

# FY 2026 Summary of Public Comment Period for Proposed Fare and Service Changes

July 2025

Planning and Development Division



Pittsburgh Regional Transit

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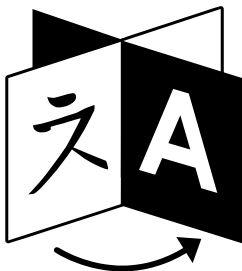


**Text PRT (space) and your stop number to 41411 for real-time bus information.**



**ACCESS Paratransit: 412.562.5353 or 711 (TTY)**

**DISCRIMINATION POLICY:** Section 601 of Title VI of the Civil Rights Act of 1964 states the following: No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation under any program or activity receiving Federal financial assistance.



## Translation?

¿Traducción? 需要翻譯?

ترجمة Traduzione? अनुवाद

**Customer Service 412.442.2000**

# CONTENTS

**BACKGROUND.....2**

**PUBLIC PROCESS AND ADVERTISING ..... 4**

**MATERIALS AVAILABLE AT PUBLIC HEARINGS .....18**

    Opening Statements in Braille.....19

    Proposed Fare and Service Changes Brochure/Board (English and Spanish).....29

    Proposed ACCESS Fare and Service Changes Brochure/Board .....45

    ACCESS 65 Plus One-Pager.....47

    ACCESS ADA Two-Pager.....48

**SUMMARY OF PUBLIC COMMENTS..... 50**

    Introduction .....50

    Public Comments by Proposal .....51

    Public Comments by Source.....54

**OVERALL ROUTE DETAIL .....55**

**CONCLUSION.....58**

# BACKGROUND

Port Authority of Allegheny County d/b/a Pittsburgh Regional Transit (PRT) is facing a significant operating deficit – largely a result of increased costs, rising inflation, lower ridership and fare revenue collected in the wake of the Covid-19 pandemic, and state operating assistance not increasing in proportion to these increased costs.

This deficit – \$100 million in Fiscal Year 2026 and growing each year – would essentially bankrupt the agency by 2028 after PRT spends down the remaining funds in its reserve account.

With no new financial support, PRT proposed one of the most drastic service reductions and fare increases in its history to stabilize service and sustain reliable - albeit significantly reduced - operations for the next decade. PRT is proposing a 35% reduction in bus and rail service and a 9% fare increase.

Despite PRT's intention to maintain a system that attempts to serve and support the people and businesses of Allegheny County, these cuts would create significant hardships and reduce, limit, or cut off access to thousands of people. The cuts would substantially reduce PRT's service footprint and make public transit less desirable, usable, and accessible.

These cuts would eliminate more than **40** bus routes and **the Silver Line light rail line** leaving dozens of communities without any public transit options and thousands of people without the ability to get to work, school, doctor's appointments, and more.

The impact of these cuts will not be limited to riders. Even those who don't use public transit benefit from it by taking cars off the road, reducing parking demand, and improving air quality, to name a few. The converse is also true: Decreased access to public transit would increase air pollution, the demand for parking, and put more cars on the road.

Moreover, those of us who don't use transit often rely on others who do. Fewer transit options would mean that the people we count on every day: dental hygienists, baristas, janitors, teachers, and so many others would have a diminished ability to get to work, reducing our ability to count on the services they provide.

This funding issue is not unique to Pittsburgh. It is similarly being felt in communities across Pennsylvania and in cities across the country – from San Francisco to Chicago.

Meanwhile, this crisis comes at a time when PRT has made meaningful progress in planning and developing a new bus network that would serve more people and jobs without any additional extra operational costs.

The Bus Line Redesign project, planning for which began in Fall 2023, would improve access throughout Allegheny County by adding new routes, new one-seat rides to top destinations, improve reliability by shortening route length and adjusting schedules, improve access to jobs, healthcare facilities, and grocery stores, and make better use of the busways by eliminating stop restrictions.

In Draft 1.0 of the redesigned network released in fall 2024, more than 400,000 residents (a 27% improvement) and nearly 340,000 job locations (a 10% improvement) would have access to 30-minute-or-better service. These improvements, and many others, position PRT for a more accessible, equitable, and sustainable future, but only if the funding crisis is resolved.

PRT supports a long-term solution that provides **dedicated, reliable, and growing state funding** for public transit across Pennsylvania. The agency has done its part: Since 2007, PRT has reduced annual operating expenses by more than \$50 million and increased non-fare revenue by over \$15 million.

Unfortunately, no amount of local reform or efficiency can replace the scale of funding at risk today.

The service reductions and fare increases are a last resort to preserve core service.

Without a sustainable solution from Harrisburg, Allegheny County's transit future – and that of communities across Pennsylvania – is in jeopardy.

It is our hope that a statewide solution is reached that helps maintain an adequate amount of transit service across Allegheny County for many years.

# PUBLIC PROCESS AND ADVERTISING

On Friday, March 28, 2025, Pittsburgh Regional Transit's Board unanimously approved a public comment period to begin on Monday, March 31 and end on Wednesday, June 18.

During the public comment period, comments on the proposals were accepted via an online comment form, in person at the Downtown Service Center, United States Mail, voicemail, and at three public hearings as detailed below:

Thursday, April 29, 2025

9 a.m. to 1 p.m. and 3p.m. to 7pm

David L. Lawrence Convention Center

Pittsburgh Ballroom, 3rd Floor

1000 Fort Duquesne Boulevard, Downtown Pittsburgh

Tuesday, May 6, 2025

9 a.m. to 1 p.m. and 3p.m. to 7pm

Soldiers & Sailors Memorial Hall

Auditorium, 1st Floor

4141 Fifth Avenue, Oakland

Thursday, June 12, 2025

9 a.m. to 1 p.m. and 3p.m. to 7pm

David L. Lawrence Convention Center

Room 303, 3rd Floor

1000 Fort Duquesne Boulevard, Downtown Pittsburgh

The purpose of the hearings was to receive public comment on the proposed service changes and fare increase.

Notice of the hearings, along with a description of the fare and service proposals, was widely publicized, including public advertisements and descriptions of the proposed fare increase and service reductions appearing in the New Pittsburgh Courier on April 9, April 16, and April 23 and in the Pittsburgh Post-Gazette on April 10, April 17, and April 24 as shown on the following pages.

## New Pittsburgh Courier – Proof of Publication

Date: April 23, 2025**PROOF OF PUBLICATION OF NOTICE IN THE  
NEW PITTSBURGH COURIER PUBLISHING COMPANY**

Under Act No. 587, Approved May 16, 1929, P.L. 1784

State of Pennsylvania)  
County of Allegheny)

Name: Stephan A. Broadus, Asst. to the Publisher of the New Pittsburgh Courier Publishing Company, a corporation of the County and State aforesaid being duly sworn, deposes and says that the New Pittsburgh Courier is a newspaper published once a week at 315 East Carson Street, City of Pittsburgh, County and State aforesaid, which was established in the year 1966, since which date said newspaper has been regularly issued in said county, and that a copy of the printed notice or publication is attached hereto exactly the same was printed and published in the regular editions and issues of the said weekly newspaper

**Public Hearing for Fare Increase & Service Reduction**

On April 9, 16 &amp; 23, 2025

Affiant further deposes that he/she is an officer duly authorized by the New Pittsburgh Courier Publishing Company, a corporation, publisher of the New Pittsburgh Courier, a newspaper published weekly, to verify the foregoing statement under oath and also declares that the affiant is not interested in the subject matter of the aforesaid notice or publication, and that all allegations in the foregoing statement as to time, place and character of publication are true.

Copy of notice or publication:



Stephan A. Broadus, Asst. to the Publisher

(Name) (Title)

New Pittsburgh Courier Publishing Company,  
a corporationSworn to and subscribed before me this 23rd  
day of April, 2025

Notary Public

Commonwealth of Pennsylvania - Notary Seal  
Allison A. Palm, Notary Public  
Allegheny County  
My commission expires June 22, 2027  
Commission number 1291582  
Member, Pennsylvania Association of Notaries

Statement of Advertising Costs to:

Pittsburgh Regional Transit  
Attn: Emily Salvatori  
345 Sixth Ave., 3rd Fl.  
Pittsburgh, PA 15222

for publishing the notice or advertisement as attached hereto on the above  
stated dates:

\$	1,232.46
\$	1,232.46
\$	1,232.46
\$	5.00
\$	3,702.38

New Pittsburgh Courier Publishing Company, a corporation,  
publisher of the New Pittsburgh Courier, a newspaper published  
weekly, hereby acknowledges receipt of the aforesaid advertising  
and publication of same.

Office:  
315 East Carson Street  
Pittsburgh, PA 15219  
Established: 1966  
Phone: 412-481-8302

New Pittsburgh Courier Publishing Company, a corporation,  
publisher of the New Pittsburgh Courier, a newspaper published  
weekly. I hereby certify that the foregoing is the original proof of  
publication and advertising costs in the subject matter of said  
notice.

Stephan A. Broadus, Asst. to Publisher

(Affiant's Signature)

I hereby notify that the foregoing is the original proof of publication  
for the advertising costs in the subject matter of said notice.

METRO

APRIL 9, 2025 / A6

# Bringing Black women together

'Jeshia Inspire' events succeeding in real unity

BY JESSICA PETERSON

It's the Feb. 20 event at "Class of 2022" and her team are making preparations for the third "Jeshia Inspire" event, to be held at a yet-to-be-determined date in June.

But no matter what date it is, one thing's for sure—Black women will have from this event with some knowledge and some connections.

More than 30 Black women showed up, some early, to Jeshia's second event, called "The Jeshia Inspire: A Night of Connection."

At Emerald City, the second floor space inside the Black-owned The Pitt Building downtown Pittsburgh, that's where Black women found from others like Jeshia Odom, who had a beauty and stylist career in Pittsburgh for over 30 years. They heard who Jeshia was and her growing up in public housing in Northern Virginia.

After her dream business, she's now a Chief Financial Officer, family therapist, and a mentor to other Black women in the city.

"How do you balance being a wife, a mother, a professional, a woman, an entrepreneur at the same time while also showing up being myself, being present, and showing all



JESHIA ODOM (LEFT) AND JAMIE BARKER

of your personality?" was the main theme of the event, Jeshia told the women. "How do you do all of these things and maintain

the woman you want to be?" As the Trump Administration tries to dismantle Diversity, Equity and Inclusion from the U.S., including promoting anti-diversity legislation to do the same, Black women coming together to learn from each other, and together, much action is needed, said Jeshia.

Jeshia told the Courier that every Black woman has at least one story and has lived a life of resilience in many forms. She said the organization, The Inspire, is in addition to Black, Puerto Rican, Mexican, South, Southeast Asian, and Black and Brown women.

"My main goal is to create an inclusive, empowering space where Black and non-Black women, and non-Black men, can share their stories, experiences, and professional and personal growth through shared experiences, shared challenges, and shared success."



JESHIA ODOM WAS A PANELIST DURING THE EVENT.

**NEW HORIZON THEATER, INC.**

**The Spinners**  
with House of Commons Quartet  
Friday, May 2 at 7:30 PM

Join the world's most famous funk band as they perform their new album "The Spinners" with the House of Commons Quartet. Don't miss this opportunity to see one of the most talented funk bands in the world perform live in the heart of Pittsburgh.

Get tickets: 724-440-1111  
5201 Reception Parkway • Suite 1000  
Pittsburgh, PA 15206

## Public Hearings & Comment Period for Proposed Funding Crisis Relief FY 2026 Fare Increases and Service Reductions

Public hearings and comment periods for proposed funding crisis relief FY 2026 fare increases and service reductions are being held on Tuesday, April 8, 2025, from 6:00 a.m. to 6:00 p.m. at the PRT Boardroom, 500 North 10th Street, Pittsburgh, PA 15222.

In addition to the public hearings, the PRT is providing a public comment period for the proposed fare increases and service reductions. The public comment period will be held from April 8, 2025, to April 15, 2025, at the PRT Boardroom, 500 North 10th Street, Pittsburgh, PA 15222.

The proposed fare increases and service reductions are being held on Tuesday, April 8, 2025, from 6:00 a.m. to 6:00 p.m. at the PRT Boardroom, 500 North 10th Street, Pittsburgh, PA 15222.

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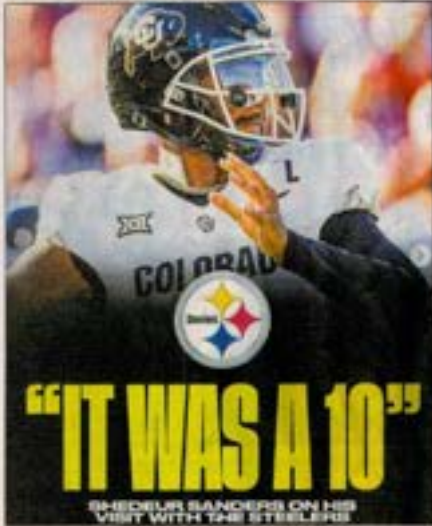
New Pittsburgh Courier – Advertisement for April 16

NEW PITTSMURGH COURIER

METRO

APRIL 16, 2025 \$6.00

# Shedeur Sanders to the Steelers? It...could...happen



## "IT WAS A 10"

SHEDEUR SANDERS ON HIS VISIT WITH THE STEELERS

Just weeks more, and the 2025 NFL Draft is scheduled to begin on Thursday, April 24, 2025, and will conclude on the same day. April 25, the day after the draft, is expected to be the day when the Pittsburgh Steelers' general manager, Art Rooney II, will announce the team's selections.

One of the most anticipated prospects in the draft is Shedeur Sanders, the son of NFL Hall of Famer, defensive back, Deion Sanders.

Many fans, pundits and analysts alike, have made the prediction that the son of Deion Sanders will be selected in the first round of the draft. But the odds are not as simple as they seem.

When it comes to predicting the outcome of any draft, it is a difficult task. It is a task that requires a deep understanding of the players, the coaches, the scouts, and the general manager. It is a task that requires a deep understanding of the game of football.

But one thing is for sure: Shedeur Sanders is a player who has the potential to be a star in the NFL. He has the talent, the speed, and the intelligence to be a star. He has the potential to be a star in the NFL.



INSIDE CONDITIONS  
SHEDEUR SANDERS

ing to become a first-round pick, Sanders has a lot of competition. He is not the only player who has the potential to be a star in the NFL. He is not the only player who has the talent, the speed, and the intelligence to be a star in the NFL.

But one thing is for sure: Shedeur Sanders is a player who has the potential to be a star in the NFL. He has the talent, the speed, and the intelligence to be a star in the NFL.

The competition that he faces is not just in the draft. It is in the NFL. It is in the eyes of the coaches, the scouts, and the general manager. It is in the eyes of the fans. It is in the eyes of the media. It is in the eyes of the world.

But one thing is for sure: Shedeur Sanders is a player who has the potential to be a star in the NFL. He has the talent, the speed, and the intelligence to be a star in the NFL.

