

PITTSBURGH REGIONAL TRANSIT
MINUTES OF THE REGULAR BOARD MEETING
FRIDAY, OCTOBER 24, 2025

The Regular Meeting of the Board of Pittsburgh Regional Transit (PRT) was held on Friday, October 24, 2025, at PRT's Administrative Offices, 345 Sixth Avenue, Pittsburgh, Pennsylvania, 15222-2527, pursuant to due public notice given as required by law.

The following Board members were in attendance in person: Jennifer Liptak, Chair, Stephanie Turman, Bobbie Fan, Joe Totten and Tom Burgunder. The following members participated via TEAMS: Emma Shoucair, Dr. Chris Brussalis, Senator Leslie Williams, Tia McClenney and Rep. Aerion Abney. The Board Solicitor was represented in person by Amanda Kraft.

The Chair called the Regular Meeting to order.

A recommendation was made for approval of the minutes of the September 26, 2025 Regular Meeting. A motion was made, seconded, and the minutes were unanimously approved.

The Chair called on Pittsburgh Regional Transit CEO Katharine Kelleman for a report.

Ms. Kelleman reported that over the past few months, there have been a lot of conversations about how PRT is funding its operations, and she wanted to talk plainly about what that means and where PRT will go from here. She stated, "Transit is not just a line item in a budget. It gets talked about a lot that way, but we are more than that. This is how our region connects how we get to work, how businesses find workers, and how communities can be accessible and affordable. When funding is uncertain, it's not just an agency problem, it is a regional problem." Ms. Kelleman further noted that she is sure many people are aware that PRT staff has spent many long days, weeks and months advocating for funding that public transit needs from the state, and efforts were undertaken in "a full court press".

She stated, "It's been a long couple of years. Although we have had many champions from across the Commonwealth calling for public transit not only for us, but also for SEPTA and our sister agencies throughout the Commonwealth, there simply was no consensus in Harrisburg this year to move funding forward." So, she clarified that in September, after PennDOT granted SEPTA a waiver to use a year worth of capital funds to help cover operations-based spending, PRT made the same waiver request.

CEO Kelleman reiterated that this is not a new source of money and does not create an aggregate financial increase to help with the funding gap that already exists in PRT's budget. The capital funding waiver gives PRT a two-year reprieve where PRT will not cut service or raise fares, which are wins for the region. She noted, "These are risky wins, but they are wins. It gives us a chance to look longer down the pipe and see what we can do. This does not cover two years of service though. This covers part of a year and change and then we're going into the bank account." She specified that once the reserve account is exhausted, PRT's expenses will again outpace revenue and without a long-term funding solution, this gap will return as early as fiscal year 2029, even without this waiver.

She described that this waiver means that PRT's \$2 billion backlog state of good repair is now \$2.1 billion. She stated, "In the words of one board member; it's robbing Peter to pay Paul. Using capital funding for operating expenses is not something anybody wants to do. These capital dollars are

meant for a lot of big improvements, which we now must either cancel or defer. And the further this goes down the pipe, the tighter the gap becomes for where capital simply is not going to be there when we need it, not just where we want it, but where we need it.”

Ms. Kelleman stressed that PRT is not, and will not, put any safety programs at risk and everything PRT is doing is still safe and secure.

Ms. Kelleman took a moment to thank PRT’s riders, stating, “It’s been a heavy year between detours, bridge closures and the existential dread of wondering if your route is going to be there. You have been loud, you have been vocal, and you have made major needs clear. Thanks to our friends and advocacy groups and community partnerships who also brought their voices to the table and a huge thanks to our employees and our friends here at Local 85 who have been a valued partner, making sure that we are getting the same information out to different places in the capital. This has been a team effort and we’re looking ahead, working with state leaders, local partners and our own teams to find a sustainable statewide solution.”

She further stated, “Our waiver isn’t a blank check and it’s not a long-term solution, so while I’m thanking you today, I’m going to ask you for more work and more voices tomorrow. Using capital dollars has real trade-offs. We need to make sure that our friends in Harrisburg understand this and continue to keep our best services possible on the street, but we’re not standing still. Our region deserves better than continuing to wait. Things have already moved, and folks already deserve better, so the budget which our board has adopted includes a status quo plan, which is two to three percent growth this year and next year.”

Ms. Kelleman stated that the waiver means PRT can get additional service on routes which are crowded, routes that have an unrealistic running time, can have improved schedules, and lays groundwork for the Bus Line Redesign in the future.

Ms. Kelleman concluded stating, “We will always make sure we’re being good stewards of public funds, and we do our best when we work altogether and we look forward to continued support from our communities and our passengers, our employees, ATU and absolutely our board as we keep fighting the fight.”

That concluded the remarks of CEO Katharine Kelleman.

Next, the Chair stated that the Board was moving public comment to the front of the agenda this month because an individual expressed a wish to comment on a particular procurement matter.

