

PITTSBURGH REGIONAL TRANSIT
MINUTES OF THE REGULAR BOARD MEETING
FRIDAY, SEPTEMBER 26, 2025

The Regular Meeting of the Board of Pittsburgh Regional Transit (PRT) was held on Friday, September 26, 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, Tia McClenney, Tom Burgunder, Senator Lindsey Williams, Bobbie Fan, Dr. Chris Brussalis, Rep. Aerion Abney and Stephanie Turman. The following members participated via TEAMS: Emma Shoucair and Joe Totten. 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 July 25, 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.

CEO Kelleman announced the passing of a few members of the PRT family since the last time the Board met. PRT lost two active operators, Darren Morris and Kevin Adams.

Ms. Kelleman also asked for a moment of silence for retired employees who PRT lost since the last Board meeting. They were Operators Thomas Haberman and Glen Moss; Maintainer James Shoberg; Service Person Gary Griffiths; and Stockperson Jean Hyman.

CEO Kelleman continued reporting that there are two important topics she wanted to address today. She wanted to speak plainly first about our funding situation, noting that earlier in September, when it became clear that PRT would not receive a long-term funding solution as part of the budget, at least as part of the 2026 budget, PRT followed SEPTA's lead and asked PennDOT for permission to shift money from PRT's capital budget into our operating budget. She wanted to clarify that this is not a flex. Under Act 89, PRT and SEPTA are permitted to request a waiver to move capital funding from the capital budget into the operating budget, such that the funds transferred to the operating budget are being removed from PRT's available funds for needed infrastructure projects. funds which are transferred from the capital budget to the operating budget represent projects that will not be performed or which cannot be performed this year, including projects focused on modernization, efficiency and improvement for the PRT system. .

CEO Kelleman reiterated that PRT will not defer anything which is safety related or safety sensitive. PRT has access to debt servicing from the North Shore Connector Project to finish taking care of and has federal grants which require a local match that will also be impacted. These funds consist of money that PRT had budgeted for specific, capital purposes which now must be utilized for operating expenses.

Since that decision was made, PRT has experienced people saying, "hey, congratulations, hey, nice job getting that money". CEO Kelleman clarified, "This is not the end of the conversation. It's not a long-term funding solution. This is not a win. This is not a solution. It's not the long-term stability that we have been fighting for. This keeps all our service on the street and this avoids fare increases. It avoids

these catastrophic shifts to service. But again, we have these impacts further out on capital. We've taken the money meant to repair and modernize our system. Money which should have gone to improving service for the future and used it to keep the doors open today."

She closed this topic by saying, "We are thrilled that we are protecting service. We are thrilled that we are protecting the good jobs that PRT provides. We are thrilled that fears aren't going up, but this conversation is not over so look for us to continue that."

CEO Kelleman reviewed an issue related to service to the Waterfront. She noted that earlier this year, the property owners of the Waterfront told PRT that PRT can no longer use the bus stops directly in front of Target and Giant Eagle. She clarified that although PRT can ride on any public street when a street is private, as many of the roads are at the Waterfront, PRT must obtain require permission to be on the property from the property owner.

As the result of this direction from the Waterfront's owner, PRT Riders who used to be able to get off and on right in front of the Target or the Giant Eagle will now have to walk nearly 1000 feet through the parking lots just to get to their bus stop.

PRT intends to make sure Waterfront's owner understands how this change will impact PRT riders. PRT will make sure that Waterfront ownership knows that PRT wants to be part of a solution which will permit riders to get where they need to go and that seniors and persons with disabilities do not have to go so far to get groceries onto the bus.

CEO Kelleman expressed her gratitude to PRT supporters, advocate friends and elected officials who have paid attention to this issue, noting it is a great thing to be in a city where transit is important enough that moving a bus stop gets on the nightly news. She assured the Board that PRT will continue working with the owners of the property to reinstall the bus stops.

Finally, Ms. Kelleman reminded folks that the week of September 29 is "National Week without Driving." A week without driving is encouraging people to get out of their cars, not so they can experience how it is to go without it, but so people can see how much easier life is when everyone is not all driving everywhere. She stated, "Whether you're walking, whether you're biking, or whether you're catching a ride with us anytime that you are not adding cars into traffic, you are doing better for our roads, you're doing better for our environment, you're doing better for your mental health, so if you are somebody who might usually drive, go ahead and hang up those keys next week and come join everybody else who isn't always driving."