First and foremost, Shedeur Sanders is a player who has the potential to be a star in the NFL. He has the talent, the speed, and the intelligence to be a star in the NFL.

## Public Hearings & Comment Period for Proposed Funding City-Related FY 2026 Fare Increases and Service Reductions

The Pittsburgh Regional Transit Authority (PRT) is seeking public input on proposed fare increases and service reductions for fiscal year 2026. The Authority is holding public hearings and a comment period to gather feedback from the community.

The proposed fare increases and service reductions are part of the Authority's annual budget process. The Authority is committed to providing high-quality transit service to the community while maintaining financial stability.

The public hearings and comment period will allow the community to voice their concerns and suggestions. The Authority will take all feedback into consideration when making final decisions.

- Public Hearings:**
  - Monday, April 21, 2025, 7:00 PM to 9:00 PM** at the PRT Main Office, 1000 Liberty Avenue, Pittsburgh, PA 15222.
  - Monday, April 21, 2025, 7:00 PM to 9:00 PM** at the PRT Main Office, 1000 Liberty Avenue, Pittsburgh, PA 15222.
  - Monday, April 21, 2025, 7:00 PM to 9:00 PM** at the PRT Main Office, 1000 Liberty Avenue, Pittsburgh, PA 15222.
- Comment Period:**
  - The comment period will run from April 21, 2025, to May 1, 2025.
  - Comments can be submitted online at <https://www.prt.org/comment> or by email at [comments@prt.org](mailto:comments@prt.org).

The Authority is committed to providing high-quality transit service to the community while maintaining financial stability. The public hearings and comment period will allow the community to voice their concerns and suggestions. The Authority will take all feedback into consideration when making final decisions.

For more information, visit <https://www.prt.org> or call 412-222-7272.

Authority of Regional Transit Authority (PRT) Board and Service Reductions

Proposed Fare	Current Fare	Percentage Change
Adult Single	\$2.50	0.00%
Adult Round Trip	\$4.50	0.00%
Senior Single	\$1.50	0.00%
Senior Round Trip	\$2.50	0.00%
Student Single	\$1.00	0.00%
Student Round Trip	\$1.50	0.00%
Transit Pass (30 Days)	\$45.00	0.00%
Transit Pass (90 Days)	\$120.00	0.00%
Transit Pass (365 Days)	\$360.00	0.00%
Transit Pass (5 Years)	\$1,800.00	0.00%

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For more information, visit <https://www.prt.org> or call 412-222-7272.

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NEW PITTSBURGH COURIER

METRO

APRIL 23-25, 2025 \$6

# Gov. Shapiro in Pittsburgh for first time since arson attack

By Rob Taylor Jr.  
Courier Staff Writer

Gov. Shapiro returned to be a firefighter since the April 21 arson attack.

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Gov. Shapiro and Pittsburgh Fire Department members.



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Gov. Shapiro returned to be a firefighter since the April 21 arson attack.

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# 'It's A Shame' if you don't see the Spinners, May 2

SPINNERS FROM AT

When Parris Johnson (the Spinners) last night and one of the group's original and founding members who died in 2009 in his home (12-41 St. The group was inducted into the 1980s and 1970s. The group was inducted into the 1980s and 1970s.

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## Public Hearings & Comment Period for Proposed Funding Crisis Related FY 2026 Fare Increases and Service Reductions

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## Pittsburgh Post-Gazette – Affidavit – 4/10/2025

**Pittsburgh Post-Gazette**

2201 Sweeney Drive  
Clinton, Pennsylvania, 15026

**AFFIDAVIT OF DISTRIBUTION**

STATE OF: **PENNSYLVANIA**  
COUNTY OF: **ALLEGHENY**  
CITY OF: **PITTSBURGH**

I, Brianna DeJames, being duly sworn on oath says she is and during all times herein stated has been the publisher of the publisher's designated agent in charge of the publication known as

**PITTSBURGH POST-GAZETTE ("Publisher")**

and has full knowledge of the facts herein stated as follows: Print Advertising was distributed April 2025, in accordance with the campaign dates indicated below:

Advertiser: Pittsburgh Regional Transit  
Order #: 189611  
Date(s) of Insertion: 4/10/2025  
Ad Size: 1/2 Vertical (5.04 in x 19.75 in)  
Ad Cost: \$1,500

By: 

Brianna DeJames

State of: Pennsylvania  
County of: Allegheny

Subscribed and sworn to before me  
This 10th day of April, 2025

Notary Seal:



Commonwealth of Pennsylvania - Notary Seal  
Christian Hoerger, Notary Public  
Allegheny County  
My commission expires July 18, 2028  
Commission number 1647942  
Member: Pennsylvania Association of Notaries

National

IDAHO QUADRIUPLE MURDER TRIAL

# Hearing could set rules for evidence, other details

By Rebecca Berman  
Associated Press



Mr. Kallenberg's family is expected to testify in the upcoming trial.

BOISE, Idaho — Prosecutors and attorneys for a man charged in the killings of four University of Idaho students in 2017 agreed on the first round of the trial, which began today. The trial is expected to last several weeks.

Mr. Kallenberg, 32, is charged with murder in the stabbing deaths of Ethan Chapin, Kiana Kemmle, Madison Morgan and Kaitlyn Goodrich at a student house near campus in Moscow, Idaho.

Mr. Kallenberg, then a student at Washington State University, was arrested in February 2018 following an investigation and they searched his DNA in genetic material recovered from a knife found near the crime scene.

When asked to enter a plea to the charges, Mr. Kallenberg, 32, pleaded not guilty, prompting the judge to enter a not guilty plea on his behalf.

Jury selection in the case is expected to begin July 11, with the trial starting Aug. 11. The trial is expected to take nearly three months to complete.

Attorneys on both sides of the case have filed hundreds of pages of legal motions, including whether Mr. Kallenberg should face the death penalty if he is convicted, whether the defense team should be allowed to testify about the "truth" of the case, and whether the defense team should be allowed to testify about the "truth" of the case.

Mr. Kallenberg's family is expected to testify in the upcoming trial.

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# Woman can testify Weinstein used force to rape, judge rules

By Michael R. D'Amico  
Associated Press



NEW YORK — A woman who says Harvey Weinstein raped her in 2013 can testify that he used force to rape her, a judge ruled today.

Judge Charles J. Fuchs ruled that the woman, who says she was raped by Weinstein in 2013, can testify that he used force to rape her.

Mr. Weinstein's defense team argued that the woman's testimony was unreliable and that she was not credible.

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## Public Hearings & Comment Period for Proposed Funding Crisis-Related FY 2026 Fare Increases and Service Reductions

The Pittsburgh Regional Transit Authority (PRT) is holding public hearings and accepting comments on proposed fare increases and service reductions for fiscal year 2026. The proposed changes are necessary to maintain the system's financial stability and ensure the highest quality of service for all riders.

The public hearings will be held on the following dates and locations:

- Monday, April 14, 2025, 6:00 PM to 8:00 PM, PRT Headquarters, 1000 Liberty Avenue, Pittsburgh, PA 15222-1000
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**Pittsburgh Post-Gazette**

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**AFFIDAVIT OF DISTRIBUTION**

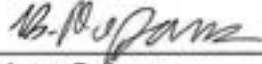
STATE OF: **PENNSYLVANIA**  
COUNTY OF: **ALLEGHENY**  
CITY OF: **PITTSBURGH**

I, Brianna DeJames, being duly sworn on oath says she is and during all times herein stated has been the publisher of the publisher's designated agent in charge of the publication known as

**PITTSBURGH POST-GAZETTE** ("Publisher")

and has full knowledge of the facts herein stated as follows: Print Advertising was distributed April 2025, in accordance with the campaign dates indicated below:

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Ad Cost: \$1,500


By:   
Brianna DeJames

State of: Pennsylvania  
County of: Allegheny

Subscribed and sworn to before me  
This 23rd day of April, 2025

Notary Seal:

Commonwealth of Pennsylvania - Notary Seal  
Kelly M. Maseth, Notary Public  
Allegheny County  
My commission expires March 15, 2029  
Commission number 1275373  
Member, Pennsylvania Association of Notaries



# Officials report bond sale, boast about fiscal health

PROGRESS FROM A-1

The city's bond sale was a success, officials said, and the city's fiscal health is strong. The city's bond sale was a success, officials said, and the city's fiscal health is strong. The city's bond sale was a success, officials said, and the city's fiscal health is strong.

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People line up outside the Allegheny County Courthouse in downtown Pittsburgh on Wednesday. The city is seeking to raise \$1.5 billion in bonds to fund infrastructure projects.

## With deadline looming, people seeking a Real ID face long lines

REAL ID FROM A-1

As a mandatory federal law, the Real ID Act requires states to issue identification documents that meet certain federal standards. The deadline for states to comply with the law is May 15, 2025.

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### Public Hearings & Comment Period for Proposed Funding Crisis-Related FY 2026 Fare Increases and Service Reductions

A public hearing will be held on Thursday, April 17, 2025, at 7:00 PM at the Allegheny County Courthouse, 1000 Liberty Avenue, Pittsburgh, PA 15222. The purpose of the hearing is to provide an opportunity for the public to comment on the proposed fare increases and service reductions for the fiscal year 2026. The proposed fare increases are as follows:

Fare Type	Current Fare	Proposed Fare
Adult	\$2.00	\$2.25
Senior/Student	\$1.00	\$1.10
Child	\$0.50	\$0.55
Transfer	\$0.75	\$0.85
Day Pass	\$5.00	\$5.50
7-Day Pass	\$35.00	\$38.50
30-Day Pass	\$120.00	\$132.00

The proposed service reductions include the elimination of the "Rush Hour" service and the "Night Owl" service. The public is invited to provide comments on these proposals at the hearing. Comments should be submitted to the Allegheny County Board of Commissioners by Friday, April 18, 2025, at 5:00 PM.

### Proposed Fare Increases and Service Reductions

Fare Type	Current Fare	Proposed Fare
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### Proposed Service Reductions

Service	Current Service	Proposed Service
Rush Hour	Available	Eliminated
Night Owl	Available	Eliminated

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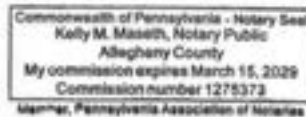
State of: Pennsylvania  
County of: Allegheny

By: B. DeJames

Brianna DeJames

Subscribed and sworn to before me  
This 24th day of April, 2025

Notary Seal:



Kelly M. Maseth



PRT issued a press release announcing the hearings on March 28. PRT sent the release to regional news media, numerous community groups, employers, public officials, and other stakeholders, and posted it to the agency's website. The press release generated numerous media stories and is shown below.

**FOR IMMEDIATE RELEASE (March 20, 2025)** - With state funding no longer able to meet the needs of Pennsylvania's second-largest transit agency, Pittsburgh Regional Transit (PRT) today announced a 35% service cut that would go into effect in February 2026.

The cuts would be paired with a 25-cent fare increase to help close a projected \$100 million budget deficit. ACCESS, PRT's contracted paratransit service, would see a 62% reduction in its service area and a 20% increase in fares.

The impact of these changes would be felt across our region:

40 bus routes and the Silver Line would be eliminated completely.

Service frequency on 53 bus routes and the Red Line would be reduced.

19 municipalities and three Pittsburgh neighborhoods would lose service completely.

No service after 11 p.m.

Funding to support extra service for sporting events, concerts, and the 2026 NFL Draft would not exist.

"This truly is a sad day for our region. Public transit is a lifeline for communities throughout and we are not taking this proposal lightly. We have warned that we would face service cuts and fare increases without new funding for the past year, and we remain committed to continuing to fight for the service Allegheny County deserves," said PRT CEO Katharine Kelleman. "This isn't just a Pittsburgh problem. This is an issue facing transit agencies across the Commonwealth. We are not asking Harrisburg to bail us out. We're asking state lawmakers to ensure that the taxes they receive from Allegheny County come back to Allegheny County."

If approved by PRT's Board next Friday, the agency would begin soliciting public feedback on March 31 and hold three public hearings in April, May, and June before the Board adopts next year's budget, which begins in July.

"We started this process early to make sure riders have a voice and a say on these service cuts and fare increases," Kelleman said. "Our hearts break today knowing there could be significantly less service that connects people to their world. We know these cuts are devastating and we plan to do everything in our power to prevent them from happening."

In addition to eliminating 40 bus routes and the Silver Line, PRT would be forced to reduce service by at least 30% on 33 bus routes and the Red Line and make smaller cuts to 20 additional routes.

Nineteen municipalities in Allegheny, Beaver, and Westmoreland counties — including Ambridge, Ben Avon, East McKeesport, Glenfield, and Trafford — and the Pittsburgh neighborhoods of Banksville, Ridgemont, and Swisshelm Park — would lose service altogether. The 28X-Airport Flyer would terminate in Carnegie.

PRT would also close two bus garages, the Wabash Tunnel, and 10 park-and-ride lots. The Bus Line Redesign, which PRT had hoped would increase transit access and improve efficiency, would not be implemented.

Despite efforts to preserve service for high-ridership and transit-dependent areas, cuts of this scale would inevitably harm vulnerable communities, said PRT's Chief Development Officer Amy Silbermann.

Describing the cuts as “brutal,” Silbermann acknowledged they would affect more than just transit riders.

"Less public transit means less access to jobs, schools, and businesses, and more traffic, demand for parking, and pollution caused by more cars on the road," Silbermann said.

The proposed fare increase of 25 cents would raise the base fare to \$3, making it among the most expensive in the country.

PRT filled a \$50 million budget gap this year using its reserve fund, but with the agency's deficit expected to grow to \$100 million in FY26 and increase every year without a new source of state funding, even the agency's reserves are not enough.

And although Act 89 of 2013 provided a long-term funding solution for Pennsylvania transportation programs (highways, bridges and mass transit), PRT's share has not increased in over a decade. Rising costs due to inflation, healthcare, and other operational expenses have widened the gap. Federal COVID-19 relief funding temporarily delayed the crisis, but those funds have now been exhausted.

Even Governor Shapiro's proposal to increase the public transit share of the state sales tax, which could generate an additional \$40 million for PRT, would fall short of what PRT needs to maintain current service.

"This is a crisis, not just for PRT, but for people across Allegheny County. Even if you don't ride public transit, you likely know and rely on someone who does," Kelleman said, encouraging all riders and stakeholders to participate in the public comment process. "We hope that our voices are heard in the state Capital and we're able to bring greater investment to public transit back home."

Details on the proposed changes are available at [www.ridePRT.org/funding-crisis](http://www.ridePRT.org/funding-crisis).

Information regarding the hearing was posted on PRT's website at [www.rideprt.org](http://www.rideprt.org) during the weeks prior to the hearing and a website banner on the homepage linked directly to information about the hearing.

