

EXHIBIT "B" Port Authority of Allegheny County d/b/a Pittsburgh Regional Transit - Act 44 Transit Performance Review - 2023 Action Plan

Actions to Increase Passengers / Revenue Hour	PRT Action	PRT Division Lead(s)	Estimated Initiation Date	Estimated Completion Date
Reevaluate and implement marketing plans that address long-term changes in regional travel patterns.	PRT is developing now, and intends to implement throughout 2023, a promotional campaign that highlights our core services and how they can support travel habits and schedules today. PRT's marketing team also is coordinating closely with our Scheduling and Operations groups on proposed changes to routes and potential changes in fleet design - all of which create potential for additional marketing opportunities.	Communications	Mar-23	Dec-23
Reassess PAAC's on-time goals and system performance to better align service delivery with customer expectations.	Planning and Service Development leads an On-Time Performance Committee which includes Operations-Transportation, Road Operations, Scheduling, and Service Development. PRT to update its Transit Service Standards to reflect a higher OTP goal for bus for FY 2025 of 75%.	Planning and Operations-Transportation	Ongoing	Jun-25
Create a transit development plan that specifically addresses long-term pandemic impacts.	The Planning & Service Development Department received a grant from the FTA to support a Transit Network Study. Scoping to be completed in Winter/Spring 2023, and the project is planned to be underway by summer 2023 for an approximately 21-month study.	Planning	Jul-23	Mar-25
Actions to Increase Operating Revenue / Revenue Hour	PRT Action	PRT Division Lead(s)	Estimated Initiation Date	Estimated Completion Date
Continue to work with local elected officials to ensure that local funding keeps pace with operating and capital matching fund requirements.	The Government Relations Division is responsible for monitoring, analyzing, and responding to government actions and decisions that affect how PRT receives funding, plans for projects and delivers services. PRT closely monitors and engages in funding discussions at all levels of government, including local, with the goal of preserving local funding matches and ensuring local support for public transit initiatives. This is a core responsibility, and a high priority, for our Government Relations team who will continue to build and maintain relationships with administration at all levels of government appropriate to funding discussions.	Communications	Ongoing	Ongoing
Address the revenue lost from the route guarantees by finding alternative sources of revenue to cover North Shore Connector operating losses.	PRT has been actively installing Automated Passenger Counters (APC's) on its light rail vehicles to better identify passenger loads. This information will assist in identifying potential marketing opportunities and funding alternatives.	Finance	Ongoing	Ongoing
Explore options to increase non-farebox revenue.	PRT is constantly exploring new ways to generate revenue from both a farebox and non-farebox perspective. PRT has explored and will continue to explore initiatives such as expanding the sales network, pilot testing and developing a bulk-pass sales program, increasing fees and expanding PRT's University pass program, parking fees, advertising on fare media and continuing to advance PRT's Transit Oriented Communities program to leverage real estate asset revenue, among other initiatives.	Finance, IT and Communications	Ongoing	Dec-25

