

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

The Regular Meeting of the Board of Pittsburgh Regional Transit (PRT) was held on Friday, July 25, 2025, at PRT's Administrative Offices, 345 Sixth Avenue, Pittsburgh, Pennsylvania, 15222-2527, pursuant to due public notice given as required by law.

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

The Chair called the Regular Meeting to order.

A recommendation was made for approval of the minutes of the June 27, 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 active and retired employees who have passed since we last met: Operators Bruce Dobson and Kevin Mears; Service Person Daniel Densmore; and Bus Assignment Shifter Edward Knisely.

CEO Kelleman did not have an update on the state budget and new funding for public transit. CEO Kelleman was proud to announce that after years of planning, partnership, and perseverance, the first stations of PRT's first on-street Bus Rapid Transit project are officially opening on Sunday July 27th. These five new stations represent a major milestone for PRT's University Line project, which has been nearly two decades in the making. And at \$291 million, it's the most significant public transit investment since the North Shore Connector opened 13 years ago. She noted that what matters more than the price tag is the promise for a safer, more reliable way to move about our city, our county, and our region.

While riders will see immediate improvements with benches for seating and canopies to protect from the sun and the elements, security cameras, emergency phones, and real-time arrival screens will be introduced in the next few weeks, and four of the five stations will see the first of PRT's next generation fare vending machines early next year.

"The University Line will connect Downtown and Oakland, Pennsylvania's second and third-largest job centers and home to some of the best universities and hospitals in the country. Not to mention Uptown, where we're already seeing more investment in the last five years than the prior 20 or more."

Once the full system is complete, it will serve more than 30,000 people a day. That's thousands of students, hospital workers, office employees, and families who will benefit from a smoother, more dependable ride.

This project would not be possible without a long list of partners coming together to support something bigger than any single agency or entity. These partners include the Federal Transit Administration, Pennsylvania Department of Transportation, Allegheny County, and the City of Pittsburgh.

Next Ms. Kelleman reported that last month our Board approved a budget that assumed a 35 percent service cut and nine percent fare increase starting in February. "These cuts are not final, but without action in Harrisburg, they remain on the table, and we all know the damage this would cause." Passing PRT's budget was a legal requirement, not a decision to move forward with service cuts. In fact, under the Board's direction, PRT staff is actively working to delay or prevent them. Representative Nielson's proposal, which passed in the House, would keep service whole through summer 2028. "The more funding we secure, the longer we protect riders and communities."

Ms. Kelleman concluded her remarks by urging everyone to make their voices heard by calling their representatives and senators. Tell them what a 35 percent cut would mean to you.

That concluded the report of the Chief Executive Officer.

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

Chair McClenney reported that the Performance Oversight Committee met last week, and she had one resolution for the Board's consideration.

The Committee reviewed eight 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 \$4,632,830.65.

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.

Chair McClenney stated that the Committee also received an update from PRT's Procurement staff regarding upcoming solicitations.

That concluded the report of the Performance Oversight Committee.

The Chair called on Tom Burgunder, a member of the Planning and Stakeholder Relations Committee for a report.

Member Burgunder reported that the Planning and Stakeholder Relations Committee met last week, and he had one item to report.

The Committee received an update concerning the BRT University project. It was reported that the downtown Phase I is nearing completion. The red bus lanes, signals and crossings are complete. Bus stations are physically complete and in the final testing phase for systems. At the Committee meeting,

it was reported that these stations will be open by the end of summer and include stations at Ross Street, William Penn, Market Square, Wood Street and Steel Plaza.

As reported by CEO Kelleman, since the Committee meeting, the power issues have been resolved, testing completed, and the stations are scheduled to be open with the start of revenue service this Sunday, July 27th. Systems such as real-time screens will continue to be finalized and turned on over the coming weeks with the stations open.

Mr. Burgunder concluded his remarks by reporting that Phase II (Uptown and Oakland) is about 15 percent complete.

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.

Chair Doyle reported that the Finance Committee met on July 17th, 2025.

First staff presented budget projection scenarios requested by certain Board members during last month's meetings. There were two budget projection scenarios presented. The first scenario assumed postponing the current planned service cuts by eight months, from February 2026 to October 2026. This scenario illustrates service cuts increasing up to 40 percent with a staff reduction increasing to 40 percent. These represent increases from 35 percent and 38 percent, respectively, as presented in the approved fiscal year 2026 budget.

