

**Southwestern Pennsylvania Commission  
Transportation Technical Committee (TTC)  
Meeting Minutes via Microsoft Teams  
August 13<sup>th</sup>, 2026, 10:00 a.m.**

Attendees:

- Ann Ogoreuc, Allegheny County Department of Economic Development
- Darin Alviano, Armstrong County Planning Commission
- Ben York, Beaver County Planning and Economic Development
- Nathan Werner, Butler County Planning and Economic Development
- Arthur Cappella, Fayette County Zoning, Planning, and Community Development
- Jeremy Kelly, Greene County Planning and Community Development
- Scott Yackuboskey, Indiana County Office of Planning and Development
- Amy McKinney, Lawrence County Planning and Economic Development
- Becky Butler, Washington County Planning Commission
- Joshua Spano, Westmoreland County Department of Planning and Development
- Jeff Skalican, City of Pittsburgh
- Stephen Shanley, Allegheny County Public Works
- Amy Mathieson, Airport Corridor Transportation Association
- Mavis Rainey, Oakland Transportation Management Association
- Tosh Chambers, Pittsburgh Downtown Partnership
- Nathan Clair, Westmoreland County Department of Planning and Development
- Brendan Coticchia, City of Pittsburgh
- Ed Typanski, Pittsburgh Regional Transit
- Susan Hyde, PennDOT Central Office
- Matthew Kelley, CDR Maguire
- Breen Masciotra, Mobilify
- Chris Riggert, OHM Advisors
- Dan Laird, Mannik Smith Group
- Alicia Kavulic, PennDOT District 10-0
- Adam Marshall, PennDOT District 10-0
- Jordan Bergamasco, PennDOT District 11-0
- David Hollahan, PennDOT District 11-0
- Stephanie Ma, PennDOT District 11-0
- John Quatman, PennDOT District 11-0
- Dina Salemi, PennDOT District 11-0
- Jessica Setmire, PennDOT District 12-0
- Josh Theakston, PennDOT District 12-0
- Jennifer Liptak, SPC Deputy Executive Director/Chief Operating Officer
- Lillian Gabreski, SPC Transportation Planning Director
- Ryan Gordon, SPC Staff
- Chuck Imbrogno, SPC Staff

- Indicates TTC voting member

## Attendees Cont'd:

Cate Aaron, SPC Staff  
 Belachew Ayele, SPC Staff  
 Ronda Craig, SPC Staff  
 Nancy Hirsch, SPC Staff  
 Chris Jaros, SPC Staff  
 Hannah Nguyen, SPC Staff  
 Mason Secreti, SPC Staff  
 Russell Singer, SPC Staff  
 Greg Shermeto, SPC Staff  
 John Weber, SPC Staff

1. **Call to Order**

Ryan Gordon called the meeting to order at 10:00 AM with a roll call for the TTC members.

2. **Public Comment**

There was no public comment.

3. **Action on July 9<sup>th</sup> Combined TOC/TTC Meeting Minutes**

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

4. **SPC Transportation Director Report**

Lillian Gabreski began the report with discussion on the TIP and STIP Approval, which the State Transportation Committee recently approved for the Statewide TIP and the 12-year Plan. Lillian thanked everyone who worked on these plans in the region and also thanked everyone who came to SPCs policy development conference, mentioning that it was a very productive day.

5. **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 intersection improvements and widening of PA 228 to 4/5 lanes from SR 3019 (Pittsburgh Street) west to SR3021 (Franklin Road), located in Seven Fields Borough and Adams and Cranberry Townships, Butler County. The district is requesting to increase final design and add \$525,000 (581 – FFY 2027) due to a need for additional archeology work and subsurface utility exploration tasks, with the source 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 Becky Butler. The motion was approved unanimously.

