

**Southwestern Pennsylvania Commission  
Transportation Technical Committee (TTC)  
Meeting Minutes via Webex  
March 16, 2023, 10:00 a.m.**

## Attendees:

- Ann Ogoreuc, Allegheny County Department of Economic Development
- Arthur Cappella, Fayette County Zoning, Planning and Community Development
- Jeremy L. Kelly, Greene County Planning and Community Development
- Josh Krug, Indiana County Office of Planning and Development
- Jason Theakston, Washington County Planning
- Daniel Carpenter, Westmoreland County Planning
- Kevin McCullough, PennDOT Central Office
- Jeff Skalican, City of Pittsburgh
- Emily Ciganik, Allegheny County Department of Economic Development
- Steven Shanley, Allegheny County Department of Public Works
- Emily Bourne, City of Pittsburgh
- Brendan Coticchia, City of Pittsburgh
- Lisa Frank, City of Pittsburgh
- Tammy Frank, Beaver County Planning
- Austin McDaniel, Washington County Planning
- David Wohlwill, Pittsburgh Regional Transit
- Matt Pavlosky, Port of Pittsburgh
- Vanessa Shamberg, FHWA
- Aaron Sukenik, Downtown Pittsburgh Partnership
- Mavis Rainey, Oakland Transportation Management Association
- Brandon Leach, PennDOT Central Office
- Harold Swan, PennDOT District 10-0
- Domenic DeFazio, PennDOT District 10-0
- Jordan Bergamasco, PennDOT District 11-0
- Dave Hollahan, PennDOT District 11-0
- John Quatman, PennDOT District 11-0
- Doug Seeley, PennDOT District 11-0
- Stephanie Spang, PennDOT District 11-0
- Angela Saunders, PennDOT District 12-0
- Jessica Setmire, PennDOT District 12-0
- Josh Theakston, PennDOT District 12-0
- Darryl Phillips , HDR Inc.
- Domenic Sacchetti, HDR Inc.
- Kate Mundie, Kittleson and Assoc.
- Matthew Kelley, CDR Maguire
- Andy Waple, SPC Deputy Executive Director, Programs
- Domenic D'Andrea, SPC Transportation Director
- Chuck Imbrogno, SPC Staff
- Ryan Gordon, SPC Staff
- Anthony Hickton, SPC Staff
- Tom Klevan, SPC Staff

- **Indicates TTC voting member**

**Attendees Cont'd:**

Dan Bernazzoli, SPC Staff  
 Leann Chaney, SPC Staff  
 Ronda Craig, SPC Staff  
 Lillian Gabreski, SPC Staff  
 Caleb Knudsen, SPC Staff  
 Sara Walfoort, SPC Staff  
 John Weber, SPC Staff

**1. Call to Order**

Domenic D'Andrea called the meeting to order at 10:00 a.m. with a roll call for the TTC members.

**2. Public Comment**

There was no public comment.

**3. Action on February 16<sup>th</sup> TTC Meeting Minutes**

A motion was made by Josh Krug and seconded by Jeff Skalican to approve the minutes of the February 16<sup>th</sup> TTC meeting. The motion was approved unanimously.

**4. FHWA/PennDOT Central Office, Program Center Report from Kevin McCullough, PennDOT Central Office and Vanessa Shamberg, FHWA**

Kevin McCullough began the report by discussing the NEVI program, mentioning that the application round is still open. A press release was sent out on Monday which modifies the application period to now close on May 5<sup>th</sup>. Kevin also announced the beginning of the 2025 TYP, or 12-year program, public outreach campaign, which also signifies the beginning of the 2025 draft TIP. This will include a transportation survey, as well as an online public forum on April 12<sup>th</sup>, as well as an online tool kit which will help assist the SPC region, TMAs, transit agencies, etc. on any sort of outreach. Kevin spoke on the types of public outreach that has been active since teleworking increased, and mentioned that the more comments that are received, the easier it is to help pave the development of the TIP and the LRTP. Kevin also mentioned the PennDOT IIJA page on their website, which was been updating links and upcoming grant opportunities for future funding. Lastly, Kevin spoke on the upcoming Connects municipal outreach sessions, which will be discussing the 12-year program, IIJA and other grant opportunities, and NEVI, as well as resources from DCNR and DCED. These sessions will take place virtually for District 11-0 on Thursday, March 30<sup>th</sup> at 9am, virtually in District 10-0 on May 3<sup>rd</sup> at 1pm, and virtually and in person for District 12-0 on May 24<sup>th</sup> at 1pm.

