

**Southwestern Pennsylvania Commission  
Transportation Technical Committee (TTC)  
Meeting Minutes via Webex  
December 5, 2024, 10:00 a.m.**

Attendees:

- Ann Ogoreuc, Allegheny County Department of Economic Development
- Darin Alviano, Armstrong County Planning Commission
- Tammy Frank, Beaver County Liquid Fuels
- Joel MacKay, Butler County Planning Commission
- Arthur Cappella, Fayette County Zoning, Planning, and Community Development
- Jeremy Kelly, Greene County Planning and Community Development
- Amy McKinney, Lawrence County Planning
- Josh Krug, Indiana County Office of Planning and Development
- Becky Butler, 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
- Jaclyn Karolski, Allegheny County Department of Economic Development
- Savannah Grooms, Washington County Planning
- Nathan Clair, Westmoreland County Planning
- Brandon Coticchia, City of Pittsburgh
- Shubh Thakkar, City of Pittsburgh
- Kathryn Simpson, Pittsburgh Regional Transit
- Ed Typanski, Pittsburgh Regional Transit
- Dave Wohlwill, Pittsburgh Regional Transit
- Matt Pavlosky, Port of Pittsburgh
- Brandon Leach, PennDOT Central Office
- Julia Cornell, PennDOT Central Office
- Kenana Zejcirovic, FHWA
- Dan Laird, Bowman Inc.
- Matthew Kelley, CDR Maguire
- Domenic DeFazio, PennDOT District 10-0
- Alicia Kavulic, PennDOT District 10-0
- Alice Hammond, PennDOT District 10-0
- Jordan Bergamasco, PennDOT District 11-0
- Dave Hollahan, PennDOT District 11-0
- John Quatman, PennDOT District 11-0
- Doug Seeley, PennDOT District 11-0
- Stephanie Ma, PennDOT District 11-0
- Zach Brody, PennDOT District 11-0
- Madde Huebner, PennDOT District 11-0
- Matt Mason, PennDOT District 11-0
- Angela Baker, PennDOT District 12-0
- Rachel Duda, PennDOT District 12-0
- Jessica Setmire, PennDOT District 12-0

- Indicates TTC voting member

## Attendees Cont'd:

Lillian Gabreski, SPC Transportation Planning Director  
 Ryan Gordon, SPC Staff  
 Anthony Hickton, SPC Staff  
 Chuck Imbrogno, SPC Staff  
 Evan Schoss, SPC Staff  
 Devon White, SPC Staff  
 Belachew Ayele, SPC Staff  
 Leanne Chaney, SPC Staff  
 Emily Clarvit, SPC Staff  
 Mason Secreti, SPC Staff  
 Greg Shermeto, SPC Staff  
 Sara Walfoort, 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 November 14<sup>th</sup> TTC Meeting Minutes**

A motion was made by Jeff Skalican and seconded by Ann Ogoreuc to approve the minutes of the November 14<sup>th</sup> TTC meeting. The motion was approved unanimously.

4. **FHWA/PennDOT Central Office/SPC Transportation Director Report**

Brandon Leach began the PennDOT Central Office report with a report on the highway flex funding to SEPTA. On November 22<sup>nd</sup>, Governor Shapiro gave an announcement on a decision to flex \$153 million in Federal highway funds to SEPTA, Philadelphia's transit network. This one-time infusion allows for continued service in order to avoid immediate service cuts and delays, as well as significant fare increases until July 1<sup>st</sup>, 2025. This is intended to be a one-time flex, and the funds being flexed are all a part of the interstate management program on projects that have construction phases not yet put out to bid. There were seven projects affected, with one in the SPC region, being the I-70 Bentleyville to PA 519 project in Washington County, which will have \$10.5 million moved to a further year to accommodate the project schedule.

Next, Brandon discussed the PA State Rail Plan update and upcoming public meeting, which will be held online on Tuesday, December 10<sup>th</sup>, at 4pm. Brandon mentioned that if any applicable stakeholder or public member of interest needs the link to the meeting, to let him know and he would be able to send it over. The 2025 State Rail Plan is the first update since 2020, and PennDOT works with the Federal Railroad Administration on the update and gathers input from public stakeholders regarding safety, freight, and passenger rail, funding policies, environmental and economic development aspects. The public meeting will focus on freight and passenger rail, and will feature an interactive question and answer session between the project team and the public, as the project staff is looking to gain input on the opportunities, priorities, and investment needs for the Pennsylvania Rail system.

