

**Southwestern Pennsylvania Commission
Transportation Technical Committee (TTC)
Meeting Minutes via Webex
July 10, 2025, 10:00 a.m.**

Attendees:

- Ann Ogoreuc, Allegheny County Department of Economic Development
- Darin Alviano, Armstrong County Planning Commission
- Nathan Werner, Butler County Planning and Economic Development
- Arthur Cappella, Fayette County Zoning, Planning, and Community Development
- Kyle Lamb, Greene County Planning and Community Development
- Josh Krug, Indiana County Office of Planning and Development
- Amy McKinney, Lawrence County Planning and Economic Development
- Jason Theakston, Washington County Planning and Economic Development
- Nathan Clair, Westmoreland County Planning
- Stephen Shanley, Allegheny County Public Works
- Jeff Skalican, City of Pittsburgh
- Mollie Crowe, ACTA
- Mary Jo Morandini, BCTA
- Brenda Hill, ICTA
- Ashley Seman, MMVTA
- Mavis Rainey, Oakland Transportation Management Association
- Tosh Chambers, Pittsburgh Downtown Partnership
- Seth Davis, Pittsburgh Regional Transit
- Sheila Gombita, WASH
- Alan Blahovec, Westmoreland County Transit Authority
- Jaclyn Karolski, Allegheny County Department of Economic Development
- Tammy Frank, Beaver County Liquid Fuels
- Kevin Gray, Butler County Planning and Economic Development
- Brendan Coticchia, City of Pittsburgh
- Matt Pavlosky, Port of Pittsburgh
- Michael Panzitta, City of Pittsburgh
- Shubh Thakkar, City of Pittsburgh
- Seth Davis, Pittsburgh Regional Transit
- Samuel Buckley, Pittsburgh Regional Transit
- Kathryn Simpson, Pittsburgh Regional Transit
- Craig Toochek, Pittsburgh Regional Transit
- Ed Typanski, Pittsburgh Regional Transit
- Adam Brandolph, Pittsburgh Regional Transit
- Kathryn Simpson, Pittsburgh Regional Transit
- Gene Porochniak, FHWA
- Brandon Leach, PennDOT Central Office
- Adam Mattis, DCNR
- Mark Cassel, Bowman
- Zoe Iseri, Mobilify
- Matthew Kelley, CDR Maguire
- Kathryn Schlesinger, Michael Baker Intl.
- Indicates TTC voting member
- Indicates TOC voting member

Attendees Cont'd:

Lauren Short, Larson Design Group
 Matthew Walerysiak, Markosky Engineering
 Alison Keating, Pittsburghers for Public Transit
 David White, POGO
 Domenic DeFazio, PennDOT District 10-0
 Alicia Kavulic, PennDOT District 10-0
 Adam Marshall, PennDOT District 10-0
 Jordan Bergamasco, PennDOT District 11-0
 Stephanie Ma, PennDOT District 11-0
 John Quatman, PennDOT District 11-0
 Dina Salemi, PennDOT District 11-0
 Doug Seeley, PennDOT District 11-0
 Angela Baker, PennDOT District 12-0
 Rachel Duda, PennDOT District 12-0
 Jeremy Hughes, PennDOT District 12-0
 Jeremy Shaneyfelt, PennDOT District 12-0
 Jessica Setmire, PennDOT District 12-0
 Josh Theakston, PennDOT District 12-0
 Rich Fitzgerald, SPC Executive Director
 Lillian Gabreski, SPC Transportation Planning Director
 Ryan Gordon, SPC Staff
 Chuck Imbrogno, SPC Staff
 Anthony Hickton, SPC Staff
 Devon White, SPC Staff
 Emily Clarvit, SPC Staff
 Matt Fisher, SPC Staff
 Ronda Craig, SPC Staff
 Zach Hollingshad, SPC Staff
 Chris Jaros, SPC Staff
 Nick Mannone, SPC Staff
 Mason Secreti, SPC Staff
 Russell Singer, SPC Staff
 Greg Shermeto, SPC Staff
 Sara Walfoort, SPC Staff
 John Weber, SPC Staff

1. **Call to Order**
 Lillian Gabreski called the meeting to order at 10:01 AM with an introduction by SPC Executive Director, Rich Fitzgerald, and a roll call for the TTC and TOC members.
2. **Public Comment**
 There was no public comment.
3. **Action on June 12th TTC Meeting Minutes**
 A motion was made by Jeff Skalican and seconded by Ann Ogoreuc to approve the minutes of the June 12th TTC meeting. The motion was approved unanimously.