Vanessa Shamberg gave an update on two grant opportunities that are currently open, the Charging and Fueling Infrastructure discretionary grant program, which has applications due by May 30<sup>th</sup>, and the Thriving Communities Network program. Also coming up soon there will be openings for the PROTECT Discretionary grant and the next round of Safe Streets for All grants.

## 5. Action on Modifications to the 2021-2024 TIP

### A. PennDOT District 10-0

Harold Swan went over the three administrative actions for PennDOT District 10-0. The first administrative action was for a bridge replacement project which carries SR 3015 (Mars Evans City Road) over a tributary to Breakneck Creek in Callery Borough, Butler County. The district requests to increase final design and add \$10,000 (100% Federal utilizing toll credits) in FFY 2023 for asbestos building inspection and in-house review costs, with the source being the SPC District 10 Highway/Bridge Line Item. The second administrative action was for a bridge replacement project which carries SR 2027 (Girty Road) over Fagley Run in South Bend Township, Armstrong County. The district requests to increase final design and add \$10,000 (100% State) in FFY 2023 for an unknown gas line that was tapped during the design phase as part of an open-end agreement, with the source coming from surplus utility funds from the same project. The third administrative action was for a bridge replacement project which carries US 422 eastbound and westbound over SR 8016 (Penn Run Exit Ramp) in Cherryhill Township, Indiana County. The district requests to advance a portion of construction funds from FFY 2024 to FFY 2023 and the source will be the deferral of the final design, right-of-way, and utility phases of Renfrew Bridge from FFY 2023 to FFY 2024.

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

### B. PennDOT District 11-0

John Quatman went over the ten amendments and eleven administrative actions for PennDOT District 11-0. The first amendment was for a bridge rehabilitation project, located on Boulevard of the Allies over Schenley Park, a Bike Trail and CSX Railroad in the City of Pittsburgh, Allegheny County. This project will also include the Panther Hollow Bridge since it is included in scope of work, and both bridges are currently closed. The district requests to advance the construction phase by \$27M in BRIP/183/LOC funds to FFY 2024, and NHPP funds for \$19.5M in FFY 2025 & FFY 2026 to cover updated construction estimate and to advance the project to an October/November project letting. The source of funding will come from the Central Office State Bridge Reserve line item and the SR 30/SR 48 Intersection Improvement with District 12-0's project, as well as the City of Pittsburgh & Allegheny County's line items to cover State portions. The second amendment was also for the same bridge rehabilitation project, located on Boulevard of the Allies over Schenley Park, a Bike Trail and CSX Railroad in the City of Pittsburgh, Allegheny County, also including the Panther Hollow Bridge. The district requests to increase the construction phase by \$3.5M in FFY 2027 (TYP) to fully fund construction, with the source of funding coming from the Bridge – Allegheny County and Betterment Reserve line items. The third amendment was for an intersection improvement project, located on SR 30 and SR 48 in North Versailles Township in Allegheny and Westmoreland Counties. The district requests to add a construction phase by \$15.6M in FFY 2027 (TYP) to fully fund construction, with the source of funding coming from the Betterment Reserve line item.

The fourth amendment was for a signal improvement project, located on SR 4003, McKnight Road, from East Street to Babcock Boulevard in the City of Pittsburgh, Allegheny County. The district requests the addition of a planning and engineering phase by \$100,000 (STP) in FFY 2023 to initiate design, with the source of funding coming from the PA 65/East Washington Street project. The fifth amendment was for a

signal improvement project, located on SR 4003, McKnight Road, from East Street to Babcock Boulevard in the City of Pittsburgh, Allegheny County. The district requests to add the remaining phases (STP) to TIP/TYP to fully fund the project, with the source of funding coming from the SR 3007/Frankfort Road project and the Betterment Reserve Allegheny line item. The sixth amendment was for a bridge replacement project, located over Crawford Run (CE02) in Indiana and East Deer Townships, Allegheny County. The district requests the addition of a planning and engineering phase by \$200,000 (STP), \$37,500 (183), and \$12,500 (LOC) in FFY 2024 to initiate design, with the source of funding coming from the Allegheny County Local Bridge Preservation line item. The seventh amendment was for a bridge replacement project, located on Spruce Run Road directly below Ohio River Boulevard overpass in Ben Avon Borough, Allegheny County. The district requests the addition of a planning and engineering phase by \$200,000 (183), \$50,000 (LOC) in FFY 2024 to initiate design, with the source of funding coming from the Allegheny County Local Bridge Preservation line item.

