

**Southwestern Pennsylvania Commission  
Transportation Technical Committee (TTC)  
Meeting Minutes via Webex  
August 14<sup>th</sup>, 2025, 10:00 a.m.**

Attendees:

- Ann Ogoreuc, Allegheny County Department of Economic Development
  - Darin Alviano, Armstrong County Planning Commission
  - Dan Distler, Beaver County Planning and Economic Development
  - 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 Commission
  - Joshua Spano, Westmoreland County Planning
  - Stephen Shanley, Allegheny County Public Works
  - Jeff Skalican, City of Pittsburgh
  - Mavis Rainey, Oakland Transportation Management Association
  - Tosh Chambers, Pittsburgh Downtown Partnership
  - Amy Mathieson, Airport Corridor Transportation Association
  - Jeremy Kelly, Greene County Planning and Community Development
  - Milo Freese, Washington County Planning Commission
  - Brendan Coticchia, City of Pittsburgh
  - Matt Pavlosky, Port of Pittsburgh
  - Brandon Leach, PennDOT Central Office
  - Julia Cornell, PennDOT Central Office
  - Dan Laird, GAI Consultants
  - Patrick Richter, Sucevic, Piccolomini & Kuchar Engineering, Inc.
  - Matthew Kelley, CDR Maguire
  - Andy Waple, AECOM
  - Alison Keating, Pittsburghers for Public Transit
  - Alicia Kavulic, PennDOT District 10-0
  - Adam Marshall, PennDOT District 10-0
  - Jordan Bergamasco, PennDOT District 11-0
  - Dave Hollahan, PennDOT District 11-0
  - Stephanie Ma, 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
  - Jessica Setmire, PennDOT District 12-0
  - Josh Theakston, PennDOT District 12-0
  - Lillian Gabreski, SPC Transportation Planning Director
  - Ryan Gordon, SPC Staff
  - Chuck Imbrogno, SPC Staff
  - Devon White, SPC Staff
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- Indicates TTC voting member

## Attendees Cont'd:

Belachew Ayele, SPC Staff  
 Leanne Chaney, SPC Staff  
 Ronda Craig, SPC Staff  
 Russell Singer, 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 10:03 AM with a roll call for the TTC members.

2. **Public Comment**

There was no public comment.

3. **Action on July 10<sup>th</sup> Combined TOC/TTC Meeting Minutes**

A motion was made by Josh Krug and seconded by Nathan Werner to approve the minutes of the July 10<sup>th</sup> Combined TOC/TTC meeting. The motion was approved unanimously.

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

Brandon Leach began the report with an update on the Rail Transportation Assistance Program and Rail Freight Assistance Program grants. PennDOT announced on August 4<sup>th</sup> that the application period for both of these programs are now open and will be close on August 29<sup>th</sup>. These two programs are managed by PennDOT, with the RTAP being a capital budget grant program that is funded with bonds and the RFAP program funded through the multimodal fund created by Act 89 in 2013. Both programs provide financial assistance for investments in freight and rail infrastructure with the intent of preserving essential rail and freight services and stimulating economic growth through new and expanded rail freight services. Next, Brandon spoke on the NEVI formula program interim guidance, which was posted to the FHWA website on August 11<sup>th</sup>. With the new interim guidance, any PennDOT planning partners which had paused their NEVI community engagement and prioritization efforts due to program uncertainty is now requested that they resume these activities. PennDOT will continue to accept community charging use case rankings and use of priority communities over the coming months, as the NEVI team prepares for upcoming community charging funding opportunities.

Next, Lillian Gabreski gave a SPC directors report, starting with a thank you for all who attended and participated in the Federal Certification review. SPC wrapped with FHWA on the review two weeks ago, and there will be a follow up meeting in early September to discuss any final details with the FHWA team. Lillian thanked anyone who left any comments, and mentioned that the FHWA team noted that it was the most public participation that had ever been seen at a public meeting, so SPC is proud of how engaged everyone is in our public process.

