PITTSBURGH REGIONAL TRANSIT
MINUTES OF THE REGULAR BOARD MEETING
FRIDAY, MAY 29, 2026

The Regular Meeting of the Board of Pittsburgh Regional Transit (PRT) was held on Friday, May 29, 2026, at PRT's Administrative Offices, 345 Sixth Avenue, Pittsburgh, Pennsylvania, 15222-2527, pursuant to due public notice given as required by law.

The following Board members were in attendance in person: Jennifer Liptak, Chair, Stephanie Turman, Dr. Chris Brussalis, Laura Sohinki, Bobbie Fan, Rep. Aerion Abney, Tia McClenney, Senator Lindsey Williams and Tom Burgunder. The following members participated via TEAMS: Joe Totten and Emma Shoucair. Board Solicitor Amanda Kraft attended in person.

The Chair called the May 2026 Regular Meeting to order.

The first order of business was the approval of the minutes. A motion and second were made to approve the minutes from the April 30, 2026 Regular Meeting and the minutes were unanimously approved.

The Chair called on PRT CEO Katharine Kelleman for a report.

CEO Kelleman requested a moment of silence for the retired and one active employee who passed away since we last met. They were Operators Floyd Brown, Jr., David Nath, David Rouda, and Signal Maintainer Richard Linnert.

Ms. Kelleman welcomed attendees and noted strong public participation, particularly on the Bus Line Refresh topic.

Ms. Kelleman announced that the Board was being asked to approve the FY 2027 budgets. She noted that the budget is balanced but fragile because PRT moved capital funds into operating funds to avoid immediate service cuts in FY 2026 and FY 2027.

She described the trade-offs as including deferred capital projects, such as new vehicles and infrastructure upgrades, which means slower system improvements for riders.

Ms. Kelleman stressed that although PRT has short-term stability, the long-term risk remains unresolved. She emphasized a serious long-term funding crisis without new funding noting that PRT essentially shifted money from long-term investments to keep service running today. She specified that while infrastructure remains safe, improvements are delayed.

Next Ms. Kelleman introduced the ReadyFare System rollout as a major customer-facing upgrade. She emphasized that fare payment is often the first customer interaction with PRT, making modernization critical.

She described that the project will include the transition from ConnectCard to a modern, account-based fare system and there will be 80 plus ticket machines with installations underway.

She noted the ReadyFare System will support mobile payments, contactless transactions, and easier account management and customer benefits include faster updates and improved security, ability to recover balances if cards are lost, and more flexible payment options.

Making modernization is critical to make transit intuitive, reliable, and easy to use, and she acknowledged change may feel disruptive, especially for long-time riders, but described a proactive outreach campaign through mailings, signage, social media, and onboard messaging.

Ms. Kelleman stated that transition will be gradual and supported, not abrupt. She also stressed the importance of serving all rider groups including cash users, seniors, and riders with limited access to technology. The goal is a consistent experience regardless of payment method.

She noted the intention of PRT to continue providing updates to the Board and to the public throughout the rollout process, and that PRT encourages riders to visit the ReadyFare information page on the PRT website or contact Customer Service with any questions.

That concluded the remarks of CEO Katharine Kelleman.

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 on May 21, 2026 where four resolutions were reviewed.

Chair McClenney noted the Committee first reviewed seven procurement items, including the purchase and delivery of diesel fuel, and determined the bids to be in accordance with PRT's procurement policies and procedures and the prices to be fair and reasonable.

The Performance Oversight Committee recommended authorizing the award of the bids listed in the resolution in the total amount of approximately $71.9 million.

On behalf of the Performance Oversight Committee, Chair McClenney respectfully requested the Board's approval of the resolution. A motion was made, seconded and it was unanimously agreed that the resolution be approved as presented.

Chair McClenney reported the next resolution was seeking authorization to extend the agreements with a pool of firms to provide general marketing services.

Chair McClenney noted it was explained at the meeting that the agreements are set to expire in May 2026 and PRT requires several general marketing projects to be conducted while PRT completes a new public solicitation for these services.

The Performance Oversight Committee recommended extending the term of the agreements an additional six months with no increase to the previously authorized total not-to-exceed amount of $5,650,000.

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

Chair McClenney reported the next resolution was seeking authorization to extend and amend an agreement with Enghouse Transportation, LLC, to provide hosted interactive voice response services known as IVR.

