduced the new FHWA representative for the SPC region, Kenana Zejcirovic. Kenana has a background working at both an MPO and a PennDOT district level, and started last month with Federal Highways Pennsylvania division. Kenana mentioned that her work was over in the eastern part of the State, but she is excited to learn more about the SPC region in the upcoming months. She gave an update to the reconnecting communities pilot program, which currently has a NOFO out and its application period is open until September 30, 2024. This program will include several years of funding, so any interested parties should apply. Kenana mentioned if anyone has any questions on the program, to reach out and she would be happy to help.

Brandon Leach gave an update on the Green-Light Go program, which announced on July 31<sup>st</sup> that 73 municipalities across Pennsylvania will receive a total of \$30 million to traffic signal upgrades. These grants help municipalities with improved congestion and traffic flow by upgrading to newer technologies in detection, which in turn helps traffic signals to respond to real time traffic demands. A number of these Green-Light Go projects were in SPC regions, including 15 in Allegheny County, 3 in Butler County, and one in Indiana County. Brandon also gave an update to the 2024 rail and freight grant application, which is now open under the Rail Transportation assistance program (RTAP) and the Rail Freight Assistance Program (RFAP). Eligible organizations will have until August 30<sup>th</sup> to apply for the programs. Lastly, Brandon discussed the adoption of the State's twelve-year program by the State transportation commission, which is a

combination of the MPO and RPO TIP submissions, and the interstate and statewide TIP submissions. These TIP submissions have been approved by the Transportation Secretary, and the transmittal letter has moved the STIP over to FHWA and FTA for their final approval.

## 5. **Action on Modifications to the 2023-2026 TIP (Highway/Bridge)**

### A. PennDOT District 10-0

Harold Swan went over the four administrative actions for PennDOT District 10-0. The first administrative action was for a safety improvement project which includes adding through lanes along the length of the project, turn lanes at various intersections, side road improvements, the addition of service roads for access control, drainage and guide rail upgrades, signal replacement, signage, and pavement markings along PA 228 (Mars Crider Road) from 500 feet east of its intersection with SR 3015 (Mars Valencia Road) to 1.0 mile east of its intersection with SR 3007 (Three Degree Road), as well as sidewalks, ADA ramps, bicycle consideration, and the addition of a roundabout on Three Degree Road in Adams Township, Butler County. The district requests to advance a portion of construction funds in the amount of \$5,057,685 (80% Federal and 20% State) from FFYs 2027 and 2028 to FFY 2025. The sources will come from the Indiana US 422 Bypass Repair project (\$1,970,930 from the deferral of a portion of construction funds from FFY 2025 to FFY 2027), the US 422 County Line East PM project (\$1,060,000 from the deferral of a portion of construction funds from FFY 2025 to FFY 2027), and the SPC District 10 Highway/Bridge Line Item (\$2,026,755). The second administrative action was for a bridge replacement project carries PA 286 (Main Street) over Reeds Run in Blacklick Township, Indiana County. The district requests to increase final design and add \$77,600 (100% Federal utilizing toll credits) in FFY 2025 for additional in-house oversight costs and to pay for a consultant work order, with the source coming from the SPC District 10 Highway/Bridge Line Item.

The third administrative action was for a congestion reduction project, which includes adding an official park-and-ride lot at the existing intersection of PA 403 and US 22 or PA 56 and US 22 in East Wheatfield Township, Indiana County. The district requests to increase the study phase and add \$182,484 (100% Federal utilizing toll credits) in FFY 2024 to fund the phase at the full project scope, with the source of funding coming from the District 10/SPC Carbon Reduction Line Item. The fourth administrative action was for a safety improvement project that includes signal replacement, installation of turn lanes, and corridor improvements to enhance safety and reduce congestion along PA 68 from just east of Township Road #425 (Stevenson Road) east to approximately its intersection with SR 3007 (Meridian Road/Benbrook Road) in Connoquenessing and Butler Townships, Butler County. The district requests to remove \$1,512,003 (80% Federal and 20% State) of surplus construction funds in FFY 2024 and to place them into the SPC CMAQ Line Item.

