



SPC Transit Operators Committee

Meeting Minutes: March 11, 2026

Attendance

Members

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

Guests & Transit Staff

Nancy Ozeas	Brandon Leach (PennDOT)
Alexis Meier (EHI)	Dave Wohlwill (PRT)
Nathan Werner (Butler Co.)	Kathryn Simpson (PRT)
Tiffany O'Neal (TACT)	Chuck Rompala (PRT)
Alison Keating (PPT)	Deborah Phillips (PRT)
Laura Chu Wiens (PPT)	Derek Dauphin (PRT)
Amy Mathieson (ACTA)	Darcy Lynn Cleaver (PRT)
Thomas Swisher (Butler Co.)	Angie DiPadova (ANR)
Lynda Conway (Rockland Planning)	David Totten (HDR)
Christopher Lunn (ANR)	Emily Gwash (ACCESS)
Ian Ramsey (WASH)	Melissa Girty (PRT)
Molly Allwein (HCI)	Ashley Cooper (WCTA)
Ross Nicotero (ATU 85)	Jake Stockman (PRT)

SPC Staff

Devon White	Russell Singer
Daniel Kukula	Chuck Imbrogno
Ronda Craig	Chris Jaros
Cate Aaron	Lillian Gabreski
Belachew Ayele	Jennifer Liptak
Rich Fitzgerald	Greg Shermeto
Nancy Hirsch	

1. Introductions

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

2. Minutes of February 11, 2026 TOC Meeting

The minutes of the January 14, 2026 meeting were approved

- a. Motion: John Paul Second: Sheila Gombita Action: Approve

3. Transit Participant Updates

- a. BTA: John Paul updated that BTA's new bus wash has broken ground and hoping to see the construction completed by mid-August of this year. BTA chose Ross and White as the supplier for the wash system
- b. BCTA: Mary Jo Morandini reported that their bus wash system update is also underway, also using Ross and White. BCTA is expecting it to be completed within a couple months' time.

4. PennDOT Updates and FTA Updates

- a. [2026 Municipal Outreach Sessions](#): Previously PennDOT Connects, this is a yearly opportunity for everyone to engage with PennDOT locally. The website provides GIS maps and other planning resources to support workshops that will be held at the district level. District 11 workshop is March 18th, District 12 will be April 15th, and District 10 will be April 29th. Registration and more details about the workshop sessions are available at the link above
- b. [Shapiro Administration Invests in Safer, More Reliable School Transportation | Department of Transportation | Commonwealth of Pennsylvania](#): This years grant awardees were announced for this program, three of the seven are projects in the SPC region in Allegheny, Lawrence, and Westmoreland Counties. The application period for 2026 opened March 2, is available at grants.pa.gov and will be open until April 30, 2026

5. TIP Amendments and Administrative Actions

a. PRT

- i. Preventive Maintenance Rail (MPMS# 95006): This project amendment requests the programming of \$15,395,928 of Federal 5307 funding in FFY2026. These funds are available within grant PA-2022-052 due to a reduction in purchase quantity of new buses, only 69 vehicles were purchased of an originally planned 107

Motion: John Paul

Second: Ashley Seman

Action: Approved

b. SPC

- i. Mooncrest RideACTA Shuttle Service (MPMS# *NEW*): RideACTA is developing a demonstration first/last mile service in the Mooncrest neighborhood of Moon Township. This amendment creates a new project with CMAQ funding originally awarded in 2017. This service will provide connections to other fixed-route transit to a historically low-income neighborhood which otherwise lacks adequate transit access. ACTA is a subrecipient of these funds so SPC will appear as project sponsor. Total TIP value change \$350,000

Motion: John Paul

Second: Mavis Rainey

Action: Approved

6. Other Business

- a. PRT Bus Line Refresh, Presented by Emily Provonsha:
The Bus Line Refresh is the second draft of PRT's major evaluation of routes and service coverage based on feedback from the public over the previous year. Much of the feedback

centered around a desire to bring back connections lost from recently altered routes and to provide more one-seat rides between neighborhoods without transferring Downtown. For routes that are already performing well the refresh aims to improve frequency and reliability of connections.