The first speaker was Mr. Edward Brandis, a representative of Genfare, LLC, who addressed the board regarding the Farebox Program procurement matter. He started by thanking the PRT staff for answering Genfare’s questions promptly via email regarding their concerns regarding the procurement and confirmed that those question had been addressed. He clarified that Genfare felt it was important, prior to a decision on a “rather large investment” that the Board hear some of Genfare’s concerns which Genfare believed had not been completely addressed in PRT’s correspondence

Mr. Brandis described that PRT’s RFP to award a contract for a new Farebox System included a scoring metric, which scored proposals on multiple categories, but the two highest rated were price and references. Mr. Brandis identified that Genfare’s price was “substantially lower than the company

who is being recommended, and our references are very strong references, but we noted that only two of our references were contacted, yet three of the references for Scheid and Bachmann were contacted. We are still finding it difficult to understand how we didn't receive a better final scoring when we expected to have excelled in references, and we knew that we had a lower price."

Mr. Brandis noted that PRT's correspondence identified that PRT staff had concerns regarding Genfare's online demonstration related to the possibility of water intrusion or the security of the Genfare system. Mr. Brandis stated that had staff asked Genfare's references about these matters those concerns would have been allayed.

Mr. Brandis concluded, "Genfare appreciated the opportunity to participate in this procurement and we would certainly have liked to have called PRT our client, but we do respect your decision and wish you the best of luck."

The next speaker was Ms. Amy Zaiss from the Beechview neighborhood. Amy commented that she and her peers are very excited about the work already done on the bus line redesign and urged PRT to balance retaining service, which is incredibly important to ease people's minds right now in this uncertainty, while also looking for opportunities for improvement.

She also referenced the service changes that took effect on Sunday and that there is a technological piece missing for all the data feeds for buses and trains. In her observation, the data shows as though a rider is going through the tunnel when that is not the case and the schedules also reflect this. She identified that from a rider standpoint, it is frustrating to go to the PRT website, and have it be incorrect or to get unrealistic expectations of when transit will arrive.

She said she appreciates all the work that's been done but thinks it was April of last year when CEO Kelleman mentioned that detour technology improvements were coming and those improvements have not yet been accomplished.

The final speaker was Laura Chu-Wiens, representing Pittsburghers for Public Transit, to talk about PRT's pass programs. She highlighted the AlleghenyGo Program where the county DHS pays half of every transit fare taken and riders are paying the other half, making it a discounted fares program, which from the perspective of the rider, is true. She noted that from PRT's perspective, AlleghenyGo is just a cost sharing agreement between riders and the county DHS marketed towards low-income people. She described this program as a terrible deal for DHS and for low-income riders because the cost sharing makes the program prohibitively expensive to expand to fully zero fares, which has always been the goal of Pittsburghers for Public Transit.

Ms. Chu-Wiens stated that she has been on more than a dozen calls with DHS and PRT over the last year discussing enrollment and outreach. She described her experience as difficult in to get PRT to develop and implement any kind of communication and marketing plan for AlleghenyGo, even though PRT has a singular capacity to reach thousands of transit riders through social media, e-mail lists, the Ready-to-Ride app, the website, schedule change bulletins, press releases, a print shop and ad space on stops, shelters, buses and tabling. She stated, "Advocates should not have to plead with the agency to make an effort because it is so obviously in the interests of PRT to promote this program."

Ms. Chu-Weins also identified that, as this is a time when low income and working-class families are suffering from cuts to Medicaid, SNAP and more, she encouraged PRT to dramatically ramp up public communication of this existing Affordable Transit Fare Program on the PRTner Pass. She described

that a clear lesson from the state funding fight is that PRT needs the business community to speak up for transit and noted that PRT has two years to build those relationships before the fiscal cliff hits again. She described PRTner Pass enrollment as one critical way to ensure that businesses are invested and see themselves as stakeholders in the funding fight and as having the potential to be a considerable revenue source. She described that Sound Transit in Seattle gets more than 50 percent of its fare revenue from a bulk pass program like this one by shifting the costs away from regressive user fees and towards large institutions and corporations. She stated, "I get the impression there are some who perceive the PRTner Pass as a revenue loss or a sink because of the discount. But consider it this way. If PRT is a business, which it is not, but if it were, every empty seat could be understood as unsold product. The PRTner Pass functions as something like wholesale pricing that gets PRT new dedicated revenue and riders in those vacant seats rather than having product be wasted. More riders in seats also gets PRT more funding from the state."

She concluded that it was hard to see why businesses and developers would be uninterested in purchasing the PRTner Pass because those costs can be passed on to the renters through rent, or to their employees, which is not what Pittsburghers for Public Transit prefer, but exemplifies a great deal for employers to strongly encourage transit commutershhip and can be perceived as an employment or rental benefit.