Lillian Gabreski gave a SPC Transportation Director update, starting with the PennDOT community charging initiative, which was discussed at November's TTC meeting. The initiative will have a meeting on January 16<sup>th</sup> at 1pm, and anyone is welcome to attend the meeting, however SPC is asking everyone to name a primary representative and to let Lillian know in advance who will be attending the meeting.

## 5. **Action on Modifications to the 2025-2028 TIP**

### A. PennDOT District 10-0

Domenic DeFazio went over the one amendment and two administrative actions for PennDOT District 10-0. The one amendment was for the preservation of the existing structure carrying US 422 over the Allegheny River, located in North Buffalo and Manor Townships, Armstrong County. The district requests to increase construction and add \$7,718,714 (NHPP, STP, BRIP – Multiple FFYs) due to an estimate update that includes a programmatic adjustment, recent mobilization cost changes, falcon netting expenses, expansion dam updates, the addition of concrete patching, and unit price and quantity updates. The source of the funding will come from the SPC District 10 Highway/Bridge Line Item. The first administrative action was for safety improvements, including the addition of guiderail along Spithaler School Road from approximately 1,000 feet from SR 3010 and 425 feet beyond and along Leslie Road between Glade Run Road and Johns School Road, located in Forward Township, Butler County. The district requests to add the project and program construction at \$62,966 (411/Local – FFY), with the source of funding coming from the Multimodal Reserve. The second administrative action was for resurfacing along T-488 (Monks Road), T-563 (Spring Valley Road), and T-572 (Anderson Road), located in Clinton Township, Butler County. The district requests to add the project and program construction at \$583,374 (411/Local – FFY 2025), with the source of funding coming from the Multimodal Reserve.

Joel MacKay made a motion to approve the amendment and administrative actions from PennDOT District 10-0, which was seconded by Jeff Skalican and Becky Butler. The motion was approved unanimously.

### B. PennDOT District 11-0

John Quatman went over the two amendments and five administrative actions for PennDOT District 11-0. The first amendment was for an intersection realignment and installation of intelligent traffic signals, located along Centre Ave, Kirkpatrick St, Reed St, and Dinwiddie St, in the City of Pittsburgh, Allegheny County. The district requests to remove the construction phase by \$2.16M (RAISE) and \$540K (LOC) in FFY 2026 to remove project from TIP. The funding will be added to Phase 2, as the two intersections involved will now be included under the Phase 2 project. The second amendment was for a bridge rehabilitation, located on Howes Run Road over McDowell Run in Fawn Township, Allegheny County. The district requests to remove the preliminary engineering phase by \$200K (STP) and \$50K (185), the final design phase by \$280K (STP) and \$70K (185), the utilities phase by \$40K (STP) and \$10K (185), and the right-of-way phase by \$400K in FFY 2025, as well as the preliminary engineering phase by \$100K (185) in FFY 2027 to remove project from TIP. The funding will be placed into the Betterment Reserve Allegheny and Bridge-Allegheny County line items. The first administrative action was for a safety improvement project, located on SR 3003, Washington Pike between SR 3006 (Boyce Road) and Alpine Road in South Fayette Township, Allegheny County. The district requests to increase the construction phase by \$1.33M (CAQ) in FFY 2027 for current estimate, with the source of funding coming from the SPC CMAQ line item.

The second administrative action was for a superstructure replacement project, located on SR 3002 (County Club Drive) over SR 19 in Upper St. Clair Township, Allegheny County. The district requests to add a preliminary engineering phase by \$400K (185) in FFY 2025 to initiate design, with the source of funding coming from the Bridge- Allegheny County line item. The third administrative action was for improvements to off-ramp, including re-striping to incorporate 2 approach lanes, located at the intersection of I-279 southbound off ramp to East Street in the City of Pittsburgh, Allegheny County. The district requests to advance the preliminary engineering phase by \$96K (CAQ) and \$24K (581) from FFY 2027 to 2026 for current project schedule, with the source of funding coming from the SPC CMAQ and Betterment Reserve-Allegheny line item. The fourth administrative action was for construction of an Acid Mine Drainage (AMD) treatment system, located on SR 2004, Freedom Road in Freedom Road Borough, Beaver County. The district requests to add a right of way phase for \$100K (581) in FFY 2025 to TIP to cover phase plan and acquisition, with the source of funding coming from the Betterment Reserve Allegheny line item. The fifth administrative action was for a Vision Zero comprehensive safety action plan (SAP), located in various areas of Allegheny County including the City of Pittsburgh. The district requests to add a study phase by \$65K (581) to initiate phase, with the source of funding coming from the Betterment Reserve Allegheny line item.

