

PITTSBURGH REGIONAL TRANSIT
MINUTES OF THE REGULAR BOARD MEETING
FRIDAY, JULY 26, 2024

The Regular Meeting of the Board of Pittsburgh Regional Transit (PRT) was held on Friday, July 26, 2024, at PRT's Administration Offices, 345 Sixth Avenue, Pittsburgh, Pennsylvania, 15222-2527, pursuant to due public notice given as required by law.

The Interim Chair, Jennifer Liptak, introduced PRT's new Board members, Tom Burgunder and Bobbie Fan.

The following Board members were in attendance in person: Jennifer Liptak, Interim Chair, Tom Burgunder, Bobbie Fan, Emma Shoucair, Tia McClenney, Lori Mizgorski and Joe Totten. The following member participated by via TEAMS: Ali Doyle, Rep. Nick Pisciotano, Senator Brewster and Stephanie Turman. Board Solicitor Sandy Garfinkel attended in person.

The Chair called the Regular Meeting to order and asked the audience to stand for the pledge of allegiance followed by a moment of reflection.

A recommendation was made for approval of the minutes of the June 28, 2024 Regular Meeting. A motion was made, seconded, and unanimously passed.

The Chair called on Pittsburgh Regional Transit CEO Katharine Kelleman for a report.

CEO Kelleman first requested a moment of the silence for the following employees who passed away since the prior meeting. They were operators Glenn Geer, James Jackson and John Schorsch; serviceperson John Ziegler; dispatcher Charles Follen; route foreman James Tarbuk; repairpersons Michael Platek, Edward Hrapczak, Merl Weir Jr. and Joanne Wilmer; mechanic Robert Baker; transit police officer Robert Hresko; and Customer Service representative Robert Genda.

Next CEO Kelleman reported that it is the 34th anniversary of the Americans with Disabilities Act. She said that transit has come a long way but there is lots of work still to do.

She noted that the Board is going to consider approving a public comment period for a new pass program that could help grow ridership, make transit more affordable, and offer landlords, secondary and post-secondary schools and employers more value for their residents, students, staff and employees.

CEO Kelleman continued reporting that in 2023, PRT launched a limited scope and time universal pass pilot study through the generous support of the Heinz Endowments. PRT issued 113 passes to four employers, enabling their employees to experience the benefits of transit at a low cost. "Through our Ready2Ride application, we were able to analyze the travel patterns of those participants, complemented by pre and post pilot surveys. Employers involved in the pilot expressed overwhelming enthusiasm and a strong desire to continue the program beyond the initial phase."

She continued that, based on the success of the pilot, we are now considering the implementation of a permanent program, called the PRTner Pass. This program is designed to be inclusive, offering substantial benefits to employers, secondary and post-secondary schools not eligible for PRT's

University Pass Program, and residential apartment and multi-unit housing owners with 10 units or more.

CEO Kelleman added that the PRTner Program promises monthly passes at a 70 percent discount, reducing the cost to just \$28 per monthly pass. If approved today, PRT would hold a 60-day public comment period starting August 12 that would include an information session on September 10 and a public hearing on September 12 before rolling out the program early next year.

CEO Kelleman next noted that the Board will also be considering approval of the acquisition of new LRV rail cars. “Our current fleet of rail vehicles has been serving the community for an average of 33 years. While these rail cars are in good condition for their age, replacement parts are becoming increasingly difficult to come by. As we look to the future, it is clear that modernization is necessary, and by the time we have the new rail cars in service, the average age of our current fleet will be 45 years old.”

CEO Kelleman said that if this resolution is approved, it will allow PRT to submit a letter of interest to secure a loan covering roughly half the cost of the new rail cars but she emphasized that PRT is still in the very early stages of this process.

That concluded the report of the Chief Executive Officer.

The Chair called on Lori Mizgorski, Member of the Performance Oversight Committee, for a report.

Member Mizgorski reported that the Performance Oversight Committee met last week and had four resolutions for the Board’s consideration.

The Committee first reviewed nine procurement items and determined the bids to be in accordance with PRT’s procurement policies and procedures and prices to be fair and reasonable.

The Performance Oversight Committee recommended the award of bids listed in the resolution for the total amount of approximately \$9.5 million.

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

The next resolution sought authorization to extend and amend agreements for investigative services. In June 2020, PRT’s Board authorized PRT to enter into agreements with a pool of firms to provide these services.

The Performance Oversight Committee recommended exercising the second option year extending the agreements with the firms listed in the resolution to September 30, 2025, with no increase to the total not-to-exceed amount.

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

The next resolution sought authorization to award a construction contract for the Mt. Washington Tunnel Rail and Pavement Replacement project. It was reported that bid documents were prepared and publicly advertised and four bids were received.

It was determined that the bid of Mascaro Construction Company, L.P., was the lowest responsive and responsible bidder meeting the requirements.

The Performance Oversight Committee recommended awarding the contract to Mascaro Construction Company, L.P., in the amount of \$16,146,035.00, subject to completing all pre-award requirements.

