

PITTSBURGH REGIONAL TRANSIT
MINUTES OF THE REGULAR BOARD MEETING
FRIDAY, JUNE 27, 2025

The Regular Meeting of the Board of Pittsburgh Regional Transit (PRT) was held on Friday, June 27, 2025, at PRT's Administrative Offices, 345 Sixth Avenue, Pittsburgh, Pennsylvania, 15222-2527, pursuant to due public notice given as required by law.

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

The Chair called the Regular Meeting to order.

A recommendation was made for approval of the minutes of the May 23, 2025 Regular Meeting. A motion was made, seconded, and the minutes were unanimously approved.

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

CEO Kelleman asked for a moment of silence for the following former employees and one active employee who have passed away since we last met: Operators Jack Bauman, David Blackhall, Ronald Holloway, Donald Klein, Anthony Proviano, and Albert Saussol; and LRT Systems Supervisor Donald Maggs.

CEO Kelleman reported that the Board today will be asked to approve the agency's Fiscal Year 2026 operating and capital budgets. The \$539.3 million operating budget assumes a 35 percent service cut and nine percent fare increase in 2026, however PRT's ultimate decision to cut service and raise fares will hinge on any new funding for public transit in the state's FY26 budget.

Ms. Kelleman reiterated that while the budget fulfills statutory requirements under the Second Class County Port Authority Act, it reflects current revenue projections and the financial constraints the agency faces as state funding discussions continue in Harrisburg, emphasizing that the approved budget is not an indication that service cuts are finalized. Instead, it positions the agency to meet its legal obligation to pass a balanced budget by July 1 while preserving the flexibility to amend the budget later in the fiscal year should state funding levels change.

The Board is "simply giving us a balanced budget within the required deadline," Kelleman said. "We remain hopeful for a long-term solution to fund public transit."

The \$187.9 million capital budget allows the agency to continue advancing key infrastructure and investments that support a safer, more reliable transit network for the region. The capital budget also includes \$38 million for new buses, \$16.1 million to rehabilitate the Panhandle Bridge – the span that carries light-rail vehicles over the Monongahela River – and \$15 million to replace the tracks inside the Mt. Lebanon Transit Tunnel, which travels between Dormont and Mt. Lebanon.

CEO Kelleman concluded her remarks by thanking the Board, employees, and riders for their continued engagement. "We are very grateful to our state legislators and thanked them for their leadership and to all our partners in Harrisburg, thank you for your deliberation and the difficult work

in budgeting during these difficult times. PRT will continue working closely with state leaders and local stakeholders to advocate for a sustainable, long-term investment in public transit.”

That concluded the report of the Chief Executive Officer.

The Chair announced that public comment portion of the meeting would be held next because some speakers registered for today are on topic with action items on the day’s agenda, so all speakers were moved it up to the front of the agenda.

The first speaker was Andrew Hussein, President of the Allegheny County Transit Council. Andrew was mainly there to urge the board and PRT to please minimize the cuts and reiterated the harm that these cuts could bring. An, if possible, to delay implementing these cuts.

The next speaker, Chris Sandvig, has been here another of times advocating for public transit for the community, but he came to tell his own personal story as it relates to transit.

In early 2014, he was in a situation where he had to surrender his license for 30 months. He sold his car because he didn't want the temptation to get into it and drive somewhere. He never thought that he would need the very thing that he was advocating for during the fight for Act 89.

Over the 30 months without that license, he learned how to use this system and maximize that with also using his bike to get pretty much anywhere he needed to get to in Allegheny County and his job required a lot of time out of the office. He noted that he felt liberated because of that and watched as his financial situation got healthier as a result of what happened to him as well.

Chris acknowledged that he has some privileges that many people don't have, including knowing that there are other ways to live his life and get around. He also knows that lots of people don't know that they have those opportunities available to them even if they have that privilege.

Chris concluded his remarks by saying that he recognizes from a personal experience how crucial it is that we keep the service and grow it. And he prays that Harrisburg gets the message and does what we need them to do.