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

### A. PennDOT District 10-0

Adam Marshall went over the three administrative action for PennDOT District 10-0. The first administrative action was for safety improvements, including signal upgrades at various locations along the SR 68/SR 356 Corridor to improve timing and reduce emissions, located in Butler City, Butler County. The district requests to advance a portion of construction in the amount of \$19,389 (CAQ) from FFY 2026 to FFY 2025 due to available funds, with the source coming from a deobligation from the preliminary engineering phase of the PA 356 Moraine Pointe to Campus Lane Signal Upgrade, with funding of a like amount will be placed into the SPC CMAQ Line Item in FFY 2026 to maintain fiscal constraint. The second administrative action was for the complete replacement of the traffic signal at the intersection of SR 66 and SR 128, located in Manor Township, Armstrong County. The district requests to decrease construction and remove \$155,654 (CRPU – FFY 2025) due to low-bid savings, with the funding being placed back into the SPC Regional CRP/CRPU Line Item. The third administrative action was for congestion reduction that includes adding an official park-and-ride lot at the existing intersection of PA 403 and US 22 or PA 56 and US 22, to be determined by a study phase, located in Brush Valley Township, Indiana County. The district requests to defer the final design phase (CRP/581) from FFY 2025 to FFY 2026 to align with the project schedule, with funds being swapped from the Jefferson – Cunningham Streets Signal Improvements project to maintain fiscal constraint for this action.

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

### B. PennDOT District 11-0

Stephanie Ma went over the two amendments and eight administrative actions for PennDOT District 11-0. The first amendment was for a Bridge replacement project, located on Jacks Run Road over I-279 in Ross Township, Allegheny County. The district requests to add a construction phase by \$2,521,688 (BOF) in FFY 2025 and by \$2,478,312 (BOF) in FFY 2026 for an anticipated 2026 letting, with the sources of funding coming from several deferred projects including the Swinburne, Elizabeth, Calera Street and Pine Creek #9 Bridges, which all will be deferred to FFY 2027 for Final Design. The district will also use the City of Pittsburgh's Bridge Preservation line item as partial fund source. The second amendment was for a Bridge replacement project, located on Old Butler Pike, T741 over tributary of Slippery Rock Creek, in Slippery Rock Township, Lawrence County. The district requests to add a preliminary engineering phase to TIP by \$175K (BOF) in FFY 2025 to initiate design, with the source of funding coming from the City of Pittsburgh's Bridge Preservation line item and available funding from the McCartney Hollow Road Bridge T311 project.

The first administrative action was for a drainage study, located on SR 50 in Scott Township and Carnegie Borough, Allegheny County. The district requests to add a study phase to the TIP by \$200K (PRTCT) in FFY 2025 for recommendations due to persistent flooding, with the source of funding coming from the Central Office's Protect Reserve line item. The second administrative action was for a bridge preservation project, located on McKees Rocks Bridge carries SR 3104 over the Ohio River in the City of Pittsburgh, Stowe Township and McKees Rocks Borough, Allegheny County. The district requests to increase the construction phase by \$2,408,000 (185) in FFY 2025 to cover delay, overhead and CI supplement and emergency repair

costs, with the source of funding coming from the District's Bridge line item. The third administrative action was for a line item change for the betterment reserve line item, located on various locations around District 11-0. The district requests to add a construction phase to TIP for two slide projects: MPMS# 121415, Mountain View Road Slide Repair – which looks to add construction by \$1.4M (581) in FFY 2026 for anticipated May 2026 letting, and MPMS# 121414, Hoenig Road Slide Repair – which looks to add construction by \$700K (581) in FFY 2026 for anticipated July 2026 letting. The fourth administrative action was for an interchange improvement, located on I-79 at SR 910 Interchange in Marshall Township, Allegheny County. The district requests to advance the construction phase by \$13,671,763 (NHPP) from FFY 2028 to FFY 2025 (NHPP/STP/STU/581) to capture funding, with the sources of funding coming from numerous line items including the Betterment Reserve, District Bridge, Slide, Guiderail Upgrades, Smart Transportation/ TAP Admin, SPC Smart Tr. Initiative, and Beaver Local Bridge line items. The project will also use four available deobligations, a deferred Local bridge - Crawford Run Bridge (CE02) project and bid savings from the SR 158/North Jefferson Street project.