B. **PennDOT District 11-0**

John Quatman went over the one amendment and six administrative actions for PennDOT District 11-0. The first amendment was for a deck replacement, located on Mt. Nebo Road Bridge over I-79 NB-SB in Sewickley Hills Borough and Kilbuck Township, Allegheny County. The district requests to add a construction phase by \$8,000,000 (BRIP) in FFY 2026 for an expedited 10/22/26 project letting, with the source of funding coming

from the Federal Carryover Reserve line item. The first administrative action was for abridge preservation project, located on several ramps on SR 885 & SR 8004 over I-376 in the City of Pittsburgh, Allegheny County. The district requests to increase the construction phase by \$1,281,476 (NHPP) in FFY 2026 to cover final items and quantities needed to complete the project, with the source of funding coming from the Betterment Reserve line item and available deobligations. The second administrative action was for interchange improvements, ramp and bridge construction, located on I-376 from the Parkway Center Interchange to the Fort Pitt Tunnel in the City of Pittsburgh, Allegheny County. The district requests to increase the final design phase by \$229,937 (CAQ) in FFY 2026 to cover remaining tasks needed to complete final design, with the source of funding coming from the SPC CMAQ line item and available deobligation.

The third administrative action was for a slide remediation project, located on SR 4032, Fern Hollow Road between Audubon Road and Camp Meeting Road in Sewickley Heights and Bell Acres Boros, Allegheny County. The district requests to swap out the construction funding by removing \$600,000 (PROTECT) in FFY 2026 and adding \$600,000 (581) in FFY 2028 to in-state funding for work done on a second slide. The source of funding will come from the PROTECT Reserve (Central Office) and district's Betterment Reserve line item. The fourth administrative action was for bridge rehabilitation and restoration, located on McGovern Boulevard in Crescent Township, Allegheny County. The district requests to increase the preliminary engineering phase by \$115,000 (BOF) in FFY 2026 for additional design consultant costs, with the source of funding coming from the Allegheny County Local Bridge line item. The fifth administrative action was for a bridge replacement project, located on Kummer Road at the Marshal Lake Trail access bridge over North Fork Pine Creek in Pine Township, Allegheny County. The district requests to increase the preliminary engineering phase by \$175,000 (BOF) in F FY 2026 for additional design consultant costs, with the source of funding coming from the Allegheny County Local Bridge line item. The sixth administrative action was for a bridge replacement project, located on SR 3004, McLaughlin Run Rd over McLaughlin Run in Bridgeville Borough, Allegheny County. The district requests to increase the right-of-way phase by \$50,000 (STP) in FFY 2026 for current estimate, with the source of funding coming from the Betterment Reserve line item.

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

#### **C. PennDOT District 12-0**

Josh Theakston went over the two administrative actions for PennDOT District 12-0. The first administrative action was for the replacement of the structure carrying Chestnut Road over the South branch of Maple Creek, located in Twilight Borough, Washington County. The district requests to add a utility phase, utilizing Federal BRIP funds, on the 2025 TIP in FY2026, with the source of funding coming from the District 12 Highway/Bridge Line Item (MPMS# 76508). The second administrative action was for improvements to the structure carrying SR 4041 (School Road) over Haymakers Run, located in Murrysville Borough, Westmoreland County. The district requests to add a utility phase, utilizing State A-581 funds, to the 2025 TIP in FY2026, with the source of funding coming from the District 12 Highway/Bridge Line Item (MPMS# 76508).

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

#### D. **Transit TIP Actions**

Russell Singer provided an update on actions for the Transit TIP, mentioning that there were two administrative actions, both from the Mid Mon Valley Transit Authority, which were reprogramming funding for replacement buses from FY26 to FY27.

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

Ryan Gordon went over the 2027 TIP update, mentioning that the Commission approved the TIP back at the June Commission meeting. The TIP files were packaged and sent to PennDOT Central Office by the mid-July deadline, which was reviewed by Central Office and combined into the STIP and the Statewide TIP, which was approved by the State Transportation Committee. This was all submitted to FHWA on August 5<sup>th</sup>, which is awaiting approval from FHWA, FTA, and EPA. Ryan mentioned that until the start of the new TIP on October 1<sup>st</sup>, we have concluded work on the 2027 TIP and thanked everyone for their hard work on the process. Ryan mentioned that he sent out a link to a survey to TIP work group members in all three districts in order to look at the process and to provide feedback to SPC. This survey was sent out on July 14<sup>th</sup> and closed at the end of the month on July 31<sup>st</sup>. The survey was sent to 60 individuals, and we received 21 responses. Ryan mentioned that the results of the survey will be emailed to members of the TTC after the meeting.