Reassess parking supply, demand, and optimal pricing to create a systemwide parking master plan.	Transit Amenities, with support from Planning, will initiate a Parking Master Plan for high level next steps for best uses at each PRT park and ride. Following high level use plans, Finance will then lead a financing study to determine how best to generate revenue from these resources (including parking or other uses of space).	Planning	Sep-23	Aug-24
Explore the potential for adding EV charging stations to PAAC-owned parking facilities.	Transit Amenities will incorporate this into the above Parking Master Plan. Engineering will then develop plans for any locations identified for these uses, and financing plans will follow that.	Planning	Sep-23	Aug-24
Actions to Reduce or Contain Operating Cost / Revenue Hour	PRT Action	PRT Division Lead(s)	Estimated Initiation Date	Estimated Completion Date
Develop a Board-approved debt issuance and management policy.	In progress. Draft prepared by Finance and reviewed by PFM, our financial advisor. PFM has recommended areas that need to be addressed. Need to review with outside financial/bond counsel and then put on schedule to go to the Board's Finance Committee.	Finance	Initiated	Dec-23
Contain recent operating cost increases attributable to non-operator salaries.	PRT will utilize applicable Agency Strategic Plan objectives and supporting actions/initiatives that are focused on fiscal responsibility and agency sustainability. The Finance Division will also continue to monitor and report on federal stimulus funding usage and projected future reserve levels, along with the status of PRT's Operating Reserve Fund. Monthly and quarterly budget variance reviews with PRT Division/Department management and reporting, along with annual budgetary preparations will continue to be utilized to identify areas, for cost reduction and savings.	Finance	Initiated	Ongoing
Evaluate the potential benefits and costs of locating driver break facilities throughout the service area.	Scheduling leads identification of desired location areas, then Service Development, Planning, Operations, Engineering, Transit Amenities support implementation via property owner agreement or otherwise. Scheduling is initiating a Scheduling Effectiveness Audit to help ensure that the HASTUS scheduling software is properly set up for enabling driver breaks out in the field. Procurement of these services is anticipated in the second quarter of FY 2024. This work will likely fit into the Transit Network Study noted above.	Scheduling	Initiated	Dec-24
Develop a long-term capital plan that focuses on phasing improvements and creating a pipeline of projects for current and future funding opportunities.	Engineering has a 12-year capital plan that focuses on State of Good Repair. By June 2023, PRT will also have a Three Year Capital Plan that will be monitored and updated to address the pipeline of projects being completed in an efficient and timely manner. The Three Year Capital Plan will be tied to PRT's cash flow to show how capital funding is being spent to utilize existing balances and also plan for the future.	Engineering	Initiated	Ongoing
Other Opportunities for Improvement	PRT Action	PRT Division Lead(s)	Estimated Initiation Date	Estimated Completion Date

<p>Communicate regularly with neighboring agencies to ensure that any new regional fare or technology concepts are understood and embraced by transit service providers throughout the region.</p>	<p>Through attendance at the SPC Transit Operators Committee (and regular email messaging), PRT will be providing the plan and timeline of upcoming Fare System Refresh activities, which will affect the Regionals and their connection to PRT's Fare Services.</p> <p>Beginning in April 2022, PRT's Chief Information Officer attended SPC TOC meetings and provided information about the new mobile ticketing platform, Masabi. Partners at SPC, throughout the summer, proceeded to meet with Masabi representatives to get scope and pricing estimates for regional use. In November, 2022, SPC began a Feasibility Study which will identify the project plan going forward.</p> <p>This will continue throughout 2023 and beyond: >>Spring 2023, announcement of Fare Systems Refresh; >>Fall 2023, update on status of Fare Systems; >>Spring 2024, final plans and timeline to activate Fare Systems Refresh.</p> <p>Additionally, with a new Digital Communications project being established, this will be good information to share with regional partners as to how PRT is</p>	<p>Information Technology and Communications</p>	<p>Initiated</p>	<p>Ongoing</p>
<p>Develop a formal program to assess the risks of new rolling stock technologies and factor those findings into capital purchase decisions.</p>	<p>With respect to bus rolling stock, our Zero Emission Fleet transition plan will cover the impacts of new technology. A Steering committee will be created and meet a minimum of semi-annually to review, discuss, and determine the next steps and/or potential testing with emerging technologies.</p>	<p>Operations - Maintenance</p>	<p>Process initiated through normal bus procurement phases. Committee to be created and meet with approved charter by June 30, 2023.</p>	<p>Ongoing once created, with semi-annual committee meetings.</p>
<p>Identify and implement a range of strategies, that, when taken together, yield a financially stable business model.</p>	<p>Please see the Agency Strategic Plan for applicable supporting objectives/actions relating to financial responsibility and agency sustainability. See also funding discussions action plan noted above.</p>	<p>Finance</p>	<p>Initiated</p>	<p>Ongoing</p>
<p>Ensure that any future plans to reconstruct Silver Line Library address the safety hazards and operating conditions that require the trains to travel slowly and result in service disruptions. Assess cross-traffic conflicts and identify opportunities to reduce rail and roadway conflicts.</p>	<p>Planning to scope and completed Best Uses Study to determine options for future use and operational scope of Silver Line. This item was identified as a priority in the NEXTransit long range plan for completion in the next five years. In the interim, Engineering has prioritized near-term safety improvements in the three-year capital plan, and will continue to assess needs as relevant projects are developed and prioritized.</p>	<p>Planning and Engineering</p>	<p>PRT FY 2024- Near Term Safety Improvements (Engineering); and PRT FY 2025-26 - Best Uses Study (Planning)</p>	<p>Jun-26</p>