The fifth administrative action was for a bridge replacement, located on Frankfort Road over Raccoon Creek in Potter Township, Beaver County. The district requests to advance the construction phase by \$2.12M (BRIP) from FFY 2026 to FFY 2025 to capture funding, with the source of funding coming from the Bridge-Allegheny/ City of Pittsburgh Bridge Preservation line items and funds based on current projects schedule (MPMS# 28044- Versailles Ave. Viaduct and MPMS# 119371 – Universal Road Bridge over Union RR). The sixth administrative action was for a bridge replacement project, also located on Frankfort Road over Raccoon Creek in Potter Township, Beaver County. The district requests to increase the construction phase by \$1,450,000 (BRIP) in FFY 2026 for modifications to TOE-key design and other work, with the source of funding coming from available bid savings from the SR 65 Ramps & SR 279 Fort Duquesne project. The seventh administrative action was for a bridge preservation project, located on SR 4165 (Glenfield Viaduct Bridge) over the Norfolk Southern Railroad in Glenfield Borough, Allegheny County. The district requests to add a final design phase by \$480K (BOF) and \$120K (185), a utility phase by \$80K (BOF) and \$20K (185), and a right-of-way phase by \$400K (BOF) and \$100K (185) in FFY 2025 for anticipated final design tasks, utility impacts, and right-of-way takes, with the source of funding coming from the Allegheny County Local Bridge Preservation line item and available bid savings from the Century Farms Road Culvert project. The eighth administrative action was for a slide remediation project, located on SR 1001 at the intersection of Powers Run Road (SR 1009) in O'Hara Township, Allegheny County. The district requests to add a preliminary engineering phase to TIP by \$250K (581) in FFY 2025 to initiate design, with the source of funding coming from the Slide and Guiderail Upgrades line items.

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

#### C. PennDOT District 12-0

Angela Baker went over the seven administrative actions for PennDOT District 12-0. The first administrative action was for the rehabilitation of the structure carrying PA 136 (Main Street) over Youghiogheny River, located in West Newton Borough, Westmoreland County. The district is requesting to add RAISE/BUILD funds to the construction phase of this project in FFY 2026 to replace federal STP/BRIP funding, and to utilize state A-581 funding to account for the difference between the award and estimate. Federal STP and BRIP funds will be returned to the District 12 Highway/Bridge Line Item (MPMS# 76508), with state funding

being drawn from the same line item. The second administrative action was for the upgrading and replacement of traffic signals at various locations, located in Hempfield and Unity Township, Westmoreland County. The district requests to add a preliminary engineering phase utilizing Federal CRPU funds to the 2025 TIP to increase in FFY 2026, with funding being drawn from the District 12 Highway/Bridge Line Item (MPMS# 76508). The third administrative action was for installation of a traffic signal, pedestrian accommodations, and intersection improvements on US 0040 and PA 0051 along Corridor 116 to address existing traffic congestion issues, located in the City of Uniontown, Fayette County. The district requests to change the pro rata of the preliminary engineering phase on the 2025 TIP to 100% federal CRPU funds, with the State A-581 funds being returned to the District 12 Highway/Bridge Line Item (MPMS# 76508).

The fourth administrative action was for the improvement of the Layton Bridge (State Route 4038, Layton Street) over the Youghiogheny River and Great Allegheny Passage Trail, located in Perry Township, Fayette County. The district requests to advance a portion of construction funding to FFY 2025 and increase in FFY 2026, utilizing Federal BRIP funds which will flow through and be drawn from the District 12 Highway/Bridge Line Item (MPMS# 76508). The fifth administrative action was for the rehabilitation/replacement of the structure carrying T-470 Ladysmith Road over Little Sewickley Creek. The district requests to add a preliminary engineering phase in FFY 2026 for AC Conversion, utilizing Federal STP funds which will be drawn from the District 12 Highway/Bridge Line Item (MPMS# 76508). The sixth administrative action was for the replacement /rehabilitation of the structure carrying SR 1061 (Mingo Church Road) over Froman Road, located in Union Township, Washington County. The district requests to add a construction phase to FFY 2026 and increase the State A-185 funds, which will be drawn from the District 12 Highway/Bridge Line Item (MPMS# 76508). The seventh administrative action was for improvements to various structures in various locations districtwide. The district requests to add a construction phase to FFY 2026 and increase the State A-185 funds, which will be drawn from the District 12 Highway/Bridge Line Item (MPMS# 76508).

