

**Southwestern Pennsylvania Commission
Transportation Technical Committee (TTC)
Meeting Minutes via Webex
February 13, 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
- Art Cappella, Fayette County Planning and Economic Development
- Kyle Lamb, Greene County Planning and Community Development
- Josh Krug, Indiana County Office of Planning and Development
- Becky Butler, Washington County Planning
- Joshua Spano, Westmoreland County Planning
- Stephen Shanley, Allegheny County Public Works
- Jeff Skalican, City of Pittsburgh
- Mavis Rainey, Oakland Transportation Management Association
- Jaclyn Karolski, Allegheny County Department of Economic Development
- Tosh Chambers, Pittsburgh Downtown Partnership
- Tammy Frank, Beaver County
- Savannah Grooms, Washington County Planning
- Nate Clair, Westmoreland County Planning
- Trajan Jones, Indiana Borough
- Brendan Coticchia, City of Pittsburgh
- Kathryn Simpson, Pittsburgh Regional Transit
- Seth Davis, Pittsburgh Regional Transit
- Craig Toocheck, Pittsburgh Regional Transit
- Kenana Zejcirovic, FHWA
- Brandon Leach, PennDOT Central Office
- Julia Cornell, PennDOT Central Office
- Neal Daley, HW Lochner
- Matthew Kelley, CDR Maguire.
- Dan Laird, GAI Consultants
- Kathryn Schlesinger, Michael Baker Intl.
- Chris Sandvig, Mobilify
- Doug Smith, CEC Inc.
- Domenic DeFazio, PennDOT District 10-0
- Alicia Kavulic, PennDOT District 10-0
- Dave Hollahan, PennDOT District 11-0
- John Quatman, PennDOT District 11-0
- Doug Seeley, PennDOT District 11-0
- Angela Baker, 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
- Anthony Hickton, SPC Staff
- Evan Schoss, SPC Staff
- Devon White, SPC Staff
- Belachew Ayele, SPC Staff
- Leanne Chaney, SPC Staff
- Ronda Craig, SPC Staff
- Greg Shermeto, SPC Staff
- Sara Walfoort, SPC Staff
- Indicates TTC voting member

1. **Call to Order**

Ryan Gordon called the meeting to order at 10:03 a.m. with a roll call for the TTC members.

2. **Public Comment**

There was no public comment.

3. **Action on January 16th TTC Meeting Minutes**

A motion was made by Josh Krug and seconded by Josh Spano to approve the minutes of the January 16th TTC meeting. The motion was approved unanimously.

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

Brandon Leach began the report with a reminder for the PennDOT connect preliminary municipal outreach sessions. These sessions are organized by PennDOT in each engineering district in an effort to provide an interactive workshop where PennDOT officials can collaborate with peers and discover valuable resources to enhance communities. These workshops are intended for municipal officials, planners, and engineers, community leaders and advocates, or anyone else interested in improving their local transportation systems. These sessions will take place on April 15th for District 10-0, which will be a hybrid meeting held at the District 10-0 offices, March 25th for District 11-0, which will be an all virtual meeting, and April 9th for District 12-0, which will be a hybrid meeting held at the District 12-0 offices. Links to register for these sessions will be sent out after the meeting. Next, Lillian Gabreski gave the SPC director's report, discussing National Electric Vehicle Infrastructure (NEVI) public outreach meetings. These meetings had been discussed during the NEVI planning call, which took place approximately a month prior, however, based on the executive order which has paused NEVI funding, and due to the additional NEVI funding needing a State plan approval, SPC will be pausing the phase of outreach meetings until we receive additional guidance on the future of NEVI funding.

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

A. PennDOT District 10-0

Domenic DeFazio went over the one amendment and the three administrative actions for PennDOT District 10-0. The first amendment was for the replacement of the bridge carrying SR 580 over Cush Cushion Creek., located in Green Township, Indiana County. The district requests to advance the preliminary engineering phase from the TYP to FFY 2025-2026 (BOF) due to the condition of the bridge as well as available funding sources. The sources for the project will come from the Pleasant Valley Bridge project (\$113,002 of construction funds in FFY 2026), and the Dilltown Bridge #3 project (\$396,998 of construction funds in FFY 2025), with funds made available by the action also being placed into the SPC District 10 Highway/Bridge Line Item.

