

**Southwestern Pennsylvania Commission
Transportation Technical Committee (TTC)
Meeting Minutes via Webex
October 16th, 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
- Becky Butler, 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
- Amy Mathieson, Airport Corridor Transportation Association
- Trajan Jones, Indiana County Planning
- Milo Freese, Washington County Planning Commission
- Nathan Clair, Westmoreland County Planning
- Kathryn Simpson, Pittsburgh Regional Transit
- Samuel Buckley, Pittsburgh Regional Transit
- Seth Davis, Pittsburgh Regional Transit
- Gene Porochniak, FHWA
- Brandon Leach, PennDOT Central Office
- Julia Cornell, PennDOT Central Office
- Susan Hyde, PennDOT Central Office
- Adam Mattis, DCNR
- Andy Waple, AECOM
- Katherine Schlesinger, Michael Baker Intl.
- Leanne Doran, KCI
- Dom DeFazio, PennDOT District 10-0
- Adam Marshall, PennDOT District 10-0
- Jordan Bergamasco, PennDOT District 11-0
- Dave Hollahan, PennDOT District 11-0
- Zac Kamnikar, 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
- Jessica Setmire, PennDOT District 12-0
- Josh Theakston, 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
 Devon White, SPC Staff
 Ronda Craig, SPC Staff
 Chris Jaros, SPC Staff
 Danial Kukula, 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 10:01 AM with a roll call for the TTC members.

2. **Public Comment**

There was no public comment.

3. **Action on September 18th TTC Meeting Minutes**

A motion was made by Jeff Skalican and seconded by Becky Butler to approve the minutes of the September 18th TTC meeting. The motion was approved unanimously.

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

Brandon Leach began the report with an update to the Pennsylvania State Rail Plan, which is currently out for public review and comment. This plan was released on September 23rd, and the comment period will be open until October 24th. Brandon mentioned that there are links in the packet to the website where people may review and comment on the plan. He also mentioned that there will be a virtual meeting held later today to highlight key information and answer any questions on the State Rail plan. Next, Brandon mentioned that the office of Public-Private Partnerships announced they will be accepting unsolicited proposals for transportation projects through the end of October. A link can be found in the agenda which leads to more information and where to apply. Next, Brandon discussed the National Electric Vehicle Infrastructure (NEVI) program, which is moving onto its next stage, known as the Corridor Connections program. There will be a webinar held later today on this program, which provides more information on the application period and what areas will be eligible for funding. This program is linked with routes that are major corridor routes that were not included in the previous NEVI rounds. Lastly, Brandon went over expansion of truck parking, of which PennDOT and the PA Turnpike announced the addition of 1,202 truck parking spaces in 133 locations by the end of 2026. These stops will mostly be on acceleration ramps onto highways, with a link to the proposed spots in the agenda packet. Brandon mentioned that in the SPC region, most of the truck parking will be added along the I-79 corridor through Butler County, Allegheny County, and Washington County.

Lillian Gabreski began her report with an update on the City of Pittsburgh's Vision Zero event, which is taking place on October 17th. The event registration is now sold out, and there will be SPC representation at the meeting from Evan Schoss, who will be presenting the SPC Safety Action Plan. Lillian also reported on the current budget situation, mentioning that the State budget shutdown is affecting SPC more than the

Federal budget shutdown, and there will be a full report on this at the upcoming Commission meeting. If anyone has any questions, please reach out to any of the SPC managers who can give additional information on what this means for each department, including SPC consulting contracts.

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

A. PennDOT District 10-0

Adam Marshall went over the two administrative actions for PennDOT District 10-0. The first administrative action was for the preservation of the existing bridge carrying PA 8 over the Connoquenessing River, located in Butler City, Butler County. The district requests to increase construction and add \$600,604 (NHPP – FFY 2026) to include a railroad flagging agreement in the estimate, with the source of funding coming from the SPC District 10 Highway/Bridge Reserve Line Item. The second administrative action was for the replacement of the bridge carrying SR 3013 (Blacklick Road) over Stewart Run, located in Blacklick Township, Indiana County. The district requests to add preliminary engineering to the TIP and program \$134,235 (185 – FFY 2026) due to a need for the phase, with the source of funding coming from the SPC District 10 Highway/Bridge Reserve Line Item.

