

**Southwestern Pennsylvania Commission
Transportation Technical Committee (TTC)
Meeting Minutes via Webex
November 13th, 2025, 10:00 a.m.**

Attendees:

- Dan Distler, Beaver County Planning and Economic Development
- Kevin Gray, Butler County Planning and Economic Development
- Arthur Cappella, Fayette County Zoning, Planning, and Community Development
- Kyle Lamb, Greene County Planning and Community Development
- Amy McKinney, Lawrence County Planning and Economic 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
- Tosh Chambers, Pittsburgh Downtown Partnership
- Milo Freese, Washington County Planning Commission
- Brendan Coticchia, City of Pittsburgh
- Kathryn Simpson, Pittsburgh Regional Transit
- Gene Porochniak, FHWA
- Brandon Leach, PennDOT Central Office
- Julia Cornell, PennDOT Central Office
- Susan Hyde, PennDOT Central Office
- Nate Hokenbrough, Larson Design Group
- Ross Buchan, Larson Design Group
- Matthew Kelley, CDR Maguire
- Leanne Doran, KCI
- Alison Keating, Pittsburghers for Public Transit
- Dom DeFazio, PennDOT District 10-0
- 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
- John Quatman, PennDOT District 11-0
- Dina Salemi, PennDOT District 11-0
- Doug Seeley, PennDOT District 11-0
- 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
- Belachew Ayele, SPC Staff
- Ronda Craig, SPC Staff
- Chris Jaros, SPC Staff
- Greg Shermeto, SPC Staff
- John Weber, SPC Staff

- Indicates TTC voting member

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 October 16th TTC Meeting Minutes**

A motion was made by Jeff Skalican and seconded by Arthur Cappella to approve the minutes of the October 16th TTC meeting. The motion was approved unanimously.

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

Brandon Leach gave an update on the PennDOT highway statistics update, also known as PUB 600, which is an annually updated report that summarizes a variety of highway mileage and travel information for Pennsylvania. Most of the information is derived from the Highway Performance Monitoring System, or HPMS, and the report specifically reflects 2024 travel activity and highway conditions. This report shows both statewide and County specific details on average annual traffic and functional class breakdowns on routes, and is currently available online for viewing. Brandon next mentioned that yesterday, the governor signed the State budget for 2025-2026, which is great news from a funding perspective, as a number of invoices have been on hold since the budget has been in a standstill. Lillian Gabreski also mentioned the State budget, saying that SPC is currently looking into what it means from a budgeting standpoint, including looking into the motor license funds, and will be coming up with a projection of funding moving forward. Lillian also went on to give an update to the NEVI community charging, which SPC has submitted the priority use cases and locations list to PennDOT Central Office at the end of October. Lillian thanked everyone who commented on the locations and provided feedback, and mentioned that Central Office will be working with SPC before the final list for the program goes out early next year, so more opportunities for feedback are upcoming.

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

A. PennDOT District 10-0

Adam Marshall went over the five administrative actions for PennDOT District 10-0. The first administrative action was for the replacement of the 12-span Karns Crossing Bridge, which spans over the Bessemer & Lake Erie Railroad and the Buffalo & Pittsburgh Railroad, as well as the replacement of the twin-cell arch culvert structure carrying PA 68 over Connoquenessing Creek, located in Butler and Summit Townships, Butler County. The district requests to change the funding type from BRIP to NHPP in the amount of \$2,560,000 in FFY 2026 to free up the funding type for other needs, with the source of funding coming from the SPC District 10 Highway/Bridge Reserve Line Item. A like amount of BRIP funding will then be removed and placed into the 1/112th Infantry Bridge/Graff Ramp Rehabilitation project. The district also requests to increase utilities and add \$42,354 (STP/185 – FFY 2026) due to additional work that was discovered during field operations, with the source of funding coming from the SPC District 10 Highway/Bridge Reserve Line Item. The second administrative action was for the rehabilitation of the existing structure carrying SR 66 and the Graff Bridge Ramp (SR 8008) over US 422, SR 2025, and Garretts Run, located in Manor Township, Armstrong County. The district requests to change the funding type from STP (\$760,253) and STU (\$1,799,747) to BRIP in the full amount of \$2,560,000 in FFY 2026 to free up the funding type for other

needs, with the funding coming from the Karns Crossing Bridge project above and a like amount will be placed into the SPC District 10 Highway/Bridge Reserve Line Item.