That concluded the remarks of the Chief Executive Officer.

The Chair stated that the Board was moving public comment to the front of the agenda this month because many individuals expressed that they would like to comment related to the budget, which is on the agenda today.

Before calling the first speaker, Chair Liptak reminded everyone that with the large number of speakers registered, the Board will be holding people to their timeframe because they want to be respectful of everyone's time and everyone's commitment to come before the Board and speak.

Our first speaker was Andrew Hussein, president of the Allegheny County Transit Council. He first stated that he is not going to say too much on the budget because he was sure plenty of other people

will be, but he did hope that it is approved today, and that as CEO Kelleman said he hopes that the Board will continue the fight because it's going to be a long one and it's certainly not done. He also urged PRT to do whatever they can to work with the property owners at the Waterfront to mitigate that situation. Mr. Hussein then repeated some concerns that were raised at this week's Allegheny County Transit Council meeting, specifically regarding service changes. ACTC feels PRT should be more transparent when making any service changes.

The next speaker was Brian Hatgelakas who wanted to thank the Board for bringing the new budget to the table, but noted "As previously said, we are not done yet. It at least gives us some breathing room for the next two years, but please make it so that we can have sustainable service fully. It seems like now we're trying to rob Peter to pay Paul, but if we can get what we need, I'm happy with that for the time being." He urged the Board to pass the new budget this morning so that riders can have some breathing room and continue the conversation.

The next speaker was Laura Chu-Wiens, the Executive Director of Pittsburghers for Public Transit and leader of Transit for All PA. Ms. Chu-Weins stated that while she believes we are feeling relief this morning at the postponement of the service cuts and fare hikes, she thinks we all agree that what has been enacted through this capital maneuver is not a solution, having merely traded one set of problems for another. She noted that other transit agencies across the Commonwealth cannot flex their capital dollars to operations. And so, transit workers and transit riders and small and rural communities are being left completely in the cold, providing the example of Lehigh Valley which is facing imminent cuts and fare hikes. The budget is not done until it is done. She called on state legislators on the PRT Board and their allies to pass a budget that at minimum includes a two-year stopgap funding measure that averts near term harm in non-Pittsburgh, non-Philly communities and statewide shared ride services and has a plan for back filling our capital dollars. Laura stated that she wants to be clear, even though PRT service cuts are on pause, that settling for maintaining status quo for the next two years was not acceptable.

Next, Ms. Chu-Wiens commented on the topic of communicating service changes, stating that PRT makes decisions about service changes, around communications and marketing, and around priorities that affect the availability and usefulness of the system every day. She requested that PRT to use that power to build a system that works for riders now, a system that is worth fighting for. She described that half of all route schedules in PRT systems are changing on October 19 for an ostensibly status quo situation. She commented "This is routine having riders' lives upended with unclear communications about changes for service that still doesn't show up when scheduled. We are calling on the Board to define metrics of accountability for PRT."

The next speaker was Ralph Williams, the former president of the Allegheny County Transit Council. Ralph believes PRT adjusts routes improperly for people, specifically noting the loop for the 81, 82 and 83 routes. As far as the Waterfront matter, he urged PRT to do extensive talks with management there and find out what's going on and noted that he believed that Waterfront owners were putting stories out on the news that are unacceptable.

The next speaker was Fonda Duse, a former employee of PRT, who identified issues with the Human Resources Division. She remarked that PRT needs to fix the "abuse of money" by their HR Department stating that no bandages would be needed if PRT would fix "the abuse by the HR department".

The next speaker was Chris Sandvig Founder and Executive Director of Mobilify, Southwestern Pennsylvania. First, Chris acknowledged the CEO's remarks related to the budget were consistent with

his belief that nothing has really been solved with this issue. He described the budget issue as having been pushed down the road and the possibility of facing an even worse situation in the next two years if nothing is done soon. He said that he appreciates the governor, PennDOT and local leaders coming forward to save PRT service for the time being but noted that PRT was really left no choice as this was the best thing in the short term.