Jeff Skalican made a motion to approve the amendments 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 two amendments and seven administrative actions for PennDOT District 12-0. The first amendment was for intersection improvements on US 119 at McClure Road and Kingview Road, located in Upper Tyrone and Bullskin Townships, Fayette County, which will eliminate two signalized intersections on US Route 119 with Kingview Road and McClure Road, and a new full-access interchange would be constructed in between the two existing intersections, with a new bridge carrying a new connector road being constructed. The district requests to add a construction phase utilizing federal NHPP, BRIP, and STP, and State A-581 and A-185 funding, and adjusting the cash flow on the FFY 2025 TIP and TYP in FFY 2025, 2026 and 2028 and 2029. The source of funding will come from the District 12-0 Highway/Bridge Line Item (MPMS# 76508). The second amendment was for betterment improvements to PA 88 (McKean and Fallowfield Avenues), from I-70 to the Charleroi-Monessen Bridge, located in Charleroi Borough, Washington County. The scope of work will consist of roadway improvements, but not limited to, milling, resurfacing, update sidewalk & curb ramps, drainage, traffic signals, guide rail, signing and pavement marking. The district requests to adjust the cash flow of the project's construction phase, moving funding on the 2025 TIP and TYP from FFY 2026 and 2027 to FFY 2033, when project schedule is refined funding will be advanced.

The first administrative action was for the line item for betterment funding for the district. The district is requesting to transfer the construction funding (Federal STP, STU, and NHPP) to the District 12 Highway/Bridge Line Item (MPMS# 76508) in the later years of the TYP (FFY 2028 on) to help with funds balancing to cover amendments and further administrative actions on this chart. The second administrative action was for the line item for bridge preservation funding for the district. The district is requesting to transfer the construction funding (Federal STP, STU, and NHPP) to the District 12 Highway/Bridge Line Item (MPMS# 76508) in the later years of the TYP (FFY 2028 on) to help with funds balancing to cover

amendments and further administrative actions on this chart. The third administrative action was for the replacement of the structure carrying SR 4038 (Layton Road) over the Youghiogheny River and Great Allegheny Passage, located in Perry Township, Fayette County. The district requests to increase the construction phase and adjust the cash flow on the FFY 2025 TIP and TYP in FFY 2026 through FFY 2030 using Federal BRIP and STU funds, and State A-185 and A-581 funds, to correspond with current estimate and schedule, as well as add the utility and right-of-way phases to the FFY 2025 TIP in FFY 2026 since the phases were not encumbered on the previous TIP. The source of funding will come from the District 12 Highway/Bridge Line Item (MPMS# 76508). The fourth administrative action was for the replacement of the structure carrying SR 1060 (Bridge Street) over the Kiskiminetas River, located in Bell Township, Westmoreland County. The district requests to add a construction phase on the 2025 TIP using Federal STP funds in FFY 2025 to cover an AC conversion, with the source of funding coming from the District 12 Highway/Bridge Line Item (MPMS# 76508).

The fifth administrative action was for a pavement preservation project on US 40/US 119 from the Hopwood Interchange, north to the end of the Uniontown Bypass, and continuing north on US 119 to the Fayette County Fairgrounds, located in South Union and North Union Townships, Fayette County. The district requests to add a construction phase on the 2025 TIP using Federal STP funds in FFY 2026 to cover low bid plus inspection and to complete an AC conversion, with the source of funding coming from the District 12 Highway/Bridge Line Item (MPMS# 76508). The sixth administrative action was for the replacement of the structures carrying SR 2001/18 (South Main Street) over a branch of Catfish Creek, located in the City of Washington, Washington County. The district requests to add construction funds using State A-581 funds to the FFY 2025 TIP in FFY 2026 and 2027, with the source of funding coming from the District 12 Highway/Bridge Line Item (MPMS# 76508). The seventh administrative action was a series of deobligations from the 2025 TIP, including but not limited to: MPMS# 116850 – Donora-Monessen Bridge (Paint/Joints): Construction phase (FY 2028 to FY 2030) – BRIP and A-581 funds, MPMS# 111776 – Jefferson Street Bridge: Construction phase (FY 2027 to FY 2030) – STP funds, MPMS# 105350 – PA 201 Ramp to PA 51 Bridges: Preliminary Engineering phase (FY 2025 to FY 2027), and Final Design, Utility, and Right-of-Way phases (FY 2028 to FY 2033) – NHPP funds, MPMS# 110900 – US 30 Corridor Improvements – Western Section: construction phase (FY 2025 through FY 2028 to FY 2030 through FY 2032) – NHPP and A-581 funds, MPMS# 116189 – SR 1020 Gallatin Avenue Betterment: Construction phase (FY 2025 and 2026 to FY 2028, 2029 and 2030) – STP funds, and MPMS# 117444 – US 22 Concrete Repair – Washington: Construction phase (FY 2025 and 2026 to FY 2027 and 2028) – NHPP and A-581 funds.

