

PITTSBURGH REGIONAL TRANSIT
MINUTES OF THE REGULAR BOARD MEETING
FRIDAY, JANUARY 30, 2026

The Regular Meeting of the Board of Pittsburgh Regional Transit (PRT) was held on Friday, January 30, 2026, 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, Dr. Chris Brussalis, Senator Lindsey Williams, Joe Totten, Bobbie Fan and Laura Sohinki. The following members participated via TEAMS: Emma Shoucair, Representative Abney and Tom Burgunder. Board Solicitor Amanda Kraft attended in person.

The Chair called the January 2026 Regular Meeting to order.

A recommendation was made for approval of the minutes of the November 21, 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 requested a moment of silence for the retired employees who passed away since we last met: Operators John Cappetta, Joseph Devlin, Edward Gillett, Benjamin LeDonne, Willie McGee, Timothy O'Brien, Leslie Puff, and Thomas Weidner; Wireman Robert Kulik; and Technician Ralph Holland.

CEO Kelleman also wanted to take a moment to recognize the passing of Paul O'Hanlon in late November. Paul was a passionate attorney and advocate whose work advanced public transit access, disability rights, housing justice, and voting rights across our region. His leadership and commitment to making this region more equitable and accessible left a lasting impact on our community.

Before we move into today's agenda, Katharine took a moment to recognize the extraordinary work that took place across our agency this week. Our region just endured one of the most severe snowstorms in Pittsburgh's history. It challenged our streets, our infrastructure, and our ability to move people safely. But above all, it tested our workforce, and she could not say strongly enough how proud she is of how they responded.

Across this organization, employees stepped up under extremely difficult conditions. Operators reported for duty despite treacherous roads. At the same time, crews worked around the clock in freezing temperatures to clear rail lines, busways, park-and-rides, and key corridors so service could safely resume. When an overhead power line on the rail system snapped early Wednesday morning and shut down service, teams responded immediately by diagnosing the issue, making repairs, and restoring power later that day.

At the same time, employees coordinated fieldwork, operations, and rider information in real time as conditions changed. Communications and Customer Service Department staff worked tirelessly to provide clear, timely updates.

CEO Kelleman also acknowledged and thanked our union partners, whose members were on the front lines throughout this storm. Our ability to respond effectively in emergencies depends on that partnership, and this week underscored just how important it is.

Ms. Kelleman noted that these were not easy decisions -- and they were not easy days. Suspending service when conditions became unsafe was the right call, but it came only after extraordinary efforts by our frontline employees to continue serving riders for as long as it could be done responsibly.

On behalf of the entire leadership team, and her personally, she said thank you. Thank you for the grit, the professionalism, and the care you showed for our riders and for one another. Thank you for representing this agency with integrity under some of the toughest conditions we have faced in decades.

That concluded the remarks of CEO Katharine Kelleman.

The Chair called on Member Laura Sohinki, member of the Performance Oversight Committee, for a report.

The Performance Oversight Committee met last week. The Committee agreed to recommend seven resolutions for the Board's consideration.

The Committee first reviewed three 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 for the total amount of \$2,155,460.80.

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

The next resolution presented would authorize PRT to settle a public liability claim.

It was reported that an accident occurred involving a passenger on a PRT bus in July 2018 in Robinson Township. The passenger suffered alleged physical injuries as a result of the accident and has filed a lawsuit against PRT seeking monetary recovery for her alleged injuries.

The Performance Oversight Committee recommended authorizing a settlement payment to the claimant in the total not-to-exceed amount of \$199,000, with no admission of guilt or liability by PRT, to fully and finally settle the claim.

On behalf of the Performance Oversight Committee, Member Laura Sohinki 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 amend the agreement to provide Drug and Alcohol Compliance Program Services.

It was reported that in November 2022, PRT's Board authorized the award of Agreement to Commercial Consulting to provide the services for an initial three-year term for a total not-to-exceed amount of \$1,331,001.68, to be allocated through task specific services. The agreement also authorized two additional one-year option periods to be exercised at the sole discretion of PRT.

In accordance with US Department of Transportation policy, this resolution will also amend the agreement to add the services of mobile oral fluid testing for drugs, including training, once the Pennsylvania Department of Human Services approves the labs for testing.