4. **Action on June 18th TOC Meeting Minutes**

A motion was made by Seth Davis and seconded by Mary Jo Morandini to approve the minutes of the June 18th TOC meeting. The motion was approved unanimously.

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

Gene Porochniak gave an introduction as the new FHWA representative for the SPC region, and mentioned that he will be seeing everyone in person at the end of the month for the FHWA certification review. Next, Brandon Leach gave an update on the PennDOT Transportation Alternatives Set-Aside program, which differs from the SPC TASA program. A webinar was held yesterday for the PennDOT program, and will be available for viewing on PennDOT's website shortly if people were unavailable to attend and wish to view. The application period will open on July 14th, and applications will be due on September 5th, with final applications then due in October. Next, Brandon spoke on the Highway Safety Improvement Program (HSIP) set-aside, which is set to open on August 1st. This will be for additional funds that is not already formula funded through SPCs HSIP funding, and will be open for applications until September 30th. There will be a webinar on the funding program on July 21st, and those who are interested in learning more information on the program can contact Brandon. Lastly, Lillian spoke on an amendment to the UPWP to add supplemental funding for SPC to complete a freight plan. This additional funding was awarded to the SPC region as part of the Statewide supplemental program, and now that it is approved SPC is able to move forward with the update to the freight plan. Lillian then spoke on the FTA triennial review, which she reported went very well. The final desk report will be out soon, and more information will be shared once that is finalized.

6. **Action on Modifications to the 2025-2028 TIP (Transit)**

Mary Jo Morandini went over the one modification on the Transit TIP, which was for Washington County Transportation Authority and the purchase and installation of four replacement bus shelters along a fixed route. The transportation authority requests to increase the project by \$25,000 in federal, state, and local funds, as estimates have come in higher than expected resulting in the need of additional funding.

Alan Blahovec made a motion to approve the administrative actions from the Transportation Authority, which was approved unanimously.

7. **Action on Modifications to the 2025-2028 TIP**

A. PennDOT District 10-0

Adam Marshall went over the one administrative action for PennDOT District 10-0. The first administrative action was for the replacement of the bridge carrying PA 286 over a tributary to Cherry Run, located in White Township, Indiana County. The district requests to increase the utility phase and add \$175,000 (185 – FFY 2026) to fund the phase at the amount needed to include impacts that were discovered as part of the design process. The sources of funding for the project will come from the construction phase of the subject project in FFY 2026 (\$157,544), and a like amount of funding is then being swapped between the PA 286 over Tributary to Cherry Run construction phase and Renfrew Bridge construction phase between FFYs 2026 and 2027. The Renfrew Bridge will be replenished in a subsequent action. Funding will also come from unneeded preliminary engineering funds from the PA 528 over Big Run (\$17,456). The district is also requesting to increase construction and add \$527,072 (185 – FFY 2027) in order to include paving quantities

as well as an increase in excavation quantities in the final estimate. The source of this funding will also be the Renfrew Bridge construction phase.