Josh Spano made a motion to approve the amendments and administrative actions from PennDOT District 12-0, which was seconded by Jeff Skalican. The motion was approved unanimously.

#### D. Transit TIP Actions

Devon White went over the three approved actions from the Transit Operators Committee. The first action was for Westmoreland County bus replacement project, which is moving \$6.75 million in funds from FY 2024 to FY 2025. Westmoreland County is also moving two other projects from FY 2024 to FY 2025, one for security cameras at three stations and one for new driver barriers on all the entire fleet of busses.

#### 6. Human Services Coordinated Transportation Plan Update

Devon White gave a presentation on the human services coordinated transportation plan, beginning with the executive summary, which ensures that all residents of a region can access the amenities and

services necessary for a healthy life, with specific consideration for those who may have limited personal mobility for reasons of age, income, or disability. Federal transit law requires that projects selected for funding under the Enhanced Mobility for Individuals Seniors and Individuals with Disabilities Program (49 U.S.C. 5310) must be included in such a locally developed plan. This includes transit activities such as bus and van purchases, travel training, volunteer driver program, and acquisition of transportation services under a contract, lease or other agreement. Other activities include wheelchair lifts, ramps, or securement devices, construction of an accessible path to a bus stop, or construction of curb cuts, sidewalks, accessible pedestrian signals, or other accessible features. This plan is an update of Southwestern Pennsylvania Commission's (SPC) Public Transit - Human Services Coordinated Transportation Plan (CTP). This plan examines the demographics of Southwestern PA and includes an inventory of primary transportation providers in the region. It was developed with participation by representatives of public, private, and nonprofit transportation and human services providers and other members of the public that utilize transportation services by using a steering committee, survey, and focus group meetings. This plan summarizes feedback regarding needs and gaps and finally proposes strategies for meeting these needs and implementation guidance.

This plan is required to have an assessment of available services that identify current transportation providers, both public, private, and nonprofit. There also must be an assessment of transportation needs for seniors, persons with disabilities, and low-income individuals, which can be based on the experiences and perceptions of the planning partners or on more sophisticated data-collection efforts, or gaps in service. Strategies, activities, and/or projects to address the identified gaps will be in the plan, as well as priorities for implementation based on resourced, time, and feasibility for implementing specific strategies and/or activities identified. The assessment on needs will include availability of service, accessibility, communication of services, affordability, and personnel. Some of the strategies will include coordination of transportation services and resources, mobility strategies, including improving mobility management, stabilizing existing transportation services, expanding or creating new transportation services, and enhancing accessibility and equity, and also communication, training, and organizational support.

Near term coordination focuses include improving coordination among information resources, including having a human service transportation focused TOC meeting held yearly, as well as having the ability to identify match funds. Mid term focuses include the creation of accessibility guidelines and the coordination of partnership and pool purchasing. Near term mobility strategies include expansion of service accommodations for same-day travel, while mid and long-term mobility strategies include exploring the availability to increase shared-ride and fixed-route vehicles and service hours, as well as exploring opportunities to expand existing regional micro mobility and implementing pathway and bus stop safety and accessibility enhancements. Communication strategies for the short term include the addition of real time information displays and the development of a centralized resource directory, while mid term improvements include the creation of a mobility concierge/travel navigator for the region, as well as introducing a "bus buddy" program. In order to push these initiatives forward, SPC is suggesting a human service coordinated line item at each TOC meeting, which will include a table where SPC can track each of the suggested items, who is responsible for the items, due dates, and any comments on progress with each item.