PRT promoted the hearings on its social media sites, including Twitter, Facebook, and Instagram. Further, PRT worked with third-party groups to publicize the hearings on their websites and newsletters, and through email blasts. PRT developed a series of web pages on its own website detailing the potential service changes and ways to provide feedback:  
<https://www.rideprt.org/funding-crisis>.

PRT also created and distributed printed brochures outlining the proposed changes. PDF versions of these brochures can be found in the 'Materials Available at Public Hearing' section of this document.

More than 4,800 individuals commented on the proposals through multiple sources.

PRT's staff reviewed all public comments, summarized and evaluated the comments and produced a second public document included in the appendix.

In addition to the public process documents, all materials received after the closing date of the public process were forwarded to the appropriate departments for review and consideration in changes to service, operations and/or fare structure.

# MATERIALS AVAILABLE AT PUBLIC HEARINGS

## Opening Statements in Braille

### Script for [APRIL 29, 2025- MAIN ROOM] Public Hearing(s) for Proposed Funding Crisis-Related FY 2026 Fare Increases and Service Reductions

#### I. OPENING AT 9 AM HEARING START TIME

TO BE PROVIDED BY THE BOARD CHAIR, KATHARINE OR A DESIGNATED BOARD MEMBER OR SENIOR TEAM MEMBER PRESIDING OVER HEARING –

Good Morning. My name is [NAME/TITLE] for Pittsburgh Regional Transit. PRT is conducting this public hearing as part of a public comment period that began at 8 AM on Monday, March 31, 2025, and will conclude on Wednesday, June 18, 2025 at 5 PM to receive public input on PRT's proposed funding crisis-related fare increases and service reductions.

Before we begin to receive public comment, our hearing moderator, Laura Santos, will go over some housekeeping information.

MODERATOR –

- This hearing is being recorded and transcribed by a court reporter. If you do not want to be recorded, please exit the hearing room at this time.
- Please note that we have American Sign Language and Spanish-language interpreters to provide translation services during the hearing.
- For participants who registered to provide public comment at today's hearing, you will be called up to speak at your designated time, though you may be called up as much as fifteen (15) minutes early to speak if there are no other speakers scheduled to speak.
- For participants who did not pre-register, you have been placed into an open time slot to speak and will be called up to speak at your designated time, though you may also be called up as much as fifteen (15) minutes early to speak if there are no other speakers scheduled to speak.
- Each speaker will have three (3) minutes to provide their public comment. When called upon, please clearly state your name and spell it and then speak clearly. The hearing time keeper will alert you when you have one-minute remaining. If your three (3) minutes is up and you want to provide further comment, you may do so via telephone; regular mail; or online until 5 PM Eastern Standard Time on Wednesday, June 18, 2025. Additional details on these other methods to submit public comment to PRT regarding the proposed funding crisis-related Fiscal Year 2026 fare increases and service reductions is available

on PRT's website at: [www.rideprt.org/funding-crisis](http://www.rideprt.org/funding-crisis).

- Speakers cannot donate or delegate their allotted time to another individual interested in speaking, but speakers may read in written comments they may have brought with them on behalf of another individual during their scheduled comment time.
- The purpose of this public hearing is for PRT to receive public comment only. Participating PRT Board Members and/or staff members will not respond to public comment provided during this hearing, but all comments will be recorded and analyzed as part of the public comment collection process. Additionally, there is an information table set up outside the hearing room where PRT staff can answer questions.
- Both PRT Board Members and Senior Management will be listening to public comments during this public hearing. At this time, I would ask PRT Board Members who are in attendance to identify themselves. (PAUSE FOR BOARD MEMBER IDENTIFICATION) I would now ask PRT Senior Management who are in attendance to identify themselves. (PAUSE FOR SENIOR STAFF IDENTIFICATION)
- This public hearing was scheduled from 9 AM to 1 PM and 3 PM to 7 PM with a two-hour break from 1 PM to 3 PM and PRT intends to conduct the public hearing for the entire advertised time periods to ensure members of the public who did not pre-register but appear today and sign up to speak have an opportunity to do so.

**BOARD CHAIR, KATHARINE OR A DESIGNED BOARD MEMBER OR SENIOR TEAM MEMBER PRESIDING OVER HEARING –**

Thank you, Laura.

Absent additional state funding, PRT is facing an operating budget deficit of approximately \$100 million for its Fiscal Year 2026.

PRT is required by law to pass a balanced budget, and with so many fixed costs, we are proposing a 35% reduction in bus, light rail and incline services. If approved by PRT's Board, these changes would begin with PRT's February 2026 service adjustments, along with a 25-cent fare increase.

Additionally, due to the severity of the budget deficit, corresponding reductions to service levels and increases in fares are also being proposed for PRT's-sponsored paratransit program, ACCESS. This program provides demand-response transportation services for eligible individuals with disabilities and senior citizens in Allegheny County.

A summary of the proposed Funding Crisis-Related FY 2026 Fare Increases and Service Reductions is provided below, and additional information is available on PRT's website at: [www.rideprt.org/funding-crisis](http://www.rideprt.org/funding-crisis).

We will now begin to receive public comment. [HEARING MODERATOR TO CALL ON FIRST SPEAKER AND CONTINUE TO CALL ON SPEAKERS.]

## **II. BREAK AT 1 PM**

**TO BE PROVIDED AT 1 PM FOR THE HEARING BREAK BY THE BOARD CHAIR, KATHARINE OR A DESINGATED BOARD MEMBER OR SENIOR TEAM MEMBER PRESIDING OVER HEARING –**

It is now 1 PM. As publicly advertised, we will now take a break and go off the record from 1 PM to 3 PM. This public hearing will resume at 3 PM. Thank you.

## **III. RESUMPTION OF HEARING AT 3 PM**

**TO BE PROVIDED AT 1 PM FOR THE HEARING BREAK BY THE BOARD CHAIR, KATHARINE OR A DESINGATED BOARD MEMBER OR SENIOR TEAM MEMBER PRESIDING OVER HEARING –**

It is now 3 PM and this public hearing will resume. As a reminder, this hearing is being recorded and transcribed by a court reporter so if you do not want to be recorded, please exit the hearing room now. Each speaker has up to three (3) minutes to provide public comment and should come up to the speaker's table when called upon and state their name clearly and spell it for the court reporter before beginning to provide you public comment.

[AFTER LAST SPEAKER CONCLUDES SPEAKING AND AFTER CHECKING FOR ANY SPEAKERS WHO MAY NOT HAVE SPOKEN UP WHEN ORIGINALLY CALLED UPON, HEARING MODERATOR SHOULD ADVISE THERE ARE NO SPEAKERS REMAINING AND KATHARINE OR THE PRESIDING PRT STAFF OR BOARD MEMBER CAN THEN PAUSE THE HEARING IF THERE IS ADVERTISED TIME REMAINING FOR WALK-IN SPEAKERS AND THEN MOVE TO CLOSE THE HEARING AT THE ADVERTISED HEARING END TIME.]

## **IV. CLOSING AT 7 PM HEARING END TIME**

**TO BE PROVIDED AT THE ADVERTISED END TIME FOR HEARING BY THE BOARD CHAIR, KATHARINE OR A DESINGATED BOARD MEMBER OR SENIOR PRESIDING OVER HEARING –**

PRT's records indicate that there are no remaining speakers registered to provide public comment at this public hearing who have not already provided their comments or were given the opportunity to provide their comments, and we are now at the publicly advertised 7 PM end time for this hearing. So, we will now conclude this public hearing and on behalf of PRT's Board and staff, I want to thank everyone who took the time to participate today and provide PRT with your comments regarding the proposed funding crisis-related FY 2026 fare increases and service reductions.

Our next public hearing starts at 9 a.m. on May 6 at Soldiers and Sailors in Oakland.

A third public hearing is scheduled for 9 a.m. on June 12 back here at the Convention Center.

## **Script for MAY 6, 2025 – Main Room Public Hearing(s) for Proposed Funding Crisis-Related FY 2026 Fare Increases and Service Reductions**

### **V. OPENING AT 9 AM HEARING START TIME**

**TO BE PROVIDED BY THE BOARD CHAIR, KATHARINE OR A DESIGNATED BOARD MEMBER OR SENIOR TEAM MEMBER PRESIDING OVER HEARING –**

Good Morning. My name is Michael Cetra for Pittsburgh Regional Transit. PRT is conducting this public hearing as part of a public comment period that began at 8 AM on Monday, March 31, 2025, and will conclude on Wednesday, June 18, 2025 at 5 PM to receive public input on PRT's proposed funding crisis-related fare increases and service reductions.

PRT's Chief Executive Officer, Katharine Kelleman, is currently in Harrisburg advocating for transit funding so she will not be in attendance at today's hearing.

Before we begin to receive public comment, our hearing moderator, Benjamin Nicklow will go over some housekeeping information.

**MODERATOR –**

- This hearing is being recorded and transcribed by a court reporter. If you do not want to be recorded, please exit the hearing room at this time.
- Please note that we have American Sign Language and Spanish-language interpreters to provide translation services during the hearing upon request.
- For participants who registered to provide public comment at today's hearing, you will be called up to speak at your designated time, though you may be called up as much as fifteen (15) minutes early to speak if there are no other speakers scheduled to speak.

- For participants who did not pre-register, you have been placed into an open time slot to speak and will be called up to speak at your designated time, though you may also be called up as much as fifteen (15) minutes early to speak if there are no other speakers scheduled to speak.
- Each speaker will have three (3) minutes to provide their public comment. When called upon, please clearly state your name and spell it and then speak clearly. The hearing moderator will alert you when you have one minute remaining. If your three (3) minutes is up and you want to provide further comment, you may do so via telephone; regular mail; or online until 5 PM Eastern Standard Time on Wednesday, June 18, 2025. Additional details on these other methods to submit public comment to PRT regarding the proposed funding crisis-related Fiscal Year 2026 fare increases and service reductions is available on PRT's website at: [www.rideprt.org/funding-crisis](http://www.rideprt.org/funding-crisis).
- Speakers cannot donate or delegate their allotted time to another individual interested in speaking, but speakers may read in written comments they may have brought with them on behalf of another individual during their scheduled comment time.
- The purpose of this public hearing is for PRT to receive public comment only. Participating PRT Board Members and/or staff members will not respond to public comment provided during this hearing, but all comments will be recorded and analyzed as part of the public comment collection process. Additionally, there is an information table set up outside the hearing room where PRT staff can answer questions.
- Both PRT Board Members and Senior Management will be listening to public comments during this public hearing. At this time, I would ask PRT Board Member who are in attendance to identify themselves. I would now ask PRT Senior Management who are in attendance to identify themselves.
- This public hearing was scheduled from 9 AM to 1 PM and 3 PM to 7 PM with a two hour break from 1 PM to 3 PM and PRT intends to conduct the public hearing for the entire advertised time periods to ensure members of the public who did not pre-register but appear today and sign up to speak have an opportunity to do so.

**BOARD CHAIR, KATHARINE OR A DESIGNED BOARD MEMBER OR SENIOR TEAM MEMBER PRESIDING OVER HEARING –**

Thank you **Benjamin**.

Absent additional state funding, PRT is facing an operating budget deficit of approximately \$100 million for its Fiscal Year 2026.

PRT is required by law to pass a balanced budget, and with so many fixed costs, we are proposing a 35% reduction in bus, light rail and incline services. If approved by PRT's Board, these changes would begin with PRT's February 2026 service adjustments, along with a 25-cent fare increase.

Additionally, due to the severity of the budget deficit, corresponding reductions to service levels and increases in fares are also being proposed for PRT's-sponsored paratransit program, ACCESS. This program provides demand-response transportation services for eligible individuals with disabilities and senior citizens in Allegheny County.

A summary of the proposed Funding Crisis-Related FY 2026 Fare Increases and Service Reductions is available on PRT's website at: [www.rideprt.org/funding-crisis](http://www.rideprt.org/funding-crisis).

We will now begin to receive public comment. [HEARING MODERATOR TO CALL ON FIRST SPEAKER AND CONTINUE TO CALL ON SPEAKERS.]

## **VI. BREAK AT 1 PM**

**TO BE PROVIDED AT 1 PM FOR THE HEARING BREAK BY THE BOARD CHAIR, KATHARINE OR A DESIGNATED BOARD MEMBER OR SENIOR TEAM MEMBER PRESIDING OVER HEARING –**

It is now 1 PM. As publicly advertised, we will now take a break and go off the record from 1 PM to 3 PM. This public hearing will resume at 3 PM. Thank you.

## **VII. RESUMPTION OF HEARING AT 3 PM**

**TO BE PROVIDED AT 1 PM FOR THE HEARING BREAK BY THE BOARD CHAIR, KATHARINE OR A DESIGNATED BOARD MEMBER OR SENIOR TEAM MEMBER PRESIDING OVER HEARING –**

It is now 3 PM and this public hearing will resume. As a reminder, this hearing is being recorded and transcribed by a court reporter so if you do not want to be recorded, please exit the hearing room now. Each speaker has up to three (3) minutes to provide public comment and should come up to the speaker's table when called upon and state their name clearly and spell it for the court reporter before beginning to provide your public comment. Additionally, the purpose of this public hearing is for PRT to receive public comments so our Board Members and staff will be listening to your comments, but we will not be answering questions or actively responding to your comments. Questions can be directed to PRT staff members stationed at information tables outside the hearing room.

[AFTER LAST SPEAKER CONCLUDES SPEAKING AND AFTER CHECKING FOR ANY SPEAKERS WHO MAY NOT HAVE SPOKEN UP WHEN ORIGINALLY CALLED UPON, HEARING MODERATOR SHOULD ADVISE THERE ARE NO SPEAKERS REMAINING AND KATHARINE OR THE PRESIDING PRT STAFF OR BOARD MEMBER CAN THEN PAUSE THE HEARING IF THERE IS ADVERTISED TIME REMAINING FOR WALK-IN SPEAKERS AND THEN MOVE TO CLOSE THE HEARING AT THE ADVERTISED HEARING END TIME.]

## VIII. CLOSING AT 7 PM HEARING END TIME

**TO BE PROVIDED AT THE ADVERTISED END TIME FOR HEARING BY THE BOARD CHAIR, KATHARINE OR A DESINGATED BOARD MEMBER OR SENIOR PRESIDING OVER HEARING –**

PRT's records indicate that there are no remaining speakers registered to provide public comment at this public hearing who have not already provided their comments or were given the opportunity to provide their comments, and we are now at the publicly advertised 7 PM end time for this hearing. So, we will now conclude this public hearing and on behalf of PRT's Board and staff, I want to thank everyone who took the time to participate today and provide PRT with your comments regarding the proposed funding crisis-related FY 2026 fare increases and service reductions.

Our third and final public hearing is scheduled for 9 a.m. on June 12 at the David L. Lawrence Convention Center.

