

PITTSBURGH REGIONAL TRANSIT  
MINUTES OF THE REGULAR BOARD MEETING  
FRIDAY, MARCH 24, 2023

The Regular Meeting of the Board of Pittsburgh Regional Transit (PRT) was held on Friday, March 24, 2023, at 9:30 a.m. at PRT's Administration Offices, 345 Sixth Avenue, Pittsburgh, Pennsylvania, 15222-2527, pursuant to due public notice given as required by law.

The following members were in attendance in person: Jeffrey Letwin, Chair, Ann Ogoreuc, Michelle Zmijanac, John Tague, Stephanie Turman, Lori Mizgorski and Senator Jim Brewster. The following members were in attendance virtually: Jennifer Liptak, Gerry Delon, Ali Doyle and Representative Nick Pisciotto. Board Solicitor Sandy Garfinkel attended in person.

The Chair called the March 24, 2023 Regular Meeting to order and asked the audience to stand for the Pledge of Allegiance and for a moment of silence for victims of gun violence.

A recommendation was made for approval of the minutes of the February 24, 2023 Regular Meeting. A motion was made, seconded, and unanimously passed.

Mr. Letwin called on Pittsburgh Regional Transit CEO Katharine Kelleman for a report.

Ms. Kelleman first asked for a moment of silence for the for the following active and retired PRT employees who passed away since we last met: Operators Leslie Rainey and Alexander Harrilla; Body Repairperson Joseph Lardin; Material Delivery person William Morrison; Transit Information Supervisor Jeanne Lake; Machinist Norbert Bauer; Operations Manager Pasquale Vennare; and Route Foreman Lamar Rogers.

Ms. Kelleman reported that the Board will consider the first phase of construction contract for the Downtown-Uptown-Oakland Bus Rapid Transit project. This includes Fifth, Liberty and Sixth Avenues in Downtown Pittsburgh that is referred to as a "Downtown Loop." Ms. Kelleman noted that long before she came to Pittsburgh, planners and engineers had spent years working to find a solution to improve transit service between Downtown and Oakland, the second and third largest economic centers in Pennsylvania. Ms. Kelleman was happy to report that this contract gets those years of hard work one step closer to making this a reality. "Soon we anticipate executing federal funding agreement with the FTA and anticipate construction starting in the fall."

Ms. Kelleman continued reporting that "Our hope is that the upgrades and service improvements not only improve transit reliability and speed but improves safety for everyone and be a catalyst for investment, spurring development in a corridor that has so much promise."

Ms. Kelleman stated that the BRT project will not only impact service in the corridor it directly serves but will reverberate across PRT's network in Downtown Pittsburgh, where 84 bus routes travel more than 25 different loops to get in and out of Downtown. "We've already begun public outreach to improve and hopefully simplify our system to reduce walking, improve connectivity, and align routes to use the same corridors."

She continued that PRT expects to present a proposal to the public for review in May. "This is important work that will impact a large majority of our riders. The BRT will also create operational efficiencies and will help us save nearly 500 hours of service every week. That's 100 hours on

average during a weekday. We'll redeploy these resources throughout the system to help bolster service reliability.”

Next Ms. Kelleman discussed the need to hire more operators. She remarked that over the last two years, it's been really rough in the transit industry, and not just in Pittsburgh but nationwide, to hire and maintain operators. Ms. Kelleman explained that there's a budgeted number of 1200 operators which means that PRT can go up to 1200 without having to ask for more positions.

Ms. Kelleman was happy to report that PRT has 28 students that are graduating March 31st and thanked the Employment division for their amazing work. She also thanked PRT's partners at Local 85, who were in attendance at the meeting, for helping PRT get ahead of what has been a national trend, making it less impactful for Pittsburgh than almost anywhere else in the nation. “In this last year alone, we've worked to raise our training rate from 15 to \$19.00 an hour. We have also negotiated a great contract with a focus on benefits to make people want to stay here. Noting that our starting rate is one of the highest in the country and folks get to top rate within four years, which is extremely competitive. We offer a bonus to folks who come in with a CD which would enable them to make it through class sooner. We are also about to cut checks to \$5.2 million for what we call 'heroes' pay which is tied into our bargaining units for all the work that they put in during the COVID pandemic.”

That concluded the report of the Chief Executive Officer.

The Chair called on Ms. Zmijanac for a report of the Performance Oversight Committee.

Ms. Zmijanac reported that the Committee met the prior week and had three resolutions to present to the Board for consideration.

