

PITTSBURGH REGIONAL TRANSIT
MINUTES OF THE REGULAR BOARD MEETING
FRIDAY, APRIL 25, 2025

The Regular Meeting of the Board of Pittsburgh Regional Transit (PRT) was held on Friday, April 25, 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, Joseph Totten, Senator Lindsey Williams, Rep. Aerion Abney, Tia McClenney and Tom Burgunder. The following members participated via TEAMS: Ali Doyle and Emma Shoucair. The Board Solicitor was represented in person by Sandy Garfinkel.

The Chair called the Regular Meeting to order.

A recommendation was made for approval of the minutes of the March 28, 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 requested a moment of silence for the following retirees who are no longer with us: Operators Charita Austin, Myron Yeates, Chuck Farkas, William Harris, John Gombos, and Charles Koenig; Farebox repairperson Harry Wolfe; Dispatcher Alice Bartley, Auto Mechanic Charles Scullon; Instructor Michael Henry; and technician William Kellington.

As PRT continues to have discussions around its funding crisis, CEO Kelleman shared a few heartbreaking stories from riders about the potential loss of service. She remarked that it's particularly important to lower income families and multi-generational families that live in the same house.

CEO Kelleman continued that "Starting July 1, we face a projected budget shortfall of \$100 million in next year and that budget deficit increases year by year. We've talked about how our state funding was a 10-year platform and that state funding might go up 3% a year and our costs can go up anywhere from 7 to 10%. And that's just holding with everything that we're doing. Adding that we get a lot of conversations about has PRT saved money and have we've been saving money going back 12 years to the passage of Act 89."

"Our unions negotiated different benefit structures to help make ends meet and get more service on the street. We have done unprecedented things not just a four-year wage freeze for non-bargaining folks, but things like bringing our IT servers back inhouse, while other folks are taking servers out, saves PRT \$1,000,000 a year; we refinance debt for \$3,000,000 a year; and our HR team is tireless looking at different ways that we can slice and dice our benefits so we can make sure that we are getting folks what they need in the most cost-effective way. Our engagement and advocacy group will be hosting a vendor day on May 14 that we are excited about with the goal to connect our prime vendors to smaller businesses so we can grow our economy but be cost efficient at the same time. PRT has been focusing on drawing down these costs and frankly we've cut the fluff and now it's where service is where we go."

“Without additional state operating assistance, we're looking at reducing more than a third of our service, losing 41 bus routes. We have peers that don't even operate anywhere near that service. We're discontinuing what would be an entire system in other cities.”

“We would have 50% less service on ACCESS. Paratransit would be a shell of what it is today. And even with drastic cuts to ACCESS, what we would still be serving is very difficult to get to. Folks would have longer waits, more transfers, and fewer options.”

“And part of our approach in this budget has been to make sure that we can land after our customers, our stakeholders and passengers have enough time to react, to speak to their friends in the legislature, and to see what that new reality is going to be. When transit stops, the economy slows down, employers lose access to their workforce, congestion gets worse, communities are less connected and less equitable. The cuts we're talking about remove 50,000 jobs and 180,000 people from direct service, and that doesn't even include a transfer.”

“Now we know that public transit pays off, adding that every dollar invested in transit returns \$4.00 to the local economy, and we are a picture of that. PRT has spent \$2 billion in the Commonwealth in the past five years. It's one of the smartest, most effective investments we can make. And regardless of how much or how little service that we're running, we still continue to invest in riders, our staff and our future infrastructure still needs to be maintained and training for employees is as important as ever. Whether we have 2600 employees or we have 1800 employees, they still need training, folks still need support, we still need phones.”

CEO Kelleman noted that PRT will be coming to its committees with procurements on things which support the broader agency. They are not expansions. “They are bare bones for our riders out there. We have put freezes in house on our non-essential hiring along with freezes on our non-essential travel. We are ratcheting through every single expense that comes out from this building. Our legal and safety recently has recommended a change and how we take cars instead of doing a rental car or fully insuring our entire fleet, is there a more cost-effective way that we can be covered and save money?”

“You will see a BRT project going for capital that's been planned for 10 years. And at the same time, we're looking at what's the most cost-effective way to get tickets out there. Can we save money by making sure there's free Wi-Fi and you can get a ticket on a smartphone while ensuring folks who don't have that access can get a ticket? So, we continue to adapt and modernize and improve because it's what you want and it's what you deserve here in Allegheny County.”

CEO Kelleman next recognized eight of our professional transit operators with Safe Driving Awards for reaching at least 20 years without a single reportable crash — a remarkable milestone that speaks to their skill, consistency, and dedication to the communities we serve.

The following operators were acknowledged for 25 years without a reportable accident: Timothy Boback, Timothy Clark, Anthony Cross, Paul Filicko, Linda Washington and Michael Young. Operators Troy Weems and Todd Laurent were celebrated for 20 years without a single reportable accident. Together, they represent 190 combined years of safe, reliable driving and we couldn't be prouder.

That concluded the report of the Chief Executive Officer.