Mr. Sandvig next raised the Waterfront issue noting he saw something the prior night in the news from the general manager, which stated that to maintain a family friendly atmosphere and best serve Waterfront's patrons and allow retailers the best possible setting to provide their services, the Waterfront owners have decided to partially terminate the PRT license dedicated to the bus stops in front of Giant Eagle and Target. He stated, "I'm not sure exactly how transit is not family friendly and how this is best serving the patrons" and expressed his hope that the property owner works with leadership in the county and elsewhere, as well as with PRT, to restore this service. He concluded, "How can we have a transit agency that serves the people if the places that people need to get to are being cut off to them by the property that they need to get to?"

The next speaker was Kelda Gorman who remarked that the capital budget transfer is by far not a permanent solution, and there is a need to figure out how to make it permanent. Kelda called on the advocates within the community, the Board of PRT, as well as state officials to try to figure out a way to make it permanent.

The next speaker was Ross Nicotero, President and Business Agent of the Amalgamated Transit Union of Local 85 here in Pittsburgh, representing 2200 members. Mr. Nicotero also serves as the Chairman of the Pennsylvania Joint Conference Board, which represents another 17 ATU properties throughout the Commonwealth. First, he thanked Governor Shapiro, Lieutenant Governor Davis, and their teams for allowing to make this happen. He thanked the Board for supporting this budget permitting PRT to rescind the 35 percent service reduction and the nine percent increase that could have gone in effect in February.

As many of the other speakers mentioned, he continued his remarks by saying, while this budget prevents layoffs to some of the members and hardship to the taxpayers of Allegheny County, moving money from the capital fund to operations, is a short-term fix. He described that along with his leadership team, he has traveled to Harrisburg numerous times over the last 18 months, pushing for long-term dedicated funding for transportation that increases with inflation. He also identified that has met with Governor Shapiro and Lieutenant Governor Davis on multiple occasions trying to find a solution for this problem with no resolve and that the failure to achieve a budget was not because of their lack of hard and diligent work and support of the ATU and union labor. Mr. Nicotero pledged that Local 85 leadership will continue to push our elected officials, including a couple of friends of transit that sit in front of him now, stating "We must fund transit long term, not only for my members, but for the taxpayers of this state and the taxpayers of Allegheny County."

Mr. Nicotero then stated, "Multiple events are scheduled throughout the Commonwealth of PA. Our brothers and sisters from Philadelphia will be hosting the World Cup of soccer. They will also be hosting the All-Star game for Major League Baseball, and we are 211 days when Pittsburgh will be cast in the national spotlight hosting the NFL Draft here in the Golden Triangle. The Collective Bargaining Agreement between Pittsburgh Regional Transit and Amalgamated Transit Union Local 85 is set to expire on June 30. While the Collective Bargaining Agreement is clear, and we are supposed to work together for the better part of the enterprise, his members, have gone above and beyond the last four years during many tumultuous times, to save the management of PRT because of their inept decision

making. There will be a lot of interesting decisions made by management in the upcoming weeks. Some will take place today. The biggest soon is when PRT reaches out to Local 85 again for their assistance as to how to settle and solve the transit tunnel issue. Rest assured, Local 85 will be here to help. So, as we move towards June 30, just remember Local 85 has tightened its belt over the years many times and did our fair share to help the enterprise. Now it's time for Pittsburgh Regional Transit to do the same. His members have earned it, and they deserve it. The next nine months will speak volumes not only the direction of transit here in in Pittsburgh and Allegheny County, but the direction that PRT chooses to move forward with the relationship with Local 85."

The next speaker was Ryan Matthews, who compared Philadelphia to Pittsburgh, stated that PRT did not yet make service cuts that were proposed. He clarified that Philadelphia's SEPTA already made one or two rounds of service cuts and fare increases and noted now PRT will have to use two years of capital funding, which is an unsustainable solution, to put a plug in it in the meantime. He said that he was pleased with PRT's opening statement today and observed that everybody present was on the same page that PRT requires a solution that is long-term, sustainable and permanent. He asked everybody to please think about this long and hard and carefully, the funding crisis has not been solved.

The next speaker, Regina Anderson, invited the Board members to participate in the "Week Without Driving" the week of September 29 and to the press conference at the City County Building on Tuesday, September 30 at 9:00 AM on the main steps. She noted that the Board plays such an important role for the public, stating "We rely on you to critically assess everything that PRT gives you. You have a tough job and people in the public ..., need you to fight for us."