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

#### D. Transit TIP Updates

Devon White gave two updates to the Transit TIP, starting with PRT, who moved \$7.5 million from the Ross park and ride project, to the Carnegie park and ride project. The second update was for the Butler Transit agency, who moved \$2 million from their bus replacement project from FY2025 to FY2026.

#### 6. **2027 TIP Update**

Ryan Gordon gave an update to the 2027 TIP, starting with mentioning that the first round of work group meetings are complete, and the second round of meetings are currently underway. Ryan mentioned that the first round went very well, and the second round have been completed in PennDOT Districts 10-0 and 12-0, with District 11-0 being held next week with the preliminary agenda being sent out later today. SPC Staff is currently working to facilitate the Round 2 and Round 3 of these work group meetings, as well as are in the process of mapping the candidate project advancing to detailed screening. SPC staff is also finalizing the comments in order to provide to work group participants during the third work group meetings. Ronda Craig then spoke on the upcoming County fall public participation meetings, which potential dates have been circulated to each County and the City of Pittsburgh for meeting dates between September 18<sup>th</sup> and November 24<sup>th</sup>. Once all the dates

have been confirmed, Ronda will send out another email with the meeting dates for each County and the City.

Next, Ryan spoke on the Competitive programs, of which the pre-application deadline has passed. A review of each of the preapplications has also taken place, with responses and further requests for specifics for each applicant being sent back. SPC has provided the final applications to each applicant, and now await the applications to be sent back by the September 15<sup>th</sup> deadline. The selection committee for the final applications has also almost been finalized. Members and alternates have been chosen from each County and the City, as well as PennDOT representatives and Transit representatives. The only representatives SPC is still waiting to finalize is the Active Transportation representatives, who should be chosen within the next week. Ryan also discussed tentative dates for the selection committee meetings, mentioning that the first meeting is currently scheduled for October 20<sup>th</sup>, with the second meeting on November 17<sup>th</sup>, and the final selection committee meeting being held on December 8<sup>th</sup>.

#### 7. **TTC Bylaws**

Ryan Gordon discussed the adoption of the revised TTC bylaws, mentioning that the Commission took an action earlier in the year to revise their own bylaws, and SPC staff decided it was also time to update the TOC and TTC bylaws as well. These bylaws are a formal document which writes down how the TTC functions, and includes things such as the voting members, the roles of the committee, and what the TTC discusses on a monthly basis. Ryan mentioned that the bylaws needs to be recommended by the TTC, after which they will be presented at the next Commission meeting for adoption.

Josh Krug made a motion to approve the TTC bylaws as presented and to be forwarded to the Commission for approval, which was seconded by Jason Theakston. The motion was approved unanimously.

#### 8. **PennDOT District 12-0 - Life Cycle of a Project**

Angela Baker gave a presentation on the Life Cycle of a Project, specifically the I-70 modernization plan, and discussed how interstate funding is procured, project delivery, and consultant design. She began by giving an overview of interstates in the District 12-0 region, mentioning that the main two interstates in the region are I-70 and I-79. Interstate 70 runs for 57.45 miles through the region, with 229.2 travel lane miles, 30 interchanges, 113 structures, and an ADT between 26,000 and 50,000. Interstate 79 runs for 49.4 miles through the region, with 197.6 travel lane miles, 14 interchanges, 76 structures, and an ADT between 20,000 and 101,000. Investments in the last 20 years for Interstate 70 total over \$1.2 billion, with numerous completed projects, as well as current large projects under construction including the I-70 @ PA51 diverging diamond interchange, the Arnold City Interchange project, and the Rostraver Pedestrian Bridge. There are also projects both in design and in the planning and environmental linkage stages for future improvements.

Angela went into detail on the I-70 New Stanton to Washington modernization project, noting that PennDOT looked to hit on five key points in the project: Safety Improvements, Innovative Interchanges, Roadway Reconstruction, Bridge Replacements, and ITS Upgrades. PennDOT made the decision to stay with a standard template for lanes, which includes two 12' lanes with a 10' inside median barrier. The project will also help spur economic developments in locations around New Stanton, including over half a dozen new investments near the interstate. Angela went into how funding is found for these projects, which includes the interstate steering committee, which was formed in 2015 to provide input and guidance n management

of Pennsylvania's interstate system. This committee focuses on interstate needs, planning efforts, project prioritization, the interstate management TIP, and the LRTP development and management. Some objectives of the committee include establishing project prioritization and re-evaluation during Program updates, recommendations for guidance and policies for Program updates and use of available resources, evaluation of freight movement, and exploration of all funding options and levels of investment. The committee also works on biannual presentations and interstate driving tours of the interstates, as well as the development of the Interstate TYP.