The Performance Oversight Committee has determined that it is in its best interest to exercise the first option year and extend the agreement to March 1, 2027, with no increase to the previously approved total not-to-exceed amount.

The Performance Oversight Committee also recommended amending the agreement to include mobile oral fluid testing, once approved by DHS, as an identified service to be provided by Commercial Consulting.

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

Next, it was reported that in order to attract and retain a talented non-represented workforce at a competitive rate in the marketplace, PRT wishes to amend the agreement with The Segal Company (Eastern States), Inc., for Compensation Market Study Services.

The initial agreement entered into on January 20, 2023, was for a three-year period for a total not-to-exceed amount of \$270,000.00, with the option to extend the agreement for up to two additional one-year periods.

The Performance Oversight Committee recommended extending the term of the agreement to January 20, 2027, and increasing the not-to-exceed amount by \$55,000.00.

On behalf of the Performance Oversight Committee, Member Laura Sohinki 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 enter into an agreement to provide non-destructive testing services for steel rail. The services would include annual testing of the steel rail for internal flaws using ultrasonic testing equipment capable of recording the inspection results for future analysis. In addition, emergency testing services would be provided on an as needed basis.

The Performance Oversight Committee recommended entering into a three-year agreement with Smith-Emery Laboratories, Inc., for a not-to-exceed amount of \$375,000.00 and will include the option to extend the agreement for up to two additional one-year periods to be exercised at the sole discretion of PRT.

On behalf of the Performance Oversight Committee, Member Laura Sohinki 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 extend and amend contracts for ancillary construction services.

It was reported that in January 2022, PRT's Board authorized the award of six construction contracts to provide ancillary construction services for upgrades and improvements to property and facilities owned and/or operated by PRT.

Three-year contracts were awarded to Michael Facciano Contracting, Inc. for General Heavy Highway Construction; Arcon Contracting, Inc. for General Building Construction; Tedesco Excavating and Paving, Inc., for Plumbing Construction; TSB, Inc., d/b/a Schultheis Electric for Electrical Construction; SSM Industries, Inc. for HVAC Construction; and Railworks Track Services, Inc. for Railroad Construction.

It was noted at the meeting that the services performed pursuant to these Agreements are based on estimated labor and equipment rates and allowances for materials, subcontractors and specialty services to be provided and are identified and issued on an individual work order basis subject to a total authorized not-to-exceed amount for each contract.

The initial contracts also included an option to extend the contracts for two additional one-year terms at the sole discretion of PRT.

The Performance Oversight Committee recommended exercising the second option year to extend all contracts and also recommends increasing the total not-to-exceed amount of the contract with Arcon Contracting, Inc., for General Construction, to \$18,433,952.00.

On behalf of the Performance Oversight Committee, Member Laura Sohinki 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 to amend agreements to provide construction management and program management contract services.

It was reported that in January 2023, PRT's Board authorized the award of agreements with seven firms under the categories of Bridges; Heavy & Highway; Garage & Facility; Rail & Systems; and Program Management.

The Agreements were for an initial term of three years and a total not-to-exceed amount of \$50,000,000, with the option to extend the term of agreements up to two additional one-year periods at PRT's sole discretion.

The Performance Oversight Committee recommended authorizing amendments to the respective agreements with SAI Consulting Engineers, Inc., Urban Engineers, Inc., CDR Maguire, Inc., Hill International, Inc., WSP USA, Inc., Parsons Transportation Group, Inc., and TRC Engineers, Inc., to extend the term of Agreements one additional year through March 31, 2027.

On behalf of the Performance Oversight Committee, Member Laura Sohinki 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 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 two items for the Board.

First, staff presented an update on the February service changes. It was reported that routes that were shown as detours will be updated to permanent routes. These include routes at The Waterfront, along Forbes Avenue in Oakland, and the 54 that crosses the Herron Avenue Bridge. Specific route details have been made available on PRT's website and signage will be posted at impacted bus stations and stops.

Next, staff presented an update on the PRT Public Art Action Plan and Heinz Grant Funding. It was reported that PRT was awarded a \$240,000 grant over 18 months through the Art & Culture Program. This will fund the conservation of the existing LRT collection; creation of essential foundational documents; fund administration; provide maintenance and conservation education; promote broader staff and community awareness; and introduce public tours.