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

The Performance Oversight Committee recommended the award of bids listed in the resolution for the total amount of \$17,466,682.00.

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

The second resolution requested authorization to award a construction contract for the first phase of the Downtown-Uptown-Oakland Bus Rapid Transit project. The first phase will be comprised of constructing transit-only lanes along Fifth, Liberty and Sixth Avenues in Downtown Pittsburgh, including five new transit stations, pedestrian improvements and traffic signal modifications.

Ms. Zmijanac report that to perform the work for the contract, bid documents were prepared and publicly advertised and one bid was received from Independence Excavating, Inc.

It was noted at the meeting that pursuant to PRT's applicable procurement policies, a post single-bid survey was performed which confirmed that the bid received was fair and reasonable based upon the costs of similar services.

The Performance Oversight Committee recommended that the contract be awarded to Independence Excavating, Inc., in the amount of \$27,893,876.00, subject to completing all pre-award requirements.

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

Ms. Zmijanac presented the final resolution authorizing PRT to award construction contracts for the underground storage tank, drainage and slab replacement project. She explained that the tanks will be replaced at eight locations, including the East Liberty, Collier, Ross, Harmar and West Mifflin garages, South Hills Village, South Hills Junction and the Manchester Main Shop.

To perform the work for the contract, bid documents were prepared and publicly advertised and two bids were received for the general construction contract; two bids were received for the plumbing construction contract; and one bid was received for the electrical contract.

It was determined that the bid of Michael Facchiano Contracting, Inc., in the amount of \$3,689,900.00, is the lowest responsive bid for the general construction contract; Noralco Corporation, in the amount of \$5,383,615.00, is the lowest responsible bid for the plumbing contact; and the bid of Westmoreland Electric Services, LLC, in the amount of \$494,250.00, is the lowest responsible bid for the electrical contract.

The Performance Oversight Committee recommended awarding the contracts to the aforementioned contractors subject to completing the pre-award requirements.

On behalf of the Performance Oversight Committee, Ms. Zmijanac 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 Ms. Ann Ogoreuc, Chair of the Finance Committee, for a report.

Ms. Ogoreuc reported that the Finance Committee met the prior week and had a resolution to present for the Board's consideration.

Ms. Ogoreuc presented the resolution authorizing PR to amend the FY 2023 Operating and Capital Budgets.

She reported that PRT is required to pass a balanced fiscal year Operating and Capital Budget pursuant to the Second-Class County Port Authority Act. The Board passed a resolution on June 24, 2022 that adopted balanced Operating and Capital Budgets beginning July 1, 2022 through June 30, 2023.

It was explained at the Finance Committee meeting that since adoption of the Operating Budget, PRT has ratified a four-year contract with ATU Local 85 representing Operators, First-Level Supervisors and Claims and Maintenance personnel. This agreement, along with adjustments in other miscellaneous expense categories, will increase PRT's anticipated Operating Expenses in certain categories above the original FY 2023 Operating Budget. The additional expense will be offset by the

use of additional American Rescue Plan Act funding. The resolution will increase the FY 2023 Total Operating Budget from \$518,974,705 to \$525,779,342 as contained in Exhibit "A."

It was also reported at the meeting that since the adoption of the original FY 2023 Capital Budget, PRT has been notified it will be receiving additional Federal funding for the Downtown-Uptown-Oakland Bus Rapid Transit project. This additional Federal funding will permit previously budgeted Commonwealth funding to be re-purposed toward additional Capital projects. The amended Capital Budget is detailed in Exhibit "B" to the resolution and increases the budget from \$232,865,463 to \$282,915,462.

The Finance Committee recommended PRT adopt the amended FY 2023 Operating and Capital Budgets.

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

The February financial results were also presented at last week's meeting.

It was reported that Total Operating Income for the month exceeded budget by \$892,439 due to higher Passenger Revenue and Interest Income. Passenger Revenues were higher due to Ticket Sales, Monthly Pass Sales and U-PASS sales exceeding budget for the month. For the fiscal year, Total Operating Income is \$1.5 million below budget due to lower Passenger Revenue and ACCESS Shared Ride Revenue which is partially offset by higher Interest Income.

February Total Expenses were below budget for the month by \$3.9 million. The category of Other Expense exceeded budget due to higher General Insurance and Building Lease Expense. All other expense categories were below budget for the month.

Total Expenses for the fiscal year are \$34 million below budget primarily due to lower Salary and Wages and Employee Benefits related to vacant positions as well as lower Purchased Services.

Total Subsidy for the month of February was \$618,774 below budget due to lower Vehicle Overhaul receipts and lower State Operating Assistance for ACCESS.