#### 7. **2027 Long Range Plan Update**

Lillian Gabreski gave an update on the Long Range Plan, starting with a review of the expert panel meetings. These meetings focused on five areas, Transportation, Technology, Land Use/Development, Funding, and Socioeconomics. The first expert panel meeting was held on March 23<sup>rd</sup>, which identified change factors and prioritized them based on certainty and uncertainty and whether they would have a positive or negative impact on the region. The second expert panel meeting was held on May 18<sup>th</sup>, which included brainstorming strategies to address the change factors, and was followed by a survey to the public to prioritize change factors and topics of concern to the SPC region. This led to the Policy Development Conference, which was held last month by SPC as a full day event to bring expert panel groups together and debrief discussions and conclusions across different groups. SPC held a panel discussion with honorary chairs and promoted group activities to prioritize strategies and identify areas of investment, which concluded with a keynote address with Lieutenant Governor Austin Davis. Lillian next discussed the upcoming timeline for the Long Range Plan, mentioning that the next steps will include work groups with SPC Counties and PennDOT Districts, which will take place between September 2026 and March of 2027. In October and November 2026 there will be a number of Public meetings also held on the Long Range Plan, as well as a second survey sent around to include public input on the process. The Vision, Goals, and Strategies will be finalized and presented to the SPC Commission in December of 2026, with more public meetings to be held in the Spring of 2027, leading to the adoption of the new Long Range Plan in June 2027.

Ryan Gordon next went over the upcoming Work Groups and the process of identifying projects for the Long Range Plan project list, starting with an overview of the transportation planning process. He mentioned that the Federal regulations require MPOs to develop and update a Long Range Plan every four years. As part of the Long Range Plan, a list of projects has to be developed, starting with the current LRTP. On the Highway/Bridge side of the plan, SPC will utilize the TIP Work Groups as a forum for collaboration and consensus building in the development of the LRTP project list. Ryan noted that these work group members should begin coordinating with relevant staff and executives internally in preparation for candidate project submissions and the upcoming Long Range Plan project list development meetings. Ryan gave an overview of

the roles each of the members in the TIP Work Groups play in the decision making process for both the TIP and LRTP, noting that members of SPC, PennDOT Districts, County Planning/City Planning/Public Works Departments, and the PennDOT Central Office team all play crucial roles in the Work Groups. Ryan next went over the timelines for the work groups, noting that there will be five rounds of meetings, one in each district totaling fifteen meetings, starting in September and running through February. Ryan will be sending out the candidate project submittal templates to the group with a deadline to submit candidate projects by September 30, 2026. The project list will be refined through the TIP Work Group Meetings, with approval of the project list during the March 2027 TTC meeting.

Ryan next gave an overview for the first three Work Group meetings, mentioning that each county planning members should have received a copy of the current projects in Long Range Plan for each County and each District. The first Work Group meeting in September will kick off the 2027 Long Range project list with any needed updates, as well as a review of the schedule, requirements, and process flow. The second work group meeting in October/November will review each County in detail, reviewing long-term transportation needs of the Counties, by looking at vehicle reports, existing plans, County and City proposed candidate projects, 2027 Interstate TYP projects, and PennDOT candidate projects which exist beyond the TYP. The third Work Group meeting in November/December will review the first cut of prioritization for the candidate projects, as well as reviewing the first cut of the fiscally constrained project list. Ryan mentioned that SPC also sent out additional resources for project development, including a candidate resource map, 2027 pre-TIP comments map, as well as 2027 TIP comments, County comprehensive, economic, and mobility plans, corridor studies, greenway plans, a link to PennDOT One Map, links to the PennDOT twelve year program, PennDOT business plans, TAMP/BAMS, District asset management, and the statewide freight plan, among other resources. John Weber gave a run through of the mapping, noting some of the different layers that can be accessed through SPCs mapping tools.

Ryan lastly noted some preparation for these upcoming meetings, mentioning that stakeholders should review resources and mapping, coordinate within county and city organizations on medium and long term transportation needs and projects, and to develop project information, including title, limits/description, approximate timing, and estimated cost. SPC staff are available to meet and discuss project ideas before the deadline to submit new candidate projects. Ryan gave a summary of the LRTP project list, as well as the LRTP candidate project submittal template, noting that these are for non-interstate projects and include performance measure and LRP strategies. The deadline to submit these candidate project templates is September 30, 2026. Public involvement in the Long Range Plan will also begin in October of 2026, with PPP meetings that will focus on the Long Range Plan strategies, input on transportation needs, and project list development status updates. Work Groups will review comments received through the LRP public outreach and collaboration with other agencies, with a second public comment period to be held in the May-June 2027 timeframe, after completion of the draft LRP for review.