Goals of the Public Art Action Plan include developing a strong foundation; engaging riders through community-centered art; and advancing artist participation.

Chair Turman asked for any questions or comments. Member Fan requested a brief update on the marketing plan for the ReadyFare card.

Adam Brandolph, deputy chief communications officer, gave a brief update on the project. He reported that there will be broad outreach coming in the next few weeks. After that, we'll get into a more detailed campaign. We first want to make sure people are aware that we're making this change before anything actually changes. We'll be distributing the ReadyFare card when it's available to the legislative offices that distribute connect cards today. There will be a plan that shows for the different groups, for example seniors and half-fare groups, what you need to do, how you need to be prepared, and what we're doing to make sure that you have the information you need so you can get the card that you need.

CEO Kellman added that we have a bunch of moving parts going into this year. As everyone is aware, we have the NFL draft coming up. It's getting the information out to folks ahead of time, letting them know what's going on, but then the window for actually rolling out the new fare cards and kicking off that program will not start until the summer after the draft. Now summer is not the best time because people travel, so looking at how that summer rollout goes, we can extend it.

There's just a lot going on and we want to make sure that we're hitting folks where we want to be useful in communicating this because a choice is not getting folks the changes that they deserve and need versus confusing them with too much information.

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

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

Chair Shoucair reported that the Finance Committee met last week, where two resolutions and the November and December 2025 financial results were presented.

The first resolution presented was seeking authorization to adopt the Collective Bargaining Agreement with the International Brotherhood of Electrical Workers, Local 29, or IBEW. The existing agreement with IBEW, which is set to expire on April 30, 2026, covers the terms and conditions of employment for certain PRT employees of the Finance Division and Customer Service and Benefits Departments.

Representatives of PRT and IBEW have agreed on the proposed terms and conditions listed in Exhibit A attached to the resolution and it was noted at the meeting that IBEW members have recently ratified these proposed terms and conditions.

The Finance Committee recommended the Board approve and ratify the proposed terms and conditions set forth in Exhibit A of the amended agreement effective May 1, 2026 through April 30, 2028.

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

The second resolution presented was seeking authorization for PRT to apply for and enter into agreements for Calendar Year 2026 Operating and Capital Grant Funds.

It was reported that in many instances, the time-period for developing and submitting grant applications, and entering into grant agreements for funds awarded, is limited, requiring PRT to move promptly to submit applications for available funds.

This resolution would allow PRT to submit applications in a timely fashion for grants that become available in Calendar Year 2026.

It was noted that PRT's Finance Department will provide regular reports to PRT's Board concerning grants applied for and awarded during calendar year 2026.

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

Next, the following November and December 2025 financial results were presented.

It was reported that Total Operating Income for November was over budget by approximately \$603,000 due to higher Interest Income and Advertising Revenue. Total Expenses for November were below budget by \$2.6 million due to vacant positions and lower Purchased Services and Materials & Supplies.

For the month of December, it was reported that revenue was over budget by approximately \$217,000 due to higher Interest Income. Total Expenses for the month of December were below budget by \$3.6 million due to lower than budgeted Wages and Benefits.

Through December, total Operating Income was about \$866,000 higher than last fiscal year due to higher Interest Income and Advertising Revenue. Total Expenses through December were \$11 million higher than last fiscal year due to higher Wages and Employee Benefits, specifically an increase in Pension Expense.

Total Subsidy through December was \$12.7 million lower than last fiscal year due to fully expending federal stimulus funding during FY 2025 and lower State Operating Assistance.

Finally, it was reported that PRT ended December with \$378.2 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 met last week and presented two resolutions for the Board's consideration.

The Committee first heard a presentation under the awarding of bids resolution to provide SysAid ITSM software for a three-year period, without a renewal option.

The Technology Committee recommended entering into a contract with the lowest responsive and responsible bidder, Digital Net Solution LLC d/b/a Mars Bear Inc., in the estimated amount of \$166,666.95.

On behalf of the Technology Committee, Chair Tom Burgunder 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 enter into agreements with a pool of firms to provide AIS Technology Consulting Services under a number of different categories. Each agreement would be for an initial four-year period, with the option to extend the term of each agreement up to two additional one-year periods at the sole discretion of PRT.