The next speaker was Amy Zaiss who began her remarks by saying that she had forgotten that the budget discussions were today, but she did want to begin by saying she too is really concerned about the future of our transit and our whole region should PRT lack proper funding. She added that she has animosity towards those in the state leadership who have acted like this was coming out of nowhere and a big surprise. It's been a crisis years in the making and she appreciates PRT's leadership for their stewardship through this really difficult time.

Her main intent in speaking was just to relay some personal experiences. The stop on Strawberry Way was active from July 2023 until June 2025 and was never properly signed, there was never a bench, never a shelter, basically noting that it was a huge embarrassment the way that was handled.

The new stations look great so far and she appreciates seeing signage up already. She appreciates that the transit app and Google Apps are showing the new routing. However, not all the stops are finished and there's been so much confusion from riders downtown trying to understand where to stop. She understands that the new stations have been a big investment and a long build process, but she urged PRT in these circumstances to try to do more to communicate with riders.

It was not necessarily clear to riders, even herself, someone who rides daily, where she was supposed to stand in the new routing. Amy stressed how helpful it is when she receives SMS text alerts about service issues. However, the only other place to find service issues is on Twitter or X and thinks that it is a disservice to PRT's riders.

Amy concluded her remarks by saying that CEO Kelleman addressed the Board in April and her opening comments of last year announced that there was going to be a new service disruption platform available for riders, that there was going to be information about how to sign up but none of that has materialized in 15 months.

The final speaker was Nick Rizzio, a downtown resident. Like the prior speaker, he also didn't know that this was the vote for the updated budget. He thought there was more time. He understands that this is a hard decision and a lot of it's not in our control. We're waiting on the state, and he hopes that the state comes to a resolution as quickly as possible.

Nick wanted to speak about some of the new changes to the downtown routing adjustments for the new service. He is in support of the new bus lanes and the new routing for the 61 routes. He is tired of the temporary stops on Liberty Avenue as well as the weird detour on Smithfield Street. It is much faster now, so appreciates staff's work on that.

Like the last speaker, he also wanted to express his concerns with the way that the detours have been communicated regarding the fact that the new shelters are not open yet, so people must stand at a different stop. He helped over a dozen commuters this week who were standing at the wrong stop. He even had a bus driver refuse to drop him off at a temporary stop. He added that TruTime is a bit cumbersome and a bit hard to use so he uses the Transit app instead.

Mr. Rizzio concluded his remarks by encouraging PRT to build more goodwill amongst our ridership and help discretionary riders who are important right now with our funding crisis. I hope that we can make some improvements in the future with detour communication.

That concluded the public comment portion of the meeting.

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

Member McClenney reported that the Performance Oversight Committee met last week, and she had two resolutions for the Board's consideration.

The Committee first reviewed six procurement items and determined the bids to be in accordance with PRT's procurement policies and procedures and the prices to be fair and reasonable.

The Performance Oversight Committee recommended authorizing the award of bids listed in the resolution for the total amount of \$4,888,588.38.

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

The second resolution was seeking approval to exercise the second option year with Aon Risk Services Central, Inc., to provide property and casualty risk management services.

It was reported that PRT entered into the initial three-year agreement in June 2021 for a total not-to-exceed amount of \$285,000 and later exercised the first option year to extend the agreement through September 30, 2025, and increasing the total authorized amount to \$380,000.

Staff has determined that the services performed by Aon have been satisfactory and in compliance with the agreement.

Therefore, the Performance Oversight Committee recommended approval to extend the term of the agreement for one additional year through September 30, 2026, and to increase the total authorized not-to-exceed amount to \$475,000.

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

That concluded the report of the Performance Oversight Committee.

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

Member Turman reported that the Planning and Stakeholder Relations Committee met last week, and she had a few items for the Board along with one resolution for consideration.

First at the meeting, staff presented a summary of the public comment period for service reductions and fare increases related to the funding crisis.