**Script for June 12, 2025 – Main Room Public Hearing(s) for Proposed Funding Crisis-Related FY 2026 Fare Increases and Service Reductions**

## IX. OPENING AT 9 AM HEARING START TIME

**TO BE PROVIDED BY THE BOARD CHAIR, KATHARINE OR A DESINGATED BOARD MEMBER OR SENIOR TEAM MEMBER PRESIDING OVER HEARING –**

Good Morning. My name is Katharine Kelleman, Chief Executive Officer for Pittsburgh Regional Transit. PRT is conducting this public hearing as part of a public comment period that began at 8 AM on Monday, March 31, 2025, and will conclude on Wednesday, June 18, 2025 at 5 PM to receive public input on PRT's proposed funding crisis-related fare increases and service reductions.

Before we begin to receive public comment, our hearing moderator, Kelsey Shannon, will go over some housekeeping information.

**MODERATOR –**

- This hearing is being recorded and transcribed by a court reporter. If you do not want to be recorded, please exit the hearing room at this time.
- Please note that we have American Sign Language and Spanish-language interpreters to provide translation services during the hearing upon request.
- For participants who registered to provide public comment at today's hearing, you will be called up to speak at your designated time, though you may be called up as much as fifteen (15) minutes early to speak if there are no other speakers scheduled to speak.
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- Speakers cannot donate or delegate their allotted time to another individual interested in speaking, but speakers may read in written comments they may have brought with them on behalf of another individual during their scheduled comment time.
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- Both PRT Board Members and Senior Management will be listening to public comments during this public hearing. At this time, I would ask PRT Board Member who are in attendance to identify themselves. I would now ask PRT Senior Management who are in attendance to identify themselves.

- This public hearing was scheduled from 9 AM to 1 PM and 3 PM to 7 PM with a two hour break from 1 PM to 3 PM and PRT intends to conduct the public hearing for the entire advertised time periods to ensure members of the public who did not pre-register but appear today and sign up to speak have an opportunity to do so.

**BOARD CHAIR, KATHARINE OR A DESIGNED BOARD MEMBER OR SENIOR TEAM MEMBER PRESIDING OVER HEARING –**

Thank you Kelsey.

Absent additional state funding, PRT is facing an operating budget deficit of approximately \$100 million for its Fiscal Year 2026.

PRT is required by law to pass a balanced budget, and with so many fixed costs, we are proposing a 35% reduction in bus, light rail and incline services. If approved by PRT's Board, these changes would begin with PRT's February 2026 service adjustments, along with a 25-cent fare increase.

Additionally, due to the severity of the budget deficit, corresponding reductions to service levels and increases in fares are also being proposed for PRT's-sponsored paratransit program, ACCESS. This program provides demand-response transportation services for eligible individuals with disabilities and senior citizens in Allegheny County.

A summary of the proposed Funding Crisis-Related FY 2026 Fare Increases and Service Reductions is available on PRT's website at: [www.rideprt.org/funding-crisis](http://www.rideprt.org/funding-crisis).

We will now begin to receive public comment. [HEARING MODERATOR TO CALL ON FIRST SPEAKER AND CONTINUE TO CALL ON SPEAKERS.]

**X. BREAK AT 1 PM**

**TO BE PROVIDED AT 1 PM FOR THE HEARING BREAK BY THE BOARD CHAIR, KATHARINE OR A DESINGATED BOARD MEMBER OR SENIOR TEAM MEMBER PRESIDING OVER HEARING –**

It is now 1 PM. As publicly advertised, we will now take a break and go off the record from 1 PM to 3 PM. This public hearing will resume at 3 PM. Thank you.

**XI. RESUMPTION OF HEARING AT 3 PM**

**TO BE PROVIDED AT 1 PM FOR THE HEARING BREAK BY THE BOARD CHAIR, KATHARINE OR A DESINGATED BOARD MEMBER OR SENIOR TEAM MEMBER PRESIDING OVER HEARING –**

It is now 3 PM and this public hearing will resume. As a reminder, this hearing is being recorded and transcribed by a court reporter so if you do not want to be recorded, please exit the hearing room now. Each speaker has up to three (3) minutes to provide public comment and should come up to the speaker's table when called upon and state their name clearly and spell it for the court reporter before beginning to provide your public comment.

Additionally, the purpose of this public hearing is for PRT to receive public comments so our Board Members and staff will be listening to your comments, but we will not be answering questions or actively responding to your comments. Questions can be directed to PRT staff members stationed at information tables outside the hearing room.

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## **XII. CLOSING AT 7 PM HEARING END TIME**

**TO BE PROVIDED AT THE ADVERTISED END TIME FOR HEARING BY THE BOARD CHAIR, KATHARINE OR A DESIGNATED BOARD MEMBER OR SENIOR PRESIDING OVER HEARING –**

PRT's records indicate that there are no remaining speakers registered to provide public comment at this public hearing who have not already provided their comments or were given the opportunity to provide their comments, and we are now at the publicly advertised 7 PM end time for this hearing. So, we will now conclude this public hearing and on behalf of PRT's Board and staff, I want to thank everyone who took the time to participate today and provide PRT with your comments regarding the proposed funding crisis-related FY 2026 fare increases and service reductions.

Proposed Fare and Service Changes Brochure/Board (English and Spanish)

# PROPOSED SERVICE REDUCTIONS AND FARE INCREASES

Public Comment Period  
March 31 – June 18, 2025

For more information go to [rideprt.org](https://rideprt.org)



## HELP US MAKE A DIFFERENCE

State funding has not kept up with the public transportation needs of Allegheny County, causing Pittsburgh Regional Transit to have a structural budget deficit that will continue to grow year after year without additional investment. A public comment period will make sure our riders' voices are heard before our board approves our budget in June. Our hope is that the voices of thousands of riders who rely on buses, the T, and the incline will bring greater attention and investment to the critical role public transit serves in Allegheny County.

A key part of this process is to hold a public hearing and public comment period on the proposed fare and service changes. The proposed fare and service changes would be implemented with PRT's February 2026 service adjustments along with fare increases that would take effect February 1, 2026.

PRT will hold three public hearings:

### **Tuesday, April 29, 2025**

David L. Lawrence Convention Center  
Pittsburgh Ballroom, 3rd Floor  
1000 Ft. Duquesne Blvd., Pittsburgh, PA 15222  
9 a.m. to 1 p.m. and 3 p.m. to 7 p.m.

### **Tuesday, May 6, 2025**

Soldiers & Sailors Memorial Hall  
Auditorium, 1st Floor  
4141 Fifth Ave., Pittsburgh, PA 15213  
9 a.m. to 1 p.m. and 3 p.m. to 7 p.m.

### **Thursday, June 12, 2025**

David L. Lawrence Convention Center  
Room 302-304, 3rd Floor  
1000 Ft. Duquesne Blvd., Pittsburgh, PA 15222  
9 a.m. to 1 p.m. and 3 p.m. to 7 p.m.

Individuals wishing to provide comment are encouraged to pre-register online at <https://linktr.ee/PRTpublichearings> or by calling **412.566.5187** (TTY **412.231.7007**) from 9 a.m. to 3 p.m. on weekdays. Speakers or members of the public will be limited to three minutes per speaker.

Those who have not pre-registered may register at the hearing and will be called on as time slots become available. PRT will provide a sign language interpreter at each hearing as well as Braille copies of informational documents.

The public comment period will begin **March 31, 2025**. Comments on the proposals will be accepted by mail at:

**Pittsburgh Regional Transit**  
**Attn: Funding Crisis**  
**345 Sixth Ave. 3rd Floor**  
**Pittsburgh, PA 15222**

Comments may also be submitted online via [rideprt.org/funding-crisis](https://rideprt.org/funding-crisis) and by phone at **412.566.5525**. The deadline for receipt of public comments is **June 18**, at 5 p.m.

For more information, including details on transportation to the hearing, call Customer Service at 412.442.2000 (TTY 412.231.7007) or visit [rideprt.org](https://rideprt.org). To request printed information only, call 412.566.5543.

# **MAJOR/MINOR SERVICE REDUCTION PROPOSAL FOR PORT AUTHORITY OF ALLEGHENY COUNTY D/B/A PITTSBURGH REGIONAL TRANSIT'S (PRT) FIXED ROUTE BUS, LIGHT RAIL AND INCLINE**

Route Name:	Type of Change:	Current Service:	Proposed Service:	Key Impacts:
1 - FREEPORT ROAD	Major Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	No service past 11:00 p.m. Increased wait times.
2 - MOUNT ROYAL	Eliminated	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Eliminated	Eliminated
4 - TROY HILL	Eliminated	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Eliminated	Eliminated
6 - SPRING HILL	Major Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	No service past 11:00 p.m. Increased wait times.
7 - SPRING GARDEN	Eliminated	Frequency: 61+ mins (Peak) No service (Midday)	Eliminated	Eliminated
8 - PERRYSVILLE	Major Reduction	Frequency: <20 mins (Peak) <20 mins (Midday)	Frequency: <20 mins (Peak) 21-40 mins (Midday)	No service past 11:00 p.m. Increased wait times.
11 - PINEVIEW	Major Reduction	Frequency: 21-40 mins (Peak) 41-60 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Increased wait times.
12 - MCKNIGHT	Major Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Increased wait times.
13 - BELLEVUE	Major Reduction	Frequency: <20 mins (Peak) 21-40 mins (Midday)	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	No service past 11:00 p.m. Increased wait times.
14 - OHIO VALLEY	Eliminated	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Eliminated	Eliminated
15 - CHARLES	Major Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	No service past 11:00 p.m. Increased wait times.
16 - BRIGHTON	Major Reduction	Frequency: <20 mins (Peak) 21-40 mins (Midday)	Frequency: <20 mins (Peak) 21-40 mins (Midday)	No service past 11:00 p.m. Increased wait times.
17 - SHADELAND	Major Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	No service past 11:00 p.m. Increased wait times.
18 - MANCHESTER	Eliminated	Frequency: 21-40 mins (Peak) No service (Midday)	Eliminated	Eliminated
19L - EMSWORTH LIMITED	Eliminated	Frequency: 21-40 mins (Peak) No service (Midday)	Eliminated	Eliminated
20 - KENNEDY	Eliminated	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Eliminated	Eliminated
21 - CORAOPOLIS	Major Reduction	Frequency: 21-40 mins (Peak) 41-60 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	No service past 11:00 p.m. Increased wait times.
22 - MCCOY	Major Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Increased wait times.
24 - WEST PARK	Major Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 21-40 mins (Peak) 41-60 mins (Midday)	Increased wait times.

Route Name:	Type of Change:	Current Service:	Proposed Service:	Key Impacts:
26 - CHARTERS	Eliminated	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Eliminated	Eliminated
27 - FAIRYWOOD	Major Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	No service past 11:00 p.m. Increased wait times.
28X - AIRPORT FLYER	Major Reduction (Major Coverage Reduction)	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Coverage reduction: Service runs between Carnegie Station and the Airport. No service past 11:00 p.m. Increased wait times.
29 - ROBINSON	Eliminated	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Eliminated	Eliminated
31 - BRIDGEVILLE	Major Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Increased wait times.
36 - BANKSVILLE	Eliminated	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Eliminated	Eliminated
38 - GREEN TREE	Eliminated	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Eliminated	Eliminated
39 - BROOKLINE	Eliminated	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Eliminated	Eliminated
40 - MOUNT WASHINGTON	Eliminated	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Eliminated	Eliminated
41 - BOWER HILL	Eliminated	Frequency: 21-40 mins (Peak) 41-60 mins (Midday)	Eliminated	Eliminated
43 - BAILEY	Eliminated	Frequency: 61+ mins (Peak) 61+ mins (Midday)	Eliminated	Eliminated
44 - KNOXVILLE	Major Reduction (Major Coverage Reduction)	Frequency: 21-40 mins (Peak) 41-60 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Coverage reduction: Service runs between South Hills Junction and Kohns Street and Fisher Street in St. Clair. Increased wait times.
48 - ARLINGTON	Minor Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	No service past 11:00 p.m.
51L - CARRICK LIMITED	Eliminated	Frequency: <20 mins (Peak) No service (Midday)	Eliminated	Eliminated
51 - CARRICK	Minor Reduction	Frequency: <20 mins (Peak) <20 mins (Midday)	Frequency: <20 mins (Peak) <20 mins (Midday)	No service past 11:00 p.m. Increased wait times.
52L - HOMEVILLE LIMITED	Eliminated	Frequency: 21-40 mins (Peak) No service (Midday)	Eliminated	Eliminated
53L - HOMESTEAD PARK LIMITED	Eliminated	Frequency: 21-40 mins (Peak) 61+ mins (Midday)	Eliminated	Eliminated
53 - HOMESTEAD PARK	Service Increase		Frequency: 41-60 mins (Peak) 61+ mins (Midday)	No service past 11:00 p.m. Weekday service added as partial replacement for 53L.
54 - NORTH SIDE - OAKLAND-SOUTH SIDE	Major Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	No service past 11:00 p.m. Increased wait times.
55 - GLASSPORT	Minor Reduction	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	No service past 11:00 p.m. Increased wait times.

Route Name:	Type of Change:	Current Service:	Proposed Service:	Key Impacts:
56 - LINCOLN PLACE	Major Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	No service past 11:00 p.m. Increased wait times.
57 - HAZELWOOD	Minor Reduction	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Increased wait times.
58 - GREENFIELD	Eliminated	Frequency: 21-40 mins (Peak) 41-60 mins (Midday)	Eliminated	Eliminated
59 - MON VALLEY	Minor Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	No service past 11:00 p.m.
60 - MCKEESPORT- WALNUT	No Change	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	No proposed changes to this route.
61A - NORTH BRADDOCK	Minor Reduction	Frequency: <20 mins (Peak) <20 mins (Midday)	Frequency: <20 mins (Peak) <20 mins (Midday)	No service past 11:00 p.m.
61B - BRADDOCK- SWISSVALE	Minor Reduction	Frequency: <20 mins (Peak) <20 mins (Midday)	Frequency: <20 mins (Peak) <20 mins (Midday)	No service past 11:00 p.m.
61C - MCKEESPORT- HOMESTEAD	Minor Reduction	Frequency: <20 mins (Peak) <20 mins (Midday)	Frequency: <20 mins (Peak) <20 mins (Midday)	No service past 11:00 p.m.
61D - MURRAY	Minor Reduction	Frequency: <20 mins (Peak) <20 mins (Midday)	Frequency: <20 mins (Peak) <20 mins (Midday)	No service past 11:00 p.m.
64 - LAWRENCEVILLE- WATERFRONT	Major Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	No service past 11:00 p.m. Increased wait times.
65 - SQUIRREL HILL	Eliminated	Frequency: 41-60 mins (Peak) 61+ mins (Midday)	Eliminated	Eliminated
67 - MONROEVILLE	No Change	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	No proposed changes to this route.
69 - TRAFFORD	Major Reduction (Major Coverage Reduction)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Coverage reduction: Service runs between Wilmerding and Wilkensburg Station. Increased wait times.
71 - EDGEWOOD TOWN CENTER	Eliminated	Frequency: No service (peak) 61+ mins (Midday)	Eliminated	Eliminated
71A - NEGLEY	Minor Reduction	Frequency: <20 mins (Peak) <20 mins (Midday)	Frequency: <20 mins (Peak) <20 mins (Midday)	No service past 11:00 p.m.
71B - HIGHLAND PARK	Minor Reduction	Frequency: <20 mins (Peak) <20 mins (Midday)	Frequency: <20 mins (Peak) <20 mins (Midday)	No service past 11:00 p.m.
71C - POINT BREEZE	Minor Reduction	Frequency: <20 mins (Peak) <20 mins (Midday)	Frequency: <20 mins (Peak) <20 mins (Midday)	No service past 11:00 p.m.
71D - HAMILTON	Minor Reduction	Frequency: <20 mins (Peak) <20 mins (Midday)	Frequency: <20 mins (Peak) <20 mins (Midday)	No service past 11:00 p.m.
74 - HOMEWOOD- SQUIRREL HILL	Major Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Increased wait times.
75 - ELLSWORTH	Major Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	No service past 11:00 p.m. Increased wait times.