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

It was reported that the Committee reviewed four 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 bids listed in the resolution for the total amount of \$2,143,097.30.

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

It was also reported that the Committee received a quarterly update of upcoming solicitations.

That concluded the report of the Performance Oversight Committee.

The Chair called on Member Ali Doyle, Chair of the Finance Committee for a report.

The following March 2025 financial results were presented at the meeting. It was reported that Total Operating Income for March was above budget by approximately \$300,000 due to higher Interest Income. Total Expenses for March were below budget by \$3.1 million due to every expense category being under budget except for the Utilities and ACCESS categories.

Through March, total Operating Income is about \$1.1 million higher than last fiscal year due to higher Interest Income and Advertising Revenue. Passenger Revenue is \$22,000 below last fiscal year. Total Expenses through March are \$1.3 million higher than last fiscal year due to all expense categories being higher except for the Provision for Injury & Damages and Employee Benefits categories.

Total Subsidy through March is \$91.1 million lower than last fiscal year due to lower Preventative Maintenance invoicing and the completion of Federal Stimulus invoicing.

Finally, it was reported that PRT ended March with \$417.1 million in operating reserves.

That concluded the report of the Finance Committee

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

At the meeting, staff presented an update on the NEXTransit Downtown Infrastructure Plans. The NEXTransit Downtown project was designed to update downtown bus routes ahead of the PRTX University Line updates. Beginning in 2023, these service routings have been slowly implemented over the last five or six service changes.

Ahead of the June 22, 2025, service updates which include the University Line downtown changes, some infrastructure will be installed, including modular curb extensions which serve as bus platforms

adjacent to the sidewalk at six locations downtown to provide more space for waiting riders at larger volume stops or in areas with small sidewalks.

These platforms are made of a composite rubber material and are an alternative to permanent concrete curb extensions. A platform of this style is in place at Liberty Avenue at 10th Street and has been there for several years for reference.

There will also be some changes to signs and pavement markings to support these platforms and some bus turning movements.

Routing adjustments, which will be presented in detail next month, include nearly 20 bus routes and dozens of bus stop changes downtown with the NEXTransit implementation.

Also at the meeting, staff gave an update on the Allegheny County Transit Council and Committee for Accessible Transportation.

It was reported that ACTC met on April 23 where staff provided the Council with an update on the procurement of new rail cars. Their next scheduled meeting is May 21.

CAT did not meet in April. Their next regularly scheduled meeting is May 8.

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

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

The Committee reviewed one bid. The item presented was for Employment Testing & Validation Services.

The Committee determined the bid to be in accordance with PRT's procurement policies and procedures, and the price fair and reasonable.

The Technology Committee recommended the award of the item as listed in the resolution for the total amount of \$348,000.

On behalf of the Technology Committee, Member 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 reported that due to recent changes in the Board's membership, she appointed certain new members to the Board's Standing Committees and appointed certain members to serve as Chairs of Committees.

Member Tia McClenney has been appointed to Chair the Performance Oversight and Monitoring Committee, on which she already serves as a member; and Member Tom Burgunder has been appointed to Chair the Technology Committee, on which he already serves as a member. As Chairs of their respective Committees, Member McClenney and Member Burgunder will also serve as members of the Governance Committee.

Senator Lindsey Williams has been appointed as a member of both the Performance Oversight and Monitoring Committee and the Finance Committee.

Representative Aerion Abney has been appointed as a member of the Planning and Stakeholder Relations Committee.

Chair Liptak also appointed three members, Stephanie Turman, who will serve as Chair, Ali Doyle, and Emma Shoucair to serve on the Nominating Committee. The Nominating Committee is being convened to identify candidates for certain Board Officer positions, specifically, the office of Vice Chair and the office of Secretary which are vacant due to the recent departures of former PRT Board members. To fill those vacant Officer positions, PRT's Board will hold a Special Election at an upcoming Board Meeting. Prior to that, the Nominating Committee will identify a slate of candidates to propose for consideration to be elected to fill the two vacant officer positions.

Chair Liptak thanked the appointed members for agreeing to serve in their new Committee roles and added that their service is appreciated.

There was one speaker under the public comment portion of the meeting.

Mr. Giovanni Montagnino, a residence of Heidelberg, addressed the Board regarding the impacts of the proposed service cuts would affect him. He has been riding PRT buses for many years. He relies on the bus to go to work, go to the train station, airport, Kennywood, Sandcastle, and more importantly, Pirate games.

This is his only means of transportation to get around Pittsburgh. Adding that it saves on energy and the environment.

When he first heard about PRT's proposed service cuts about a month ago, he was shocked and devastated. A total of 40 buses will be eliminated, along with the Silver Line, including ending service at 11:00 PM daily, and eliminating special service events including the Pirate games, Steeler games, concerts and more importantly, the NFL Draft next year.

Mr. Montagnino concluded his remarks by saying that he hopes Governor Shapiro and the Senate can give us the \$117 million we need to save PRT.

The Chair announced the next Regular meeting of the Board will be May 23, 2025.

With no further business the meeting was adjourned.