The eighth amendment was for a bridge restoration project, located on McGovern Boulevard in Crescent Township, Allegheny County. The district requests the addition of a planning and engineering phase by \$250,000 (BOF) in FFY 2024 to initiate design, with the source of funding coming from the Allegheny County Local Bridge Preservation line item. The ninth amendment 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 the addition of a planning and engineering phase by \$250,000 (BOF) in FFY 2024 to initiate design, with the source of funding coming from the Allegheny County Local Bridge Preservation line item. The tenth amendment was for a bridge restoration project, located on Universal Road over the Union Railroad in the Township of Penn Hills, Allegheny County. The district requests to add a planning and engineering phase by \$480,000 (BRIP) and \$120,000 (LOC) in FFY 2024 to initiate design, with the source of funding coming from the Allegheny County Local Bridge Preservation line item.

The first administrative action was for a highway reconstruction including construction of eastbound turn lanes, full depth lane widening, milling, and overlaying and replacement of existing median guiderail, located on SR 2040, Lebanon Church Road from Buttermilk Hollow Road to Ceco Drive in West Mifflin Borough, Allegheny County. The district requests the increase of the construction phase by \$600,000 (NHPP) in FFY 2023 to cover cost over runs on project, with the source of funding coming from the Betterment Reserve Allegheny line item. The second administrative action was for a slide correction project, located on SR 2017, Blythedale Road from the intersection of Douglas Run Road to the intersection of Fallen Timber Road in Elizabeth Township, Allegheny County. The district requests to increase the construction phase by \$304,000 (STP) and by \$76,000 (581) in FFY 2023 to address two additional slides, with the source of funding coming from the Slide line item. The third administrative action was for a milling and resurfacing project, located on SR 30 from Brinton Road in Wilkinsburg to Bevington Road in Forest Hills Borough, Allegheny County. The district requests to increase the construction phase by \$382,500 (NHPP) in FFY 2023 for asphalt/diesel costs, utilities, and pipework, with the source of funding coming from two available deobligations.

The fourth administrative action was for a mill and overlay project, located on SR 4003, McKnight Road, from East Street to Babcock Boulevard in the City of Pittsburgh, Allegheny County. The district requests to increase the final design phase by \$75,000 (581) in FFY 2023 for updated estimate, as well as increase the utility phase by \$100,000 (581) and right-of-way phase by \$120,175 (581) in FFY 2024 to cover utility agreements and right of way tasks. The source of funding will come from the Betterment Reserve Allegheny

line item. The fifth administrative action was for a safety improvement project, including reduction in the number of travel lanes, addition of a shoulder, signal upgrades with pedestrian accommodations and equipment and updated ADA accommodations, located on Liberty Avenue, from Grant Street to Herron Avenue, in the Downtown, Strip District, Polish Hill, and Lawrenceville Neighborhoods of the City of Pittsburgh, Allegheny County. The district requests to add a right-of-way phase by \$100,000 (HSIP/LOC) in FFY 2023 and a construction phase by \$3M (HSIP) in FFY 2024 to cover right of way tasks and to fully program HSIP for construction. The source of funding will come from the SPC Regional Safety line item. The sixth administrative action was for diesel emissions reduction and alternative fuel technologies, located in multiple municipalities throughout the SPC region. The district requests to advance the construction phase by \$2,200,000 (CAQ) and by \$550,000 (LOC) to FFY 2024 for anticipated invoices, with the source of funding coming from the SPC CMAQ line item. The seventh 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 right-of-way phase by \$16,000 (BOF), \$3,000 (183), and \$1,000 (LOC) in FFY 2023 to add to TIP for anticipated right-of-way tasks, with the source of funding coming from the Allegheny County Local Bridge Preservation and Allegheny County Local Bridge line items.