Chair McClenney noted it was explained at the meeting that the current Enghouse Transportation LLC agreement is set to expire on June 19, 2026, and PRT has a need to ensure the continuation of IVR services in an uninterrupted manner while PRT completes the transition to a new system under a new vendor which will include IVR services.

The Performance Oversight Committee recommended extending the agreement with Enghouse an additional six months through December 19, 2026, and increasing the total authorized not-to-exceed amount of the agreement to $1,729,830.

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

Chair McClenney reported the final resolution presented would authorize PRT to adopt and implement the Fiscal Year 2027-28 Internal Audit Work Plan.

Chair McClenney noted it was reported at the meeting that in November 2007, PRT's Board adopted an Internal Audit Department Charter as a statement of policy and an expressed commitment to provide financial and operational oversight. She further described that in accordance with the Charter, PRT's Internal Audit Department has conducted various audit and oversight activities over the past several years pursuant to Board-approved Internal Audit Work Plans.

The Performance Oversight Committee agreed to recommend authorizing the adoption of the 18-month Audit Work Plan attached to the resolution as Exhibit A.

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

That concluded the report of the Performance Oversight Committee.

Chair Liptak called on Member Stephanie Turman, Chair of the Planning and Stakeholder Relations Committee, to submit a report.

Chair Turman reported that the Planning and Stakeholder Relations Committee met May 21, 2026 and had a few updates for the Board.

First, Ms. Turman described that PRT staff presented an update to the Committee on the June service changes, reporting that several key routing changes to the 75, 91 and 93 routes will go into effect on June 28 and other minor changes will be made on other routes.

Chair Turman added that details regarding the routing changes have been made available on PRT's website and signage will be posted at impacted bus stations and stops.

Next, Ms. Turman described that PRT staff presented an update of the University Line and reported that construction is about halfway complete and remains active throughout several current work sites, with stations to begin to be placed this summer. Ms. Turman noted that in the meantime, PRT is developing a rollout plan to determine when the stations will open to riders, and the two-way bicycle lane will begin to take shape this summer, and landscaping is being planted now throughout the corridor.

Ms. Turman described that PRT staff then presented an update on the Station Square and Dormont Junction improvement projects, including providing a brief recap of each project and outlining a design update of new features and amenities at both locations.

Ms. Turman described that PRT staff announced at the Committee meeting that a public meeting regarding the Station Square project was held on May 21 and a public meeting regarding the Dormont Junction project was held on May 28.

Finally, Ms. Turman described that PRT staff presented the monthly ridership update. It was reported that both bus and rail ridership grew year over year during the month of March.

Ms. Turman also noted that PRT staff reported during the meeting that PRT ridership during the NFL Draft saw about 60,000 riders take advantage of the 99 Football Flyer routes; over 180,000 bus and rail riders took advantage of the free fare sponsored service; and PRT saw over 400,000 riders over the three-day event, which is a 51 percent increase compared to three similar days during non-special event periods.

Finally, Ms. Turman also noted that PRT staff reported that on-time performance remained steady compared to the previous month.

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

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

Chair Shoucair reported that the Finance Committee met May 21, 2026 and had two resolutions for the Board's consideration.

Chair Shoucair reported the first resolution would provide authorization for PRT to Extend and Amend the University Pass, or "U-Pass," Program Agreement by extending the term of the Agreement for two years through June 30, 2028 and maintaining the current rate of 72 percent of base fare per card tap for the proposed extended term.

On behalf of the Finance Committee, Chair Shoucair respectfully requested approval of the resolution. A motion was made, seconded and it was ten members agreed that the resolution be approved as presented. Dr. Chris Brussalis abstained from the vote for this resolution, noting his role as President of Point Park University, a participating university under the U-Pass Program.

Chair Shoucair reported that, as mentioned by CEO Kelleman, the next resolution was seeking authorization to adopt the Fiscal Year 2027 Operating and Capital Budgets and execute local match certifications.

Chair Shoucair noted that PRT staff reported during the Committee meeting that the Fiscal Year 2027 Operating Budget totals $595,674,699, which is a 4.1 percent increase versus last fiscal year. She described that this increase is primarily driven by increases in electricity and diesel costs as well as expected increases in employee health insurance costs And there is also a slightly greater than two percent increase in state operating assistance and local match. The FY 2027 budget is balanced using the remaining $44.8 million balance of capital waiver funds and $15.4 million in reserves.