The second scenario assumed a five-year projection as opposed to the 10 years utilized in developing the operating budget adopted in June 2025. This scenario illustrates the impact of House Bill 1364 which would result in PRT's receipt of \$40 million in FY 2026, which would double in FY 2029. This would result in an estimated net deficit of \$132.6 million over a five-year period. Both scenarios assume PRT maintains three months of operating reserves.

Next at the meeting, staff reviewed the June 2025 unaudited financials as follows. It was reported that Total Operating Income for June was below budget by approximately \$500,000 due to lower than budgeted fares and ACCESS Revenue. Total expenses for June were below budget by \$13.5 million with every category below budget. This variance will change as year-end wages and Accounts Payable accruals will be recorded.

Through June, while Passenger Revenue is \$200,000 greater than last fiscal year, Total Operating Income is about \$1.9 million higher than last fiscal year due to higher Interest Income. Total Expenses through June are almost \$300,000 less than last fiscal year primarily due to a one-year reduction in Pension Expense.

Total Subsidy through June is approximately \$124.6 million lower than last fiscal year due to fully expending higher levels of federal stimulus funds.

Finally, it was reported that PRT ended June with \$394.2 million in operating reserves.

That concluded the report of the Finance Committee

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

Chair Burgunder reported that the Technology Committee met on June 18, and 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 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.

Member Burgunder continued reporting that 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. Noting that there is no increase to the contract amount of \$1,524,439.

The Committee concluded that these services are needed and respectfully recommended 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.

Before starting public comment, Chair Liptak stated that with the large number of speakers registered, the Board will be holding people to their time frame because they want to be respectful of everyone's time and everyone's commitment to come here and speak.

The first speaker was Andrew Hussein, President of the Allegheny County Transit Council. Andrew would like to see the cuts delayed or to just not happen, but his main reason for speaking was to urge PRT to continue looking at ways to eliminate inefficiencies in operations. As an example, he liked the idea of operators from certain garages taking their lunches at East Liberty rather than drive to their home. This allows them to go directly downtown to begin their route which is an efficiency improvement.

The next speaker was Laura Wiens, Executive Director of Pittsburghers for Public Transit and one of the leaders of the statewide organizing campaign Transit for All PA. Ms. Wiens reported that over the last six months, PPT has organized transit riders in communities all across the Commonwealth towards a common demand to pass a statewide budget that enables all communities to restore service to 2019 levels.

"We are done with decline, and we will fight for new state investment for the service we deserve and not merely the status quo. We researched and developed an achievable transit funding plan and with the support of Senators Williams and Saval and Representatives Abney and Benham, we have seen our proposals introduced as legislation in both the House and Senate. Transit for All PA members live in 147 out of the total 153 PA state legislative districts. These members have collectively sent over 200,000 letters to their elected officials."

"A total of 350 people rallied in Harrisburg in June, spoke to legislators and their staff from every district in the Commonwealth. Each week we're hosting phone banks and canvases in key districts, and in the last two weeks have rallied in Allentown and given presentations in Scranton to ensure that a state budget passes that meets the needs of all Pennsylvanians."

Ms. Wiens continued stating that "As riders, we are doing our part. We know how much is at stake. They were here today calling on PRT to use some of its reserves to postpone the proposed service cuts until next fall, to give advocates and legislators time to secure stopgap funding from the governor's sales tax proposal and to win a more expansive, dedicated funding solution next year. They were also here to call on PRT to be vocal in opposing fare increases at \$2.75 a trip. Our transit is the 10th most expensive in the country, and the proposed increase to \$3 a trip will make our transit more expensive than the MTA in New York City. Riders cannot afford this, particularly when the cost of all basic needs are also skyrocketing, and they should not pay more for poor service."

"Increasing fares also decreases ridership, so the revenue benefit from increased fares will likely be offset by having fewer riders. It doesn't make sense to invest in a service that people cannot afford to use. In fact, PRT has the opportunity right now to provide further fare relief while growing dedicated revenue and ridership through DHS funded Low Income Fair Program, AlleghenyGo and the Bulk Employer and Developer Fare Program, the Partner Pass. We strongly urge PRT's Board to learn more about these programs and track PRT outreach and enrollment because these programs have the potential to provide unqualified benefits to both the community and PRT if they are robustly promoted."