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

The final resolution for the Board's consideration sought authorization to extend and amend agreements with a pool of firms to provide Information Technology Consulting and Support Services. At its July 2020 meeting, PRT's Board entered into four-year agreements with a pool of firms listed in the resolution to provide these services in various categories. The agreements also contain the option to extend the agreements up to two additional years at the sole discretion of PRT.

The Performance Oversight Committee recommended authorizing amendments to extend the agreements with the firms for one year to September 30, 2025, with no increase to the total not-to-exceed amount.

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

Member Mizgorski noted that a resolution to enter into agreements to provide legislative consulting services will be presented at the September meeting.

That concluded the report of the Performance Oversight Committee.

The Interim Chair gave the report for the Planning and Stakeholder Relations Committee.

The Planning and Stakeholder Relations Committee met last week and there were a few items to report.

First, staff presented the proposed October 2024 schedule changes to the committee. The changes are proposed for the October 2024 service adjustments and include routing changes on nine routes, including new downtown routing for a half-dozen bus routes, extending the G2 to Penn Station for better connectivity to the East Busway, and adding a Subway Local route to support upcoming rail projects. Also included are running time adjustments on nearly 40 routes, frequency changes on five routes and the addition of trips on about a half-dozen routes to address crowding during peak service, among other changes.

The Interim Chair concluded the remarks by reporting on the Allegheny County Transit Council and Committee for Accessible Transportation. ACTC met on July 24. Shawn Hudzinski, Deputy Chief of

the Port Authority Police Department, gave an overview of the police department. Staff also presented the October service change plans. The next scheduled meeting is September 25.

The CAT Committee met on July 11. Staff provided the Committee with an update on the Belasco Station project and an update on PRT's procurement of new rails cars. Deputy Chief of Equity and Inclusion AJ Conway presented the draft of the Priority Access Seating Policy and sought the group's feedback. The next scheduled meeting is September 5.

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

The Interim Chair called on Rep. Nick Pisciotano, Member of the Finance Committee for a report.

Rep. Pisciotano reported that the Finance Committee met on Thursday, July 18, and the representative had five items, including four resolutions, to report.

The first resolution sought authorization to enter into a contribution agreement with the City of Pittsburgh.

It was reported that in July 2023, PRT staff presented the Wilkinsburg-Brushton Station Area Plan to the Planning and Stakeholder Relations Committee. The overall purpose of the plan was to improve access, safety and comfort at the Wilkinsburg Station on the East Busway. The City of Pittsburgh, subject to approval by City Council, has expressed interest in contributing up to \$100,000 to support the equitable transit oriented development project towards the final design and construction of a new Brushton Station between North Braddock Avenue and Brushton Avenue along the Busway.

The Finance Committee recommended PRT complete negotiations and enter into a contribution or other appropriate agreement with the City.

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

The next resolution sought authorization to extend and amend an agreement for utility consulting and administrative support services.

It was reported that in June 2021, PRT's Board authorized the award of Agreement to Eric Ryan Corporation to provide these services for an initial term of three years for a total not-to-exceed amount of \$187,200, to be allocated on an as-needed basis through task specific work orders. The agreement also contains two one-year option years to be exercised by PRT in its sole discretion.

The Finance Committee recommended extending the agreement one additional year through August 31, 2025, and to increase the total authorized not-to-exceed amount of the agreement by \$68,000.

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

The next resolution sought authorization to proceed to public comment period for a FY 2025 proposed fare policy change.

As reported by CEO Kelleman, PRT received a small grant from the Heinz Endowments to conduct a limited scope and time universal pass pilot study with a group of four employers, with a total of 113 participant employees. The initial results from the pilot showed that the passes were highly valued, increased transit use and influenced job choice, with the participating employers eager to continue the program beyond the pilot.

PRT is now considering implementation of a permanent universal pass program (called PRTner Pass) which would be made available to employers, secondary and post-secondary schools not eligible to participate in PRT's University Pass Program, residential apartment and other multi-unit housing unit owners and operators or similar eligible entities where riders commute with regular frequency with over 10 eligible riders.

The Finance Committee recommended the Board approve proceeding with the proposed public comment period, including a formal public hearing.

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

The final resolution sought authorization to issue a letter of interest to the U.S. Department of Treasury for a Transportation Infrastructure Finance and Innovation Act loan, or "TIFIA" loan, for the planned new light rail vehicle procurement.

Also reported by CEO Kelleman, PRT's current LRVs range in age from 20 to almost 40 years old. An analysis was performed to determine the pros and cons of seeking to further extend the life of its current fleet versus engaging in a process to procure a new fleet of LRVs to replace them. Based upon the analysis, PRT determined that it would be more cost effective and beneficial to procure a new fleet.

To help finance the procurement of a new fleet of LRVs, PRT engaged its financial advisor to assess PRT's options. Based upon this assessment, the financing plan most advantageous to PRT to limit its incurred interest expense is pursuing a TIFIA loan.

It was reported that PRT intends to seek a total amount not-to-exceed \$390 million for the TIFIA loan.