Ms. Chu-Wiens thanked the Board and PRT and urged them to continue to follow up on these critical opportunities to expand ridership, revenue and stakeholder investment in PRT.

That concluded public comment.

The Chair called on Member Tia McClenney, Chair of the Performance Oversight Committee, for a report.

Chair McClenney presented six resolutions reviewed by the Committee at their meeting October 16, 2025.

The Committee first reviewed five procurement items and determined the bids to be in accordance with PRT's procurement policies and procedures and the prices to be fair and reasonable. The Performance Oversight Committee recommended authorizing the award of the bids listed in the Resolution.

On behalf of the Performance Oversight Committee, Chair McClenney respectfully requested approval of the resolution. It was moved, seconded and unanimously agreed that the resolution be approved as presented.

The next resolution presented was seeking authorization for PRT to settle a public liability claim and to authorize a settlement payment in the total not-to-exceed amount of \$228,500.00, without admission of guilt or liability by PRT, to finally settle a claim related to the alleged injuries sustained in an accident that occurred on a PRT bus on June 24, 2023.

On behalf of the Performance Oversight Committee, Chair McClenney respectfully requested approval of the resolution. It was moved, seconded and unanimously agreed that the resolution be approved as presented.

The next resolution presented was seeking authorization for PRT to enter into an agreement to provide facility management services at the South Hills Village Parking Garage. Some of the required services would include the management and operation of the garage, customer assistance and support, fare collection, general cleaning, inspection, and routine maintenance.

Chair McClenney noted that PRT has determined that the proposal submitted by Parkway Corporation to be the highest-rated proposal to perform these services. Therefore, the Performance Oversight Committee recommended entering into a three-year agreement with Parkway Corporation for a total not-to-exceed amount of \$600,000.00, with the option of extending the term to two additional one-year periods.

On behalf of the Performance Oversight Committee, Chair McClenney respectfully requested approval of the resolution. It was moved, seconded and unanimously agreed that the resolution be approved as presented.

The next resolution was seeking authorization for PRT to enter into an agreement with a pool of firms for Architectural Design Services under the three categories of Transit Passenger Facilities Design, Industrial Building Design State of Good Repair, and New Facilities and Major Expansion.

Chair McClenney reported that the following proposals were determined to be the highest rated proposals in each category:

- For Transit Passenger Facilities Design - HDR Engineering, HNTB Corporation, and Johnson, Mirmiran & Thompson;
- For Industrial Building Design State of Good Repair - Gannett Fleming, Inc., Johnson, Mirmiran & Thompson, and HNTB Corporation; and
- For New Facilities and Major Expansion - Stantec Architecture & Engineering, HNTB Corporation, and AECOM Technical Services.

The Performance Oversight Committee recommended entering into agreements with the above-mentioned firms for the identified categories for an initial four-year period, with the option to extend the term of agreements up to two additional one-year periods at PRT's sole option, for a total not-to-exceed amount of \$46 million to be allocated on an as-needed basis through task-specific work orders.

On behalf of the Performance Oversight Committee, Chair McClenney respectfully requested approval of the resolution. It was moved, seconded and unanimously agreed that the resolution be approved as presented.

The next resolution was seeking authorization to award a construction contact for the Mt. Lebanon Tunnel Rail Replacement project.

To procure the work for the project, bid documents were prepared and publicly advertised. After review of the bids, it was determined that the bid of RailWorks Track Services, LLC, was the lowest responsive bid from a responsible bidder meeting the requirements for the contract.

The Performance Oversight Committee recommended awarding the contract to RailWorks Track Services, LLC, in the amount of \$16,147,339.00, subject to the completion of all PRT pre-award requirements.

On behalf of the Performance Oversight Committee, Chair McClenney respectfully requested approval of the resolution. It was moved, seconded and unanimously agreed that the resolution be approved as presented.

The final resolution presented was seeking authorization for PRT to award contracts for general, electrical and plumbing construction for the Bus Lift Replacement Improvement project at the East Liberty and Ross Garages. To procure the work for the project, bid documents were prepared and publicly advertised.

Chair McClenney reported that after review of the responsive bids, it was determined that the bid of Mosites Construction Company, in the amount of \$6,167,576.00, for the general construction contract; the bid of Merit Electrical Group, Inc., in the amount of \$433,270.00 for the electrical construction contract; and Wheels Mechanical Contracting and Supplier, Inc., in the amount of \$797,200.00, for the plumbing construction contract were each respectively the lowest responsive bids from responsible bidders meeting PRT's requirements for the contracts.

The Performance Oversight Committee recommended entering into the construction contracts as presented with the above-mentioned firms subject to the successful completion of the pre-award requirements.

On behalf of the Performance Oversight Committee, Chair McClenney respectfully requested approval of the resolution. It was moved, seconded and unanimously agreed that the resolution be approved as presented.