Route Name:	Type of Change:	Current Service:	Proposed Service:	Key Impacts:
77 - PENN HILLS	Major Reduction	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Increased wait times.
P78 - OAKMONT FLYER	Major Reduction	Frequency: 21-40 mins (Peak) 41-60 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Increased wait times.
79 - EAST HILLS	Major Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	No service past 11:00 p.m. Increased wait times.
81 - OAK HILL	Major Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	No service past 11:00 p.m. Increased wait times.
82 - LINCOLN	Major Reduction	Frequency: ~20 mins (Peak) ~20 mins (Midday)	Frequency: ~20 mins (Peak) 21-40 mins (Midday)	No service past 11:00 p.m. Increased wait times.
83 - BEDFORD HILL	Minor Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	No service past 11:00 p.m.
86 - LIBERTY	Minor Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	No service past 11:00 p.m.
87 - FRIENDSHIP	Major Reduction	Frequency: ~20 mins (Peak) 21-40 mins (Midday)	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Increased wait times
88 - PENN	Major Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	No service past 11:00 p.m. Increased wait times.
89 - GARFIELD COMMONS	Minor Reduction	Frequency: 61+ mins (Peak) 61+ mins (Midday)	Frequency: 61+ mins (Peak) 61+ mins (Midday)	No service past 11:00 p.m.
91 - BUTLER STREET	Major Reduction ~20 mins (Peak)	Frequency: ~20 mins (Peak) ~20 mins (Midday)	Frequency: Increased wait times. ~20 mins (Midday)	No service past 11:00 p.m.
93 - LAWRENCEVILLE- HAZELWOOD	Minor Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Increased wait times.
92 - WEST BUSWAY	Major Reduction	Frequency: ~20 mins (Peak) 21-40 mins (Midday)	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	No service past 11:00 p.m. Increased wait times.
93 - MOON FLYER	Eliminated	Frequency: 21-40 mins (Peak) No service (Midday)	Eliminated	Eliminated
G31 - BRIDGEVILLE FLYER	Eliminated	Frequency: 21-40 mins (Peak) No service (Midday)	Eliminated	Eliminated
O1 - ROSS FLYER	Eliminated	Frequency: ~20 mins (Peak) No service (Midday)	Eliminated	Eliminated
O5 - THOMPSON RUN FLYER VIA 279	Eliminated	Frequency: 21-40 mins (Peak) No service (Midday)	Eliminated	Eliminated
O12 - MCKNIGHT FLYER	Eliminated	Frequency: 21-40 mins (Peak) No service (Midday)	Eliminated	Eliminated
P1 - EAST BUSWAY- ALL STOPS	Minor Reduction	Frequency: ~20 mins (Peak) ~20 mins (Midday)	Frequency: ~20 mins (Peak) ~20 mins (Midday)	No service past 11:00 p.m.
P3 - EAST BUSWAY- OAKLAND	Minor Reduction	Frequency: ~20 mins (Peak) 21-40 mins (Midday)	Frequency: 21-40 mins (Midday) ~20 mins (Peak)	
P7 - MCKEESPORT FLYER	Eliminated	Frequency: 21-40 mins (Peak) No service (Midday)	Eliminated	Eliminated

Route Name:	Type of Change:	Current Service:	Proposed Service:	Key Impacts:
P10 - ALLEGHENY VALLEY FLYER	Eliminated	Frequency: 21-40 mins (Peak) No service (Midday)	Eliminated	Eliminated
P12 - HOLIDAY PARK FLYER	Eliminated	Frequency: 21-40 mins (Peak) No service (Midday)	Eliminated	Eliminated
P13 - MOUNT ROYAL FLYER	Eliminated	Frequency: 41-60 mins (Peak) No service (Midday)	Eliminated	Eliminated
P16 - PENN HILLS FLYER	Eliminated	Frequency: <20 mins (Peak) No service (Midday)	Eliminated	Eliminated
P17 - LINCOLN PARK FLYER	Eliminated	Frequency: 21-40 mins (Peak) No service (Midday)	Eliminated	Eliminated
P67 - MONROEVILLE FLYER	Eliminated	Frequency: 21-40 mins (Peak) No service (Midday)	Eliminated	Eliminated
P68 - BRADDOCK HILLS FLYER	Major Reduction	Frequency: 21-40 mins (Peak) 41-60 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	No service past 11:00 p.m. Increased wait times.
P69 - TRAFFORD FLYER	Eliminated	Frequency: 21-40 mins (Peak) No service (Midday)	Eliminated	Eliminated
P71 - SWISSVALE FLYER	Eliminated	Frequency: 41-60 mins (Peak) No service (Midday)	Eliminated	Eliminated
P76 - LINCOLN HIGHWAY FLYER	Eliminated	Frequency: 21-40 mins (Peak) No service (Midday)	Eliminated	Eliminated
Y1 - LARGE FLYER	Eliminated	Frequency: 41-60 mins (Peak) No service (Midday)	Eliminated	Eliminated
Y45 - BALDWIN MANOR FLYER	Eliminated	Frequency: 41-60 mins (Peak) No service (Midday)	Eliminated	Eliminated
Y46 - ELIZABETH FLYER	Major Reduction	Frequency: 41-60 mins (Peak) 21-40 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Increased wait times.
Y47 - CURRY FLYER	Eliminated	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Eliminated	Eliminated
Y49 - PROSPECT FLYER	Eliminated	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Eliminated	Eliminated
SV - SILVER LINE LIGHT RAIL	Eliminated	Frequency: <20 mins (Peak) <20 mins (Midday)	Eliminated	Eliminated
RD - RED LINE LIGHT RAIL	Major Reduction (Major Coverage Reduction)	Frequency: <20 mins (Peak) <20 mins (Midday)	Frequency: <20 mins (Peak) <20 mins (Midday)	Coverage reduction: Service runs between Overbrook Junction Station and Allegheny Station. No service past 11:00 p.m.
BL - BLUE LINE LIGHT RAIL	Service Increase	Frequency: <20 mins (Peak) <20 mins (Midday)	Frequency: <20 mins (Peak) <20 mins (Midday)	No service past 11:00 p.m. Frequency will increase as partial replacement for Silver Line service.
MONONGAHELA INCLINE	Minor Reduction			No service past 11:00 p.m.

#### OTHER REDUCTIONS (No PRT Board action required)

- No special service to serve major sports and cultural events
- No special service to support the April 2026 NFL Draft in Pgh.
- No daily service to begin after 11 p.m. any day on all routes

## PROPOSED FARE CHANGES BEGINNING FEBRUARY 1, 2026

	Current Full Fare	Proposed Fare Effective 2/1/26
Cash	\$2.75	\$3.00
Stored Value Full Fare	\$2.75	\$3.00
Stored Value Half Fare	\$1.35	\$1.50
3 Hour Full Fare Pass	\$2.75	\$3.00
3 Hour Half Fare Pass	\$1.35	\$1.50
Day Pass	\$7.00	\$7.50
7 Day Pass Full Fare	\$25.00	\$27.00
7 Day Pass Half Fare	\$12.50	\$13.50
Calendar Weekly Full Fare (via Corporate Web Portal Only)	\$25.00	\$27.00
Calendar Weekly Half Fare (via Corporate Web Portal Only)	\$12.50	\$13.50
31 Day Pass Full Fare	\$97.50	\$106.50
31 Day Half Fare Pass	\$48.75	\$53.25
Calendar Monthly Full Fare (via Corporate Web Portal Only)	\$97.50	\$106.50
Calendar Monthly Half Fare (via Corporate Web Portal Only)	\$48.75	\$53.25
Annual Pass	\$1,072.50	\$1,171.50

Fare increases as well as reductions in service area and hours are also proposed for **ACCESS** paratransit.

For more information, visit [rideprt.org](http://rideprt.org), call Customer Service at 412.442.2000 (TTY 412.231.7007), or refer to the **ACCESS** Proposed Service Reductions and Fare Increases brochure detailing these proposed changes.

# **REDUCCIONES DE SERVICIO Y AUMENTOS DE TARIFAS PROPUESTOS**

Período de comentarios  
públicos  
31 de marzo al  
18 de junio de 2025



## AYÚDENOS A MARCAR LA DIFERENCIA

El financiamiento estatal no se mantuvo a la par de las necesidades de transporte público del Condado de Allegheny, por lo que Pittsburgh Regional Transit tiene un déficit presupuestario estructural que continuará creciendo año a año sin hacer inversiones adicionales. Un período de comentarios públicos garantizará que se oigan las voces de nuestros pasajeros antes de que la junta apruebe nuestro presupuesto en junio. Esperamos que las voces de miles de pasajeros, que confían en los autobuses, el T y el funicular generen más atención e inversiones al rol crítico que el transporte público juega en el Condado de Allegheny.

Una parte clave de este proceso es realizar una audiencia pública y tener un período de comentarios públicos sobre las propuestas en cuanto a tarifas y cambios en los servicios.

La tarifa y los cambios en los servicios propuestos se implementarían con los ajustes a los servicios de PRT de febrero de 2026, junto con los aumentos en las tarifas, que entrarían en vigencia el 1 de febrero de 2026.

PRT realizará tres audiencias públicas:

### Martes 29 de abril de 2025

David L. Lawrence Convention Center  
Pittsburgh Ballroom, 3.º piso  
1000 Ft. Duquesne Blvd., Pittsburgh, PA 15222  
9 a. m. a 1 p. m. y 3 p. m. a 7 p. m.

### Martes 6 de mayo de 2025

Soldiers & Sailors Memorial Hall  
Auditorium, 1.º piso  
4141 Fifth Ave., Pittsburgh, PA 15213  
9 a. m. a 1 p. m. y 3 p. m. a 7 p. m.

### Jueves 12 de junio de 2025

David L. Lawrence Convention Center  
Room 302-304, 3.º piso  
1000 Ft. Duquesne Blvd., Pittsburgh, PA 15222  
9 a. m. a 1 p. m. y 3 p. m. a 7 p. m.

Las personas que deseen ofrecer su comentario pueden registrarse previamente en línea en <https://linktr.ee/PRTpublichearings> o llamando al **412.566.5187 (TTY 412.231.7007)** los días de semana de 9 a. m. a 3 p. m. Las intervenciones de los oradores o miembros del público estarán limitadas a tres minutos por orador.

Quienes no se hayan registrado previamente, pueden hacerlo en la audiencia y serán invitados a participar a medida que haya franjas horarias disponibles. PRT proporcionará un intérprete de lengua de señas en cada audiencia, así como copias en braille de los documentos informativos.

El período de comentarios públicos comenzará el **31 de marzo de 2025**. Se aceptarán comentarios sobre las propuestas por correo a:

**Pittsburgh Regional Transit**  
**Attn: Funding Crisis**  
**345 Sixth Ave. 3rd Floor**  
**Pittsburgh, PA 15222**

También se podrán enviar comentarios en línea, a [rideprt.org/funding-crisis](https://rideprt.org/funding-crisis) y por teléfono al **412.566.5525**. La fecha límite para la recepción de comentarios públicos es el **18 de junio** a las 5 p. m.

Si desea más información, incluyendo detalles sobre el transporte a las audiencias, llame a Servicio al Cliente al 412.442.2000 (TTY 412.231.7007) o visite [rideprt.org](https://rideprt.org). Para solicitar información por escrito, llame al 412.566.5543.

## PROPUESTA DE REDUCCIONES SIGNIFICANTES DE SERVICIOS PARA LAS RUTAS FIJAS DE AUTOBÚS, TREN LIGERO Y FUNICULAR DEL PORT AUTHORITY DEL CONDADO DE ALLEGHENY, QUE OPERA COMO PITTSBURGH REGIONAL TRANSIT (PRT)

Nombre de la ruta:	Tipo de cambio:	Servicio actual:	Servicio propuesto:	Consecuencias clave:
1 - FREEPORT ROAD	Reducción importante	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 45-60 min (hora pico) 45-60 min (horas del mediodía)	Sin servicio después de 11:00 p. m. Aumento en el tiempo de espera
2 - MOUNT ROYAL	Eliminado	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Eliminado	Eliminado
4 - TROY HILL	Eliminado	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Eliminado	Eliminado
6 - SPRING HILL	Reducción importante	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Sin servicio después de 11:00 p. m. Aumento en el tiempo de espera
7 - SPRING GARDEN	Eliminado	Frecuencia: 61+ min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado
8 - PERRYVILLE	Reducción importante	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Frecuencia: < 20 min (hora pico) 21-40 min (horas del mediodía)	Sin servicio después de 11:00 p. m. Aumento en el tiempo de espera
11 - FINEVIEW	Reducción importante	Frecuencia: 21-40 min (hora pico) 41-60 min (horas del mediodía)	Frecuencia: 45-60 min (hora pico) 45-60 min (horas del mediodía)	Aumento en el tiempo de espera
12 - MCKNIGHT	Reducción importante	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 45-60 min (hora pico) 45-60 min (horas del mediodía)	Aumento en el tiempo de espera
13 - BELLEVUE	Reducción importante	Frecuencia: < 20 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: < 20 min (hora pico) 21-40 min (horas del mediodía)	Sin servicio después de 11:00 p. m. Aumento en el tiempo de espera
14 - OHIO VALLEY	Eliminado	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Eliminado	Eliminado
15 - CHARLES	Reducción importante	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 45-60 min (hora pico) 45-60 min (horas del mediodía)	Sin servicio después de 11:00 p. m. Aumento en el tiempo de espera
16 - BRIGHTON	Reducción importante	Frecuencia: < 20 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: < 20 min (hora pico) 21-40 min (horas del mediodía)	Sin servicio después de 11:00 p. m. Aumento en el tiempo de espera
17 - SHADELAND	Reducción importante	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 45-60 min (hora pico) 45-60 min (horas del mediodía)	Sin servicio después de 11:00 p. m. Aumento en el tiempo de espera
18 - MANCHESTER	Eliminado	Frecuencia: 21-40 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado
19L - EMSWORTH LIMITED	Eliminado	Frecuencia: 21-40 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado
20 - KENNEDY	Eliminado	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Eliminado	Eliminado
21 - CORAOPOLIS	Reducción importante	Frecuencia: 21-40 min (hora pico) 41-60 min (horas del mediodía)	Frecuencia: 45-60 min (hora pico) 45-60 min (horas del mediodía)	Sin servicio después de 11:00 p. m. Aumento en el tiempo de espera
22 - MCCOY	Reducción importante	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 45-60 min (hora pico) 45-60 min (horas del mediodía)	Aumento en el tiempo de espera
24 - WEST PARK	Reducción importante	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 21-40 min (hora pico) 45-60 min (horas del mediodía)	Aumento en el tiempo de espera