The public comment period for fare increases and service reductions ran from March 31 until June 18. PRT received public comments at three public hearings, by online forms, by letters, by phone calls, by mail and by other media. As of June 12, the agency received 3,924 comments. Of those comments, 2,786 responses came from Pittsburgh, 896 from other Allegheny County municipalities, 161 from surrounding counties and 117 from other parts of Pennsylvania or out of state. The most responses came from the Beechview, Bethel Park, North Side and Wilkinsburg areas.

Respondents overwhelmingly opposed services cuts (78% against) and opposed fare increases with 60% against. Opposition to a rise in fares increased as income levels decreased. Those making less than \$25,000 annually registered a 76% opposition rate.

Overall, those numbers were even greater with ACCESS paratransit respondents, with 98% opposing service cuts and 80% opposing fare increases.

Service change impacts to survey respondents included the loss of flexibility in their lives, increased travel times, loss of access, community impact, job issues, medical care, and school or childcare. Respondents said that fare increases would impact their communities and loved ones, result in fewer trips, force riders to choose between travel or essentials, force them to switch travel modes or they would not be able to afford to ride at all.

PRT staff will now finalize and create a Title VI analysis report consistent with PRT's federally required Title VI Program and any changes to the overall narrative of public comments will be presented to the Board prior to any final staff recommendations concerning implementation of service reductions or fare increases. In addition, staff will continue to look for ways to optimize service changes to minimize rider impact and remain optimistic that the State Legislators will pass a bill that includes new funding to support transit across the Commonwealth. If cuts are necessary, PRT will aim to provide as much advance notice as possible to riders, and in the meantime, continues to ask riders to contact their elected officials to voice their support for public transit funding.

Staff next presented a resolution seeking authorization to enter into agreements with a pool of firms for general planning services. PRT uses consultants to support its general planning services. This resolution would allow PRT to contract multiple consultants under six categories. They are General Planning Services, Transit Oriented Development Support, Equity Support, Sustainability Support Services, and Infrastructure Planning Services.

This resolution would authorize PRT to use up to \$22 million over three years from approved budgets for various projects, with the option to extend the contracts for two additional one-year terms. Many projects in this contract use grant funds to advance transit planning work, so these contracts provide staff with maximum flexibility in future grant funding.

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

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

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

Member Doyle reported that the Finance Committee met on Wednesday, June 18 and she had two resolutions to present for the Board's consideration.

The first resolution was seeking Board approval to adopt the recommended FY 2026 Operating and Capital Budgets and execute local match certifications.

The proposed FY 2026 Operating budget is \$539,256,823. This budget reflects a .6% increase over the current 2025 fiscal year budget due to a planned service reduction in February 2026. The proposed Capital budget is \$187,888,010. If and when appropriate, PRT will return to the Finance Committee with a proposed amended budget pending state funding outcomes and decisions regarding transit funding. Board Member Fan requested a budget reflecting an eight-month deferral of service cuts and Board Member Senator Williams requested a five-year budget projection based on House Bill 1364. These requests were noted by management.

On behalf of the Finance Committee, Chair Doyle respectfully requested that the Board Adopt the FY 2026 Operating and Capital Budgets and Execute Local Match Certifications as presented.

The Chair asked for comments from the Board. Member Fan spoke first and stated that "[We] discussed this to some extent in the committee meeting last week and it was discussed as mentioned in public comment earlier from Mr. Hussein and others who indicated that once these cuts are implemented, it would be very hard to undo. It's much harder to put service back on the street after

it's been removed to get those riders back. I am hoping that we'll get an update from PRT on what is possible to delay with those cuts. And especially also from a financial perspective or the position that we're placed in once we lose ridership and continue to lose funding under the formula for transportation funding and ridership."

Next Senator Williams asked CEO Kelleman whether the budget presented today is based off a 10-year projection "where we are projecting out 10 years of what it would look like for revenue and for making cuts now and will be able to last 10 years." CEO Kelleman confirmed.

Senator Williams continued saying that the SEPTA's budget, that was approved yesterday, was looking at a five-year timeline. And, that since 2007 PRT has made about 30 percent of service cuts, where in that same time period SEPTA has made about five percent according to the National Transit Database.