Total Subsidy through February is \$4.2 million below budget due to lower ARPA invoicing. An ARPA invoice of \$10.4 million was submitted in March which should bring Total Subsidy in line with budget. Finally, it was reported that PRT ended the month of February with approximately \$169.2 million in cash reserves.

That concluded the report of the Finance Committee.

The Chairman called on Mr. Tague for a report of the Stakeholder Relations Committee.

Mr. Tague reported that the Planning and Stakeholder Relations Committee met last week and had a few items to report, including a resolution.

First, the Committee received a summary of the public comment period for the BRT project proposed service changes for 2023-2025. It was reported that the public comment period was held between December 2022 and February 2023, after being approved by the Board to proceed in November.

During that time, public comment was solicited through several avenues including public hearings, online, by phone, and by mail, among others. While a majority of the comments were favorable, a large number of negative comments were received regarding the potential changes on the P3 route. The proposed changes include extending service downtown via the BRT corridor while stopping the route in Wilkinsburg rather than in Swissvale. Staff recommends that the changes to the P3 route be deferred until further analysis and outreach can be conducted.

Mr. Tague continued reporting that staff is recommending the Board approve four major service changes, including the 61D, 71A, 71C and 71D routes. Details of these changes can be found in the Title VI Report.

If approved by the Board, these changes would not occur until at least the fall 2023 service change in October and would help facilitate the BRT construction and preview improvements of the project. Construction is expected to begin in the Downtown portion of the project in spring of 2023. Construction of the Uptown-Oakland corridor is expected to begin in spring of 2024.

Mr. Tague then presented a resolution requesting the authorization to approve the BRT major service changes and associated Title VI Report.

This resolution would adopt PRT staff's proposal for the major service changes summarized in Exhibit "A" to the resolution and adopt the Title VI Report concerning those service changes.

Pursuant to applicable FTA regulations, PRT is required to conduct an analysis prior to implementing any major service changes to determine whether any such major service changes would have a disparate impact on PRT's ridership based on race, color, or national origin, and if so, the means by which to mitigate such impact. PRT is also required to conduct an analysis prior to implementing any major service changes to determine whether any such major service changes would disproportionately burden low-income populations, and if so, means by which to mitigate such impact.

PRT conducted the foregoing analyses, held public hearings and formulated a Title VI Report, the conclusions of which were presented to the Committee and detailed in Exhibit "B" to the resolution. The Planning and Stakeholder Relations Committee recommends that the Board approve the BRT project major service changes and adopt the Title VI Report.

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

Mr. Tague then gave a brief update on the Allegheny County Transit Council and the Committee on Accessible Transportation. He reported that ACTC met on March 22. Staff provided the Council with an overview of PRT park and rides, and an update on the NexTransit downtown project. Their next scheduled meeting is April 26.

The CAT Committee did not meet in March. Their next scheduled meeting is May 4.

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

Because Committee Chair Jennifer Liptak was attending the meeting remotely, the Board Chair called on Ms. Mizgorski for a report of the Technology Committee for a report.

Ms. Mizgorski reported that the Technology Committee met on March 16 and had one resolution to present for consideration.

The Committee reviewed a bid for purchase of Oracle e-performance and e-compensation modules for use within the agency's Human Resources Department. It was reported that this purchase will be made under the terms and conditions of a 2023 PA Educational Purchasing Program for Microcomputers ("PEPPM") contract.

The Committee determined the bid to be in accordance with PRT's procurement policies and procedures, and the prices fair and reasonable. The Technology Committee recommended the award of this contract to Mythics. Inc., in the amount of \$271,572.00.

On behalf of the Technology Committee, Ms. Mizgorski 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.

There were two speakers who addressed the Board under the public comment portion of the meeting.

The first speaker, Ms. Betty Alexander, expressed her challenges riding the bus as a senior. She said that before the recent service changes the schedule ran like clockwork but now, she is waiting long periods of time for the bus. She noted that there is only one bus to Stanton Heights where she lives. She urged the Board and PRT staff to bring back the old schedule.

Mr. Ralph Williams, President of ACTC, also addressed the Board online. His remarks included his concerns from prior meetings. He urged PRT Board to bring back the operators who lost their jobs due to the COVID vaccine mandate. He stated that although PRT is making strides in hiring new operators, experience counts. Riders are going to lose confidence in PRT and stop riding.

The Chair announced the next Regular meeting of the Board will be Friday, April 28, 2023.

With no further business the meeting was adjourned.