The first administrative action was for the replacement of the bridge carrying Branchton Road over McDonald Run, located in Slippery Rock Township, Butler County. The district requests to advance preliminary engineering from FFY 2027 to FFY 2025 (BOF) due to the condition of the bridge as well as available funding sources. The phase is also being increased by \$62,900 to align with the current estimate given the scope of work. The sources for the project will come from the Brick Church Bridge #2 project (\$30,621 from the deobligation of preliminary engineering funds), the SR 3016 over Two Lick Creek project

(\$9,460 from the deobligation of utility funds), the SR 3031 Lions Road Bridge project (\$39,549 from the deobligation of preliminary engineering funds), the Rattigan Bridge #1 project (\$195,320 from the deobligation of preliminary engineering funds), and the Pleasant Valley Bridge project (\$225,050 from low-bid savings from the construction phase), with funds made available by the action also being placed into the SPC District 10 Highway/Bridge Line Item. The second administrative action was for a multimodal project including resurfacing, safety, and drainage improvements, located in Gilpin Township, Armstrong County. The district requests to add this project to the TIP and program construction at \$92,244 (411/Local – FFY2025) due to an MTF award, with the source of funding coming from the multimodal reserve. The third administrative action was for a multimodal project focusing on sidewalk repairs at various locations, located in Indiana Borough, Indiana County. The district requests to add this project to the TIP and program construction at \$624,000 (411/Local – FFY2025) due to an MTF award, with the source of funding coming from the multimodal reserve.

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

B. PennDOT District 11-0

John Quatman went over the four amendments and five administrative actions for PennDOT District 11-0. The first amendment was for a bridge rehabilitation project, located on Homestead Grays Bridge over Monongahela River and parking lot parallel to CSX Railroad in Homestead Borough, Allegheny County. The district requests to remove the preliminary engineering phase from the TIP by \$1.2M (BRIP), \$225K (183), and \$75K (LOC) in FFY 2027/2028, as funds were captured on previous TIP. The funding will be placed into the Bridge-Allegheny County line item. The second amendment was for Bus shelters and mobility hubs, located within the City of Pittsburgh, Allegheny County. The district requests to decrease the construction phase by \$1.04M (CAQ), \$1M (LOC), and \$1.24M (PRIV) in FFY 2026, as the project is to be combined with MPMS #120892, Mobility Justice in Micromobility project, which title was changed to “POGOH Expansion Phase 3”. The third amendment was for a continuing project for support of TDM programming and outreach provided by TMAs in Allegheny County. The district requests to add \$600K (CMAQ) in FFY 2025 to cover TDM programming and outreach activities for 2025-2026. This project was previously approved for CMAQ funds by previous CMAQ cycles and on previous TIPs, and the funds are anticipated to be flexed in May 2025 and programmed on the Transit TIP. The source of funding will come from the SPC CMAQ Line Item. The fourth amendment was for a bridge improvement project, located on Mud Bridge Road (T-306) approximately 450 feet north of the intersection of Mud Bridge Road (T-306) and Old Enon Unity Road (T-315) in Little Beaver Township, Lawrence County. The district requests to add a preliminary engineering phase by \$170K (BOF) to TIP in FFY 2025 to initiate design, with the source of funding coming from the Bridge-Allegheny County line item.

The first administrative action was for a mill and overlay project, located on SR 400 (Bigelow Boulevard) from I-579 Interchange to Bloomfield Exit in the City of Pittsburgh, Allegheny County. The district requests to increase the construction phase by \$10M (581) in FFY 2028 for updated estimate, with the source of funding coming from the Betterment Reserve line item. The second administrative action was for a mill and overlay project, located on PA 51, Hayden Boulevard from the Washington County line to the Elizabeth Bridge in Forward Township and Elizabeth Borough, Allegheny County. The district requests to defer the construction phase by \$10M (581) from FFY 2028 to FFY 2030/2031 to make funds available in 2028, with

the source of funding coming from the Betterment Reserve Allegheny line item. The third administrative action was for a pavement reconstruction/rehabilitation project, located on SR 3009 (Baptist Road) from Hamilton Road to Brownsville Rd. in Whitehall Borough, Allegheny County. The district requests to increase the construction phase by \$1.740M (STP), \$600K (STU), \$1.436M (581) in FFY 2026 and by \$800K (STP) and \$224K (581) in FFY 2027 for updated estimate, with the source of funding coming from funding adjustment on the SR 50 Signal Upgrades project, advanced cash flow funding from 2026 to 2025 for the SR 68, Virginia Avenue/Adams St. project, and the Betterment Reserve/Slide line items. The fourth administrative action was for a signal upgrades project, located on SR 50 (Washington Pike) in Bridgeville, Heidelberg and Carnegie Boroughs and Collier Township. The district requests to increase the construction phase by \$23,770 (CAQ) in FFY 2025, with the source of funding coming from an available deobligation. The fifth administrative action was for interchange improvements, ramp, and bridge construction, located on I-376 from the Parkway Center Interchange (SR 8091) to the Fort Pitt Tunnel in the City of Pittsburgh, Allegheny County. The district requests to increase the final design phase by \$750K (CAQ) in FFY 2026 to cover consultant supplement, with the source of funding coming from the SPC CMAQ line item.