Jeff Skalican made a motion to approve the administrative actions from PennDOT District 10-0, which was seconded by Nathan Werner. 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 removal project, located on Jacks Run Road over I-279 in Ross Township, Allegheny County. The district requests to add a construction phase by \$1.2M (BOF) in FFY 2026 for demolition work, with the funding coming from the Construction phase of the original Jacks Run Road replacement project. The second amendment was for a bridge replacement project, located on SR 3052 over the Ohio River in Ambridge and Aliquippa Boroughs, Beaver County. The district requests to add a study phase by \$500K/BOF funds to TIP in FY 2026 to initiate study, with the source of funding coming from the Allegheny County Local Bridge Preservation line item.

The first administrative action was for a bridge replacement project, located on SR 3048, Noblestown Road over Robinson Run in Collier Township, Allegheny County. The district requests to increase the final design phase by \$300K (185), the utility phase by \$50K (185), and the right-of-way phase by \$50K (185) in FFY 2026 to cover final design tasks and anticipated utility/right of way impacts, with the source of funding coming from the District Bridge line item. The second administrative action was for a bridge replacement project, located on SR 3048, Noblestown Road over Robinson Run in Collier Township, Allegheny County. The district requests to add a construction phase by \$750K (185) in both FFY 2028 & 2029 to fully fund project, with the source of funding coming from the District Bridge line item. The third administrative action was for an Intelligent transportation system (ITS) improvement intended to improve traffic safety and operations, located on I-376 between the Grant Street interchange and the eastern terminus of I-376 at the Pennsylvania Turnpike and US 22 in City of Pittsburgh, Allegheny County. The district requests to increase the planning and engineering phase by \$1M (CRP) in FFY 2026 to complete the full Preliminary Engineering

phase to take the project to a 60% design submission, with the source of funding coming from the projects final design phase.

The fourth administrative action was for a design/build project to fix multiple slides and fix sharp curves, install guiderail, located on SR 3010, Moffett Mill Road in Center and Raccoon Townships, Beaver County. The district requests to add a preliminary engineering phase by \$250K (581) in FFY 2025 to initiate design, with the source of funding coming from the Betterment Reserve line item and available funds (SR 2045 Mifflin Road Drainage Study-low priority). The fifth administrative action was for a bridge rehabilitation project, located on Boulevard of the Allies over Schenley Park, Bike Trail and CSX Railroad in the City of Pittsburgh, Allegheny County. The district requests to increase the construction phase by \$2,532,000 (NHPP) in FFY 2026 and \$2M (NHPP) in FFY 2027 for unforeseen steel repairs, wind bracing repairs, and other misc. items, with the source of funding coming from the Betterment Reserve 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

Angela Baker went over the two amendments and seven administrative actions for PennDOT District 12-0. The first amendment was for a vehicle detection and signal equipment upgrades and institution of an adaptive signal system through the US 19 corridor from the I-70/US 19 (DDI) Interchange to the Allegheny County Line, located in Various Municipalities, Washington County. The district requests to add a final design phase utilizing Federal NHPP funds to the 2025 TIP in FFY 2026 and a utility phase utilizing Federal NHPP funds in FFY 2027, with the source of funding coming from the District 12 Highway/Bridge Line Item (MPMS# 76508). The second amendment was for improvements to the structure carrying Interstate 70 over the Monongahela River and other features, located in Speers Borough, Washington County. The district requests to add the Study phase to the TIP in FFY 2026, utilizing Federal NHPP funds will be drawn from the District 12 Highway/Bridge Line Item (MPMS# 76508).

The first administrative action was for preservation activities to various structures in various municipalities districtwide. The district requests to advance funding for the construction phase from the TYP to FFY 2027 and 2028, with the source of State A-185 funds which will be drawn from the District 12 Highway/Bridge Line Item (MPMS# 76508). The second administrative action was for substructure preservation activities in various locations districtwide. The district requests to add the project to the program in FFY 2026, utilizing State A-581 funds which will be drawn from the District 12 Highway/Bridge Line Item (MPMS# 76508). The third administrative action was for corridor improvements to PA 981 from the village of Norvelt to the village of Pleasant Unity., located in Westmoreland County. The district requests to add a final design phase in FFY 2026, utilizing State A-581 funds which will be drawn from the District 12 Highway/Bridge Line Item (MPMS# 76508). The fourth administrative action was for improvements to the structure carrying Water Street over Pike Run, located in Coal Center Borough, Washington County. The district requests to add the final design, utilities, right-of-way, and construction phases to the TIP in FFY 2026, utilizing Federal STP funds which will be drawn from the District 12 Highway/Bridge Line Item (MPMS# 76508).