Ms. Anderson further explained that she moved to Pittsburgh 13 years ago so her husband could get a PhD at CMU and since that time, she sustained a serious brain injury three years ago and drives only when she can now. She said that they have lived and worked in cities all over the world and take public transit because it's good, stating, "We need it to be good in Pittsburgh. I was glad to hear the many details that different speakers gave about specific routes and problems with miscommunications. There are many ways to measure what a good system is, and something as simple as good scheduling is also lacking. So, it's from all different levels that we need better targeted efforts from PRT."

The next speaker was Sean Pastor who wanted to discuss the Waterfront issue in his remarks. He questioned why PRT cannot fight property owners on behalf of the people who need this service, stating "They are going to have seniors and persons with disabilities walking a long way with groceries. It's going to come to a point where someone is going to get severely hurt falling resulting in lawsuits. These bus stops need restored."

The next speaker was Stuart Strickland. Although he is the current secretary of Allegheny County Transit Council ("ACTC"), the Official Citizens Advisory Group to the PRT Board, he is speaking for himself and not the organization. Mr. Strickland reminded the Board that the ACTC is "your friend, your sounding board, your rider representatives chosen by riders themselves. That is what we were legislated to provide, and that's what we've been doing since 1980."

He described that approximately 30 years ago ACTC had developed a 10-point plan for helping make transit service more desirable and listed what every transit rider is entitled to expect, including being treated like a paying customer whose business is important to receive pleasant, calm and patient service from all transit personnel, having access to board a clean, trash-free and appropriately heated or cooled vehicle and have a seat for traveling a longer distance; that the vehicle will stop at the curb,

if possible, will be on time and that the driver will check the area for additional riders before leaving, to be driven safely as smoothly as the road allows and free of quick stops; that a transit trip cost less than a similar trip by automobile and not take significantly more time; that riders would have convenient access to readily understandable fare scheduling and routing information; that riders would be able to tell when and where to board the vehicle and figure out where it is going before boarding it; that any changes to the schedule or routing will occur infrequently and be made with adequate advanced notice; and lastly, to have rider complaints, concerns and suggestions accepted, acted upon promptly, and to be advised to the actions taken. He concluded, "I know you cannot force Harrisburg's hand, but you and the staff can make transit more attractive, despite all the gloom and doom from the public and hostile media. I think it comes down to this. Listen to ACTC, do what's on that 10-point list and be vocal about what you are doing well."

The next speaker was Abhishek Viswanathan, assistant professor of data science at Chatham University and a transit rider and advocate for transit riders. For the past few months, along with many passionate members of PPT, he stated that he has written letters to senators, canvassed at bus stops, printed out and distributed maps of bus routes, conducted bus shelter audits, sidewalk audits, talked to other transit riders about issues, but has still been frustrated by infrequent and unreliable service, and is annoyed at the lack of strategy or savvy to deal with landlords at the Waterfront or dealing with the DHS. He stated that because the state of funding for transit is still uncertain, he was surprised to learn that PRT is still planning to go ahead with the bus line redesign. He concluded his remarks by urging PRT to show some backbone and champion the causes that transit riders have been calling on them to do, stating, "We need more frequent transit, not less. We need more accessible, reliable and safe transit. And we need you to use your power to make sure that that happens. Riders have done our part and will continue to fight, but we need you to step up and fight too. Instead of fighting us, we need you to fight with us."

The final speaker was Lynda VanBueren who has addressed the Board in the past about her enrolling in a number of classes at CCAC Allegheny campus as well as other activities. She stated that she rides two buses from the West End and that that the Allegheny campus is seriously lacking in direct transportation from downtown, describing that riders need to take two buses and then walk three to four blocks. Ms. VanBueren also described difficulties getting to her other activities. She would like PRT to take rider/pedestrian safety more seriously when scheduling routes.

That concluded public comment.

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

Chair McClenney reported that the Performance Oversight Committee met last week and had six resolutions for the Board's consideration.

The Committee first reviewed one procurement item and determined the bid to be in accordance with PRT's procurement policies and procedures and the price to be fair and reasonable. The Performance Oversight Committee recommended authorizing the award of the bid listed in the resolution for the amount of \$3,764,999.00.