Ms. Kelleman replied that in the past 25 years, PRT cut 36% of its service on the street. According to NTD in the same window SEPTA has cut four percent. "It is hard to compare apples to apples. We have a lot more that we can see on our budget versus what we can see with what SEPTA is doing as they have different revenue options."

The senator then noted "So we are approving the budget with a whole set of presumptions over costs and revenue."

Chair Liptak stated that this adoption of the budget would be the first step in the process. "We have completed internally what is required but also federally required and service discontinuation or fare changes will come later. Before these cuts are made, PRT will come back to the board for another vote. Noting that we are not required to have additional public comment. We could choose to, but we are not required to have additional public comment. The public comment that just ended that we received the report on fulfills that federal requirement for the proposed cuts and fare increases."

The senator continued saying that it's her understanding also that the vote on making those fare increases and cuts, the latest we could do it for February, which is presumed in this budget is September. CEO Kelleman confirmed.

The senator requested trying to see what a five-year budget rather than a 10-year year budget would look like because that appears to be where SEPTA and Harrisburg are moving. Understanding that what was passed out of the House is not a final, but it doesn't look like discussions are required to be around a 10-year plan.

Along with member Fan's request for an analysis of a possible delay in implementation of service cuts, Senator Williams requested an illustration of what a five-year budget look like so that we can have a better understanding of the budget that comes out of Harrisburg.

CEO Kellman stated that staff is working on responses to those questions, but we do not have those today.

The Senator mentioned that no one wants this budget, not the Board, Katharine, staff and drivers. It would be catastrophic to the people who ride the bus, and she will keep that in mind in terms of the vote. "I'm going to be a no vote today with the idea that hopefully we can come back and look at what a less conservative budget looks like."

CEO Kelleman reiterated that it is the understanding that a vote today is on the budget only and that we can amend the budget to reflect any funding that comes in in the future. Historically, staff has come back to the board with an amendment based on what became known later in the fiscal year. "It is a regular process for us and a vote for the budget today is not approving the cuts and that would not occur until at the latest February 2026. The schedule we have today would be to have final approval [of service cuts and fare increases] in September with discontinuation of service and changes in February of next year. And the understanding is that we're looking into delaying those cuts should they happen, hopefully not, but we're looking into different options to delaying those cuts." Ms. Kelleman stated that staff will get that information to the Board as soon as possible in the way the Board would want to meet.

The Chair added that the reason that we're doing this budget approval today is because if we don't that could cause other consequences that could end up affecting service immediately. There are ancillary consequences that could immediately come while still preserving our right to amend the budget once we find out about funding.

The Chair ended her comments by saying that she wanted to thank the staff for clarifying what this vote is today and just to make sure that everyone understands that the Board understands the devastation that can come from your livelihoods, independence, cost of living. We hear you and we're continuing the fight.

Next Representative Abney wanted to speak prior to voting on the resolution. The Representative said first and foremost, he thanked all of the PRT staff for all of their hard work on this budget that's in front of us, especially given all of the complications and the uncertainty with the state budget for mass transit. He knows that this was not easy for staff to put this together for us today.

Rep. Abney understands the reasoning behind the proposed budget that's in front of us right now today, his biggest concern with voting on this is he feels he does not have enough information to really make a well-informed decision today. "And it's not necessarily because of the PRT proposed budget in front of us, but it's more so because of where we are with the state budget." He understands that the timing of things is not ideal. And understands that the Board must pass this budget by the end of the month and it's clear that the state budget is not going to be done obviously by that time.

And so, Representative Abney said that "I can't at this point predict or prognosticate what mass transit funding will actually be from the state, but what I can tell everybody is that I can confirm that the negotiations for mass transit are very active right now and they are very fluid."

The representative said that for him personally he would just rather keep fighting until the last day humanly possible to get funding for PRT before deciding on this budget in front of us today. And so for that reason, "I will be an abstention on today's vote, but I do look forward to voting on a revised budget once we have the more written in stone numbers from the state budget."