## 7. **Active Transportation Plan Public Participation Update**

Anthony Hickton gave an update on the Active Transportation Plan, which is being led internally at SPC by Leanne Chaney. The purpose of the plan is to update the 2019 regional active transportation plan, in order to align with the USDOT's safe system approach to help achieve the national roadway safety strategy goal of reducing fatalities and serious injuries on our roadways. This plan will include results of analysis that measure stress and connectivity on the regions existing pedestrian and bicycle trail networks. It will also identify initiatives and recommend strategies that help advance complete streets, and will provide guidance for municipal governments seeking to achieve their local active transportation goals and improve safety for all people who use our roadways, especially in underserved communities and for vulnerable road users who rely on biking and walking. The scope also includes updating the active transportation profile reports that were developed for each County in the SPC region, as well as the City of Pittsburgh. These were created based with data collected back in 2017, and SPC has currently met with seven of the ten County planning departments, as well as the City of Pittsburgh, to discuss updated data.

Anthony mentioned that there is a public survey located on the SPC website, which then was shared with a QR code to the survey. He mentioned that at this site you can access more information on the Active transportation plan, and to please take the survey to help SPC with this plan update. Anthony also mentioned the three public meeting listening sessions for the plan, with the first of these sessions taking place yesterday in Beaver County. The other two sessions will take place in Washington County on December 9<sup>th</sup> at 3pm, and in Indiana County on December 12<sup>th</sup> at 3pm. Anthony mentioned that in addition to these meetings, there will be a fourth meeting at the SPC offices on January 7<sup>th</sup> at 5pm.

## 8. **UPWP Development Update**

Ryan Gordon gave an update to the development of the 2025-2027 Unified Planning Work Program (UPWP), mentioning that the draft UPWP has been worked on since September, and today SPC is looking for TTC endorsement and recommendation for commission approval of the draft UPWP. After that, the finalized UPWP will be formally submitted to FHWA and FTA for comment, and will then be put in alignment in order for it to transition smoothly over to this new UPWP in July 2025. Ryan gave an overview of some of the key points of the upcoming UPWP, with the program continuing the implementation of the long-range transportation plan SmartMoves, which includes regional collaboration and coordination. This program will return to the regular two-year contract between PennDOT and SPC, which was different from the one-year cycle last UPWP, which was implemented in order to shift schedules between TIP updates and UPWP updates.

The UPWP is split into eight functional program areas: Transportation Plans and Programs, Regional Transit, Transportation Demand Management, Regional Freight Planning, Operations and Safety, Data and Modeling, Strategic Initiatives and Environment, and Outreach and Coordination. The Transportation Plans and Programs will be tasked with Long-Range Plan Development, the 2025-2028 TIP administration, the 2027-2030 TIP development and administration, staff support for TTC, program management, resiliency planning, and technical assistance. Transit Planning will be tasked with SmartMoves implementation, the 2027 Transit TIP development and maintenance, technical assistance to transit project sponsors, and staff support of the Transit Operators Committee. Regional Freight Planning will be tasked with the Regional Freight Plan Implementation and updates, the Freight forums and other freight communications, and work on inland waterways. The Transportation Demand Management department will be tasked with TDM program expansion, outreach, and coordination with regional TMA's, as well as maintenance of the

CommuterInfo program and website, and the Active Transportation Plan implementation. Operations and Safety will be tasked with Transportation System Management and operations, the Regional Operations Plan update, the Congestion Management Program, the Regional Safety Action Plan implementation, Road Safety audits and Corridor Operations Plans, the Regional Traffic Signal Program, the Traffic Incident Management Program, and ITS Strategic Planning for the region. Data and Modeling is tasked with travel demand and accessibility, economic modeling, air quality modeling, GIS data operations and maintenance, long-range plan data support, big data utilization and sharing, HPMS traffic counts, performance metric tracking dashboard enhancements, and the online regional data center. The Strategic Initiatives department will work on environmental justice and equity dashboard, electric vehicle initiatives, outreach, and funding, and technical assistance on applying for discretionary and non-traditional funding. Lastly, the Outreach and Coordination department will work on communications, the implementation of the public participation plan, the limited English proficiency plan, the multiple public participation panels, support of TIP and LRTP development, social media support of SPC activities, and continued website enhancements.

Ryan Gordon asked the TTC for a resolution to recommend the adoption of the 2025-2027 UPWP and to formally submit the work program to the appropriate funding agencies. Josh Spano made the motion to approve and recommend the adoption of the 2025-2027 UPWP, which was seconded by Jeff Skalican. The motion was approved unanimously.

9. **Other Business/Status Reports**

There was no other business to report.

10. **Adjourn**

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