The Finance Committee recommended authorizing PRT to issue the TIFIA Letter of Interest to secure the loan.

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

Next Member Pisciotano gave an update of the June 2024 financial results presented at last week's meeting.

The financial results presented were unaudited fiscal year end results. It was reported that Total Operating Income for the month of June was under budget by \$1.4 million due to lower Passenger and Access revenue. Total Expenses for the month of June were below budget by \$11 million due to

lower Wages and Benefits and Purchased Services expense. Total Operating Income is \$2.3 million below budget through June due to lower Passenger Revenue, Access and Advertising Income.

Total Expenses through June are \$44 million lower than budgeted due primarily to vacancies; however, every expense category was lower than budgeted.

Total Subsidy is \$13.1 million higher than last fiscal year due to increased assistance from the Commonwealth and Preventative Maintenance invoicing.

As of June 2024, the total remaining federal stimulus balance is \$10.2 million of CRRSAA funds and those are expected to be invoiced once year-end accruals are recorded.

Finally, it was reported that PRT ended the month of June with approximately \$404.8 million in cash reserves.

That concluded the report of the Finance Committee.

Under New Business the Interim Chair appointed a Nominating Committee for identifying candidates for a special election of Board officers to occur in September 2024. Stephanie Turman will serve as Chair and Ali Doyle and Lor Mizgorski will serve as members of the Committee.

The Chair moved onto public comment and called on the first speaker, Alisa Grishman, who shared her experience she had last week. Alisa said that on Monday morning, she spent over 45 minutes sitting in the pouring rain at a stop that used to have eight different bus routes. When the bus finally arrived, four buses arrived at the same time. Alisa noted that eliminating half the buses that come through uptown was an insult to an already disadvantaged community. The buses cut are a major life line to people in her neighborhood. Many of whom pay cash fare and cannot afford to constantly switch buses to get where they need to be.

The next speaker, Helen Perilloux, a 16-year resident of the neighborhood, was also there to request that PRT reinstate the service of the 61D and 71 routes uptown. Helen stated that her family and neighbors have been drastically affected by these cuts, requiring transfers in Oakland to get to neighborhoods served by these buses mostly in the East End. "One of the reasons we stayed in uptown for so long is because it was so well served by the buses despite having no other real amenities in the neighborhood. We still have to get to other neighborhoods for those things, but now we have to change buses to do so."

Helen also remarked about the unfair payment methods. Starting this year, her children are going to have to take PRT buses to school, and unlike other children, hers do not have smartphones. They either have to use cash or ConnectCards, which can only be refilled at scattered locations. Using cash is unaffordable since you are required to pay for transfers, replenishing ConnectCards is inconvenient. Helen encouraged PRT to reinstate these routes.

The next speaker, Amy Zaiss, lives in the Beechview neighborhood. Amy said that many of you might already recognize her because she has been regularly attending these meetings.

First Amy welcomed our new board and expressed hopes that their leadership will continue to steer PRT in the direction of improvement and hopefully expansion.

Amy started her remarks with praise for PRT's continuing efforts to improve communications. In the past year, Amy has been using the Truetime SMS alert service and it's greatly improved, even though she feels it is an underutilized tool and encourages PRT to promote that service.

Regarding communications, Amy wanted to caution PRT concerning what PRT materials are being made available on the cars. She brought in an example of a pamphlet from the blue line that was actually a schedule for the Red Line. It is important to have current information available about red line service and the replacement buses on the Blue Line.

Amy also remarked on the experiences she had with the replacement buses.

The final speaker, Cheryl Stevens, read a testimony for Michelle McMillan. The testimony is as follows:

"As a lifelong member of Allegheny County born and raised in the Mon Valley in a beautiful town, now considered a Burrow Duquesne PA 15110, our main transportation was Port Authority.

We were a proud community and growing up in a Steel Town was truly special to attend Duquesne. The School System throughout my entire education was meaningful and greatly productive. Traveling through Allegheny County by bus was very productive for youth to see our beautiful communities and learn the highways and streets where family members, places of worship, and work employment were located.

Our main source of transportation as a youth was the Port Authority. Over the years, which I am now 68 years of age, I now see a terminus disrespect for all the communities that have been affected by your services. There is a total disrespect for the drivers as well as the residents which has become mentally, physically and emotionally draining. A serious condition that affected the workforce, the educational structure and mainly those families who are not drivers has not been considered in the decisions to lessen or eliminate service.

The disability community and senior elders are suffering tremulously. The buses in question are truly necessary in our communities (routes through the Penn Hills, all the 71's A B C D, and 83 Bedford services). Please restore service to continue downtown as well. This past Thursday, all the 61C's into downtown were not on schedule or not showing up at all. I'm also part of PPT and a Community Transit Member for 10 years and have seen our communities suffer through air pollution, contaminated water, food shortage, housing crises and so much more.

Thank you for your time and consideration of this letter, Mischelle D. McMillan."

The Chair announced the next Regular meeting of the Board will be Friday, September 27, 2024.

With no further business the meeting was adjourned.