Nombre de la ruta:	Tipo de cambio:	Servicio actual:	Servicio propuesto:	Consecuencias clave:
26 - CHARTIERS	Eliminado	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Eliminado	Eliminado
27 - FAIRYWOOD	Reducción importante	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Sin servicio después de 11:00 p. m. Aumento en el tiempo de espera
28X - AIRPORT FLYER	Reducción importante (Reducción importante de recorrido)	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Reducción de recorrido: El servicio circula entre Carnegie Station y el aeropuerto. Sin servicio después de 11:00 p. m. Aumento en el tiempo de espera
29 - ROBINSON	Eliminado	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Eliminado	Eliminado
31 - BRIDGEVILLE	Reducción importante	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Aumento en el tiempo de espera
36 - BANKSVILLE	Eliminado	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Eliminado	Eliminado
38 - GREEN TREE	Eliminado	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Eliminado	Eliminado
39 - BROOKLINE	Eliminado	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Eliminado	Eliminado
40 - MOUNT WASHINGTON	Eliminado	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Eliminado	Eliminado
41 - BOWER HILL	Eliminado	Frecuencia: 21-40 min (hora pico) 41-60 min (horas del mediodía)	Eliminado	Eliminado
43 - BAILEY	Eliminado	Frecuencia: 61+ min (hora pico) 61+ min (horas del mediodía)	Eliminado	Eliminado
44 - KNOXVILLE	Reducción importante (Reducción importante de recorrido)	Frecuencia: 21-40 min (hora pico) 41-60 min (horas del mediodía)	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Reducción de recorrido: El servicio circula entre South Hills Junction y Kohne Street y Fisher Street en St. Clair. Aumento en el tiempo de espera
48 - ARLINGTON	Reducción menor	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Sin servicio después de 11:00 p. m.
51L - CARRICK LIMITED	Eliminado	Frecuencia: < 20 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado
51 - CARRICK	Reducción menor	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Sin servicio después de 11:00 p. m. Aumento en el tiempo de espera
52L - HOMEVILLE LIMITED	Eliminado	Frecuencia: 21-40 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado
53L - HOMESTEAD PARK LIMITED	Eliminado	Frecuencia: 21-40 min (hora pico) 61+ min (horas del mediodía)	Eliminado	Eliminado
53 - HOMESTEAD PARK	Aumento del servicio		Frecuencia: 41-60 min (hora pico) 61+ min (horas del mediodía)	Sin servicio después de 11:00 p. m. Servicio adicional en días de semana como reemplazo parcial de 53L
54 - NORTH SIDE-OAKLAND-SOUTH SIDE	Reducción importante	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Sin servicio después de 11:00 p. m. Aumento en el tiempo de espera
55 - GLASSPORT	Reducción menor	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Sin servicio después de 11:00 p. m. Aumento en el tiempo de espera

Nombre de la ruta:	Tipo de cambio:	Servicio actual:	Servicio propuesto:	Consecuencias clave:
56 - LINCOLN PLACE	Reducción importante	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Sin servicio después de 11:00 p. m. Aumento en el tiempo de espera
57 - HAZELWOOD	Reducción menor	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Aumento en el tiempo de espera
58 - GREENFIELD	Eliminado	Frecuencia: 21-40 min (hora pico) 41-60 min (horas del mediodía)	Eliminado	Eliminado
59 - MON VALLEY	Reducción menor	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Sin servicio después de 11:00 p. m.
60 - MCKEESPORT-WALNUT	Sin cambios	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	No se proponen cambios para esta ruta
61A - NORTH BRADDOCK	Reducción menor	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Frecuencia: < 20 min (horas del mediodía) < 20 min (hora pico)	Sin servicio después de 11:00 p. m.
61B - BRADDOCK-SWISSVALE	Reducción menor	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Sin servicio después de 11:00 p. m.
61C - MCKEESPORT-HOMESTEAD	Reducción menor	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Sin servicio después de 11:00 p. m.
61D - MURRAY	Reducción menor	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Sin servicio después de 11:00 p. m.
64 - LAWRENCEVILLE-WATERFRONT	Reducción importante	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Sin servicio después de 11:00 p. m. Aumento en el tiempo de espera
65 - SQUIRREL HILL	Eliminado	Frecuencia: 41-60 min (hora pico) 61+ min (horas del mediodía)	Eliminado	Eliminado
67 - MONROEVILLE	Sin cambios	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	No se proponen cambios para esta ruta
69 - TRAFFORD	Reducción importante (Reducción importante de recorrido)	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Reducción de recorrido: El servicio circula entre Wilmerding y Wilkensburg Station. Aumento en el tiempo de espera
71 - EDGEWOOD TOWN CENTER	Eliminado	Frecuencia: Sin servicio (hora pico) 61+ min (horas del mediodía)	Eliminado	Eliminado
71A - NEGLEY	Reducción menor	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Sin servicio después de 11:00 p. m.
71B - HIGHLAND PARK	Reducción menor	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Sin servicio después de 11:00 p. m.
71C - POINT BREEZE	Reducción menor	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Sin servicio después de 11:00 p. m.
71D - HAMILTON	Reducción menor	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Sin servicio después de 11:00 p. m.
74 - HOMEWOOD-SQUIRREL HILL	Reducción importante	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Aumento en el tiempo de espera
75 - ELLSWORTH	Reducción importante	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Sin servicio después de 11:00 p. m. Aumento en el tiempo de espera

Nombre de la ruta:	Tipo de cambio:	Servicio actual:	Servicio propuesto:	Consecuencias clave:
77 - PENN HILLS	Reducción importante	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Aumento en el tiempo de espera
P78 - OAKMONT FLYER	Reducción importante	Frecuencia: 21-40 min (hora pico) 41-60 min (horas del mediodía)	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Aumento en el tiempo de espera
79 - EAST HILLS	Reducción importante	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Sin servicio después de 11:00 p. m. Aumento en el tiempo de espera
81 - OAK HILL	Reducción importante	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Sin servicio después de 11:00 p. m. Aumento en el tiempo de espera
82 - LINCOLN	Reducción importante	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Sin servicio después de 11:00 p. m. Aumento en el tiempo de espera
83 - BEDFORD HILL	Reducción menor	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Sin servicio después de 11:00 p. m.
86 - LIBERTY	Reducción menor	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Sin servicio después de 11:00 p. m.
87 - FRIENDSHIP	Reducción importante	Frecuencia: < 20 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Aumento en el tiempo de espera
88 - PENN	Reducción importante	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Sin servicio después de 11:00 p. m. Aumento en el tiempo de espera
89 - GARFIELD COMMONS	Reducción menor	Frecuencia: 61+ min (hora pico) 61+ min (horas del mediodía)	Frecuencia: 61+ min (hora pico) 61+ min (horas del mediodía)	Sin servicio después de 11:00 p. m.
91 - BUTLER STREET	Reducción importante	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Sin servicio después de 11:00 p. m. Aumento en el tiempo de espera
93 - LAWRENCEVILLE-HAZELWOOD	Reducción menor	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Aumento en el tiempo de espera
G2 - WEST BUSWAY	Reducción importante	Frecuencia: < 20 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Sin servicio después de 11:00 p. m. Aumento en el tiempo de espera
G3 - MOON FLYER	Eliminado	Frecuencia: 21-40 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado
G31 - BRIDGEVILLE FLYER	Eliminado	Frecuencia: 21-40 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado
O1 - ROSS FLYER	Eliminado	Frecuencia: < 20 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado
O5 - THOMPSON RUN FLYER VIA 279	Eliminado	Frecuencia: 21-40 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado
O12 - MCKNIGHT FLYER	Eliminado	Frecuencia: 21-40 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado
P1 - EAST BUSWAY-ALL STOPS	Reducción menor	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Sin servicio después de 11:00 p. m.
P3 - EAST BUSWAY-OAKLAND	Reducción menor	Frecuencia: < 20 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 21-40 min (horas del mediodía) < 20 min (hora pico)	
P7 - MCKEESPORT FLYER	Eliminado	Frecuencia: 21-40 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado

Nombre de la ruta:	Tipo de cambio:	Servicio actual:	Servicio propuesto:	Consecuencias clave:
P10 - ALLEGHENY VALLEY FLYER	Eliminado	Frecuencia: 21-40 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado
P12 - HOLIDAY PARK FLYER	Eliminado	Frecuencia: 21-40 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado
P13 - MOUNT ROYAL FLYER	Eliminado	Frecuencia: 41-60 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado
P16 - PENN HILLS FLYER	Eliminado	Frecuencia: < 20 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado
P17 - LINCOLN PARK FLYER	Eliminado	Frecuencia: 21-40 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado
P67 - MONROEVILLE FLYER	Eliminado	Frecuencia: 21-40 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado
P68 - BRADDOCK HILLS FLYER	Reducción importante	Frecuencia: 21-40 min (hora pico) 41-60 min (horas del mediodía)	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Sin servicio después de 11:00 p.m. Aumento en el tiempo de espera
P69 - TRAFFORD FLYER	Eliminado	Frecuencia: 21-40 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado
P71 - SWISSVALE FLYER	Eliminado	Frecuencia: 41-60 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado
P76 - LINCOLN HIGHWAY FLYER	Eliminado	Frecuencia: 21-40 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado
Y1 - LARGE FLYER	Eliminado	Frecuencia: 41-60 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado
Y45 - BALDWIN MANOR FLYER	Eliminado	Frecuencia: 41-60 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado
Y46 - ELIZABETH FLYER	Reducción importante	Frecuencia: 41-60 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Aumento en el tiempo de espera
Y47 - CURRY FLYER	Eliminado	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Eliminado	Eliminado
Y49 - PROSPECT FLYER	Eliminado	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Eliminado	Eliminado
SV - TREN LIGERO SILVER LINE	Eliminado	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Eliminado	Eliminado
RD - TREN LIGERO RED LINE	Reducción importante (Reducción importante de recorrido)	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Reducción de recorrido: El servicio circula entre Overbrook Junction Station y Allegheny Station. Sin servicio después de 11:00 p.m.
BL - TREN LIGERO BLUE LINE	Aumento del servicio	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Sin servicio después de 11:00 p.m. Aumento de frecuencia como remplazo parcial del servicio de la Silver Line.
FUNICULAR MONONGAHELA		Reducción menor		Sin servicio después de 11:00 p.m.

#### OTRAS REDUCCIONES (no se requiere acción de la Junta de PRT)

- No habrá servicios especiales para eventos deportivos o culturales importantes • No habrá servicios especiales para el NFL Draft de abril de 2026 en Pittsburgh • No habrá servicios diarios que comiencen después de las 11 p. m. en ninguna ruta y en ningún día

## CAMBIOS PROPUESTOS EN LAS TARIFAS VIGENTES A PARTIR DEL 1 DE FEBRERO DE 2026

	Tarifa plena actual	Tarifa propuesta a partir del 1/2/26
Efectivo	\$2.75	\$3.00
Tarifa plena prepagada	\$2.75	\$3.00
Media tarifa prepagada	\$1.35	\$1.50
Pase de 3 horas de tarifa completa	\$2.75	\$3.00
Pase de 3 horas de media tarifa	\$1.35	\$1.50
Pase diario	\$7.00	\$7.50
Pase de 7 días de tarifa completa	\$25.00	\$27.00
Pase de 7 días de media tarifa	\$12.50	\$13.50
Tarifa plena por semana calendario (exclusivamente a través del portal corporativo)	\$25.00	\$27.00
Media tarifa por semana calendario (exclusivamente a través del portal corporativo)	\$12.50	\$13.50
Pase de 31 días de tarifa completa	\$97.50	\$106.50
Pase de 31 días de media tarifa	\$48.75	\$53.25
Tarifa plena por mes calendario (exclusivamente a través del portal corporativo)	\$97.50	\$106.50
Media tarifa por mes calendario (exclusivamente a través del portal corporativo)	\$48.75	\$53.25
Pase anual	\$1,072.50	\$1,171.50

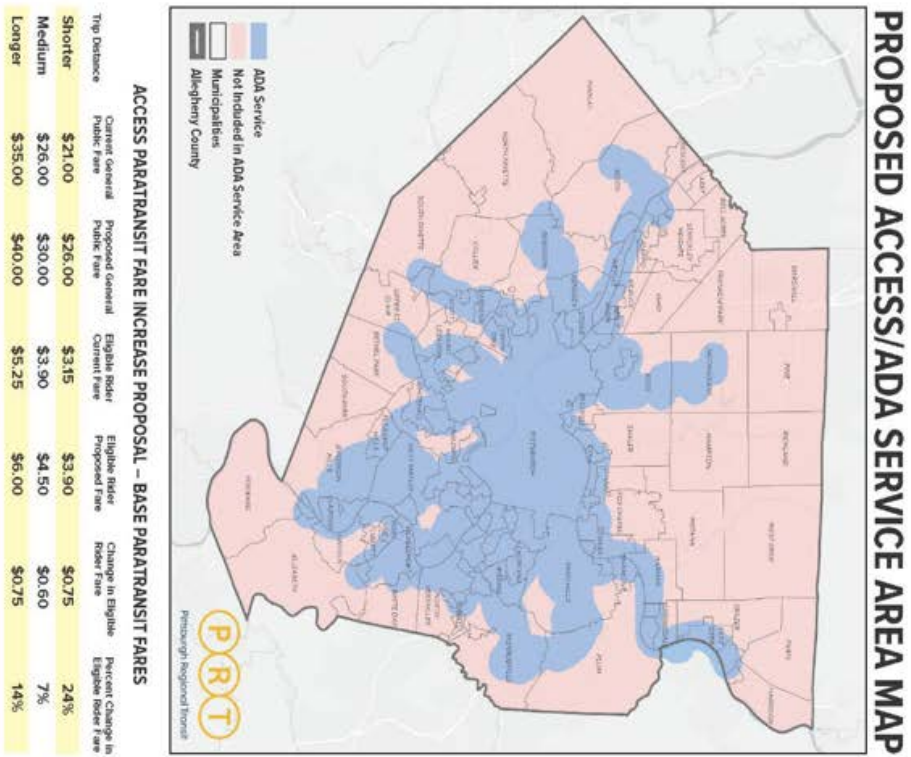
También se proponen aumentos de tarifas y reducciones en los horarios y los recorridos de los servicios para el servicio de paratransito de **ACCESS**.