The eighth administrative action was for a bridge preservation project, located on Ivory Avenue over I-279 in the City of Pittsburgh, Bethel Park, and Ross Township, Allegheny County. The district requests to increase the right-of-way phase by \$64,000 (STP), \$12,000 (183), and \$4,000 (LOC) in FFY 2023 to add to TIP for anticipated right-of-way tasks, with the source of funding coming from the Allegheny County Local Bridge Preservation and Allegheny County Local Bridge line items. The ninth administrative action was for a bridge preservation project, located on Coraopolis Bridge in Coraopolis Borough, Allegheny County and on Lincoln Road over Shades Run in Penn Hills Township, Saunders Station Road in Monroeville and Sutersville (YR01) in Elizabeth Township. The district requests to increase the right-of-way phase by \$64,000 (STP), \$12,000 (183), and \$4,000 (LOC) in FFY 2023 for anticipated right-of-way tasks, with the source of funding coming from the Allegheny County Local Bridge Preservation and Allegheny County Local Bridge line items. The tenth administrative action was for a bridge preservation project, located on Herron Avenue over NSRC and CSX RR in the city of Pittsburgh, Allegheny County. The district requests to increase the planning and engineering phase by \$330k (STU) to cover updated design estimate, with the source of funding coming from the Betterment Reserve line item. The eleventh administrative action was for a highway reconstruction project, located on SR 2004 (Freedom Road) from SR 65 to SR 989 in New Sewickley Township, Beaver County. The district requests an increase in the construction phase by \$1.2M (STU) to cover consultant inspection to project completion, 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

Josh Theakston went over one amendment and three administrative actions for PennDOT District 12-0. The first amendment was for the installation of safety measures at various location districtwide to help protect vulnerable users (pedestrians, bicyclists, etc), located in various locations districtwide. The district requests the addition of a final design and construction phases in FFY 2023, with the source of funding coming from the SPC Regional Safety Line Item (MPMS# 76430). The first administrative action was for the resurfacing of

SR 0066 from Manor Road to private drive north of Silvis Road, and North of PA 366 to Muffley Drive for a total length of 9.0 miles, located in Delmont Borough, Salem and Washington Township, Westmoreland County. The district requests the addition of a final design phase in FFY 2024, with the source of funds coming from the D12 Highway/Bridge Line Item (MPMS# 76508). The second administrative action was for the replacement of the structure carrying SR 4038 (Layton Road) over the Youghiogheny River and GAP Trail, located in Perry Township, Fayette County. The district requests to increase the final design phase in FFY 2023, 2024, and 2025, with the source of funds coming from the D12 Highway/Bridge Line Item (MPMS# 76508). The third administrative action was for the upgrading of traffic signal controllers and other equipment, ADA/pedestrian facilities, and signing and pavement markings at various intersections on US 119 in the city, located in the City of Connellsville, Fayette County. The district requests to increase the construction phase in FFY 2024, with the source of funding coming from the SPC CMAQ Line Item (MPMS# 84078).

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

#### 6. **Long Range Transportation Plan Update**

Domenic D'Andrea began by thanking everyone who has been involved in the long-range transportation plan (LRTP) meetings. The project lists for the LRTP have been finalized, and are to be presented by Ryan Gordon. Ryan began his presentation by reviewing the development of the project list, beginning with the transportation planning process. This continuous cycle is required by federal regulations, which state that MPO's must develop and regulate a Long Range Transportation Plan, and shall review and update the LRTP at least every 4 years in nonattainment areas. The next LRTP is due to be adopted for the SPC region by June 26, 2023. Work on the LRTP update kicked off back in August of 2022, when SPC provided materials to the districts in order to begin thinking about candidate projects, as well as begin policy level review and updates of LRTP strategies. From October to February SPC held a number of work group meetings in each district, including meetings with transit operators on projects, as well as a number of public meetings as well. Now that the lists are completed, TTC/TOC will approve of the projects selected, followed by an environmental justice analysis and air quality conformity of said projects in April. At the end of April, SPC will assemble the LRTP document, and after a 30-day public comment period, will look to adopt the LRTP at the end of June.

The key focus areas for investment in the LRTP include bridges on the National Highway System (NHS) for reconstruction and preservation purposes, Roadways/Freight on the NHS for reconstruction and preservation purposes, safety on all networks, including systematic improvements and specific project locations, non-NHS bridges, Transit Operations and Facility projects, including those in the PRT NEXTransit Plan, Efficiency and operations projects, Bike/Pedestrian and Air Quality funding, Local bridges, and landslide remediation. The project list development kicked off in August, with updates on the process provided at each TTC meeting from August 2022 to March 2023. There were three work group meetings held in each district, with full participation from SPC staff, district staff, and county/city staff. There was also a special coordination meeting focused completely on bridge projects in District 11-0. Multiple versions of the working LRTP project list were developed and refined over the course of these meetings, and following the third meeting the draft LRTP project lists were redistributed and sent out for comments to the work group participants. All candidate projects were required to complete a submittal template with all key information, including performance measures and strategy documentation. The first work group meetings in

each district were focused entirely on candidate project review and discussion, and all candidate projects were run through a project evaluation and results were shared with the work groups during meeting #2. As these project lists were developed and finalized, project descriptions were added to each of the projects, which is shown in the finalized projects in the packet sent out for TTC review. Ryan finished by thanking everyone who worked on the project lists and helped with the review of these projects over the past few months. Ryan lastly discussed the draft LRTP public engagement, which begins when the draft LRTP is available for review. This public comment period will begin in the May-early June timeframe, and outreach will include public meetings for each county. SPC public involvement staff will be coordinating on dates, times, and preferences for public meetings.