Ms. Wiens concluded her remarks by saying that over the last seven years, the goal of the 60 plus organizational Fares Coalition has been for a fully zero fare AlleghenyGo Program. The County Executive and County DHS have been explicit in their support for this as well. "Now is the time to support our low-income communities and funding for this program is not contingent on the state budget." They were also calling on PRT to provide the cost estimate and implementation plan for the County Department of Human Services to transition AlleghenyGo to a fully zero fare program.

The next speaker was Abhishek Viswanathan, a professor at Chatham University and a proud member of PPT. He stated that he has been living in Pittsburgh and riding the buses for about 10 years now. He strongly believes that if the Board has the power to stop any service cuts through any means, you should stop them. "It doesn't make much sense when after cutting service and reducing frequency of the buses, you point at low ridership numbers to justify more cuts. When transit is reliable, accessible and a safe option for people, they will use it. If there's a rainy-day fund to tide the agency over through rough financial times, this is the time to use it. We've been fighting to fund PRT and other PA transit agencies at the statewide level in Harrisburg, as well as locally here in Downtown Pittsburgh."

"PRT should also be a much louder voice in this fight and should work with transit advocates to make a compelling case to lawmakers that we deserve more funding. As a transit agency that moves thousands of people across thousands of miles every day, PRT needs to be more of a champion to transit riders." Finally, he believes that PRT should not increase the fare to ride the bus. The cost of living is already astronomical for working and low-income people, and this cost increase would be an additional hardship to them.

The next speaker was Elena Brown, a representative of the Pittsburgh Food Policy Council, representing low-income residents, seniors, shift workers and people with disabilities. Public transit is the only reliable way for them to get groceries, go to the food pantry, farmers market and other food sites.

Elena continued by saying that several years ago, the Pittsburgh Food Policy Council created the region's first Food Action Plan. This engaged almost 2,000 county residents to map out how our food system could better serve its residents. The food system is everything from how food is grown, how food gets to your plate, where it's served, how you can buy it, how much it costs, and how to manage food waste during this process. Community engagement surveys were conducted throughout Allegheny County. The results showed that the number one response was that the biggest challenge was transportation. This isn't just about buses and trains, it's about whether people can feed their families. Food insecurity is already a crisis in the region and these cuts are going to make it worse. These cuts will harm our communities socially and economically. To prevent this, she thinks PRT should receive adequate state funding beginning in year fiscal year 2026 to sustain operations and then to invest in our future transit system over the next decade. Without this action, our communities, economy and quality of life will suffer.

The next speaker was Seth Bush, Advocacy Manager at Bike Pittsburgh. Seth was speaking today to express his organization's strong support for PRT to delay the proposed service cuts and stop fare increases. Founded in 2002, Bike Pittsburgh is a 501C3 bicycle and pedestrian advocacy organization working within the Pittsburgh urban core. "Public transit directly benefits our roughly 3,500 members, our staff and the nearly 30 percent of Allegheny County residents who cannot or choose not to drive due to their age, ability, or financial resources. We envision a Pittsburgh where people can thrive without needing to own a car, making Pittsburgh a world-class leader in clean, affordable, and convenient transportation. While we primarily champion biking and walking, we know that public transit is vital to achieving that vision."

"For many people in our region, biking, walking and public transit are not separate choices. They are essential, interconnected parts of a single journey. Our members bike to the bus stop for their morning commute and walk into the office. They take the T downtown and use a bike share to get that last mile to a meeting. They rely on the bus to get home safely after a late shift, when it's too dark to bike or walk very far." Seth's job takes him all over the county, and every day he sees neighbors using the bus as a journey to work, school, or the grocery store. "For them, the bus isn't just a convenience, it's a bridge, a shelter from a sudden storm, and an extension of their own mobility. If public transit service is reduced, even for a moment, people who can get around without a car will lose that freedom. And when that happens, our entire region feels the impacts to our economy, safety, traffic, congestion and commute times."

"The proposed service cuts and fare increases, even if temporary, would have a long-term negative impact on our transit system, and it would also undermine the safety of our streets, the very core of our mission at Bike Pittsburgh. When less people can take the bus, more people are forced to drive.