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

Josh Theakston went over the five administrative actions for PennDOT District 12-0. The first administrative action was for the replacement of the bridge carrying State Route 3001 (Aleppo Road) over UNT South Fork Dunkard Creek, located in Aleppo Township, Greene County. The district requests to add the utility phase to the FFY 2025 TIP in FFY 2025 using State A-185 funds, which will be drawn from the District 12-0 Highway/Bridge Line Item (MPMS# 76508). The second administrative action was for the replacement of the structure carrying State Route 2001 (Rudolph Run Road) over Rudolph Run, located in Perry Township, Greene County. The district is requesting to add the utility phase to the FFY 2025 TIP in FFY 2025 using State A-185 funds, which will be drawn from the District 12-0 Highway/Bridge Line Item (MPMS# 76508). The third administrative action was for the replacement of the bridge carrying State Route 3018 (Behm Road) over a branch of Blacks Run, located in Aleppo Township, Greene County. The district is requesting to add the utility phase to the FFY 2025 TIP in FFY 2025 using State A-185 funds, which will be drawn from the District 12-0 Highway/Bridge Line Item (MPMS# 76508). The fourth administrative action was for Bridge Improvements to the structure carrying SR 1009 (White Road) over Little Champion Creek, located in Saltlick Township, Fayette County. The district requests to increase the construction phase on FFY 2025 TIP in FFY 2025 using State A-185 funds, which will be drawn from the District 12 Highway/Bridge Line Item (MPMS# 76508). The fifth administrative action was for the replacement of the structure carrying Fairwood Drive over Tinkers Run (Fairwood Manor Bridge), located in Irwin Borough, Westmoreland County. The district requests to add a utility phase to the FFY 2025 TIP in FFY 2026 using Federal BRIP and State A-183 funds, which will be drawn from the District 12 Highway/Bridge Line Item (MPMS# 76508), with local funds also provided by the municipality.

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.

6. Regional PM2 Update

Ryan Gordon gave a presentation on the PM2 Pavement and Bridge Conditions and Target Settings, beginning with a review of the performance measures. These six measures are established by NHS, and they measure the percent of interstate pavements in good conditions and poor conditions, the percent of non-interstate NHS pavements in good conditions and poor conditions, and the percent of NHS bridges by deck areas classified in good conditions and poor conditions. Ryan also reviewed the PM2 targets, which were set in 2022 through 2026, and there was no change in targets during the PennDOT mid-term performance period. Ryan mentioned that the next time the performance measures baseline targets will be set will be during the FY27 STIP development, which will be in late 2026.

Ryan then gave a comparison of these targets in Pennsylvania compared to the SPC region, first noting that there was good overall performance in both the State and the SPC regions for Pavement and Bridges. For NHS pavement conditions, the SPC region conditions are consistent with state averages. The 2025 good pavement targets are slightly below the 2021 baseline, which is expected with typical deterioration. The Federal minimum for poor Interstate miles is set for 5%, which both the State and the SPC region are under 1% poor miles. The targets for 2025 was to be better than the Federal minimum, so both the State and SPC region are well under the target, which is good for the region. Looking at bridge conditions, the SPC region percent of good conditioned bridges in better than the State averages. The 2025 percent of good conditions are worse than the 2023 baseline, which is caused by older bridges and typical bridge deterioration. The Federal minimum for percent of poor deck area is set for 10%, and currently both the State and SPC region are at 6% poor deck area. Both the State and the SPC region expect to remain below the Federal minimum poor bridge deck percentage in 2025, however the trend does indicate worsening conditions. The expected increase in poor bridge conditions stems from current funding levels and anticipated deterioration of bridges.

Ryan reviewed the PM2 statewide targets that are in place for all the PM 2 measures. Ryan made a note that since the Commission adopted the targets two years ago, and the targets have remained unchanged since then, there is no action needed from TTC on the targets for this round of Performance Measures. SPC will continue to plan and program projects at the TIP and STIP levels which support the PM2 targets, and for the 2027 TIP update SPC will be covering the status of the Performance Measures in-depth at a district level.