That concluded the report of the Performance Oversight Committee.

The Chair called on Member Stephanie Turman, Chair of the Planning and Stakeholder Relations Committee, for a report.

Chair Turman reported that the Planning and Stakeholder Relations Committee met October 16, 2025.

At the meeting, PRT staff presented an update to the October service changes. The Mt. Washington Transit Tunnel project has been delayed and did not resume service in time for the October 19 service changes. Bus and light-rail service will continue to be detoured through the Wabash Tunnel and via Allentown. In addition, trains will continue to serve stops at Allen Street, and the free rail shuttle will serve Station Square until the tunnel reopens.

It was also reported during the October Committee meeting that bus stops will remain at Giant Eagle and Target at the Waterfront. After meeting with elected officials, including County Executive Sara Innamorato, Lieutenant Governor Austin Davis, and Senator Nick Pisciotano, and hearing strong public support, the property owner agreed to allow PRT to continue the current service on its property while alternatives continue to be discussed. PRT is working with The Waterfront on a new, combined bus stop between Giant Eagle and Target. PRT will provide an update once those plans are confirmed.

Chair Turman concluded her report by mentioning that TrueTime and other real-time applications available to riders will show all detoured bus routes discussed in this report.

That concluded the report of the Planning and Stakeholder Relations Committee.

The Chair called on Emma Shoucair, a member of the Finance Committee, for a report.

Member Shoucair reported that the Finance Committee met on Thursday, October 16, 2025.

At the meeting, PRT staff gave three presentations which included an overview of PRT's Pass Programs, a Capital Projects Update, and a review of the September financial results.

The review of the Pass Programs identified the structure and utilization of the PRTner Pass, Job Perks, U-Pass, and Allegheny Go Programs. At the board's request, PRT management will provide current goals for participation in all programs discussed.

In response to the one-time waiver for use of fiscal year 2026 state capital funds for PRT's operating budget gaps, PRT staff presented a high-level review of the current state of PRT's Capital Program. PRT intends to return to the board during future capital and operating budget presentations with greater detail of the state of the agency's Capital Program.

During the review of the financial statements, it was reported that Total Operating Income for September was over budget by approximately \$306,000 due to higher Interest Income. Total Expenses for September were below budget by \$4.5 million due to vacant positions and lower Purchased Services and Other Expenses. Through the first quarter, Total Expenses were \$15.5 million below budget due to positive variances in the same expense categories as the monthly variance.

It was also reported, that through September, total Operating Income was about \$426,000 higher than last fiscal year due to higher Interest Income. Passenger Revenue was \$199,000 below last fiscal year. Total Expenses through September were \$1.2 million higher than last fiscal year due to higher Employee Benefits, specifically associated with an increase in healthcare expenses.

Total Subsidy through September was \$24 million lower than last fiscal year due to the completion of Federal Stimulus invoicing and lower Preventative Maintenance invoicing.

Finally, it was reported that PRT ended September with \$336.7 million in operating reserves.

That concluded the report of the Finance Committee.

The Chair called on Member Tom Burgunder, Chair of the Technology Committee, for a report.

Chair Burgunder reported that the Technology Committee last met on September 18, 2025. During that meeting, the Committee considered a resolution for the provision of Farebox Refresh Services.

The Committee determined that all applicable PRT-adopted policies were followed in the preparation and evaluation of RFP Number 24-11 and in the selection of Scheidt & Bachmann USA, Inc., to provide Farebox Refresh Services, which Services include the purchase, installation and maintenance of fareboxes and related software and support services for an initial five year term with the option to extend the term for up to two additional one-year periods, at PRT's sole discretion, for a total not to exceed amount of \$20,929,408.67.

The Committee also concluded that the services are necessary and that the prices are fair and reasonable.

Chair Burgunder noted that prior to the Board Meeting in September, however, a bid protest to the solicitation was received by PRT, and therefore, in accordance with PRT's Bid Protest Procedure, the solicitation was deferred and placed on hold during the pendency of PRT's review and assessment of the protest.

On October 9, 2025, PRT issued its response denying the protest, and therefore, in accordance with PRT's Bid Procedure, this matter may now come before the Board for its consideration.

In accordance with the Committee's determination on September 18, 2025, the Committee respectfully recommends that the Board vote in favor of the resolution to authorize PRT to enter into this agreement.

On behalf of the Technology Committee, Chair Burgunder respectfully requested approval of the resolution. It was moved, seconded and unanimously agreed that the resolution be approved as presented.

That concluded the report of the Technology Committee.

Under New Business, Chair Liptak announced the appointment of Member Shoucair as Chair of the Finance Committee. The Chair thanked Member Shoucair for agreeing to accept this role.

The Chair announced the next Regular meeting of the Board will be November 21, 2025.

With no further business the meeting was adjourned.