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 two amendments and five administrative actions for PennDOT District 11-0. The first amendment was for a bridge replacement, located on SR 68, Midland Beaver Road from the Ohio Line to SR 376 Interchange in Center and Chippewa Townships, Beaver County. The district requests to increase the construction phase by \$5M (NHPP), \$4.5M (STU), and \$1.250M (581) in FFY 2026 and by \$5.760M (NHPP) and \$1.440M (581) in FFY 2027 for updated estimate, with the source of funding coming from three betterment projects including SR 837, North State Street, SR 19, Gilkeson-McFarland and SR 2046, Streets Run Road projects. All three projects will be deferred to 2027/2028 for current project schedule. The second amendment was for the betterment reserve line item in District 11-0. The district requests to defer construction phases for SR 837-A54, MPMS# 115085 (\$6.25M from FFY 2026 to FFY 2028 for current project schedule), SR 19-A86, MPMS# 81700 (\$7.2M from FFY 2027 to FFY 2029 for current project schedule), SR 2046-A17, MPMS# 115070 (\$5M (STU/581) from FFY 2026 to FFY 2028 for current project schedule), and SR 400-A49, Bigelow Blvd. MPMS# 109383 (\$14.2M (581) from FFY 2026 to TYP for current project schedule).

The first administrative action was for a bridge replacement 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 add a preliminary engineering phase by \$145K (CAQ) in FFY 2026 to cover consultant supplement, with the source of funding coming from the SPC CMAQ line item. The second administrative action was for a pavement preservation, located on US 422 from New Butler Road intersection to Butler County Line in Shenango and Slippery Rock Townships and the City of New Castle, Lawrence County. The district requests to increase the construction phase by \$2M (NHPP) & \$1M (581) in FFY 2026, \$876,500 (581) in FFY 2027, \$2,757,405 (581) in FFY 2028, \$1,447,400 (STU) in FFY 2029, and by \$1,787,695 (STU) in FFY 2030 for current project estimate, with the source of funding coming from the Betterment Reserve line item. The third administrative action was for a slide remediation, located on SR 4032, Fern Hollow Road between Audubon Road and Camp Meeting Road in Sewickley Heights and Bell Acres Boroughs, Allegheny County. The district requests to add right-of-way by \$25K (581) in FFY 2025 to cover cost for right of way plan and add a construction phase by \$700K (581) in FFY 2025 for anticipated late summer project letting, with the source of funding coming from the preliminary engineering phase of the same project and the Betterment Reserve line item.

The fourth administrative action was for a superstructure replacement, located on Universal Road over Plum Creek in Penn Hills Township, Allegheny County. The district requests to increase the final design phase by \$640K (STU), \$120K (183) and \$40K (LOC) in FFY 2025 for updated cost to design six local bridge structures all being designed under this MPMS number, with the source of funding coming from the final design phase of the Patton St Bridge (93371) project. The fifth administrative action was for a second superstructure replacement, located on Universal Road over Plum Creek in Penn Hills Township, Allegheny County. The district requests to split out project from original Local Bridge Group 2 project above, now

called Plum Creek Bridge No. 2 (PU02), and add a construction phase to TIP by \$1.360m (BOF), \$255K (183), and \$85K (LOC) in FFY 2025 to project MPMS# 88597, Abers Creek Bridges #3, as well as a construction phase by \$1.360m (BOF), \$255K (183), and \$85K (LOC) in FFY 2025 to project MPMS# 88598, Abers Creek Bridges #4, as well as \$1.360m (BOF), \$255K (183), and \$85K (LOC) in FFY 2025 to project MPMS# 28266, Painter's Run Bridge No. 2. The source of funding for these projects will come from the Allegheny County Local Bridge Preservation (MPMS #87777) Line Item and the Plum Creek Bridge No. 2 project.

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

C. PennDOT District 12-0

Angela Baker went over the two administrative actions for PennDOT District 12-0. The first administrative action was for the rehabilitation of the structure that carries Jefferson Street over Redstone Creek, located in the City of Uniontown, Fayette County. The district requests to add the preliminary engineering phase to the 2025 TIP utilizing Federal BRIP funds, which will be drawn from the District 12-0 Highway/Bridge Line Item (MPMS# 76508). The second administrative action was for a study of the I-70 corridor in the PA 201 Interchange area and surrounding mainline 70 to determine needs in the area, located in Rostraver Township, Westmoreland County. The district is requesting to increase the Study phase in FFY 2025 utilizing Federal HSIP funds, which will be drawn from the SPC Regional Safety Line Item (MPMS# 76530).