Josh Krug made a motion to approve the administrative actions from PennDOT District 10-0, which was seconded by Jeff Skalican. The motion was approved unanimously.

### B. PennDOT District 11-0

John Quatman went over the seven administrative actions for PennDOT District 11-0. The first administrative action was for diesel emissions reductions and alternative fuel technologies, located throughout multiple municipalities throughout the SPC Region. The district requests to increase the

construction phase by \$975,000 (CRP) in FFY 2024 to cover anticipated invoices, with the source of funding coming from the D11 Carbon Reduction Program line item. The second administrative action was for a safety improvement project, including replacement of traffic signals at five (5) intersections, and corridor improvements, located on North Avenue from Arch Street to East Street in the Northside Neighborhood of the City of Pittsburgh, Allegheny County. The district requests to increase the construction phase by \$880,000 (CRPU) and by \$220,000 (LOC) in FFY 2023 to cover low bid, with the source of funding coming from the SPC Regional CRP/CRPU Line Item. The third administrative action was for a bridge preservation project, located on State Route 3104 (McKees Rocks Bridge) over Ohio River and Norfolk Southern Railroad in the City of Pittsburgh, Allegheny County. The district requests to increase the construction phase by \$2,678,452 for added work needed to complete the project, with the source of funding coming from the Bridge – Allegheny County line item. The fourth administrative action was for five signal replacements and one new signal installation, located in the City of Pittsburgh's South Side along 18th Street in the City of Pittsburgh, Allegheny County. The district requests to increase the construction phase by \$437,603 (CAQ) in FFY 2024 to cover contractor claim, with the source of funds coming from the SPC CMAQ line item.

The fifth administrative action was for a mill and overlay, curb repair, drainage upgrades, bridge preservation and guide rail upgrades, located on SR 2048 (Business 22) from Interstate 376 in Churchill to SR 48, Churchill and Monroeville Borough and Wilkins Township, Allegheny County. The district requests to increase the construction phase by \$3,000,000 (185) in FFY 2024 for bearing replacement, temporary blocking, bridge jacking and other work, with the source of funding coming from the SR 837-A46, Eighth Avenue over Homestead Run project, based on its current project schedule. The sixth administrative action was for a bridge replacement project, located on Talbot Avenue (Rankin Bridge) over Union Railroad, in Rankin Borough, Allegheny County. The district requests to increase the planning and engineering phase by \$36,000 (BOF) \$6,750 (183) and \$2,250 (LOC) in FFY 2024 to cover consultant supplement, with the source of funding coming from the Allegheny County Local Bridge Preservation line item. The seventh administrative action was for a signal improvement project, located on SR 4003, McKnight Road, from East Street to Babcock Boulevard in the City of Pittsburgh, Allegheny County. The district requests to increase the construction phase by \$1,297,000 (STP) in FFY 2024 to cover base repairs, manhole rebuilds and extra costs for remobilization. Also includes additional concrete curb gutter repair. The source of funding will come from the Guiderail Upgrades (MPMS #114242), Beaver Local Bridge (106494) and Betterment Reserve line items.

Jeff Skalican made a motion to approve the amendment and administrative actions from PennDOT District 11-0, which was seconded by Ann Ogoreuc. The motion was approved unanimously.

#### C. PennDOT District 12-0

Josh Theakston went over the one amendment and three administrative actions for PennDOT District 12-0. The first amendment was for improvements to Matthew Drive from US 40 to Northgate Highway, located in South Union Township, Fayette County. The district requests to add federal APL funds with local match to FFY 2023 TIP in FFY 2024, with the source of funding coming from the Appalachian Regional Commission. The first administrative action was for the resurfacing of SR 0088 from SEG 0010/0000 to SEG 0120/0100 (Greene County Line to Ridge Road) for a total length of 5.6 miles, located in East Bethlehem Township, Washington County. The district requests to reduce the construction phase involving federal STP funds on the FFY 2023 TIP in FFY 2025 and advance from FY 2025 to FY 2024 in order to cancel CON Advance