More cars mean more congestion, more pollution and a greater risk of traffic crashes for everyone, including the cyclists and pedestrians we fight to protect. You want to grow service, not cut it, so don't. Although using PRT's limited reserve funding to delay cuts and prevent fare increases is not a long-term or sustainable solution, it is currently necessary to give the agency, PA legislators and demonstrators the time to ensure that the Governor's budget proposal for transit passes and to give us the ability to fight for more transit funding next year. The harms of the proposed cuts will be catastrophic to our communities and very hard or impossible to reverse."

The next speaker was Kelda Gorman, an Allegheny County resident with disabilities. Kelda noted that the 35 percent cuts to fixed transit and 62 percent cuts to ACCESS would cut her access to mental healthcare as well as physical healthcare. Pittsburghers for Public Transit has put in the work to lobby, to advocate and to find other possible funding solutions for a thriving public transportation system.

Kelda concluded her remarks by saying that she is asking PRT to use some of the reserved savings to buy us more time to figure out a permanent sustaining solution that cannot only make our system survive but thrive.

Our next speaker was Brian Hatgerlakas who stated that he was a totally blind individual that lives in Allegheny County. The 35 percent cuts in bus service and the 62 percent ACCESS network reductions would be devastating to his life. He relies on PRT and ACCESS every day. Brian noted that cutting this service is like throwing away the key and telling him no. A lot of people have told him no in his lifetime and he doesn't like it. He urged PRT to please use their reserves to help us out. He is doing his part by making phone calls to his senators and representatives, but they need more time.

The next speaker was Nicole Nesby, the former mayor of the City of Duquesne from 2018 to 2022. She is a resident of the City of Duquesne, which is located in the Mon Valley, and she is a third-term board member of Pittsburghers for Public Transit.

She was there to discuss the proposed budget cuts and how it's going to impact communities in the Mon Valley. Since her tenure with Pittsburghers for Public Transit, she has successfully organized cuts against the 61 A 61B and 61 C with the University Line and one accessibility service for low-income Hilltop Parkview Apartments on the 59. She has also signed up dozens of riders to participate in the low-income pilot with DHS in 2023. Currently, she is helping facilitate current Mon Valley fellowships to both educate riders and municipal leaders about opportunities and threats around service infrastructure, for example bus shelters and enrollment into AlleghenyGo Program. "The proposed cuts to the Mon Valley will be catastrophic. In fact, five of the municipalities had the highest usage in all of Pennsylvania within these corridors."

"We are asking for PRT to delay the cuts until next fall so that transit funding can truly be won at our state or county level. We've done our part and now it's time for PRT to do its part by ensuring that there is sufficient time to negotiate and win transit for all PA."

The next speaker was Lynda VanBueren, a resident of the West End and uses the bus to go to other neighborhoods for her numerous activities such as art classes at CCAC and ballet classes at the Pittsburgh Ballet Theater. She cannot move from the West End because she owns her home and cannot afford to buy a car or to take Lyft or Uber, so if PRT would make these cuts she would have to give up her classes and her life would basically be ruined. She really needs the buses to stay as they are, or she won't survive with any quality of life and she would be trapped at home with no purpose.

Lynda urged PRT to at least delay them until the fall. So then at least she can work on some other options but would appreciate it if PRT wouldn't cut them at all.

The next speaker was Tiara Collins, a board member of Pittsburghers for Public Transit. Ms. Collins fell on Tuesday down a flight of steps at work. She explained how she needs to get to physical therapy by bus. She needs to leave an hour and a half earlier to get to physical therapy on time. She wanted PRT to know that they fight every day to get adequate funding. They have been to Harrisburg, and she has been to DC to make sure PRT gets the funding that they need and we're here today to urge PRT to delay the devastating cuts that are going to seriously impact and possibly ruin lives across Allegheny County. We are also here to urge PRT to spend the reserve to keep transit running the way it is now, while we continue this fight for a sustainable permanent funding solution.

The next speaker was Linda Warman from the Hilltop Parkview Manor Apartments in Duquesne. She stated that we need our buses and asked PRT to delay the bus cuts and fare increases. She is willing to keep going to Harrisburg and fight for adequate transit funding. Linda also stated that she feels the increase in fares is drastic and she is having a hard time now scraping up the \$48.75 for her monthly fare.

The next speaker was Paul Verb, a member of Pittsburghers for Public Transit in coalition with Transit for All PA, a proud ATU Local 85 Union member, a transit advocate, a local Municipal Councilman and a recently retired 30-year employee of Pittsburgh Regional Transit as an LRT System Supervisor. Throughout his time at PRT, he has seen years of financial difficulties in the systematic dismantling of the public transit system right here in Allegheny County. "Each cut created uncertainty, diminished reliability, caused reduction in ridership, and negatively impacted the most vulnerable among us who rely on these services."