Si desea más información, visite [rideprt.org](http://rideprt.org), llame a Servicio al Cliente al 412.442.2000 (TTY 412.231.7007) o consulte el folleto de reducción de servicios y aumentos de tarifas propuestos de **ACCESS**, en donde se detallan los cambios propuestos.

Para obtener más información, diríjase a [rideprt.org](http://rideprt.org)



## Proposed ACCESS Fare and Service Changes Brochure/Board



Use this QR Code to access interactive map



**PROPOSED  
SERVICE  
REDUCTIONS  
AND FARE  
INCREASES**

Public Comment Period  
March 31 – June 18, 2025

# AGERS



## YOU CAN HELP US MAKE A DIFFERENCE

State funding has not kept up with the public transportation needs of Allegheny County, causing Pittsburgh Regional Transit to have a structural budget deficit that will continue to grow year after year without additional investment. A public comment period will make sure our riders' voices are heard before our board approves our budget in June. Our hope is that the voices of thousands of riders who rely on buses, the T, ACCESS, and the incline will bring greater attention and investment to the critical role public transit serves in Allegheny County.

The public comment period will begin **March 31, 2025**.

Comments on the proposals will be accepted by mail at:

**Pittsburgh Regional Transit**

**Attn: Funding Crisis**

**3415 Sixth Ave., 3rd Floor**

**Pittsburgh, PA 15222**

Comments may also be submitted online via [riderspt.org/funding-crisis](https://riderspt.org/funding-crisis) and by phone at **412.566.5525**. The deadline for receipt of public comments is **June 18, at 5 p.m.**

For more information, including directions to the hearing, call Customer Service at **412.442.2000** (TTY **412.231.7007**) or visit [riderspt.org](https://riderspt.org)

## PUBLIC HEARINGS

A key part of this process is to hold a public hearing and public comment period on the proposed fare and service changes.

PRT will hold three public hearings:

**Tuesday, April 29, 2025**

David L. Lawrence Convention Center

Pittsburgh Ballroom, 3rd Floor

1000 Ft. Duquesne Blvd., Pittsburgh, PA 15222

9 a.m. to 1 p.m. and 3 p.m. to 7 p.m.

**Tuesday, May 6, 2025**

Soldiers & Sailors Memorial Hall

Auditorium, 1st Floor

444 Fifth Ave., Pittsburgh, PA 15213

9 a.m. to 1 p.m. and 3 p.m. to 7 p.m.

**Thursday, June 12, 2025**

David L. Lawrence Convention Center

Room 302-304, 3rd Floor

1000 Ft. Duquesne Blvd., Pittsburgh, PA 15222

9 a.m. to 1 p.m. and 3 p.m. to 7 p.m.

Individuals wishing to provide comment are encouraged to pre-register online at [link.ea/PRTpublichearings](https://link.ea/PRTpublichearings) or by calling **412.566.5187** (TTY **412.231.7007**) from 9 a.m. to 3 p.m. on weekdays. Speakers or members of the public will be limited to three minutes per speaker.

Those who have not pre-registered may register at the hearing and will be called on as time slots become available. PRT will provide a sign language interpreter at each hearing as well as Braille copies of informational documents.

## PROPOSED CHANGES TO ACCESS SERVICE

Proposed service reductions and fare increases to Pittsburgh Regional Transit (PRT) transit service will impact ACCESS paratransit as well.

Fares will increase for riders who are covered under the 65 Plus and ADA Eligible services. The last ACCESS fare increase was in 2013. Since that time, costs have risen in every area and there are no other cost-savings measures available to maintain service at the current level. ACCESS fares are based on distance traveled and under this proposal, the increase would be highest at the minimum level in an effort to maintain the affordability of longer trips.

Additionally, ACCESS Paratransit, would no longer serve trips starting past 11 p.m. to coincide with the proposed changes in PRT's fixed bus and rail route service changes.

Under the Americans with Disabilities Act (ADA), transit agencies are required to provide paratransit, such as ACCESS, along with regular fixed route service. PRT currently provides a much higher level of paratransit service than is required by law. Without sufficient state funding, PRT must scale back the level of service it can provide through ACCESS.

Riders covered under the ADA Eligible service would see changes to the eligibility of their trips based on their pick-up and drop-off locations.

All changes would go into effect February 2026.

## PROPOSED ACCESS 65 PLUS PROGRAM CHANGES

### Proposed Fare Changes: Effective February 2026

Current One-Way Fare	Proposed One-Way Fare
\$3.15	\$3.90
\$3.90	\$4.50
\$5.25	\$6.00
Under 65 percent: \$2.50	Under 65 percent: \$2.50

Customers will continue to pay fares using a personal account called an electronic purse (E-Purse). There will be no changes in the way in which fares are paid.

Days and Hours of Service: ACCESS 65 Plus service is currently provided between the hours of 6 a.m. and midnight. The new proposed service hours would be 6 a.m. to 11 p.m.

## PROPOSED ACCESS/ADA-ELIGIBLE PROGRAM CHANGES

### Proposed Fare Changes: Effective February 2026

Current One-Way Fare	Proposed One-Way Fare
\$3.15	\$3.90
\$3.90	\$4.50
\$5.25	\$6.00
Eligible personal assistant: No Change	No Change
Companion: Same fare as eligible rider	No Change
Concurrence fare: Twice base ACCESS fare	No Change

The Americans with Disabilities Act (ADA) permits PRT to charge ACCESS/ADA-eligible riders up to twice the base fixed route bus fare. This would make the one-way fare \$6.00 at the minimum level. The proposed fare increase is far less than the maximum the law allows.

### Proposed ACCESS/ADA Service Changes: Effective February 2026

ADA law requires transit authorities to offer complementary paratransit service (ACCESS) alongside fixed route service (PRT bus and T) to eligible individuals, but only in those places and at those times when fixed route service is available. The ADA defines the service area for complementary paratransit as any location within three-fourths of a mile on each side of an operating non-commuter fixed route or rail station. Currently, ADA Eligible riders can travel to or from locations outside of the ADA service area and still receive the ADA protections that accompany trips within the service area. Under this proposal, those protections will be scaled back to the minimum required by law. This means that trips where either the pick-up or drop-off location are outside of the service area will be subject to trip denials, time changes, and standing order restrictions. The proposed PRT service reduction will also reduce the size of the ACCESS ADA service area.

Days and Hours of Service: ACCESS ADA service is currently available throughout Allegheny County between 6 a.m. and midnight, and even earlier or later if there is fixed route service operating. Like PRT, under this proposal there will be no ACCESS service after 11 p.m.

## ACCESS 65 Plus One-Pager

## Proposed Service Changes to ACCESS 65 Plus Program

### The Crisis

State funding has not kept up with the public transportation funding needs, resulting in a budget deficit for Pittsburgh Regional Transit (PRT) of over \$100 million next year, and increasing every year following. Without additional state funding, **PRT is no longer able to provide the current level of ACCESS 65 Plus Program service.** PRT bus and light rail service would be reduced by up to 35%.

### Proposed service changes to take effect February 2026 include:

**Decreased Hours of Access Service.** No Service after 11 p.m.

**ACCESS 65 Plus Fare Increases**

Current One-Way Fare	Proposed One-Way Fare	Changes to PRT Service
\$3.15	\$3.90	• Increase in fare from \$2.75 to \$3.00
\$3.90	\$4.50	• Elimination of 40 bus routes and the Silver Line
\$5.25	\$6.00	• Reduction in service frequency on 53 routes and the Red Line
		• No Service after 11 p.m.

### You Can Make a Difference!

Use your voice! Provide testimony at one of three public hearings listed below, or submit a comment by phone, in writing, or online. The public comment period is open between **March 31, 2025 and June 18, 2025.**

#### Tuesday, April 29, 2025

David L. Lawrence Convention Center  
Pittsburgh Ballroom, 3rd Floor  
1000 Ft. Duquesne Blvd., 15222  
9 a.m. to 1 p.m. and 3 p.m. to 7 p.m.

#### Tuesday, May 6, 2025

Soldiers & Sailors Memorial Hall  
Auditorium, 1st Floor  
4141 Fifth Ave., 15213  
9 a.m. to 1 p.m. and 3 p.m. to 7 p.m.

#### Thursday, June 12, 2025

David L. Lawrence Convention Center  
Pittsburgh Ballroom, 3rd Floor  
1000 Ft. Duquesne Blvd., 15222  
9 a.m. to 1 p.m. and 3 p.m. to 7 p.m.

If you wish to testify at one of the three public hearings, you are encouraged to pre-register online at [linktr.ee/PRTpublichearings](https://linktr.ee/PRTpublichearings) or by calling **412.566.5187 (TTY 412.231.7007)** from 9 a.m. to 3 p.m. on weekdays.

#### Comment by Mail

Pittsburgh Regional Transit  
Attn: Funding Crisis  
345 Sixth Ave. 3rd Floor  
Pittsburgh, PA 15222

#### Comment Online

[rideprt.org/funding-crisis](https://rideprt.org/funding-crisis)

#### Comment by Phone

412.566.5525

### Questions

If you have questions about these proposed changes or how to provide comment, you may call the main ACCESS Program office at **412.562-5353 (TTY 711)** or PRT Customer Service at **412.442.2000 (TTY 412.231.7007)**. You can also visit [rideprt.org/funding-crisis](https://rideprt.org/funding-crisis) for more information.



ACCESS ADA Two-Pager

# Proposed Service Changes to ACCESS ADA Program

## The Crisis

State funding has not kept up with the public transportation funding needs, resulting in a budget deficit for Pittsburgh Regional Transit (PRT) of over \$100 million next year, and increasing every year following. Without additional state funding, **PRT is no longer able to provide the current level of ACCESS ADA Program service.** PRT bus and light rail service would be reduced by up to 35%.

## Proposed service changes to be effective February, 2026 include:

**Decreased Hours of ACCESS Service:** No ACCESS or PRT Service after 11 p.m.  
**ADA Fare Increases**

Current One-Way Fare	Proposed One-Way Fare
\$3.15	\$3.90
\$3.90	\$4.50
\$5.25	\$6.00

## ADA Service Area Changes

### What is required

ADA law requires transit authorities to offer complementary paratransit service (ACCESS) alongside fixed route service (PRT bus and T) to ADA-eligible individuals, but only in those places and at those times when fixed route service is available. The ADA defines the service area for complementary paratransit as any location within three-fourths of a mile on each side of an operating non-commuter fixed route or rail station. PRT's ACCESS service currently exceeds the minimum requirements for the service area.

### Current level of ACCESS ADA Service

Currently ADA eligible riders can travel to and from locations outside the ADA service area, to and from any location in Allegheny County and still receive the ADA protections of requested trips guaranteed within an hour of the time requested.

### What will Change

Under this proposal, the ACCESS ADA service area will be scaled back to the minimum required by law. This means that trips where either the pick-up or drop-off location are outside the ADA service area will be subject to trip denials, time changes, and standing order restrictions. Coupled with PRT's proposed fixed route reductions, this will leave about 62% of Allegheny County outside of the ACCESS ADA service area, and therefore without ADA guarantees.

You can view an interactive map of the proposed ADA service area changes at [rideprt.org/funding-crisis](https://rideprt.org/funding-crisis), or call the ACCESS main office at **412.562.5353** or **(TTY 711)** for more information.

### Changes to PRT Service

- Increase in fare from \$2.75 to \$3.00
- Elimination of 40 bus routes and the Silver Line
- Reduction in service frequency on 53 bus routes and the Red Line
- No service after 11 p.m.

over →

**ACCESS**



## You Can Make a Difference

Use your voice! Provide testimony at one of three public hearings listed below, or submit a comment by phone, in writing, or online. The public comment period is open between **March 31, 2025 and June 18, 2025**.

### **Tuesday, April 29, 2025**

David L. Lawrence Convention Center  
Pittsburgh Ballroom, 3rd Floor  
1000 Ft. Duquesne Blvd., 15222  
9 a.m. to 1 p.m. and 3 p.m. to 7 p.m.

### **Tuesday, May 6, 2025**

Soldiers & Sailors Memorial Hall  
Auditorium, 1st Floor  
4141 Fifth Ave., 15213  
9 a.m. to 1 p.m. and 3 p.m. to 7 p.m.

### **Thursday, June 12, 2025**

David L. Lawrence Convention Center  
Pittsburgh Ballroom, 3rd Floor  
1000 Ft. Duquesne Blvd., 15222  
9 a.m. to 1 p.m. and 3 p.m. to 7 p.m.

If you wish to testify at one of the three public hearings, you are encouraged to pre-register online at [linktr.ee/PRTpublichearings](https://linktr.ee/PRTpublichearings) or by calling **412.566.5187 (TTY 412.231.7007)** from 9 a.m. to 3 p.m. on weekdays. Oral testimony will be limited to 3 minutes.

### **Comment by Mail**

Pittsburgh Regional Transit  
Attn: Funding Crisis  
345 Sixth Ave. 3rd Floor  
Pittsburgh, PA 15222

### **Comment Online**

[rideprt.org/funding-crisis](https://rideprt.org/funding-crisis)

### **Comment by Phone**

412.566.5525

## Questions

If you have questions about these proposed changes or how to provide comment, you may call the main ACCESS Program office at **412.562.5353 (TTY 711)** or PRT Customer Service at **412.442.2000 (TTY 412.231.7007)**. You can also visit [rideprt.org/funding-crisis](https://rideprt.org/funding-crisis) for more information.