Construct in 2025. These funds will be sourced through the D12 Highway/Bridge Line Item (MPMS#76508). The second administrative action was for improvements to the structure carrying SR 4041 (School Road) over Haymakers Run, located in Murrysville Borough, Westmoreland County. The district requests to advance the construction phase involving federal BOF on the FFY 2023 TIP from FY 2025 to 2024 and cancel the Advance Construct in FY 2025. The source of funding comes from the D12 Highway/Bridge Line Item (MPMS# 76508). The third administrative action was for the replacement of the structure carrying Township Road-479 over Browns Creek, located in Morris Township, Greene County. The district requests to remove STP funds in FFY 2026 on the FFY 2023 TIP and replace those with BOF funds in FFY 2024, and increase funds. The source of funding will come from the District 12 Highway/Bridge Line Item (MPMS# 76508).

Jason Theakston made a motion to approve the amendment and administrative actions from PennDOT District 12-0, which was seconded by Nathan Clair. The motion was approved unanimously.

#### D. Transit TIP Updates

Devon White gave an overview of Transit TIP moves from the previous days TOC meeting, which was for one amendment for \$23.75 million in bus and bus facility grants for Washington County transit. This will be to build a new maintenance facility for their vehicles.

#### 6. **2025 TIP/STIP Update**

Ryan Gordon gave an update to the 2025 TIP/STIP, mentioning that yesterday the State Transportation Commission adopted the 2025 twelve-year program. This includes all of the four-year programs, also known as the TIP, throughout all of the planning regions across the Commonwealth of Pennsylvania. The next step will be to send the STIP to FHWA and FTA for review, and then to EPA for review. The SPC TIP full documentation and required checklists were turned in for compliance on July 15<sup>th</sup>, and SPC should receive notification that the TIP is complying in late September. During the October TTC meeting, SPC will begin the new 2025-2027 TIP cycle, and will observe a large amount of new modifications that are awaiting the arrival of the new TIP.

#### 7. **2025 TIP After Action Survey Results/Discussion**

Ryan Gordon gave a presentation on the 2025 TIP After Action Survey, which is a process review that SPC likes to go through in order to survey the members who helped work on the TIP in the workgroups to gather information on what worked and what did not during the process. This survey link was emailed on July 22<sup>nd</sup> to potential respondents from the TIP work groups. The survey was enabled to be shared with others as well. The survey was discussed and participation was encouraged at the July joint TOC/TTC meeting, and two reminders were sent, one on July 29<sup>th</sup> and another on August 9<sup>th</sup>, to all potential participants. There were 28 responders to the survey, or around 40% of the original who were sent the survey. Ryan went over the responses to the survey, beginning with whether the process and schedule was adequately presented and explained at the beginning of the update and at the start of each TIP work group meeting. The responses were nearly unanimous, with only one dissenting vote. The second question asked if Work Group meeting 2 gave adequate time devoted to reviewing and considering public comments, which the majority answered yes, with one vote saying more time was needed and one vote saying too much time was spent on each comment. The next question asked if the work group agendas, materials, candidate project and preliminary TIP handouts were understandable and assisted in preparation of meeting activities, which the majority responded yes, with two answering for the materials to be more digitalized for the next TIP cycle.

The survey next asked which resources were utilized the most during the 2025 TIP update, which respondents answered that the PennDOT One Map tool was used the most, followed by the SPC Virtual Public Meeting and SPC interactive candidate map tools. Other resources, including the SPC interactive comment map, the SPC webinar on Competitive Program applications, and the SPC draft TIP interactive Arc Online maps were utilized as well. The next question in the survey asked if each Districts meeting, being two hours long, were adequate length for discussion of needs and projects, which all but one answered yes that time is adequate. The survey then asked if adequate time is being spent discussing and reviewing characteristics, constraints, scope and prioritization of projects, with the majority saying yes, with a few comments on the collaborative process and prioritization being discussed further. The next question asked if the work format provided the appropriate level of opportunity to communicate with other transportation professionals on different steps of the process, which was answered with all but two saying yes, with the only comment being on the potential of more advanced agency collaboration in the future. Next, the survey asked if SPC public participation panels (PPP) were an effective mechanism for input, which a majority of submissions responded yes, with some comments on making the PPPs more effective by increasing participation.

