



SPC Transit Operators Committee

Meeting Minutes: January 14, 2026

Attendance

Members

Mary Jo Morandini (BCTA)
Alan Blahovec (WCTA)
Julia Ferri (CI)
David Wohlwill (PRT)
Rudy Dutko (FACT)

Sheila Gombita (WASH)
Mavis Rainey (OTMA)
Ashley Seman (MMVTA)
John Paul (BTA)

Guests & Transit Staff

Cody Slater (ANR)
Kathryn Simpson (PRT)
Sydney Greenway (PRT)
Mark Cassel (Bowman)
Darcy Cleaver (PRT)
David Totten (HDR)
Leanne Doran (KCI)
Ross Nicotero (ATU)
Laura Chu Wiens (PPTA)
Mollie Crowe (ACTA)

Brandon Leach (PennDOT)
Leanne Doran
Sam Buckley (PRT)
Chuck Rompala (PRT)
Deborah Phillips (PRT)
Seth Davis (PRT)
Thomas Swisher (Butler Co.)
Molly Allwein (HCI)
Alison Keating (PPT)

SPC Staff

Matthew Fisher
Daniel Kukula
Nancy Hirsch

Russell Singer
Chuck Imbrogno
Chris Jaros

1. Introductions

- a. The meeting was called to order by Mary Jo Morandini

2. Minutes of December 3, 2025 TOC Meeting

The minutes of the December 3, 2025 meeting were approved

- a. Motion: Ashley Seman Second: Sheila Gombita Action: Approve

3. Transit Participant Updates

- a. BTA – John Paul updated that BTA is breaking ground on their new bus wash system which is targeted for completion in August.
- b. BCTA – Mary Jo Morandini stated BCTA’s bus wash replacement project went out for bid, and they are expecting to select before the end of January. BCTA is also starting a new microtransit service BCTA Connect on February 2. This will provide Beaver residents with access within the county as well as three zones outside of the county in Butler and Allegheny counties

- c. WASH – Sheila Gombita announced Freedom Transit has broken ground on their new bus storage and maintenance facility, expecting completion of the project in Q4 of 2027.
- d. FACT – Rudy Dutko mentioned FACT’s ongoing project for replacement of air handling system at one of their garages and requested advice from other operators on procuring architecture or engineering services if necessary. Mary Jo Morandini offered for John Levitsky at PennDOT as a first point of contact.
- e. PRT – Seth Davis reported that PRT is returning to a few planning projects that were paused. The Bus Line Redesign, now called Bus Line Refresh, is restarting with further public engagement as well as internal stakeholder engagement. PRT will be reaching out to operators and other planning partners for that soon.

4. PennDOT Updates

- a. Brandon Leach updated the status of the draft 2027 Transportation Improvement Program. PennDOT has received draft versions of the TIP for each operator from SPC and is in the process of entering them into their internal tracking system (MPMS). The report will then go to FTA and BPT for review, once approved it will be provided back to SPC for distribution to the operators.

5. TIP Amendments and Administrative Actions

a. MMVTA

- i. Facility Equipment Replacement (MPMS# **121268**): Reprogramming \$235,000 from FFY25 to FFY26 as the funds were not obligated in the previous fiscal year. No total TIP value change.

Motion: John Paul Second: Alan Blahovec Action: Approved

b. WASH

- i. Bus Shelters (MPMS# **118156**): A total of \$462,500 to be reprogrammed from FFY25 to FFY26 due to application delay in review, funds were not yet available in the previous fiscal year. No total TIP value change.

Motion: John Paul Second: Alan Blahovec Action: Approved

- ii. Heavy Duty Bus Replacement (MPMS# **106645**): A total of \$1,500,000 to be reprogrammed from FFY25 to FFY26 due delay in application review. No total TIP value change.

Motion: John Paul Second: Alan Blahovec Action: Approved

6. SPC Staff Updates

a. Obligations Report – Russell Singer

The FFY2025 Federal Obligations Report was completed and uploaded to the SPC website. During the process of completing the obligations report, many operators identified projects which were programmed in FFY25 but did not move forward. Operators can expect further contact from SPC regarding these projects to determine if they should be removed off the TIP or reprogrammed to FFY26 or later.

b. APTA Economic Impact Tool – Daniel Kukula

An overview of the American Public Transit Association’s Economic Impact Tool, which aims

to quantify the value and down-the-line effects of investment in public transit as it relates to jobs, industries, and economic growth. The tool uses NTD data along with manually entered information about your agency to estimate impacts the transit service will have on the greater region overall. This result is broken down into four categories of direct effect of expenditures, indirect effect on suppliers, induced effect due to wages and spending, and total output. The report can break these effects down by industry/sector, so you can estimate what impact your transit investment is having on manufacturing, service, construction industries etc.

This tool is available to APTA members, however SPC is planning to do an analysis for the whole region and is also willing to assist any operators in the process if they would like to estimate their specific impacts.

7. Other Business

a. PRT NFL Draft Service Plan Update – Darcy Cleaver

In absence of finalized detailed information from the NFL relating to their operating needs and restrictions, Darcy offered a high-level update about PRT's plans to provide service during the Draft. Service will focus on using park and rides, the busways, and HOV lanes with high frequency and will include four special bus routes for the event.

The event routes will include a combination of the O1 and O12 from the North to serve the McCandless PnR and Ross Park PnR then head into Pittsburgh. The G3 coming from the West will start at University Blvd PnR and make an additional stop at Carnegie PnR then use the West Busway to enter Downtown. The P67 will originate at the Monroeville Mall PnR, continue on to Wilksburg Station and then use the East Busway to enter Downtown. The Y1 Limited will originate at the Large PnR and continue to the South Busway where it will serve South Hills Junction, Station Square, and into Downtown. These routes will be offer with at least 30 minute frequencies and will make limited stops en route to Downtown. Additionally, the 28x from the Pittsburgh Airport will operate on it's normal schedule with additional unscheduled trips added via another vehicle.

Main corridors and other busway routes will be served at typical weekday levels, while many of the lower ridership routes will be offered at Saturday service levels to free up vehicles for those routes mentioned above.

Blue Line train service will be every 14 minutes, Red Line service will be at least every 14 minutes, and Silver Line trains will operate as a feeder between Library and Washington Junction approximately every 20 minutes. Extra service will be run between South Hills Junction and the North Shore but that level of service is TBD. Trains will terminate at North Side Station due to Allegheny Station being inside the event's security cordon.

Operators who are interested in coordinating service from other counties should contact Darcy Cleaver and Chuck Rompala.

b. Next meeting: February 11, 2026 at 10:00am

8. Adjournment

a. Motion: John Paul Second: Sheila Gombita Action: Approved