A total not-to-exceed amount of \$11,680,000, allocated on an as-needed basis through task specific work orders, is recommended.

The Technology Committee recommended entering into separate agreements with the firms listed in Exhibit A to the resolution under the designated categories and subject to the identified term and not-to-exceed amount.

On behalf of the Technology Committee, Chair Tom 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.

The Chair called on Member Senator Lindsey Williams, Chair of the Financial Audit Committee, for a report.

Senator Williams reported that the Financial Audit Committee held its annual public meeting on Thursday, January 22, 2026.

It was reported that representatives from Maher Duessel, Certified Public Accountants, presented the results of the FY 2025 Audit Report. Maher Duessel advised the Committee that the FY 2025 Audit Report concluded that PRT's FY 2025 financial statements fairly present PRT's financial position as of June 30, 2025 and June 30, 2024, respectively, and that PRT has adequate controls in place to ensure accurate financial reporting and compliance with relevant laws, regulations, contracts, and grant agreements.

Next, Senator Williams proposed that the Board formally accept the FY 2025 Audit Report and authorize the Chair of PRT's Board and the Chair of the Financial Audit Committee to sign the Report indicating its formal acceptance by PRT.

On behalf of the Financial Audit Committee, Chair Senator Lindsey Williams respectfully requested approval of the resolution. It was moved, seconded and unanimously agreed that the resolution be approved as presented.

Chair Liptak moved onto public comment at this time. There were six speakers who addressed the Board at the January 2026 meeting.

The first speaker was Nicole Gallagher, a community organizer with Pittsburghers for Public Transit, stated that organizing around transit justice is about ensuring that all people have the freedom to move. To travel safely and with dignity everywhere we need to go, all communities should have the ability to freely access their places of school and work, grocery stores, healthcare, and places of recreation and play. Right now, that freedom is under attack by ICE. We have seen the ways that they have systematically targeted our community of transit riders, which are disproportionately people of color, disabled persons, low-income people and immigrants. It is also clear that ICE is not limiting themselves to that community, but also detaining and inflicting violence on other communities.

Ms. Gallagher urged PRT to be prepared to protect their riders and workers from ICE. This means that workers need real clarity about what should happen if ICE tries to board a bus, railcar, incline or garage.

Allegheny County Council is considering legislation barring cooperation with ICE. This should be looked to as a guide for what PRT should be considering. PRT needs a plan now that puts your riders and workers first. As the only legal mechanism for undocumented people to travel around our region, we need transit to be safe.

The next speaker was Laura Chu-Wiens, Director of Pittsburghers for Public Transit. She was there today to call on legislators and the PRT Board of Directors to ensure that PRT does not implement the bus line redesign without first addressing the concurrent funding, ridership and reliability crises. It should have specific goals, accountability to outcomes and engagement processes in line with what we've detailed in the road map to a bus line redesign for all.

We agree that change is needed at PRT. It's vital that PRT makes changes to address those concurrent ridership, reliability and funding crises, but overhauling the system in an environment of inadequate and uncertain funding is a recipe for disaster. We can't afford a cost neutral redesign, which will lock in place the 20 percent service cuts we've experienced in just the last five years of the pandemic, and force unconscionable choices about which community will get more transit at the expense of others when all communities need and deserve more.

PRT must ensure the bus line redesign will provide tangible service benefits to riders overall by having expanded funding in place and a design that plans to equitably and effectively allocate that additional service. And if riders endure this massive disruption, the plan must be fully implemented, unlike the last PRT bus line redesign, the TDP.

From 15 years ago, in 2011, many of the routes that had just begun to be implemented in the TDP were rolled back and others were not implemented at all because PRT had to cut 15 percent of overall service due to a lack of dedicated and expanded state funding. PRT should focus on addressing its ridership and service reliability issues now. Ridership and reliability are the two most fundamental metrics by which a transit agency should be evaluated for success. And yet our system has no apparent goals or accountability towards making improvements. This is creating a crisis for riders and for our region.