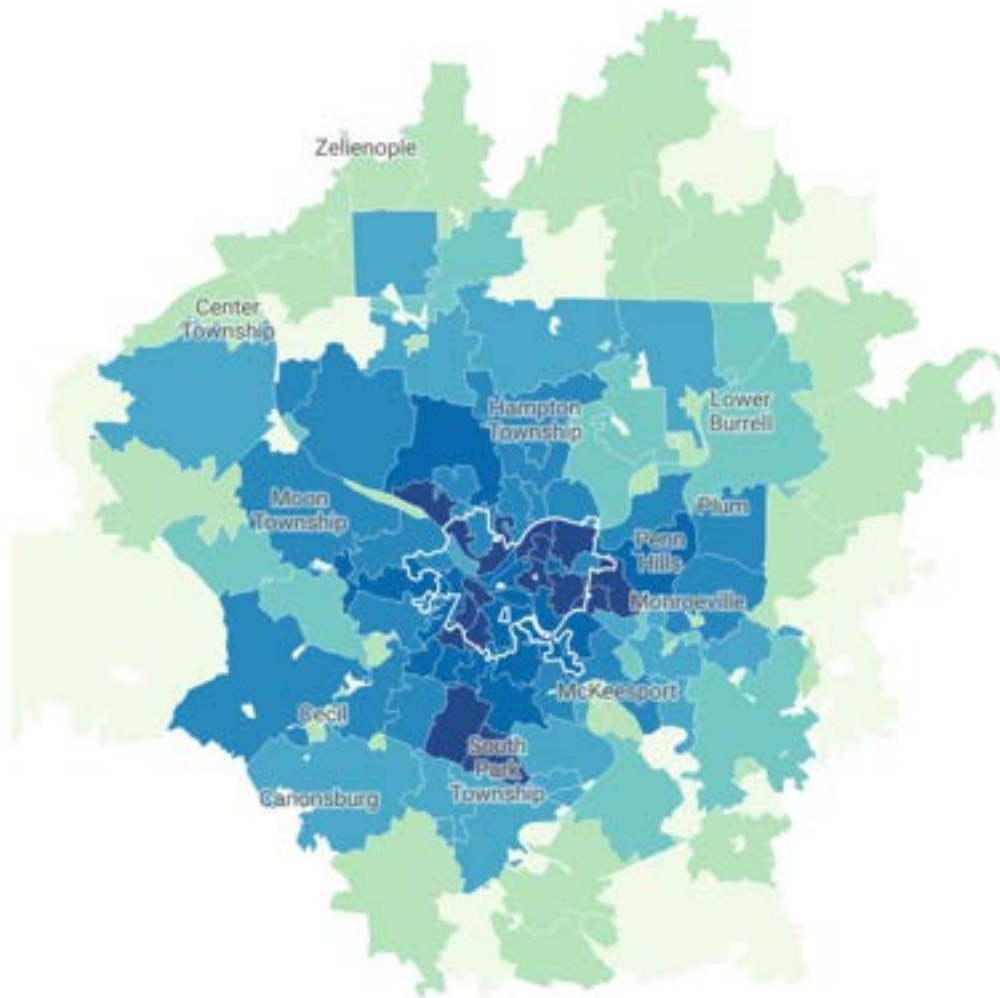
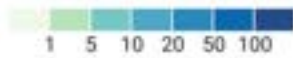
Pittsburgh Regional Transit

PITTSBURGH, PA

# SUMMARY OF PUBLIC COMMENTS

## Introduction

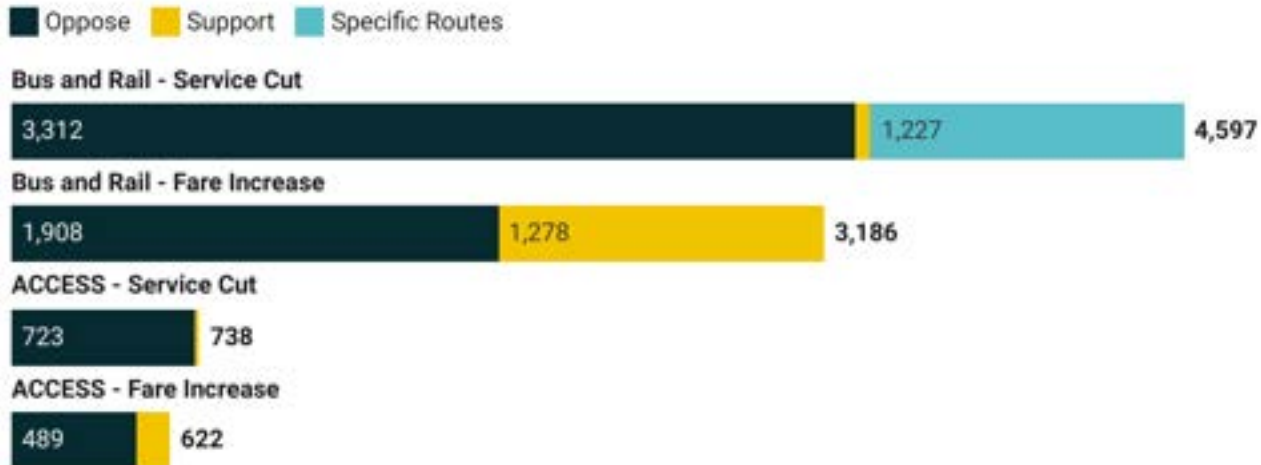
More than 4,800 individuals provided public comments through multiple sources. In addition to the oral testimony and documents submitted at the public hearing, comments were received through the United States mail, PRT's website, electronic mail, voicemail and printed comment cards dropped off in person at the Downtown Service Center. The map below shows the source of comments by zip code (where provided) with darker blue zip codes being those with more commenters.



## Public Comments by Proposal

Across all sources individuals provided 4,830 comments addressing various aspects of PRT's Fare and Service Proposals, including route specific comments. The chart below shows the number of comments based on the overall sentiment of the proposal.

Total survey responses to proposed fare and service changes:

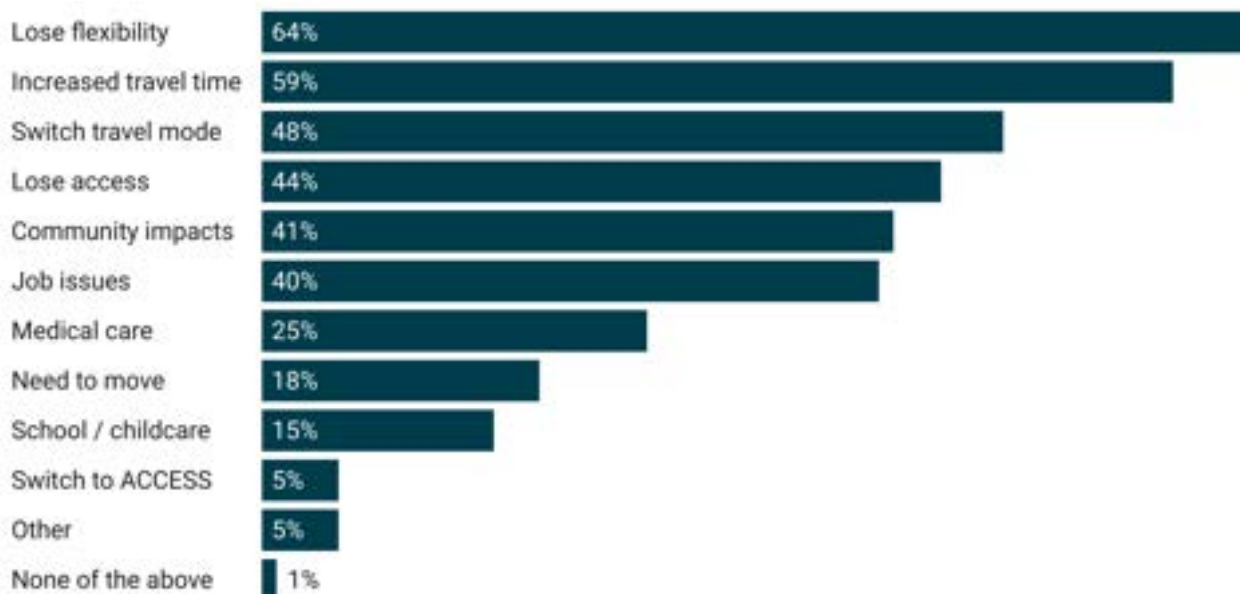


## Bus and Light Rail

### *Service Reductions*

PRT received 4,597 comments on the proposed service reductions, 72% of which opposed all route reductions. One percent of commenters supported all service reductions and 27% opposed specific route reductions. The bar chart below shows the percent of commenters responding that a specific impact was relevant to them from a multiple choice list.

### Impacts:

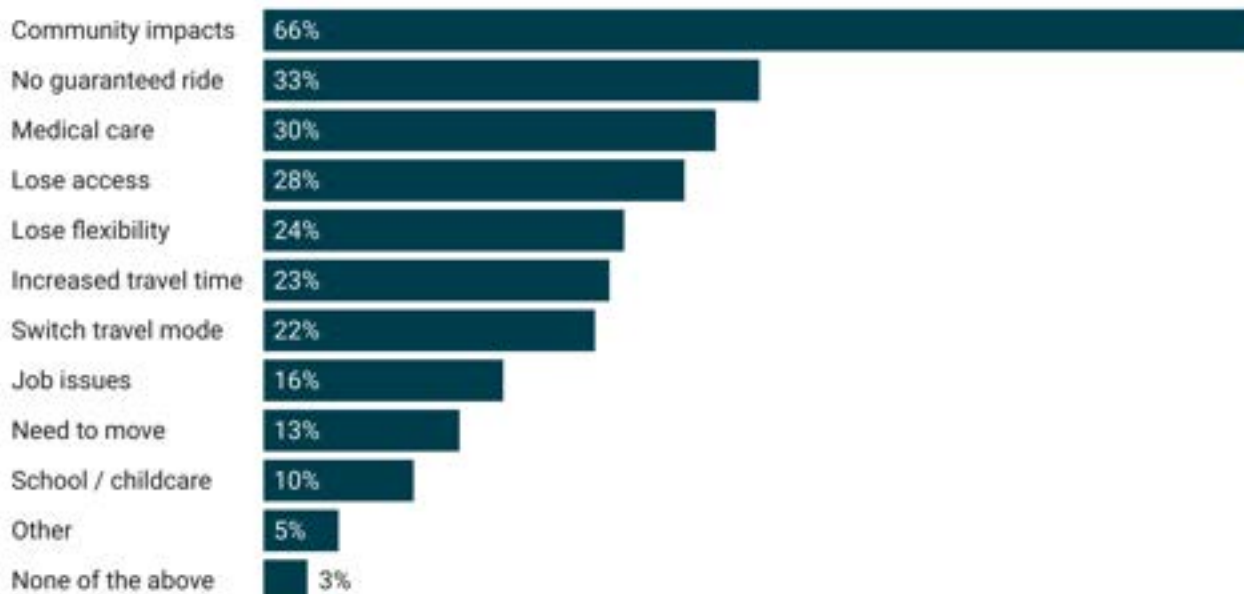


*Fare increases*

PRT received 3,186 comments on the proposed fare increase. Sixty percent opposed the increase and 40% supported the increase. The bar chart below shows the percent of commenters responding that a specific impact was relevant to them from a multiple choice list.

Impacts:**ACCESS***Service Reductions*

PRT received 738 comments in response to service reductions on ACCESS. Ninety-eight percent of commenters opposed the proposed cuts. Two percent supported the cuts.. The bar chart below shows the percent of commenters responding that a specific impact was relevant to them from a multiple choice list.

Impacts:*Fare Increases*

PRT received 622 comments in response to the proposal to increase ACCESS fares. Seventy-nine percent of respondents opposed the fare increases and 21% supported them. The bar chart below

shows the percent of commenters responding that a specific impact was relevant to them from a multiple choice list.

### Impacts:



## Overall Themes

PRT also analyzed all written comments for common keywords and themes. The resulting word cloud below shows the words most frequently used by commenters. Testimony most often revolved around the impacts of the changes on people, work, and communities. The hub of PRT's current system, Downtown, is also a common theme in comments.



**Public Comments by Source**

<b>Source</b>	<b>Count</b>
Public Hearing on 4/29/25	-
Speakers and Testimony in Main Room	55
Speakers and Testimony in Auxiliary Room	32
Public Hearing on 5/6/25	-
Speakers and Testimony in Main Room	77
Speakers and Testimony in Auxiliary Room	4
Public Hearing on 6/12/25	-
Speakers and Testimony in Main Room	129
Speakers and Testimony in Auxiliary Room	6
United States Mail	61
Printed Comment Forms	86
Voicemail	184
Other	4
Comments via Two Petitions	241
Online Comment Forms	3,951
<b>Total</b>	<b>4,830</b>

# OVERALL ROUTE DETAIL

The chart below shows the breakdown of comments by transit route, sorted in order of routes with the most comments to those with the least. Comment rate is included to provide the context of how many comments were received compared to the number of average weekday riders.

Route	Number of comments	Average weekday ridership*	Comment rate**
Silver Line	459	498	92%
28X	295	1,333	22%
40	289	309	94%
Red Line	266	5,552	5%
41	204	600	34%
39	202	781	26%
43	201	270	74%
38	195	620	31%
29	173	790	22%
36	170	369	46%
54	165	3,312	5%
64	161	1,421	11%
O12	150	426	35%
65	150	145	103%
14	149	521	29%
12	145	902	16%
91	140	2,296	6%
31	138	1,004	14%
O1	130	310	42%
26	127	674	19%
2	127	400	32%
1	126	1,507	8%

Route	Number of comments	Average weekday ridership*	Comment rate**
G2	126	1,354	9%
G3	125	202	62%
P67	125	109	115%
21	124	893	14%
G31	121	220	55%
4	119	342	35%
51L	118	354	33%
13	117	1,298	9%
88	115	1,089	11%
58	114	365	31%
69	113	1,241	9%
71	113	60	188%
Y47	112	546	21%
16	111	2,100	5%
87	111	1,350	8%
53L	106	734	14%
P71	106	136	78%
74	104	746	14%
Y49	102	654	16%
Y46	101	834	12%
75	100	3,084	3%
P16	100	312	32%
20	100	304	33%
P69	100	173	58%
77	99	1,214	8%
P7	99	307	32%
P68	98	1,187	8%

Route	Number of comments	Average weekday ridership*	Comment rate**
19L	97	255	38%
Y45	97	64	152%
P10	95	183	52%
7	95	59	161%
8	93	1,643	6%
18	93	34	274%
P12	91	277	33%
P76	91	272	33%
P78	90	750	12%
82	89	3,367	3%
27	88	766	11%
Y1	85	94	90%
P13	85	68	125%
17	84	909	9%
44	84	506	17%
P17	83	412	20%
52L	83	283	29%
O5	83	45	184%
24	81	1,163	7%
6	79	972	8%
81	78	1,272	6%
56	73	954	8%
22	72	572	13%
11	72	364	20%
15	69	814	8%
79	65	419	16%

\* Ridership from April 2025

\*\* Number of comments as a percentage of average weekday riders.

# CONCLUSION

This document provides an overview of the process, key themes, and next steps related to the FY26 public comment period for the proposed fare and service changes. We value the feedback we received from our riders and community members and are committed to transparency throughout this process. For detailed information, please refer to the attached appendix, which includes all public comments submitted through various channels: public hearings, US Mail, the PRT website, email, voicemail, and printed comment cards dropped off at the Downtown Service Center.



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Pittsburgh Regional Transit  
345 Sixth Ave, 3rd Floor  
Pittsburgh, PA 15222  
412-566-5500

Updated July 2025