The third administrative action was for congestion reduction, roadway improvements, and upgrades with the addition of through and turning lanes as well as signal timing from just east of Harbison Road to just east of Younkens Road, located in Buffalo Township, Butler County. The district requests to increase right-of-way in the amount of \$3.2M (STP/581 – FFY 2026) in order to settle the claims at the estimate that reflects the current real estate market, with the source of funding coming from the SPC District 10 Highway/Bridge Reserve Line Item. The district also requests to defer construction from FFY 2028 to FFY 2030 to align with the funding on the Draft TIP, with the source of funding coming from the SPC District 10 Highway/Bridge Reserve Line Item. The fourth administrative action was for a realignment, reconstruction, and rehabilitation along PA 228 from 0.47 miles northeast of T-554 (Brewer Road) to 300 feet north of T-557 (Sarver Road), located in Clinton and Buffalo Townships, Butler County. The district requests to reprogram construction as 80% Federal/ 20% State, compress cashflow, and increase funding by \$7,111,216 (STP – FFYs 2026-2030) due to an estimate that reflects current scope, items, and quantities, with the source of funding coming from the SPC District 10 Highway/Bridge Reserve Line Item. The fifth administrative action was for safety improvements to include signal upgrades that will improve coordination, control, signal phasing, timing, and add vehicle detection to reduce congestion and lower carbon monoxide and particulate matter emissions at various locations along the SR 68/SR 356 Corridor in Butler City, Butler County. The district requests to reprogram the Federal portion on right-of-way in the amount of \$240,000 (CAQ – FFY2026) to cover Advance Construct that was not converted on the prior program, with the source of funding coming from the SPC District 10 Highway/Bridge Line Item and the remaining balance from the District placeholder is returned to the SPC CMAQ Line Item in the amount of \$184,611.

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

B. PennDOT District 11-0

John Quatman went over the three amendments and seven administrative actions for PennDOT District 11-0. The first amendment was for the implementation of signs, pavement markings, high friction surface treatment, and other countermeasures for lane departure crashes, located in various locations in Allegheny, Beaver, Lawrence Counties. The district requests to add a construction phase by \$6,500,000 (HSIP) in FFY 2026 for a 2026 approved HSIP project, with the funding coming from the SPC Regional Safety Line item. The second amendment was for a safety improvement, including new traffic signals, pedestrian accommodations and equipment, new signing and pavement markings, adequately sized travel lanes and other work, located on Liberty Avenue, from Grant Street to Herron Avenue, in the City of Pittsburgh, Allegheny County. The district requests to increase the construction phase by \$1,068,000 (STP) and \$515,000 (STU) and \$267,000 (Local) in FFY 2026 for updated PS&E estimate, with the source of funding coming from the Corliss Tunnel (Funds deferred to 2027) and the Betterment Reserve line item. The third amendment was for a bridge replacement, located on Jacks Run Road over I-279 in Ross Township, Allegheny County. The district requests to increase the construction phase by \$1,200,000 (BOF) in FFY 2026 for updated estimate, with the source of funding coming from the Allegheny County Local Bridge Preservation line item and the Painters Run Bridge No 2 (PA02) project due to current schedule.