Chair Shoucair noted that PRT staff reporting that the Fiscal Year 2027 Capital Budget totals $211,581,414, which is an increase of 264 percent from last fiscal year with the large variance due to PRT exercising a PENNDOT authorized waiver in fiscal year 2026 to use state capital dollars to support the Operating Budget during Fiscal Years 2026 and 2027. The Fiscal Year 2027 Capital Budget primarily consists of debt service, fixed guideway improvements, facility improvements and support programs.

On behalf of the Finance Committee, Chair Shoucair respectfully requested the Board's approval of the resolution. A motion was made, seconded and it was unanimously agreed that the resolution be approved as presented.

Chair Shoucair reported that at the meeting, the April financial results were presented by PRT to the Finance Committee. She summarized that PRT staff reported that Total Operating Income for the month of April was under budget by $100,000 due to lower ACCESS and Advertising Revenue and Total Expenses for the same period were below budget by $2.6 million due to wages and benefits and purchased services being under budget.

She further summarized Total Operating Income is $300,000 higher than last fiscal year through April due to increases in all categories and Total Expenses through April are $23.6 million higher than last fiscal year because of higher expenses in wages due to improved hiring, higher pension expenses, and Other Expense.

She described that staff reported the Total Subsidy is $73.7 million higher than last fiscal year due to increased capitalization and increases in state and local funding and that PRT ended the month of April with $458 million in cash reserves.
If there are no questions that concludes my report.

That concluded the report of the Finance Committee.

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

Chair Burgunder reported that the Technology Committee met May 21, 2026 and had one resolution for the Board's consideration.

Chair Burgunder reported that this resolution would authorize PRT to enter into an agreement with AEC Group, LLC, to provide co-location services and to extend its current agreement with Ideal Integrations, LLC, during the transition to AEC Group because PRT requires the services of a contractor to provide co-location services for PRT's primary server, including during the transition of such services from its old vendor to a new vendor.

Chair Burgunder noted that in order to obtain a qualified firm to perform these services, a request for proposals was prepared and publicly advertised and the proposal submitted by AEC Group, LLC, was determined by PRT to be the highest-rated proposal for the performance of services.

Further, Chair Burgunder noted that PRT staff identified that in order to make necessary improvements for connectivity and complete the transition of equipment from one Data Center to the other, it has been determined that it is in PRT's best interest to extend the agreement with the current contractor, Ideal Integrations, LLC, up to an additional three months.

The Technology Committee recommended entering into an agreement with AEC Group, LLC, for a total not-to-exceed amount of $1,217,200.17 for an initial five-year period, with the option to extend the term of the Agreement up to two additional one-year periods at the sole discretion of PRT. In order to aide in the transition, the Technology Committee also recommends extending the term of agreement with Ideal Integrations, LLC, up to three additional months through October 31, 2026, with no increase in the current authorized total not-to-exceed amount.

On behalf of the Technology Committee, Chair Burgunder respectfully requested the Board's approval of the resolution. A motion was made, seconded and it was unanimously agreed that the resolution be approved as presented.

Also at the Technology Committee meeting, staff introduced some of the key performance indicators that are used to track performance in the Maintenance Division and showed some examples of data visualizations that PRT uses internally to track these metrics over time.

That concluded the report of the Technology Committee.

Chair Liptak then transitioned to public comment. The Chair asked that everyone be mindful of the three minutes so we can move through the speakers and give everyone their opportunity to speak.

Below is a summary of speaker testimony.

Andrew Hussein registered to speak but was not present.

Laura Chu Wiens, PPT Executive Director, urged PRT to establish measurable goals for ridership, reliability and rider satisfaction and to frame the Bus Line Refresh within a broader strategy for restoring and growing transit service. She expressed concern that a cost-neutral redesign shifts service rather than expands it and cited communities proposed to lose transit service. She also requested ongoing rider and worker surveys to evaluate the plan's success.

Fred Mergner, a retired PRT employee, opposed the proposed alphanumeric route numbering and endpoint naming system, arguing that existing route numbers and names are more recognizable, accessible and less confusing for riders. He recommended retaining the current naming convention.

Stuart Strickland, ACTC, discussed the difficulty riders face understanding service changes and suggested PRT provide more personalized and detailed change information, maps and detour guidance. He referenced proposals he previously submitted to improve rider communication.

Cheryl Stephens, member of PPT**,** expressed concern that the Bus Line Refresh does not sufficiently address existing issues such as overcrowding, service variants, missed trips and communication problems. She asked PRT to improve current service reliability while continuing to refine the Bus Line Redesign.