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 a lease with the Pennsylvania Department of Transportation.

It was reported that in February 2001, PRT entered into an agreement with PennDOT to lease property on Chateau Street and Beaver Avenue adjacent to PRT's Manchester Main Shop Maintenance Building for employee parking and transit patrons. The lease was for 25 years at no cost to PRT, although PRT was responsible for maintaining the property. In April 2009, the agreement was amended to permit PRT to sub-lease to third parties, with PennDOT's approval.

The Performance Oversight Committee recommended entering into a 10-year lease agreement with PennDOT in order to continue using a portion of the leased property to sub-lease to a third party and using the remainder of the lot for PRT employee parking.

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 interagency agreement with the City of Pittsburgh for the Liberty Avenue Highway Safety Improvement Project near the 26th Street ramp to PRT's East Busway. In order for the City to complete the project, the City requested access to the East Busway on and around the 26th Street ramp during the project and then continued access for the limited purpose of maintenance of the City's improvements.

The Performance Oversight Committee recommended entering into an interagency agreement with the City of Pittsburgh for the performance of this Project and continued maintenance.

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 the Board's authorization for PRT to enter into an interagency agreement with the Borough of Ingram for the Ingram Avenue Improvement project near the Ingram Avenue ramp to the West Busway. For the Borough to complete the project, it is requesting access to the West Busway on and around the Ingram Avenue Ramp during the project and then access will be authorized to continue for the limited purpose of maintenance of the Borough's improvements.

The Performance Oversight Committee recommended entering into an interagency agreement with the Borough of Ingram for the performance of this Project and continued maintenance.

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 K&J Safety and Security Services, Inc., to provide professional safety consulting and safety management system support services. To obtain a qualified firm to perform these contract services, a request for proposals was prepared and publicly advertised, and the proposal submitted by K&J Safety and Security Services, Inc., has been determined to be the highest-rated proposal for the performance of the services.

The Performance Oversight Committee recommended entering into a five-year agreement with K&J Safety and Security Services, Inc., for a total not-to-exceed amount of \$1,645,325.00, with the option to extend the term of the agreement for up to two additional one-year periods at the sole discretion of PRT.

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 was seeking authorization for PRT to extend and amend agreements to provide general architecture and engineering contract services on an as-needed basis.

It was reported that in December 2021, PRT entered into agreements with Michael Baker International, Inc., and Gannett Fleming, Inc., to perform these services. The agreements were authorized for an initial term of four years through December 31, 2025, and for a total combined not-to-exceed amount of \$20,000,000, with the option to extend each agreement up to one additional year. PRT has determined that it is in its best interest to exercise the option for one additional year.

The Performance Oversight Committee recommended extending the term of the respective agreements with Michael Baker Internal, Inc. and Gannett Fleming, Inc. by one year to December 31, 2026, and to increase the total authorized combined not-to-exceed amount by \$6,000,000, to ensure adequate funding for the continuity of the services.

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 Committee also received an update from PRT's Internal Audit staff regarding the FY 2025 Annual Physical Inventory. The audit's purpose is to ensure that the on-hand quantity for each inventory item is accurately recorded into PRT's PeopleSoft Financial System so that Transit Operations is supported by having sufficient materials and supplies available when needed. The FY 2025 inventory was conducted in a manner that provides reasonable assurance that inventory items were accurately counted and correctly recorded into PeopleSoft.

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 last week and had one item to report.

Staff presented an update of the October service changes where several key routing changes will occur, including: The 28X will use a singular stop at the commercial curbside at the new Pittsburgh International Airport terminal; Rail and bus routes impacted by the Mt. Washington Tunnel detour will resume their normal routing upon completion of the project; multiple routes operating at the Waterfront will change routing at the direction of the property owner, including the elimination of bus stops at Giant Eagle and at Target; the 54D routing in Polish Hill has shifted from Liberty Avenue to Bigelow Boulevard

due to a new weight restriction on the Herron Avenue Bridge; the 74 route has been updated to use Murray Avenue to Beacon Street to Shady Avenue on a daily basis.

Run time changes, frequency changes, variant changes, and trip time changes will also occur. Specific route details have been made available on the PRT website and signage will be posted at impacted bus stations and stops.