#### 8. **CMAQ Performance Measures**

Chuck Imbrogno gave a presentation on the PM3 CMAQ Transportation Performance Measures, noting the full performance period progress report and the CMAQ performance plan. The PM3 consists of six performance measures defined by USDOT, which includes two measures for NHS performance (Interstate Travel Time Reliability and non-Interstate Travel Time Reliability), one for freight movement (Truck Travel Time Reliability), and three for the CMAQ program (Annual Hours of Peak Hour Excessive Delay (PHED), Percent Non-Single Occupancy Vehicle Travel (non-SOV) and Total Emissions Reduction). The performance measure period runs

on a four-year cycle, with the most recent cycle running from 2022-2025, ends on September 30, 2026. The next cycle, running from 2026-2029, will begin on October 1, 2026, and run through September 30, 2030, and will include a mid-performance period progress report on October 1, 2028.

Chuck reviewed the 2022-2025 performance measures, showing 2021 baselines and targets, 2023 mid-performance period measures, and final 2025 measures. For the PHED, a baseline of 9.3 hours of delay was observed in the SPC region, with a baseline slightly higher of 10.5 hours of delay. The 2023 observed delay showed a delay of 11.6, which did not meet the target, and with no change in 2023 to the target, a 2025 final observed total of 11.9 hours delay was also noted, which also did not meet the 10.5 hours of delay target. For the percent of non-SOV travel, a 2021 baseline showed 27.6% non-SOV travel, with a target to maintain a 27% non-SOV travel. The 2023 observed showed a percentage of non-SOV travel at 31.8%, which met the target, and then a 2025 final observed percentage of non-SOV travel at 34.8%, also meeting the target percentage. Looking at the three emissions targets, VOC, NOx, and PM2.5, the targets looked to reduce actual emissions by certain numbers in a 2-year window and a 4-year window. For the VOC, the 2022-2023 two year target was 35.58, which was doubled for the 2022-2025 four year target to 71.16. The two year actual reduction was only 24.74, which did not meet the target, however the four year reduction was 111.63, far surpassing the target set for VOC. The NOx emissions had a two year target of 92.64, with a four year target set at double the number at 185.27. The actual reduction in two years was 625.44, meeting the target, with a four year reduction of 807.47, also meeting the set target. The PM2.5 two year reduction target was set at 4.68, with a four year reduction target set at 9.76. The actual two year reduction was 15.94, meeting the target, and the four year reduction was 24.12, meeting the reduction targets for PM2.5.

Check went on next to discuss the new targets for the 2027 and 2029 PM3 performance measures, beginning with PHED and Percent Non-SOV Travel. The PHED baseline for 2025 was found to be 11.9 hours of delay, so SPC has projected a two year target and a four year target to remain even, setting the targets at 12 hours of delay for the SPC region. For the Percent non-SOV travel, the baseline for 2025 was found to be 34.8% of non-SOV travel, so SPC has projected a slight decrease, wetting a two year and four year target of 30% of non-SOV travel for the SPC region. For emissions, SPC set a baseline based on 2021-2025 reductions. For VOC emissions, a baseline of 111.63 was observed, with a reduction target of 15.5 set for the next two years and will be doubled for a reduction target of 31.11 for the four year cycle. For NOx emissions, a baseline of 807.47 was observed, with a reduction target of 370.24 set for the next two years and will be doubled for a reduction target of 740.48 for the four year cycle. Lastly, for the PM2.5 emissions, a baseline of 24.12 was observed, with a reduction target of 9.78 for the first two years, which will be doubled for a reduction target of 19.56 for the four year cycle.

#### 9. **Other Business/Open Discussion**

Ryan Gordon noted the completion of the Commercial Street Bridge project, saying that it was exciting to see the project move from demolition through the moving of the new bridge into place, as well as complementing the early completion of the project.

#### 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 11:25 AM.