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

8. FHWA Certification Review

Lillian Gabreski gave an update on the upcoming FHWA Certification Review, which is taking place on July 30th and 31st. There will be an in-person meeting at the SPC building, however a hybrid option will also be available. Gene Porochniak will be sending over an agenda and formal letter detailing the review, which will be forwarded to anyone who would like to attend. The public meeting aspect of the Certification review will take place on July 31st at 10am. Lillian gave an overview of the review, mentioning that it is a requirement for the certification of the transportation planning process in urban areas over 200,000 population which takes place once every four years. They are conducted in order to evaluate the transportation planning process in the region, and FHWA and FTA will highlight good practices in the region, exchange information, and identify opportunities for improvement.

There are three major tasks associated with the Certification review, the first of which was a desk review of planning products. This was provided to FHWA approximately a month ago, which included every planning document that SPC creates, including the LRTP, the TIP, and every major study that SPC has undertaken. The second part will be the site visit, which will include discussions with representatives from the MPO board and staff, as well as SPC transit providers. This includes an opportunity for local officials and the public to speak directly with FHWA and FTA to share views of the transportation planning process. This also includes the public hearing, which will be an open format with some standard questions from the FHWA team, including how certain entities engage and interact with SPC and how we work collaboratively to complete transportation planning in the region. Lillian mentioned that SPC would greatly appreciate attendance at this meeting, and if you cannot

attend in person there will be a virtual link to the meeting sent around. You may also provide comments before the meeting which can be spoken on during the public meeting. The third step will summarize the review processing key findings, which FHWA and FTA will prepare a certification review report to summarize their findings at the conclusion of the site visit and then, after SPC review, will finalize the Certification review. A question was asked as to who the target audience of the public meeting will be, and Lillian answered that anyone who works with SPC on a technical level, as the public meeting will be less about discussing things on a project level, and more about how the planning process works and what the strengths in the region are for planning.

9. **2027 TIP Update**

Ryan Gordon gave an update to the 2027 TIP, starting with a recap of recent month. The STC Pre-TIP comment period concluded on April 30th, with statewide financial guidance work groups and statewide general and procedural guidance also concluded. The deadline to submit candidate submittal templates was on June 20th, and SPC/District work group meetings have been scheduled. Next steps will be for SPC staff to prepare and facilitate the first round of the TIP work group meetings, which includes review and organization of public comments. SPC Staff is beginning the process of mapping the candidate projects that will be advancing to project screening, and staff is also beginning the review process of financial guidance. The County Public Participation panel orientations are also continuing, with seven already completed. These panel orientations are good to help County members work with the public when the TIP public meetings begin in October and November.

The SPC competitive program is also continuing, with the preapplication period open until July 17th. After the deadline, the projects will be reviewed and final applications will be returned by the end of July to project sponsors to complete, with the final applications due on September 15th. Ryan discussed the selection committee for the Competitive programs, of which there will be one committee for all three programs. This committee will consist of 11 planners, one from each of the 10 SPC counties and the City of Pittsburgh, as well as a member from each PennDOT District, three transit operators, two from PennDOT Central Office, one from the TMAs, one from an Air Quality Agency, one from Active Transportation, and one from a Freight agency. Ryan provided a list of the previous competitive programs' members for the selection committee, and mentioned that he would send the list around to all parties for review and to add or subtract whoever they would like to be their representatives on the list for this year's selection committee. Ryan then provided a potential list of meeting dates for the selection committee, mentioning that the first meeting would be held in the last week of October, with the second meeting mid-November, and the final meeting during the first week of December.

10. **City of Pittsburgh Critical Sidewalk Gap Program**

Michael Panzitta from the City of Pittsburgh's Department of Mobility and Infrastructure gave a presentation on critical sidewalk gaps and sidewalk repair program, beginning with an overview of the critical sidewalk gap program. This primary goal of this program is to develop safe, accessible pedestrian connections to essential community resources such as schools, transit stops, business districts, and parks. For a project to have consideration for the program, there needs to be sufficient work needed, usually a full block at a minimum. It also needs to create key connections, either between neighborhoods, transit lines, community assets, or schools. It should create equity in the neighborhood, and usually must be flagged to DOMI first, either through the 311 system, the city council, or through neighborhood meetings.

