



Planning & Stakeholder Relations Committee

May 15, 2025

Committee Members

Stephanie Turman (Chair)
Tom Burgunder
Ali Doyle
Bobbie Fan

Other Board Members

Jennifer Liptak
Joe Totten

1. Approval of Minutes

The minutes of the April 17, 2025, Planning & Stakeholder Relations Committee were approved.

2. University Line BRT Project Quarterly Update (Amy Silbermann)

Downtown:

- 5 stations are currently being installed
- Red bus lanes will be implemented in phases from May-June, subject to weather conditions
 - Phase 1: Liberty Avenue, Fifth Avenue to Sixth Avenue (Starting May 19)
 - Phase 2: Sixth Avenue, Grant Street to Centre Avenue (Starting May 20)
 - Phase 3: Sixth Avenue, Wood Street to Grant Street (Starting May 21)
 - Phase 4: Fifth Avenue, Grant Street to Liberty Avenue (Starting May 27)
 - Phase 5: Fifth Avenue, Sixth Avenue to Grant Street (Starting May 28)
- Bus routings will be updated with the June 22 service change
- The Downtown Loop will be completed this summer

Uptown and Oakland:

- Construction began in January 2025
- Contraflow bus lane on Fifth Avenue in Oakland likely to be removed sometime in 2026

Phase 1 Economic Impact

Downtown Pittsburgh is the first of two phases of construction for the University Line Project. This project is saving PRT money in annual operating costs and additional savings are expected after bus lanes and transit signal priority are completed Phase 2.

- Phase 1 is a \$28M construction project - \$17.1 million Federal, \$4.2 million other sources, including approximately \$6.7 million PRT capital funds
- Phase 1 has approximately 136 construction industry jobs actively working on the project (outside of PRT staff)

Leveraging Federal Dollars for Local Benefit

- The University Line BRT cost \$291 million. PRT's capital budget contributed about 27% of the project's total cost between 2020 and 2023.
- Local and State spending totaling \$112.4 million brought in \$178.6 million in Federal funding from competitive grants that would have gone to another city had PRT not applied.
- The 4 routes serving this project currently comprise about 17,000 daily rides, or about 1/6th of PRT's bus riders, and over 40% of PRT's bus riders ride a route that will benefit from the University Line's infrastructure.
- On-time performance:
 - Bus on-time performance decreased from 67% to 66% due to ongoing construction and unavoidable detours
 - Rail on-time performance decreased from 87% to 83% largely due to planned capital construction projects.

Bus Platform Installations

- The University Line BRT project will impact many other bus routes in downtown in late June
- Six modular curb extensions (bus platforms) are to be installed adjacent to the sidewalk
- These will provide more space for waiting riders at larger volume stops or in areas with small sidewalks
- There will also be some changes to signage and pavement markings to support these platforms and some bus turning movements

3. Presentation of June 2025 Service Changes (Philip St. Pierre)

Routing changes: 8, 51L, 61A, 61B, 61C, 71A, 71B, 77, 81, 82, 83, G2, P1, P7, P17, P69, P76, P78, Y1, Y45

NEXTransit downtown stop changes: 1, 2, 4, 6, 7, 11, 12, 13, 15, 16, 17, 19L, 20, 21, 22, 24, 26, 27, 28X, 29, 31, 39, 40, 41, 43, 44, 48, 51, 65, 67, 69, 86, 87, 88, G3, O1, O5, O12, P13, Y46, Y47, Y49

Run time changes:

- Weekday: 19L, 58, 65, 77
- Sunday: 15, 67

Frequency Changes:

- Route 54 – Weekday peak improved to 20 minutes
- Route 77 – Weekday peak improved to 40 minutes; off peak improved to 50 minutes

- Route 86 – Weekday peak changed to 31 minutes from 30 minutes; off peak to 43 minutes from 40 minutes

Trip Adjustments:

- 6 (Sunday) two outbound trips eliminated and times adjusted
- 15 (Saturday) one inbound trip eliminated and times adjusted
- 29 (weekday) one outbound AM trip added
- 55 (weekday) one inbound and outbound trip added late PM
- G3 (weekday) one inbound and one outbound reverse trips eliminated; PM outbound trips shifted earlier 30 minutes
- G31 (weekday) two inbound and two outbound reverse commute trips eliminated; PM outbound trips shifted earlier 30 minutes
- O1 (weekday) two inbound and four outbound trips eliminated, and trip times adjusted
- O12 (weekday) three inbound and two outbound reverse commute trips eliminated
- P12 (weekday) two trips after PM peak eliminated and trip times adjusted
- Times adjusted for Route 1 (weekday), 19L (weekday), 58 (weekday), 67 (daily), 79 (weekday), 81 (daily), 83 (daily), 93 (daily), O5 (weekday), P10 (weekday), P16 (weekday), P68 (Saturday), P71 (weekday), Y1 (weekday), Y45 (weekday)

4. Resolution to Enter into Manchester TRID Agreement

- Esplanade is seeking TRID funding to support development of public infrastructure, including necessary utilities and site connectivity, planning, predevelopment and soft costs for the project.
- The Urban Redevelopment Authority (URA), in concert with City of Pittsburgh, Allegheny County, Pittsburgh Public Schools, and PRT, undertook a TRID planning study to develop a TRID plan for the Manchester-Chateau neighborhood.
- The MC TRID Phase I Implementation Plan was then developed by URA to identify projects to be funded through the incremental tax brought by the creation of the TRID.
- PRT has two projects identified to be funded with \$1.5 million of the tax increment; an Allegheny Station Area Plan and a Rapid Transit Study of the corridor north of the station along Rt. 65 corridor.
- PRT must enter into a Cooperation Agreement to formalize the adoption of the TRID plan along with the URA and 3 taxing bodies.
- This authorizes PRT to enter into said Agreement once finalized and approved by PRT legal counsel.
- This resolution was sent to the full board for consideration.

With no further business, the Planning & Stakeholder Relations Committee meeting was adjourned.

The next meeting is scheduled for Wednesday, June 18, 2025, in the fifth floor Board Room at Pittsburgh Regional Transit offices.