Chuck Imbrogno next spoke on air quality conformity portion of the LRTP, which is an analytical process to ensure that vehicle emissions do not worsen existing violations of air quality standards, and to ensure that vehicle emissions do not create new violations of the air quality standards. This conformity is required by the Federal Clean Air Act and the IJA in air quality nonattainment and maintenance areas, and ensures transportation investments are consistent with air quality plans, as well as ensuring that transportation investments will help achieve air quality standards. A fiscally constrained, conforming regional air quality plan and TIP is needed to remain eligible for Federal transportation funds. The MPOs and USDOT will consult with public, state, and local air agencies, as well as the EPA, on the air quality plan. The conformity criteria states that the transportation plan and program stay consistent with MVEBs in the SIP, and with mobile source emissions, and that plans and programs do not contradict requirements or commitments of the SIP. Also, that plans and programs provide for expeditious implementation of the SIPs transportation control measures. Conformity must also be based on most recent emissions estimates, which are based on MPOs most recent population, employment, and congestion estimates. Lastly, the criteria determine that plans and programs contribute to emissions reductions and do not increase NAAQS violations.

The major requirements of the process include interagency consultations, regional emissions analysis, project level analysis, timely implementation of TCMs in approved SIPs, and certain Title 23 and 49 U.S.C. planning requirements. Conformity is conducted and approved before adoption, acceptance, approval, or support of any regional plan/TIP or their amendments, or the approval, funding, or implementation of any FHWA/FTA projects. Conformity finding must be approved by the MPO before the regional plan/TIP or amendment is approved by the MPO or accepted by USDOT. For conformity, the TIP/Plan must include all regionally significant FHWA/FTA projects expected in nonattainment areas, all regionally significant projects requiring an action by FHWA or FTA, all regionally significant projects proposed to be funded with Federal funds other than those administered by FHWA or FTA, and all regionally significant projects that will be funded by non-federal funds. Conformity determinations must be based on the new plan or TIP as a whole. Chuck then went over definitions of regionally significant projects, exempt projects, and FHWA/FTA projects, as well as categories for exempt projects. Chuck mentioned that over the next few weeks they will be reviewing the project list for air quality conformity, and will then send it to a group consisting of Central Office, FTA, FHWA and EPA members in order to determine exempt and nonexempt projects and comments, which will be returned back to SPC in a few weeks.

Ryan Gordon made a note that the fiscally constrained project list was a part of the agenda packet for TTC to review prior to the meeting. This needs an approval from TTC in order to move on to air quality conformity review and public comments. Tom Klevan also made a note that in the packet was the LRTP fiscally constrained transit project list, which was approved unanimously at TOC the previous day, and was

in the packet for informational purposes only. Tom also thanked everyone who was a part of the same process for the transit project list.

Jason Theakston made the motion to approve the LRTP fiscally constrained highway-bridge project list for air quality conformity and public comment, which was seconded by Jeff Skalican and approved unanimously.

7. **Other Business/Status Reports**

Domenic D'Andrea began made a note that Kevin McCullough will be retiring at the end of the month after 35 years of service to the region. Domenic, and multiple other TTC members, thanked Kevin for his contributions to the TTC over the years, and congratulated him on his upcoming retirement. Domenic also mentioned that Joe West will also be retiring from Beaver County after 35 years with the County. Domenic and others thanked Joe for his service to the TTC as well.

Ryan Gordon made a note on the PA WalkWorks funding opportunity, which has opened their application window. It is for municipalities with projects related to modes of active transportation with emphasis on walking, biking, and wheelchair use in public transit. Applications will be accepted until 5 PM on Friday, May 26<sup>th</sup>. There will also be an informational webinar on the grant on April 6<sup>th</sup>.

8. **Adjourn**

A motion to adjourn was made by Jeff Skalican. The motion was passed unanimously and Domenic D'Andrea called for the adjournment of the meeting at 11:31 AM.