At this time, the Chair asked for clarification on the requirement window for announcing or voting on service cuts and fare increases, we understood that to be September. And currently there isn't a concrete idea when the state budget will be finalized. So as mentioned by other members, is there a possibility of delaying the cuts? CEO Kelleman explained that "In order for staff to be able to schedule the change and get that information out that we need to our operators internally, that is

about five months, so, September would line up for February 2026. So, if nothing changes in September, a budget has been passed, let's say the budget is passed and we know that we have to make changes, that is when the Board would vote on the service changes and fare increases in September. If we get a funding package sooner than we anticipate, a meeting of the board would be scheduled as expeditiously as possible."

Dr. Brussalis stated at this time that it is his understanding that if we fail to approve a budget today, that we could be out of compliance with state law. Solicitor Sandy Garfinkel replied that the Second Class County Port Authority Act, which is the law that establishes this agency, specifies that the board has to pass a balanced budget prior to the beginning of the next fiscal year, which begins next week. "By law, we must have a balanced budget in place by July 1. Without one, we could lose federal grants and other critical funding streams that support the service we have today."

Before calling for a vote, the Chair wanted to confirm that today the Board is simply voting on a balanced budget within the required deadline, and we are not voting on the fare increase and service cuts at this time.

The Chair asked for a motion to approve the resolution before us today. It was moved, seconded and eight votes were received that the resolution be approved as presented. There was one abstention from Rep. Abney and two "no" votes from Senator Williams and member Bobbie Fan.

Committee Chair Doyle, presented the second resolution which was seeking authorization to establish the fourth-year budget of a five-year contract with Transdev Services, Inc., to coordinate and administer paratransit services for individuals with disabilities and older adults in Allegheny County, also known as ACCESS. This budget recommends a not-to-exceed amount of \$2,400,000, which is a 5.7% decrease from the previous fiscal year.

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

Also at the meeting, the May 2025 financial results were reviewed by the Committee. It was reported that Total Operating Income for May was below budget by approximately \$200,000 due to lower than budgeted Fares and Access Revenue. Total expenses for May were below budget by \$4.2 million with every category below budget except Utilities.

Through May, while Passenger Revenue is \$245,000 greater than last fiscal year, total operating income is about \$1.5 million higher than last fiscal year due to higher Interest Income. Total Expenses through May are almost \$400,000 less than last fiscal year primarily due to a one-year reduction in Pension Expense.

Total Subsidy through May is approximately \$107 million lower than last fiscal year due to fully expending all federal stimulus funds early in the fiscal year.

Finally, it was reported that PRT ended May with \$410.8 million in operating reserves.

That concluded the report of the Finance Committee

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

Member Burgunder reported that the Technology Committee met on June 18th and reported that he had two resolutions for the Board's consideration.

The Committee first reviewed one bid. The item presented was for a subscription of Barracuda Email Gateway Defense and Cloud Archiving Service that would be purchased via a Pennsylvania Department of General Services Cooperative Purchasing Program known as COSTARS.

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

The Technology Committee recommended that the Board approve the award of the cooperative purchase agreement to PhillyCom, Inc., as more fully detailed in the resolution for the total amount of \$235,800.

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

The second resolution presented was for a one-year extension of an existing sole source agreement with Hitachi Rail STS USA, Inc for the Silver Line Library Hybrid Automatic Trip Stop (ATS) System. There is no increase to the contract amount of \$1,524,439.

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

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

That concluded the report of the Technology Committee.

Under new business Chair Liptak reported that pursuant to PRT's Bylaws, certain appointments to the Board's Standing Committees had been made. "Our newest Board member, Dr. Chris Brussalis, has been appointed to the Planning & Stakeholder Relations Committee and also to the Technology Committee. Member Tom Burgunder has been appointed to the Performance Oversight & Monitoring Committee."

The Chair thanked Dr. Brussalis and member Burgunder for agreeing to serve on these committees.

The Chair announced the next Regular meeting of the Board will be July 25, 2025.

With no further business the meeting was adjourned.