The fifth administrative action was for improvements to the structure carrying SR 7201 over Ten Mile Creek, located in Amwell Township, Washington County. The district requests to add a preliminary engineering phase to the TIP in FFY 2026 and 2027 to increase the phase, utilizing Federal BOF funds which will be drawn from the District 12 Highway/Bridge Line Item (MPMS# 76508). The sixth administrative action was for a bridge replacement over Norfolk Southern Railroad. Structure is approximately 800 feet from the intersection of the MSI access road and First street, located in Vandergrift Borough, Westmoreland County. The district requests to add the construction phase to the TIP in FFY 2026 using Act 13 funds for tracking and information purposes. The seventh administrative action was for the replacement of two locally owned structures carrying Moyer Road over Mounts Creek, located in Bullskin Township, Fayette County. The district requests to add a construction phase to the TIP in FFY 2026 to cover final invoicing, utilizing Federal BRIP funds will be drawn from the District 12 Highway/Bridge Line Item (MPMS# 76508).

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

D. August Redistribution

Brandon Leach went over the August redistribution, which are informational items which FHWA reassigns the obligation limitation to ensure it has the ability to spend the money utilized before the end of the Federal Fiscal year. Across Pennsylvania, \$409 million in obligation authority was received, giving the ability to be sent sooner, freeing up funding in future fiscal years. The charts shown in the agenda show the additional obligated funds which have been added to projects in the District 10-0, District 11-0, and District 12-0 regions for Fiscal year 2025.

E. Transit TIP Updates

Devon White gave an administrative update to the Transit TIP, which was for SPCs Travel Demand Management project, of which \$600,000 of Federal CMAQ funding was moved from Fiscal Year 2025 to Fiscal Year 2026.

6. **2027 TIP Update**

Ryan Gordon gave an update to the 2027 TIP, starting with discussion on the SPC competitive program, which is beginning the evaluation stage of the projects. SPC is also reaching out to applicants on technical questions that still remain on a few projects. The first selection committee will take place early next week, and Ryan has sent out the preliminary agenda to members of the committee. This meeting will discuss background information and procedural information, as well as a list of candidate projects. Next, Ryan discussed TIP workgroup meetings, which currently eleven work group meetings have been held. SPC is currently in the middle of round four of meetings, with District 10-0 and District 11-0 already holding their fourth meeting and District 12-0s being held next week. These meetings have been to prioritize candidate projects, as well as to focus on the carryover projects in each District. Finally, Ryan discussed the Public Participation Panel (PPP) meetings, of which the meeting schedule has been finalized. There will be one meeting in each County, running from September 25th through December 3rd. The full schedule was added to the agenda for review, and anyone who cannot attend the meetings can all reach out via written comments sent to the SPC address, electronic forms emailed to SPCregion.org, or by reaching out to Ronda Craig on SPC staff.

7. **NEVI Community Charging Update**

Lillian Gabreski discussed the National Electric Vehicle Infrastructure (NEVI) Community Charging Initiative, of which SPC has been working on the second phase rollout, which includes survey work and mapping of potential locations and communities across the region. As part of the NEVI program, the community charging aspect is the next step after the corridor connections are completed, as well as the alternative fuel corridors. The community charging initiative will have an estimated \$13-16 million to be awarded to the SPC region, which will be used for installing charging facilities in community areas. Looking at ranked use cases, areas such as park and public parking lots, as well as community centers, government, and municipal centers have been added as places of interest, as well as places mentioned by the public in SPC's survey on beneficial spaces for charging, which included over 100 spots across the region. Lillian mentioned that these spaces have been added to an excel table with the description of the location, the zip code, and the municipality, and this spreadsheet will be sent out to all the County planners by the end of the day for review and to fill in any blanks SPC may have on the locations. SPC is hoping to have these spreadsheets sent back by October 30th, in order for prioritization of the locations to begin.