Pittsburgh Councilwoman Barb Warwick encouraged PRT to coordinate with Pittsburgh Public Schools' upcoming grade reconfiguration to improve student transit access. She advocated for expanded student transit passes, reliable school connections and collaboration among PRT, PPS and the City.

Joy Dore, member of PPT, supported some proposed frequency improvements but expressed concern that changes to Route 93 and other routes would reduce access to hospitals, employment and education for Hazelwood and Mon Valley residents. She also opposed the proposed route renaming system.

G. L. Johnson asked PRT to prioritize maintaining real-time arrival displays and praised several proposed service improvements. He also criticized the lack of long-term state transit funding and urged greater legislative support for public transit.

Bernadette Mosey alleged that previous service reductions and bus stop removals were connected to redevelopment projects and requested further investigation into PRT's decisions regarding service and real estate development.

William Anderson registered to speak but was not present.

Aaron Conrad described how proposed service changes would negatively affect disabled and elderly riders, particularly in Beechview and Bridgeville. He urged PRT to preserve Route 41 and avoid changes that increase transfers for vulnerable riders.

Tom Conway, retired PRT operator and PPT member, recommended delaying implementation of the Bus Line Refresh until sustainable funding is secured from the State. He referenced lessons from previous service reductions, expressed concern about operator working conditions and emphasized rebuilding ridership.

Ziggy Edwards shared concerns raised by Hazelwood and Greenfield residents about additional transfers and reduced access under the proposal, particularly noting the impact of hills which decrease accessibility to new proposed stops. He suggested more targeted improvements, including extending Route 75 into Hazelwood.

Ren Finkel, member of PPT, supported some service improvements but expressed concerns about transfers, unreliable service, accessibility and the lack of bus shelters. They requested that PRT establish data-driven and measurable goals for ridership, reliability and customer satisfaction.

Jason Glasser opposed eliminating Routes 2 and P13, explaining that the proposal would significantly reduce transit access for residents in his neighborhood and require unsafe walking conditions. He urged PRT to preserve access rather than prioritize frequency elsewhere.

Phyllis DiDiano spoke about the importance of maintaining transit access for seniors and people with disabilities. She expressed concern about proposed reductions affecting Beechview and Banksville Road and encouraged PRT to pursue service improvements, including to T lines, that increase ridership.

Kelda Gorman (testimony ready by Laura Chu-Wiens) Kelda Gorman explained that the proposed redesign would worsen her transit access by requiring additional transfers and reducing frequency. She also expressed concerns about accessibility, route renumbering and implementing the redesign before long-term funding is secured.

Deja Baker (testimony read by Claire Harper) Deja Baker opposed the elimination of Routes 2 and P13, stating the changes would reduce mobility, economic opportunity and access to essential services for families and residents in Shaler, Etna and Millvale.

Clara K registered to speak but was not present.

John McNulty registered to speak but was not present.

Damitra Penny-Harris described how additional transfers would negatively affect her as a wheelchair user and reduce access to medical appointments and community activities. She encouraged PRT to evaluate rider satisfaction before implementing the Bus Line Refresh.

Zana Ross registered to speak but was not present.

Sehgal Sehgal registered to speak but was not present.

Beck Reid registered to speak but was not present.
Lynda Van Buren registered to speak but was not present.

Linda Warman spoke on behalf of transit riders in Duquesne, opposing proposed service reductions that would reduce access to grocery stores and other destinations. She urged PRT to focus on improving existing service reliability and minimizing additional transfers.
Ezra Gissy (testimony read by Nicole Gallagher) spoke regarding the impact of proposed changes of the Bus Line Refresh which would move the nearest stop to over a mile away, creating a significant barrier. These changes could jeopardize Ezra's ability to maintain employment and live independently. The proposed refresh is seen as not an improvement, as it risks leaving vulnerable riders behind and reducing access to essential services.
Teaira Collins talked of the loss of critical access. She stated that eliminating Route 93 service to Greenfield/the Run would remove direct access to Oakland, medical care, including Children's Hospital, and affordable grocery stores. She also shared her concerns about reliability and transfers. She emphasized that the current system is already unreliable and added that transfers would increase travel time and unpredictability.

That concluded public comment.

The Chair noted that the next regularly scheduled Board meeting is June 26, 2026.

With no further business the meeting was adjourned.