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, September 18 where three items were presented. The first item was a proposed resolution for authorization to adopt amended fiscal year 2026 operating and capital budgets.

As also reported by CEO Kelleman, Member Shoucair reported that PRT submitted a waiver request to PennDOT to allow PRT to use up to \$106.7 million in 2026 state capital funding for operating purposes, and that request has since been approved by PennDOT. As a result, PRT will not reduce service or increase fares for two fiscal years. PRT currently projects its fiscal cliff to arrive early in fiscal year 2029. While there will be capital project delays due to the short-term use of capital funding for operations purposes, there will not be any impacts to safety sensitive projects.

The Finance Committee recommended the Board adopt an amended operating budget of \$572,216,120 and an amended capital budget of \$57,993,878.

Before taking a vote, Senator Williams commented that she was happy to vote for this today. She agreed with how CEO Kelleman opened her remarks that this is short-term; a band-aid solution and that we have some real long-term issues to address. Senator Williams thanked everyone from the public who came here this morning, testified today, who came and testified at those hours long public hearings, who came to a rally, and who contacted their elected officials. She encouraged the public to keep it up because funding efforts are not done. She stated, "We have a lot of work to do as a board and your voice matters. So, keep it coming, keep the suggestions coming and thank you for the work you did. And know that I'm excited to work with the rest of the board to move forward and figure out a long-term solution."

The Chair called for a motion. The resolution was moved, seconded and unanimously approved as presented.

The second item was a proposed resolution seeking authorization for PRT to extend and amend an agreement for utility consulting and administrative support services with Eric Ryan Corp. This authorization would exercise the second and final agreement option year to extend the agreement term through August 2026 and further seeks authorization to increase the not-to-exceed amount by \$75,000.00.

On behalf of the Finance Committee, Member Shoucair respectfully requested approval of the resolution. It was moved, seconded and unanimously agreed that the resolution be approved as presented.

The final item was the presentation of the July and August 2025 financial results.

It was reported that Total Operating Income for July was over budget by \$437,000 due to Interest Income being higher than budgeted. Total Expenses for July were below budget by \$8.3 million primarily due to the category of Other Expense.

Total Operating Income for August was over budget by \$247,000, again due to Interest income. Total Expenses for August were \$2.7 million under budget due to lower Salary & Wages and Purchased Services.

Total Operating Income is \$312,000 greater than last fiscal year through August due to Interest Income. Total Expenses through August are \$1.1 million below last fiscal year due to every expense category being under budget except for Utilities and Other Expense. Total Subsidies as of August were \$7.3 million lower than last fiscal year due to federal stimulus usage that was fully exhausted last fiscal year.

Finally, it was reported that PRT ended August with about \$369.3 million in cash 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 met on September 18 and he had three resolutions for the Board's consideration.

The Committee first reviewed one bid. The bid item presented was for CISCO SmartNet Licensing Renewal and determined the bid to be in accordance with PRT's procurement policies and procedures, and the price is both fair and reasonable.

The Technology Committee recommended the award of the item as listed in the resolution for the total amount of \$238,102.41.

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.

The next resolution reviewed was for Farebox Refresh Services. However, PRT recently received a bid protest relating to this solicitation. In accordance with PRT's Bid Protest Procedure, any further activity on this solicitation is on hold while PRT reviews and assesses the bid protest.

The third resolution presented was for an amendment of an existing Fare Vending Machine Refresh agreement with Flowbird America Inc. for additional smart cards and paper tickets in the amount of \$911,246.39 and a new total not to exceed amount of \$12,477,447.41.

The Technology Committee concluded that these services are needed and respectfully recommends that the Board vote in favor of the resolution to authorize this amendment.

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.

Following the presentation of the proposed resolutions, the Committee was presented with information about the recent usage of rail system automatic passenger counters or APCs and the data analysis that PRT can conduct using APCs to better track ridership and fare collection on the rail system.

That concluded the report of the Technology Committee.

Under New Business, the Board recognized former PRT Board members Doyle, Brewster, Mizgorski and Pisciotano and thanked them for their devoted and excellent service as PRT Board members.

The Chair announced the next Regular meeting of the Board will be October 24, 2025.

With no further business the meeting was adjourned.

Approved