Angela next discussed the use of the Bridge Asset Management System (BAMS) and the Pavement Asset Management System (PAMS), which PennDOT uses along with district experts to compare data on project ideas in the region and see if they align on project recommendations. Much of what becomes projects depends on funding as well, but a majority of projects that are chosen by PennDOT also agree with the recommendations of BAMS and PAMS. Once the TIP is adopted by SPC and PennDOT, the Project delivery process can begin, which includes Preliminary engineering, final design, utility, right-of-way, and then construction. Projects are assigned to bridge engineers, plans engineers, and portfolio managers, who balance workloads and the complexities in projects. Although depending on projects, a typical interstate reconstruction project will take between 6-8 years from start to final construction, a bridge replacement or an intersection improvement will take between 3-5 years, and a surface improvement will take between 1-2 years for final completion.

Patrick Richter of SPK Engineering continued the presentation, discussing the I-70 Bentleyville to Belle Vernon project in Washington County. This was an 8-mile reconstruction project with multiple interchanges and pavement work. The original pavement on the project was poured in 1946, and some of which was still being used. Patrick stated that the first thing that PennDOT does is put out a notice of a planned project. It becomes the first notification to the consulting community of an upcoming project. This is placed on ECMS and involves details such as project name, agreements, description of work, an estimated agreement funding amount and anticipated advertisement date. These notices usually are on ECMS for a 14-day minimum, and once it goes out the consulting community will begin working on creating a strong team for consultant support. For the I-70 project, SPK Engineering worked with different consultants for public involvement, engineering support, and environmental services, traffic and engineering support, right-of-way acquisition, geotechnical engineering, and subsurface utility investigation.

The timeline for consultant agreements starts with the notice of a planned project and the advertisement, which is usually a two-month process. A statement of interest from the Consultants comes within 10 days of the advertisement, with review taking place of all consultants who enter a statement of interest. Within a few months, a shortlist of consultants is posted by PennDOT, with a date usually within a month made for a technical proposal which will expand on the details of the project, including engineering of the project as well as the potential of an hour-long oral presentation. For the I-70 project, the oral presentation took place a week after the technical proposal, and consisted of Patrick giving the presentation from his virtual office due to it taking place during COVID lockdowns. Final selections for projects are usually made within two weeks after the technical proposals and oral presentations, with a project specific agreement executed within a month after the final selection. The first work order is then executed, which for the I-70 project was for preliminary engineering, approximately a month after the project agreement was executed. Patrick mentioned that typically it will take around one year for a project to go from a planned project announcement to the first work order. He mentioned that once a consultant gets to the technical proposal

and oral presentation, it becomes “all hands on deck” for the team, and all other work is put on hold during that time. It is a competitive process that takes 100% commitment from everyone on the team, and every project only has one winner for consultant work.

Patrick next gave an overview of the project schedule after receiving the I-70 project, which began preliminary engineering in late 2020 and was in that stage until mid-2024. From the middle of 2024 until presently, the project is in a final design, right-of-way, and utility stage, which should be worked on consecutively until the end of 2027, with construction starting in 2028 and running through 2030. Patrick mentioned that the I-70 Bentleyville to Belle Vernon project will have a construction estimate between \$225-\$275 million, with the estimate being updated for accuracy by the end of 2025.

9. **Other Business/Status Reports**

Ryan Gordon mentioned the presentations that have been given over the past few months from the PennDOT districts and the Counties, mentioning that there has been a good run of volunteers, however there is no presentations queued up after this month. He asked if any County would like to volunteer for next month, or if you come up with a presentation and would like to present it to the TTC to send Ryan an email with information. If Ryan does not get any volunteers, he mentioned he will begin work on a schedule with all the Counties and Districts on an order to present at future TTC meetings.

10. **Adjourn**

A motion to adjourn was made by Nathan Werner and seconded by Arthur Cappella. The motion was passed unanimously and Lillian Gabreski called for the adjournment of the meeting at 11:29 AM.