"During the pandemic, operators were told how necessary we were. They called us essential. But when we needed the state to act just to keep a status quo, we were shown it was only lip service. Now that we've moved on from COVID, we're back to cutting service. Public transit is a lifeline. If it is not treated as such, if it's not funded to reflect inflation and service needs, if it's treated as a liability rather than the asset to our community, it will cause a ripple effect in our region, a downward spiraling of the economy and personal freedom for the people who rely on an efficient system. The mortifying apathy and sheer callousness from some out-of-touch politicians who think that public transit is a boondoggle and seem to take pleasure in hurting people who are less fortunate in the name of austerity by withholding and eliminating funds for service is commonplace in this current political atmosphere."

Since retirement, he has joined Pittsburghers for Public Transit to rally support for a properly funded and well serving transit operation. He has accompanied Local 85, who has also worked aggressively in this fight to rally in Harrisburg. Paul also urged PRT to delay the cuts now while they continue to fight for sustainable solutions in this and in future budget allocations.

The next speaker was John McNulty who was also there to advocate that PRT dip into its savings account and delaying the cuts until September of next year. He asked PRT to buy riders a little time to convince public officials to maintain or think about increasing public transit funding.

The next speaker was Natalie Ford who was standing in solidarity with all Allegheny County residents who require public transport. Natalie is the Environmental Justice organizer that works to ensure economic, education and environmental justice in the Greater Pittsburgh area and Allegheny County.

She was commenting on behalf of the communities that PRT serves in the Greater Pittsburgh area and in the Mon Valley about how PRT service cuts would drastically affect everyday lives. "Working in the Pittsburgh area, and being a lifelong resident of Allegheny County, it is abundantly clear how vital, affordable public transportation is to our communities. In a time where economic disparities are rapidly growing, personal transport is hard to acquire and at times impossible. Public transport is essential to those who cannot afford a personal vehicle or otherwise cannot drive themselves for one reason or another. So many people depend on public transport to get to their jobs, doctor appointments and other engagements in a time where staffing is already so limited across many industries."

"On an environmental note, the increase in PRT service cuts will require the increased use of personal vehicles or rideshare services. In a city that already has some of the worst air quality in the country due to various heavy industries, an increase in personal vehicle usage will continually worsen this issue in our region." She concluded by urging PRT to delay the service cuts and to stop fare increases. If these service cuts go through, the impacts will be devastating.

The next speaker was Verna Johnson who stated that she thinks public transportation should not be seen as a luxury, but as a necessity. Service cuts would hurt everyone, not just some people, but everyone that catches the bus or needs it whenever they are not able to get to where they're going on their own. There must be a better solution than just cuts, and she thinks the community should work together with PRT to come up with that solution.

The next speaker was David Breingan, Executive Director of Lawrenceville United, which is a resident advocacy organization in the Lawrenceville neighborhood of Pittsburgh. He is also a member of Sharpsburg Borough Council, where he lives, and a co-chair of the Pittsburgh Housing Justice Table, which is a coalition of 150 different organizations and individuals all fighting for housing justice across Allegheny County. He was at the meeting to reiterate what a lot of people have already said, that transit is essential to all of our communities. In Sharpsburg, one out of every four households do not have access to a vehicle, so transit cuts would be devastating. Fifteen percent of our population have a physical disability and relies on ACCESS.

The next speaker was Connor Chapman, a doctoral candidate at the University of Pittsburgh who lives in Pittsburgh's Polish Hill neighborhood. He is a proud member of Pittsburghers for Public Transit. PRT's proposed service cut stands to isolate him and his Polish Hill neighbors, many of whom are elderly and disabled. "Not only from our jobs, groceries and healthcare, but also from our friends, families and communities. We rely on PRT's fixed route and ACCESS service to live a full and independent life. As it stands, our community will lose 35 percent of our fixed route service and 62 percent of ACCESS service. This is a loss we cannot afford."

