



# SPC Transit Operators Committee

## Meeting Minutes: February 11, 2026

### Attendance

#### Members

Mary Jo Morandini (BCTA)	Sheila Gombita (WASH)
Alan Blahovec (WCTA)	Mavis Rainey (OTMA)
Julia Ferri (CI)	Ashley Seman (MMVTA)
Seth Davis (PRT)	John Paul (BTA)
Tosh Chambers (PDP)	Patti Lynn Johnston (TACT)
Brenda Hill (IndiGO)	

#### Guests & Transit Staff

Cody Slater (ANR)	Brandon Leach (PennDOT)
Leanne Doran (KCI)	Dave Wohlwill (PRT)
Nathan Werner (Butler Co.)	Kathryn Simpson (PRT)
Tiffany O'Neal (TACT)	Chuck Rompala (PRT)
Ed Typanski (PRT)	Deborah Phillips (PRT)
Amy Mathieson (ACTA)	Alison Keating (PPT)
Thomas Swisher	

#### SPC Staff

Devon White	Russell Singer
Daniel Kukula	Chuck Imbrogno
Nancy Hirsch	Chris Jaros
Cate Aaron	Gregory Shermeto
Belachew Ayele	Ronda Craig
Rich Fitzgerald	

#### 1. Introductions

- a. The meeting was called to order by Devon White

#### 2. Minutes of January 14, 2026 TOC Meeting

The minutes of the January 14, 2026 meeting were approved

- a. Motion: Alan Blahovec    Second: David Richards    Action: Approve

#### 3. PennDOT Updates and FTA Updates

- a. 2027 Draft Tip: Brandon Leach reported that PennDOT has received comments on the draft TIP from Bureau of Public Transit. Comments were mostly related to additional suggested projects at a few transit agencies without any major changes or errors. PennDOT will coordinate with SPC to make the updates in contact with the necessary operators. Following this edit the draft TIP will go for air quality conformity review. Devon White added that SPC is currently working on financial guidance for the draft TIP. SPC will be reaching out to operators with spreadsheets that outline the fiscal responsibility portion of the TIP.

- b. FTA Triennial Reviews: Devon White announced that FTA Triennial Reviews are coming shortly for any operators scheduled to have them this fiscal year. The updated FY2026 FTA Contractor Manual for Triennial Reviews is now published, available: [FY 2026 CORTAP Manual](#)

4. TIP Amendments and Administrative Actions

- a. BCTA – BCTA presented three administrative actions which were voted on collectively:
  - i. Preventive Maintenance (MPMS# 105099): This administrative adjustment moves \$960,000 excess 5307 funds with match originally programmed for FY25 into FY26. No total TIP value change.
  - ii. ETC Renovations (MPMS# 94985): This administrative adjustment reprograms \$240,000 of 5307 funding with match from FY26 into FY27 to align with the project schedule and updated FY2026 grant applications. No total TIP value change.
  - iii. ADP Hardware and Software (MPMS# 83817): This administrative adjustment programs \$216,000 of 5307 funding with local match to purchase additional ticketing hardware and related software. Excess funds remaining from grant PA-2024-002-00 are added to FY26. Total TIP value change \$270,000.

Motion: John Paul

Second: David Richards

Action: Approved

b. MMVTA

- i. Operating Assistance – Urban (MPMS# 65428): This administrative adjustment programs \$104,000 of 5307 funding and match in FY26. This funding change represents money from a deobligated project line item in FY25. Total TIP value change \$208,000.

Motion: Alan Blahovec

Second: Sheila Gombita

Action: Approved

5. Other Business

- a. Pittsburgh Downtown Partnership’s TMA Program Overview, Presented by Tosh Chambers:

Pittsburgh is a city developed for foot and streetcar traffic but like many other American cities has an overlay of interstate bypasses that make its modern environment a complex mix of modes. In its function as the Downtown Transportation Management Association (TMA), PDP works to ensure safe and smooth operations for all users.

With PRT and another 12 service providers all offering service to the Downtown area, exact details of routing, bus stop placement, intersection design, and other aspects of the public space must be carefully considered. This is further complicated by the City of Pittsburgh’s growing bike network, its 20,000+ parking spaces, that the transportation network must serve a huge variety of land uses with different needs for access, and the over 50,000 visitors that come and leave from Downtown every day. In this complex landscape, PDP

works with local businesses, employees, and government agencies to provide expertise and capacity for transportation needs.

PDP started in 1997 and is funded by a mix of philanthropic grants, sponsorships, and a small tax on income from Downtown properties. In 2025 PDP completed its own strategic plan for driving growth, vibrancy, and engagement in an innovative thriving urban environment. The vision for PDP includes three strategic tiers, with a core focus on providing and maintaining a clean and safe Downtown, an activation focus on engaging experiences and vibrant spaces, and a transformative focus on economic growth. While generally a TMA exists to mitigate congestion by educating employers and employees, within PDP's greater activities transportation is a part of all three tiers.

Unlike typical TMA's, PDP is involved in a much broader range of community and development activities, including the creation of new outdoor dining and public spaces, building façade repairs, public art installations, production of one-time events, recurring annual staples like Picklesburgh, and everyday permanent infrastructure changes. PDP also works to communicate disruptions such as road flooding, sink holes, and other common Pittsburgh emergencies to the public. PDP is regularly involved as stakeholder in planning projects in the City and often serves a gap-filling role when it comes to communication between government agencies, businesses, and the public.

PDP's work is highly visible in some places such as the Downtown wayfinding system including directional signs and kiosks. However these visible artifacts only represent a small portion of the work PDP did to achieve this kind of implementation, with effort beginning on this project back in 2014 and involving the management of consultants, stakeholder groups, and over \$2 million in total budget from both private grants and public funding that appears on the state Transportation Improvement Program (TIP).

PDP was also majorly involved in the Market Square modernization. Funded primarily through philanthropic grants this project brought many major improvements to the park but also pushed against historical uses. The complex set of compromises that resulted led to a multifunctional space that acknowledges and prioritizes its pedestrian-centrism while retaining businesses' needs for access. Not only did this involve planning for major traffic pattern changes upon project completion, but also an ongoing management of traffic patterns during the construction phase.

In addition to such large projects, PDP is also involved in the everyday work of planning and managing detours, sidewalk repairs, engaging property owners, cleaning and maintenance, event transportation, and more.

For more information about PDP, its programs, and events happening in the City, go to [www.downtownpittsburgh.com](http://www.downtownpittsburgh.com)

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

6. Adjournment

a. Motion: John Paul                      Second: Seth Davis                      Action: Approved