The first administrative action was for safety and accessibility improvements, including crossing improvements and signal replacements, located on Brownsville Road between Stewart Avenue and Calhoun Avenue in the City of Pittsburgh, Allegheny County. The district requests to defer the construction phase from FFY 2028 to FFY 2029 by \$1,214,629 (CAQ) and \$545,267 (244) for current project schedule, with the source of funding coming from the SPC CMAQ line item. The second administrative action was for a bridge deck preservation, located on State Route 1005 (Highland Park) in Sharpsburg Borough, Allegheny County. The district requests to increase the final design phase by \$1,900,000 (185) in FFY 2026 to cover supplement, with the source of funding coming from the District Bridge line item. The third administrative action was for a bridge removal project, located on Jacks Run Road over I-279 in Ross Township, Allegheny County. The district requests to increase the construction phase by \$3,200,000 (BOF) in FFY 2026 for updated estimate, with the source of funding coming from the Allegheny County Local Bridge Preservation line item. The fourth administrative action was for a signal improvements project, located along Penn Avenue, between 17th Street and 32nd Street, in the Strip District Neighborhood of the City of Pittsburgh, Allegheny County. The district requests to defer the final design phase by \$800,000 (CAQ) and the right of way phase by \$80,000 (CAQ) from FFY 2026 to FFY 2027 for current project schedule, with the source of funding coming from the SPC CMAQ line item.

The fifth administrative action was for signal Improvements, traffic calming, and signal retiming, located along Frankstown Avenue in the City of Pittsburgh, Allegheny County. The district requests to defer the construction phase by \$3,040,286 (CAQ) and \$760,000 (Local) from FFY 2026 to FFYs 2027/2028 for current project schedule, with the source of funding coming from the SPC CMAQ line item. The sixth administrative action was for a bridge rehabilitation project, located on Kenmawr Avenue Ramp Road over Fleet Street in Rankin Borough, Allegheny County. The district requests to increase the construction phase by \$1,800,000 (BOF), \$337,500 (183) and \$112,500 (Local) in FFY 2026 to cover costs incurred from the demolition of the Talbot Avenue Ramp Bridge project, with the source of funding coming from the Aber's Creek Bridges #3 & #4 projects, as both of these projects will not be let until late 2027. The seventh administrative action was for highway reconstruction, widening and intersection improvements, located on Campbell's Run Road from McMichael Road to Keiner's Lane in Robinson and Collier Townships, Allegheny County. The district requests to increase construction by \$2,138,000 (STU/STP) and by \$2,874,500 (LOC/OTH) in FFY 2026 and 2029 for low bid received, which includes \$2.7M in costs paid by the Municipal Authority of Township of Robinson to relocate sewer line. The source of funding comes from the Painters Run Road (118882) and Howes Run Road over McDowell Run (100654) projects based on their current project schedules, with the Betterment Reserve line item to covering the difference.

Becky Butler made a motion to approve the amendments and administrative actions from PennDOT District 11-0, which was seconded by Amy McKinney. 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 updating the vehicle detection and signal equipment and institute an adaptive signal system through the US 19 corridor from the I-70/US 19 (DDI) Interchange to the Allegheny County Line, through Various Municipalities, Washington County. The district requests to add a right-of-way phase to the 2025 TIP in FFY 2026, utilizing Federal NHPP funds which will be drawn from the District 12 Highway/Bridge Line Item (MPMS# 76508). The second administrative action was for improvements to the intersection of State Route

1053 (Georges Station Road) and State Route 1026 (Donohoe Road), located in Hempfield Township, Westmoreland County. The district requests to add a final design phase to the 2025 TIP in FFY 2027, utilizing Federal STP 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

Chuck Imbrogno gave an administrative update to the Transit TIP, which was for the Fayette Area Transit Authority, which shifted funding from a capital project to an operating project.

6. Rochester Road Public Comment Period

Ryan Gordon discussed the Rochester Road project, which is a project in District 10-0, Butler County, Cranberry Township, which recently completed its study phase and is ready to move on to the project phases. This project includes widening the roadway to five lanes, including underneath the Rochester Road bridge on the PA Turnpike. The project was added as an amendment to the TIP, however as the project is regionally significant for air quality conformity, it requires a public comment period and a public meeting. The public comment period opened up on November 3rd, and will be open until December 2nd. The public meeting will be held virtually on Webex on November 17th, at 4:00pm. If anyone wants or needs information on that public meeting, please email Ryan or Rhonda Craig and they will be able to send the details over.