7. **Regional PM3 Travel Time Index and Reliability Update**

Evan Schoss gave an update of Regional PM3 Travel Time Index and Reliability Performance Measures, of which there are three measures: Interstate Reliability, Non-Interstate Reliability, and Truck Reliability. These are measures using the NHS reliability index, similar to the review methods coming from the PM2 update. The 2021 four-year targets for Interstate Reliability was targeted for 89.5% reliability, which was met in 2021 both Statewide with a 92.8% reliability, and in the SPC region with a 95.9% reliability. The 2023 mid-performance was also targeted for 89.5% reliability, and once again Statewide was met with a 92% reliability and the SPC region was met with a 94.7% reliability. The 2025 target also remains at 89.5%, with both Statewide and the SPC region anticipated to meet that target. The Non-Interstate Reliability index had a 2021 four-year target of 87.4%, which was met in 2021 Statewide with 92.6% reliability, and in the SPC region at a 93.8% reliability. The 2023 mid-performance target was then set to 88%, and was met again in 2023 both Statewide, with a 92.4% reliability, and in the SPC region, with a 92.7% reliability. The 2025 target will remain at 88% reliability, with both Statewide and SPC region expected to meet that target. The truck reliability index set a 2021 four-year target of 1.4, with the 2021 performance Statewide met at 1.3 and the

SPC region at 1.32. The 2023 mid-performance target was also set at an index of 1.4, and the Statewide performance maintained a 1.3, while the SPC region increased slightly to 1.34. The 2025 target also remains at 1.4, which Evan mentioned should be watched closely compared to the interstate and non-interstate reliability.

8. **Regional Safety Action Plan Update**

Evan Schoss also gave an update on the Regional Safety Action Plan, which Evan made the note is different from the Safe Streets for All – Allegheny County comprehensive safety action plan, which is also concurrently being worked on by SPC. This regional safety action plan is a five-year cyclical update, which so happened to fall at the same time as this other safety action plan, and will be spearheaded by Nancy Hirsch at SPC. The SPC safety action plan is looking into the human aspect of the region, looking at crash data, pedestrian crashes, and disability statistics to see if there is any correlation between intersections, where they are located, and the different types of pedestrians that are being injured in them. The safety action plan is also looking at vulnerable road user data, as one of the most increased crashes was motorcycle crashes. SPC will be looking at how the region can address serious fall injuries from motorcycle crashes. There will also be outreach through schools and advocacy groups to attempt to reach a different contingency that SPC hasn't talked to in the past for some of their plans. A round of public participation meetings is being scheduled, with some of the first meetings already scheduled. A schedule of all those meetings will be released soon, and an email will be sent out to stakeholder groups and steering committee members. Any other questions on the safety action plan can be sent to Evan or Nancy at SPC.

9. **STC Pre-TIP/TYP Comment Period**

Ryan Gordon mentioned that in March, SPC will be kicking off the 2027 TIP update. The STC Pre-TIP and TYP comment period, however, will be opening on March 3rd, which will include a survey, open comments, and the ability to put needs or candidate projects onto an interactive map. Ryan mentioned that SPC encourages everyone who wants to get involved with the 2027 TIP update to fill out the survey and place any project needs and concern in the comments or on the map, as SPC does extract this data and looks into it in depth and integrate it in our TIP process. This includes stakeholders, municipalities, community members interested in transportation who would leave high quality comments on safety issues or project needs in the region. The comment period opens on March 3rd and closes at the end of April, and invites to a number of committees for the upcoming TIP update will be sent out by SPC in the following weeks from Ryan, Greg, Evan, and Devon, depending on the types of committees. Brandon Leach made a comment that the release of the Transportation Performance Report, which comes out every two years and generally kicks off the TIP process for each region, is anticipated to come out on February 26th at the State Transportation Commission meeting. There will also be a STC online public forum, which the date and time is not available yet, but should take place some time in mid-April.

10. **Other Business/Status Reports**

Doug Seeley discussed the upcoming public meeting for the Squirrel Hill interchange project. This will be for improvements and alternatives for the interchange and will take place on Thursday, February 20th at Greenfield elementary school. A link to the public meeting will be sent out to the TTC and anyone interested in public involvement is welcome to attend. Ryan Gordon made a comment on TTC content, asking for preferences in future content and possible presentations from County and District members. He mentioned if any County has any presentations on upcoming or current projects, and would be willing to

give a presentation on these projects, to please email Ryan or Greg to place these presentations on upcoming TTC meetings. Ryan discussed the possibility of assigning each County/District a month to give a presentation, but would like to leave it optional and for the Counties to volunteer to give presentations at TTC. Josh Krug from Indiana County noted that it would be a good idea, and would be happy at some point to present on what Indiana County is working on.

11. **Adjourn**

A motion to adjourn was made by Josh Krug and seconded by Jeff Skalican. The motion was passed unanimously and Ryan Gordon called for the adjournment of the meeting at 11:15 AM.