"Along with Pittsburghers for Public Transit, hundreds of folks from across Pennsylvania are organizing with Transit for All PA to secure a dedicated transit funding for PRT and every other transit agency in the Commonwealth. They have circulated petitions and called constituents. They made connections with transit riders and community organizers in Philadelphia, Erie, Crawford County, Center County, and of course, right here in Allegheny County. We've rallied in Harrisburg and met with dozens of state legislators to advocate for a legislation that will fully fund our transit system

statewide. They are doing their part for the fight of transit and their ask is simple. Don't sell them short. Delay the service cuts from February 2026 to October 2026 by using some of PRT's reserves."

The next speaker was Amy Zaiss, who lives in the Beechview neighborhood and rides the buses and trolleys. She wasn't intending to speak on the budget issue but added her commentary. She thinks that we can all agree on a few things that these cuts would be absolutely devastating. "I don't think anybody in this room underestimates that. I think we can all agree also that the transit advocates like PPT are doing great work on the state level to try to push for funding." She cautioned everyone to not see delaying cuts as a silver bullet because nothing's guaranteed, and she hopes that PRT carefully considers all options, and the impacts of them, and PRT's fiscal responsibility to the organization.

Amy noted that was not her advocating for cuts by any means but thinks if funding doesn't come through and the eventual landing is much harder and much more devastating nobody's going to blame PPT, but they are going to blame the board and the organization for not making it a softer landing. She also urged everyone to consider impacts not just to our economy and the workforce, but particularly the workforce for PRT as we hear there would be a 40% layoff in staffing, and just two years ago we had an operator shortage that we've barely crawled out of. She can imagine if a lot of people are laid off, they're not going to want to come back to work. And so maybe consider that impact as well and regardless of what happens.

Amy urged PRT to be transparent with riders. During the operator shortage, there was a hesitancy to cut service, but that meant scheduling more service than PRT could run. And there are a lot of out of service ghost busses and that also harms riders. So, whatever happens going forward, riders would appreciate transparency.

Amy concluded her remarks by stating that she thinks the rider communication could be so much better.

The next speaker was Cheryl Stephens, Community Organizing Manager for Pittsburghers for Public Transit. Ms. Stephens read testimony from a member of the Transit for All PA Coalition, Joan Monroe, who is advocating for transit in Trafford.

It read that she has been very active informing the Trafford community about the proposed loss of the bus in Trafford.

"Our local church posted information about the bus and asked parishioners to call their local representatives. With the help of PPT and our local Economic Development Commission, we created a digital sign warning people that the bus is on the chopping block. The sign was posted for a month. Residents have been urged to contact their local state officials. Our borough council agrees that Trafford needs the bus. New businesses have opened in Trafford and are located on the bus routes. Despite all of our efforts, we are still hearing Trafford will lose bus service."

Westmoreland County does not serve Trafford with a fixed route service. Trafford residents rely on PRT. Westmoreland County has no plans to start a fixed route service in Trafford. As she mentioned at the January PRT board meeting, the local bank, grocery store, and pharmacy are .6 miles from the senior resident. The Rite Aid pharmacy is now closing. The nearest pharmacy, CVS, is in Turtle Creek, but without the bus, and those without cars, will not be able to get to the CVS. There are no doctors, banks, grocery stores or pharmacies in Trafford. All these services are only available by bus, if one does not have access to a car or cannot afford a Lyft or Uber.

“Instead of cutting service, we need to invest and improve our public transit system to ensure that everyone in our community can stay connected and have access to the resources they need. In addition, we are asking PRT to stop the fare increases. It's already hard to afford fares as it is, and this will make it even harder to afford. Riders like she will have to make even harder choices about which basic trips she can afford to take and which ones to give up. In conclusion, she urged PRT to reconsider the proposed cuts and fare increases.”

The final speaker was Judy Vanderbeck, a sole proprietor in the Shadyside neighborhood for 30 years. She is also a proud member of the Pittsburghers for Public Transit. Judy is a non-driver with low vision and has been riding the buses since the 1970s. Over the years, she has seen cuts in so many different directions. “And it's sad to see that we've come to this point where we're going to have cuts that really just may cripple the whole system and affect so many people.” The biggest impact to her with these cuts will be for her business. She has so many people who depend on public transportation to get to her business in Shadyside.

Under New Business, Chair Liptak announced that Member Bobbie Fan has been appointed to the Finance Committee and the Financial Audit Committee. Chair Liptak thanked Member Fan for agreeing to serve on these committees.

The Chair announced the next Regular meeting of the Board will be September 26, 2025.

With no further business the meeting was adjourned.