7. 2027 TIP Update

Ryan Gordon gave an update to the 2027 TIP, starting with discussion on the SPC competitive program, which is still in the evaluation stage of the three programs (TASA, CMAQ, and CR). The second selection committee meeting will be held on Monday, November 17th, and members of that committee should have received the preliminary agenda. A final agenda and other materials will be provided the day of the meeting. Deliverability committees are also underway with project evaluations, and other work is in progress on evaluations. Ryan mentioned that during the selection committee meetings, there will be a review of the technical analysis being completed, as well as a look into the carryover projects for each of the programs. Next, Ryan discussed the work group meetings, of which 15 meetings have been held so far, five in each District. Each of the fifth meetings were around two hours, and involved a review of each project in the upcoming TIP for the Districts, including challenges, opportunities, and timing of different projects, including cash flow. Ryan thanked the large amount of participation at these work group meetings, and mentioned that there will be another round of meetings in December in order to hash out the final touches of the pre-draft TIP. Lastly, Ryan discussed the public participation panel meetings, which are continuing throughout the region. There are only two left to be held, one in Westmoreland County next week and one in Butler County in early December.

8. Travel Demand Models for the NFL Draft

Chuck Imbrogno gave a presentation on the travel demand models for the upcoming 2026 NFL Draft, which will be held from April 22nd to April 25th, 2026. The City is anticipating over 200,000 daily attendance, with over 100,000 of those guests coming from out of town, travelling to draft venues from hotels and motels around the region. Most of the activities are centered around the downtown core of

Pittsburgh, either through Point State Park, the Cultural Center, and the North Shore area between PNC Park and Acrisure Stadium. Chuck reviewed the area highlighted on a regular work day, noting that approximately 59,600 trips are made through the area on a regular day. Of these trips, 11,300 come from transit, while 48,300 come from car traffic. Chuck also mentioned that distribution of hotels and motels in the region, noting that over 600 different hotels were identified in the SPC region, with approximately 35,000 rooms available. The travel analysis scenario considers the locations of these hotels, noting that from the hotels, a total of 2,100 trips would be made into the Draft area by transit, while 99,800 trips would be made from the hotels via automobile. It also looks at travel proportional to population distribution around the SPC region, with the more people living in an area being similar to the more people travelling in to the Draft area. This includes a total of 3,600 travelling via transit, and 96,600 travelling into the area via automobile.

Chuck next looked at some of the key corridors entering the downtown area of Pittsburgh, noting that on a regular day a total of 45,000 vehicles on average travel through the Squirrel Hill tunnel. Travel during the Draft is anticipated to be around 56,000 vehicles, anticipating a 25% increase in traffic. The Fort Pitt tunnel is anticipated to see an increase between 20-25% in traffic, while I-279 North could see an increase between 25-30% of regular traffic. Overall, an increase just over 15% of traffic should be seen through the entire SPC region over the four days. Chuck also noted the average speeds throughout the region will also drop significantly, with speeds through the Squirrel Hill tunnel dropping around 35%, through the Fort Pitt tunnel around 40%, and down I-279 around a 30% decrease in speed, causing more congestion. On the four days of the Draft, the downtown area of Pittsburgh is anticipated to see around 261,400 trips in the Draft area. This includes 17,300 trips via transit, with 244,100 trips via automobile. This will be around 5x the average in the area, with a regionwide difference of over 6.6 million vehicle miles and a regional slowdown around 1 mph across the entire SPC region. Transit should see an increase in ridership around 8.5% on Port Authority, with some routes seeing an increase close to 15%. Chuck also mentioned that multiple next steps are being worked on, including the addition of car-free zones and parking shuttles to try and decrease the amount of traffic heading into the downtown core. Mavis Rainey made a mention that PRT is anticipating a security perimeter to be set up around the participating venues, which will cause more restrictions for vehicle access throughout the North Shore region.

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 Arthur Cappella. The motion was passed unanimously and Ryan Gordon called for the adjournment of the meeting at 10:56 AM.