Ann Ogoreuc asked if the contractors for these projects would be considered as long as they hit the use cases, as there is the possibility that Allegheny County would not be able to identify every single place that there would be a case for a charging station. Lillian replied that Allegheny County did submit a list of locations with their CFI grant, which was wrapped into the survey data obtained for the County, giving a number of locations to be considered. Lillian also mentioned that even if a place is not listed for identification on the regional priorities, it could still be considered if the location applies for a certain location. Lillian mentioned that the ranked use case list should be out sometime in January, which will be sent out and mapped for each County in the region, with additional places which could be identified after that is completed.

8. **District 11-0: I-79/910 SPUI Presentation**

Zac Kamnikar gave a presentation on the I-79 at Route 910 Wexford Interchange project, which he discussed basic background information, the steps leading up to the construction phase, and some of the alternatives analysis that was studied in the leadup, as well as operations of the selected project, known as a Full Offset Single Point Urban Interchange (SPUI). The project is located in the Borough of Franklin Park and Marshall Township in Allegheny County. It is on I-79 at Route 910 Wexford Exit 73, located two miles north of the I-79/I-279 split. SR 4042/910 (Wexford Bayne Road) travels east-west over I-79, and is a minor arterial road. The project area was originally studied back in 2016, with the main issue being a backup of traffic along the northbound ramp during peak hours. Another issue is proximity with the next nearest intersection, which was causing safety issues and a number of angled rear end crashes. The project will look to improve the interchange operations to acceptably accommodate current and future traffic demands, as well as to reduce the potential for crashes at the interchange and along SR 910 within the project area. There are currently unacceptable levels of congestion, which impedes mobility, and a total of 290 crashes between 2017 and 2019, with 85% rear end, fixed-object, and angle crashes, which all are likely a direct result of the congestion.

Zac gave an overview of the study alternatives, showing first what a 2045 no-build of the intersection would look like. By doing nothing with the intersection, the spillbacks onto the main streets continue to grow, and the level of service becomes unsustainable due to the growth in the area. Significant queueing, intersection failures, and higher crash influences all end up contributing to the failure of the intersection. For the

alternatives analysis, determining criteria included operations of the intersection, safety, environmental impacts, right-of-way impacts, utility impacts, and construction costs. PennDOT looked at a full tight diamond interchange, a single point urban interchange, a diverging diamond interchange, both with a roundabout addition and a realignment of Brandt School Road, however the final decision was to go with the SPUI. The SPUI will reconfigure the west side of the interchange to create a full-offset Single Point Urban Interchange layout, which will add new flyover ramps connecting to and from the I-79 northbound off ramp and on ramp. This will also eliminate the existing northbound ramps and related signalization on Route 910 and improve the lane configuration at the Brandt School Road/VIP drive intersection. The benefits of this SPUI interchange will be a reduction in crashes and delays, mitigation of queue spillbacks and length reduction, better intersection operations, a low environmental and permitting impact, a preservation of right-of-way, with no permanent right-of-way takes needed, only moderate utility impacts, and a modest cost of \$46.5 million.

Zac next showed before and after renderings of the new intersections, including the new flyovers and the traffic flow of the new SPUI interchange. The SPUI proposes two new flyover structures, as well as preservation activities on the existing SR 910 over I-79 Bridge, including a deck overlay, bearing replacements, zone painting of the superstructure, and substructure repairs. A proposed retaining wall off of northbound off-ramp and the existing southbound on-ramp, as well as two proposed overhead cantilever sign structures are also proposed. Zac showed cross section plans of the flyovers, as well as bridge span plans, and discussed the substructure units, of which the color and texture of the substructures were voted on via public input, with the winner being a nautilus blue with a chisel cut stone. Zac reviewed the project schedule, which preliminary engineering finished up at the end of 2023, with environmental clearance and final design beginning in early 2024. The design was finalized in early 2025, with the awarded consultant for project construction also being given. Construction on the SPUI began in the summer of 2025, with a projected opening of the SPUI in late 2026/early 2027, and completion of all construction and full opening to the public in late 2027. A question was asked about the right-of-way on the eastern side of I-79, which will be freed by the traffic movements of the SPUI to the western side of I-79. Zac mentioned that south of SR 910 would be a retention pond, while land to the north there are no future plans.

9. **Other Business/Status Reports**

There was no other business discussed.

10. **Adjourn**

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