The next question pertained to work group meeting 3, which looked at asset management performance measures, and whether this added any value to the process. The consensus was that it did add value to the process, with comments mentioning that it added transparency to the process and additional time would be needed in the future to properly address asset management and performance-based planning. Ryan then went over additional comments and suggestions that were gathered during the survey, which included more local outreach and more input from local counties, as well as the possibility of receiving virtual documents for the meetings, among other comments. Lastly, Ryan asked a few questions on the consolidated competitive programs, which the majority felt improved their efficiency and the overall process, as well as providing adequate time to present candidate projects, reviewing evaluation criteria, and approving project evaluation, as well as approving of the evaluation criteria. Harold Swan made a comment that SPC does a fantastic job of keeping everyone organized and believes SPC does a fantastic job of their processes for the TIP and the Competitive Programs. Jeff Skalican made a comment on the possibility of combining the City of Pittsburgh PPP meetings with the Allegheny County PPP meeting for the next TIP cycle, due to a lack of turnout at both meetings, which was also supported by Ann Ogoreuc. This led to a discussion of other members on engagement of meetings outside of the PennDOT members who attend the PPP meetings, and how to better engage commissioners in Counties and members of the public to attend the panels.

#### 8. **SPC Competitive Program New Projects Update**

Greg Shermeto gave an update on the projects selected for the SPC Competitive Programs (CMAQ, TASA, CRP, and STLC) through the 2025 TIP, which are now entering into project kickoff meetings. These meetings are for projects in these programs that are not being run through PennDOT, so that these project sponsors can meet with PennDOT project managers to pass off the SPC-run project selections to the PennDOT development stage. These meetings give the project sponsors and the project managers a chance to ask any questions or concerns one may have of the other, as well as having any other discussions on the project as needed. Currently, SPC has a handful of these projects scheduled, and has held two of these meetings already. Greg mentioned that if SPC has not reached out yet to schedule a kickoff meeting for your project, they should be in the next few weeks. Jeff Skalican commented that members of the City of Pittsburgh's planning office attended one of the meetings yesterday, and the feedback was that they enjoyed the

meetings and appreciated SPC for running the meeting, helping to connect a number of people associated to the projects. Jeff asked if this process will be happening for any new project added to the TIP, which Ryan Gordon responded that it will take place for all new competitive program projects, with other status report meetings taking place whenever needed for other projects.

9. **Active Transportation Plan Update**

Leanne Chaney gave an update to the Active Transportation Plan, which corresponds with the active transportation profile reports for each County and the City of Pittsburgh. These were last developed over the years of 2017 and 2018, and were adopted in 2019. The region has changed significantly since these were adopted, especially with growing interests of active transportation and the increase of bike lanes across the region. The process to begin the update has only just begin, with SPC working with McCormack Taylor Consulting and Toole Design Group to begin work. A kickoff meeting was held in June, and Toole will be coming back to TTC in the upcoming months to present a more detailed presentation of the project. Leanne gave a summary of that information, with the work encompassing stakeholder engagement, which will include a community survey. The consultants will also be working on some high-level plan goals and objectives, conducting a multimodal analysis, and then developing a plan and story map, which will include a review of national design guidelines, design treatment toolbox, and policy toolkit. The focus of the analysis will be to take a look at multimodal connectivity, and to identify opportunities to improve multimodal connectivity throughout the SPC region. SPC is currently looking at existing conditions, and have established a steering committee for discussion. Leanne mentioned that if you would like to be on the committee to please send her an email, and she is currently conducting in person and virtual meetings with planners from each County and the City of Pittsburgh to try and receive up to date existing conditions reports, policies, programs, or anything else related to active transportation.

10. **Other Business/Status Reports**

Ann Ogoreuc mentioned that Allegheny County has received their notice of interim trail use from the Surface Transportation Board for the Brilliant line, which moves Allegheny County closer to their goal of converting the Brilliant line to trails in the near future, which runs from Aspinwall to the Homewood neighborhood in the City of Pittsburgh.

11. **Adjourn**

A motion to adjourn was made by Jeff Skalican and seconded by Jason Theakston. The motion was passed unanimously and Ryan Gordon called for the adjournment of the meeting at 11:21 AM.