Michael then gave some history on the program, which the first projects were identified via the Safe Routes to Schools program back in 2021. In 2022 an expanded budget and abilities through collaboration with City Council allowed for funding for the first large project, as well as an expanded project tracker. The Critical Sidewalks became an actual program in 2023, which came with the development of an Engage website page, and a project draft list which came out before construction season. The Sidewalk Repair program also was conceived during this period. In 2024, the program continued to develop, with an expanded draft project selection committee, a reimagining of the sidewalk repair pilot program, as well as coordination with traffic calming and complete streets. There was also the first FHWA/PennDOT oversight on sidewalk projects. The Critical Sidewalk Gap program has increased in number of projects every year since 2021, with three projects occurring in 2021, four in 2022, eight in 2023, and then ten in 2024. Each year has also increased in total distance and budget for sidewalk construction. In 2024, the program budget was \$1 million plus a \$400,000 grant from CDBG, totaling \$1.4 million. For 2025, the preliminary budget for the program will be \$700,000, with a \$750,000 DCED grant, totaling \$1.45 million, with an additional \$350,000 in unspent funds being carried over. DOMI projects that approximately ten projects will be funded in city bonds, with an additional two projects by DCED and one additional project funded by CDBG. Moving forward, DOMI is hoping to use volunteers to make sidewalk assessments for future Critical Sidewalk gaps, including utilizing City staff, BikePGH, and Pittsburghers for Public Transit, with the long-term goal of creating a dedicated city crew for work on sidewalk projects.

Michael next spoke on the Sidewalk Repair program, which is something that has been in the works for a few years. Sidewalks in the city are the responsibility of the joining property owner, however costs associated with sidewalk repair have been an issue for some homeowners. This program aims to maintain a high-quality sidewalk network throughout the City while helping these homeowners with associated costs. This program starts with DOMI selecting one or more blocks of sidewalk to repair, after which the Finance department or Mayor's office send out program packets and does outreach, which include general program information, discount and payment information, an application and a contract for work. There will be an assessment of the sidewalks along the corridor as well, citing issues as needed. Property owners will then have 30 days to sign and return the packet before work commenced. Finance bills will begin one or two months after work is completed, with citations and liens following on unresponsive property owners. The cost will be based on City's costs to do baseline sidewalk work, which is on average around \$200 per square yard.

The sidewalk repair program was started as a pilot program back in 2023, with two projects identified by the Public Works Construction Division. In 2024, the program was merged with the Critical Sidewalk Gap program and two more projects were constructed by the City, however in 2025 it has been adopted as a full separate program. Of the homeowners that were reached out to, 20% qualified for discounted rates and all opted onto the payment plan, with \$13,415 in reimbursements received. Michael mentioned that there have been challenges with the sidewalk repair program, including getting responses from property owners, public perception and the ability to "opt in", issues with being unable to seek reimbursement in places where sidewalk doesn't currently exist, lack of condition data, staff time and availability, scheduling issues with contractors, and sidewalk park post-construction. A question was raised on whether the City would be able to take responsibility of the sidewalks away from homeowners with this program, which Michael mentioned that would not be the case.

11. **PRT Presentation**

Adam Brandolph from Pittsburgh Regional Transit gave an update on some of the users of the services including members of the Learn and Earn program, which is a program that teaches kids from underserved communities and low-income households responsibility and how to conduct themselves in the workforce. This program is supported by the City of Pittsburgh and Allegheny County, and currently there are 15 kids working at the Carnegie Museums of Oakland who get to their work sites via public transit. Adam also mentioned that UPMC recently held a survey of its employees and how they get to work each day and over 30% mentioned that they utilize public transit, helping to provide essential services to the region. Adam went on to discuss that PRT is currently facing a \$100 million budget deficit, which continues to grow as expenses climb and revenues remain flat. On June 17th the governors funding proposal was sent over, which would give \$40 million in funding, which was begrudgingly approved by PRT. This would include 35% in service cuts across PRT and a 9% fare increase. Also, PRT is currently in a holding pattern, as the Senate does not go back into session until September to pass the funding, although they could be called back any time. PRT hopes to be able to find more funding than the \$40 million, needing approximately \$117 million to remain stable, which then they would be able to amend their budget to remove some of the cuts and increases.