Ridership is at 60 percent pre-pandemic levels and falling. One out of every three buses do not drive as scheduled. Frankly, making progress on these metrics will put PRT in a much stronger position to secure state funding by increasing local fare revenue and PRT share of the state funding formula. Growing ridership will improve service efficiency by ensuring PRT is carrying more riders per service hours and improving the quality of the service will grow customer and business support.

Our next speaker, Stuart Strickland, is a regular longtime transit rider and current secretary of ACTC. His concern was the reported statistics from the 2025 annual service report regarding on-time performance. Speaking as a rider, we do expect the buses to arrive on time and deliver us on time, especially if we're trying to connect to another bus. What matters here is not the numbers themselves, but first of all to address the cause of that poor on-time performance. What is causing that bus to be late; Through ACTC, Mr. Strickland is aware that PRT is addressing the situation. He urged PRT to be transparent about what is discovered.

The next speaker, Danielle Wenner, is a professor and associate director of the Center for Ethics and Policy at Carnegie Mellon, and a regular PRT rider since 2013.

Danielle does not own a car and relies on PRT to get to work and to run errands, particularly when the weather is bad. Danielle was there to talk today about several overlapping issues that consistently impact the ability to get around the city. The regular bus is regularly 10 or 15 minutes late and the most recent ride from the South Side to home is a ride that the timetable indicates should take 36 minutes but took well over an hour. The route has also been incorrect on both the transit app and Google Maps for several months. Currently, both show the 54D exiting Polish Hill onto Bigelow Blvd. then taking the Bloomfield Bridge back into Bloomfield and picking up Liberty towards Oakland. The 54D has never taken this route, not even when the Heron Avenue Bridge was closed. Yet this is the route that is shown on these apps since at least fall of 2025. Finally, many buses fail to show up on real-time tracking on either app, or they will be there for part of a trip and suddenly disappear.

These issues overlap to make relying on PRT extremely difficult. Finally, with an incorrect route being posted, any travel to or from the stops that the apps are not showing is impossible to plan.

Danielle stated that new timetables must be a realistic portrayal of the actual time it takes to travel these routes in traffic. Timetables need to be reliable for riders, and they also need to be realistic so that drivers are not asked to either drive recklessly or be late. Next, PRT needs to ensure that live tracking is functioning on all its buses along all routes. PRT also needs to make timely announcements about service interruptions so that riders can make alternative plans.

PRT needs to address these basic service failures in the existing system before moving forward with plans to redesign our routes.

The next speaker, Cheryl Stevens, spoke as a transit rider and the community organizing manager for Pittsburghers for Public Transit. Ms. Stevens thanked the Board for approving the fluid testing in regard to the Drug and Alcohol Compliance Resolution.

Cheryl's remarks included the February service changes. She stated that on the service adjustment page it does not have links to the new schedules or any specific details on why the service changes are occurring for people who are taking these routes. When looking at the schedule, a lot of them say something to the effect of some daily trip times have changed to increase scheduling efficiency, which does not explain what days or which times have changed, or what scheduling efficiency means and for who. That doesn't give riders a lot of information on exactly what is happening with their route. It's important to be honest about the scale of the changes. Many of these routes appear to have lost service frequency. And if that's the case, riders deserve to have more transparency about exactly what's happening to the routes. Noting that some simple solutions could be restoring the time points onto schedules and reducing the number of changes on the schedules to not decrease frequency.

The final speaker was Judy Vanderbeck, a senior with low vision. Judy is a Shadyside resident who takes the bus a lot to Squirrel Hill, Oakland, Oakmont, downtown, strip, Southside and various other places for medical appointments, education, social, shopping and church.

Ms. Vanderbeck addressed the inaccuracy of the transit system in our region. It seems it's really declined, especially since the pandemic, and the inaccuracy of the transit schedules is causing her to opt not to take transit.

Ms. Vanderbeck urged staff to please put some energy into improving transit schedules with our technology. Ms. Vanderbeck echoed a number speakers before her who spoke about better time points and improved technology.

Our ridership has significantly declined in the Pittsburgh area, while we know it's increasing since the pandemic in other areas in the state, so let's work together to see what we can do.

There was no new business to discuss.

The Chair announced the next Regular meeting of the Board will be February 27, 2026.

With no further business the meeting was adjourned.