The refresh is happening while PRT and many transit agencies nationwide are in funding crisis, however temporary resolution from the State will allow PRT to make changes with a goal of doing more with the same resources. PRT conducted major public outreach with 97 public meetings for the first draft and a planned 60 public meetings for this second draft. The hope is that this refresh will first help improve ridership and in turn make the case to the State that PRT and Allegheny County deserve a transit funding resolution.

Key metrics for the project focus on service quality and reliability, equitable investment, and expanding connections. To those ends, the current refresh plan increases the number of routes with 30-minute or better frequency from 27 to 43, also increasing the number of 20-minute or better routes from 11 to 18. Over 522,000 residents will have access to stops served by 30-minute or better routes, a 20% increase over the current system. This also includes 195,000 residents in historically disadvantaged communities, a 28% increase. Likewise, close to 380,000 job sites will have access to 30-minute or better service, an increase of almost %10. The plan achieves these improvements while minimizing service loss, with 99.2% of current-served population maintaining access to transit within ¼ mile.

Commuter-type service is going to be significantly reduced based on ridership changes post-pandemic, where certain routes have seen less than 25% recover to pre-pandemic ridership levels. Reducing the commuter routes frees up many service hours for use on other routes to aid in improving frequency during on- and off-peak hours.

Much feedback requested direct service to Oakland as well as Downtown, so route changes are providing new direct connections to Oakland from Dormont, Mt. Lebanon, Carnegie, Brentwood, Millvale, Ross, and McCandless.

The plan proposes 34 transit hubs, stops that are served by more than 3 routes and which support transfers without the need to go Downtown. This will help determine future infrastructure and amenity investments to make service more comfortable for transferring riders.

PRT wanted to call specific attention that this plan is assuming currently available funding levels, however the planning effort also included what a “Plus 20” system might look like. This version illustrates what would be possible if PRT were to secure a 20% increase in funding that local advocates are pushing for, and is available in more detail along with events information at the Bus Line Refresh website, www.buslineredesign.com

Following outreach events which will run through the summer, PRT is expecting to implement changes represented in this plan in 2027.

In response to a question from Mavis Rainey (OTMA) pertaining to riders who may be losing service, it was stated that PRT is already in communication with other paratransit and shared-ride providers (ACTA, HCI, ACCESS) to discuss alternative transit options in neighborhoods where service is lost under the proposed plan.

b. NFL Draft Transit Operators Plan Update

- i. Mid-Mon Valley will be temporarily eliminating three express/commuter routes with limited stops during the duration of the draft in favor of providing additional rides into Downtown during the day and extending their service to have a last departure from Pittsburgh at 10:00PM. Regular commuter service into Pittsburgh will continue as scheduled.
- ii. BCTA will continue service from Ambridge Park and Ride into Downtown with slight routing changes due to Downtown event detours. BCTA will add three to four coaches for their express service to Pittsburgh and will run later than standard hours but exact schedule is still TBD. A finalized plan will be published on BCTA's website and through social media closer to the event date.
- iii. BTA is planning to run the regular commuter service to Pittsburgh down Route 8, however the service normally operating into Pittsburgh on i79 will be discontinued. Instead, BTA will be running special high frequency service to PRT's Ross Park and Ride to transfer riders onto PRT vehicles.
- iv. PDP is putting up temporary wayfinding at and around both event campuses to direct visitors to events, parking, and other transportation options.
- v. PRT will be shifting vehicles from less-used routes to add service at main park and rides in the four cardinal directions, as well as extra service on the 28X Airport Flyer. Official updates will follow closer to the event date.

c. Next meeting: April 15, 2026 at 10:00am

7. Adjournment

a. Motion: David Wohlwill Second: John Paul Action: Approved