Discussions are happening with SPC and with SEPTA in the Philadelphia region, who are also having budgetary issues and recently proposed a 45% service reduction themselves. SPC is looking to see how the proposed cuts would impact traffic congestion in the Pittsburgh region, as a significant increase in congestion could be seen from these cuts in major arterial roads. Adam mentioned that SPC is still in discussions with lawmakers in Harrisburg, and is hopeful for decisions on ways to increase the budget will be made in the next few months. A question was asked about what some of these cuts would look like for PRT if the funding remains the same, which Adam answered would be an end of service every day at 11:00pm, a mix of reductions in service including reductions of busses on lines and removal of other bus lines entirely. This also includes other elements which could go away, such as the network redesign, TOD elements in future planning, and removal of bus routes through the South Hills. Alan Blahovec also made a comment about Westmoreland County Transit, mentioning that while they do not have the immediate funding deficit that PRT currently has, it is certainly on the horizon for Westmoreland Transit as well, and would be offering any support in Harrisburg and beyond that PRT needs in helping with their funding issues. He also asked if there are any options for concessions to be made to reduce impacts, however it was answered that the gap in funding is too large for concessions to make any meaningful differences.

12. **SPC Land Use/Water and Sewer Service Presentation**

A presentation was given by members of SPC, starting with Emily Clarvit, who gave a review of the Land Use Plan cover application, which shows how much of the land in an area is covered in forest, agriculture, water, impervious surfaces, etc., as well as can be broken down into groupings such as residential, commercial, and industrial uses. This data has a wide variety of applications, including in resource management, urban and regional planning, forecasting, changeover time analysis, and much more. The data was determined through a visual analysis of ESRI using a half-meter spatial resolution and SPC used a three-tier hierarchical classification system based on the Anderson classification system that becomes more specific with each tier. The application also has the capabilities to select individual counties and municipalities in the region, as well as large regional areas. You are also able to download any data which you may need right from the SPC data website.

Next, Mason Secreti went over the Water Coverage application, which is an overlay of water coverages in the region. This includes old data from 2019 and the new, updated EPA data from 2025. This overlay looks at where data differs, and where SPC still needs more data. Mason requested that any County office or partner who may have any updated water resource data to send it over, as much of the data is for underground water coverage, which makes it difficult to track. In years past, there was never a regulatory requirement to map this underground infrastructure, however it is important to know for future planning for public health, and future lead service line replacements. It also helps with equity analysis, as SPC can track who needs more water coverage and where we can work to extend lines to create new water coverage for those who need it. Mason showed the differences in some of the 2019 and 2025 data, and mentioned that SPC is working with water authorities and County planners in order to gather more geographic data and create more overlays to check for discrepancies.

Nick Mannone presented updated American Community Survey data, which SPC is working with to update water and sewer coverage in the region. Much like what Mason reviewed, the data is from 2019, and what the EPA sent in 2025, however there are still some coverage issues. Some interesting information that came out of analyzing this data was that less than 1% of households don't have complete plumbing in the SPC area, while if you look at it by housing units, it jumps up to 2.5% of the housing units in the region don't have plumbing facilities, which is considered "running water or a shower system". This could be due to vacant housing with no current water supply, or other takeaways. Using the billing systems for water and sewer in the SPC region, approximately 75% of the SPC households are connected to public water or sewer, which gives around a 20-22% that may be connected via private water or well systems. Nick mentioned again that if any County or Municipality which has water or sewer data would be able to send it over to SPC, it would be very helpful to finish this mapping and to verify accurate information on the systems for economic modeling.

13. **Other Business/Status Reports**

There was no other business to report.

14. **Adjourn**

A motion to adjourn was made by Jeff Skalican and seconded by Arthur Cappella. The motion was passed unanimously and Lillian Gabreski called for the adjournment of the meeting at 11:58 AM.