FY 2026 Summary of Public Comment Period for Proposed Fare and Service Changes

July 2025

Planning and Development Division







Pittsburgh Regional Transit

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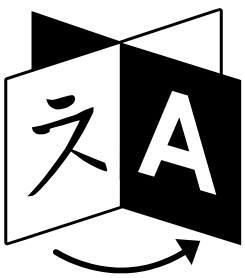


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BACKGROUND

Port Authority of Allegheny County d/b/a Pittsburgh Regional Transit (PRT) is facing a significant operating deficit – largely a result of increased costs, rising inflation, lower ridership and fare revenue collected in the wake of the Covid-19 pandemic, and state operating assistance not increasing in proportion to these increased costs.

This deficit – $100 million in Fiscal Year 2026 and growing each year – would essentially bankrupt the agency by 2028 after PRT spends down the remaining funds in its reserve account.

With no new financial support, PRT proposed one of the most drastic service reductions and fare increases in its history to stabilize service and sustain reliable - albeit significantly reduced - operations for the next decade. PRT is proposing a 35% reduction in bus and rail service and a 9% fare increase.

Despite PRT's intention to maintain a system that attempts to serve and support the people and businesses of Allegheny County, these cuts would create significant hardships and reduce, limit, or cut off access to thousands of people. The cuts would substantially reduce PRT's service footprint and make public transit less desirable, usable, and accessible.

These cuts would eliminate more than **40** bus routes and **the Silver Line light rail line** leaving dozens of communities without any public transit options and thousands of people without the ability to get to work, school, doctor's appointments, and more.

The impact of these cuts will not be limited to riders. Even those who don't use public transit benefit from it by taking cars off the road, reducing parking demand, and improving air quality, to name a few. The converse is also true: Decreased access to public transit would increase air pollution, the demand for parking, and put more cars on the road.

Moreover, those of us who don't use transit often rely on others who do. Fewer transit options would mean that the people we count on every day: dental hygienists, baristas, janitors, teachers, and so many others would have a diminished ability to get to work, reducing our ability to count on the services they provide.

This funding issue is not unique to Pittsburgh. It is similarly being felt in communities across Pennsylvania and in cities across the country – from San Francisco to Chicago.

Meanwhile, this crisis comes at a time when PRT has made meaningful progress in planning and developing a new bus network that would serve more people and jobs without any additional extra operational costs.

The Bus Line Redesign project, planning for which began in Fall 2023, would improve access throughout Allegheny County by adding new routes, new one-seat rides to top destinations, improve reliability by shortening route length and adjusting schedules, improve access to jobs, healthcare facilities, and grocery stores, and make better use of the busways by eliminating stop restrictions.

In Draft 1.0 of the redesigned network released in fall 2024, more than 400,000 residents (a 27% improvement) and nearly 340,000 job locations (a 10% improvement) would have access to 30-minute-or-better service. These improvements, and many others, position PRT for a more accessible, equitable, and sustainable future, but only if the funding crisis is resolved.

PRT supports a long-term solution that provides **dedicated, reliable, and growing state funding** for public transit across Pennsylvania. The agency has done its part: Since 2007, PRT has reduced annual operating expenses by more than $50 million and increased non-fare revenue by over $15 million.

Unfortunately, no amount of local reform or efficiency can replace the scale of funding at risk today.

The service reductions and fare increases are a last resort to preserve core service.

Without a sustainable solution from Harrisburg, Allegheny County's transit future – and that of communities across Pennsylvania – is in jeopardy.

It is our hope that a statewide solution is reached that helps maintain an adequate amount of transit service across Allegheny County for many years.

PUBLIC PROCESS AND ADVERTISING

On Friday, March 28, 2025, Pittsburgh Regional Transit's Board unanimously approved a public comment period to begin on Monday, March 31 and end on Wednesday, June 18.

During the public comment period, comments on the proposals were accepted via an online comment form, in person at the Downtown Service Center, United States Mail, voicemail, and at three public hearings as detailed below:

Thursday, April 29, 2025
9 a.m. to 1 p.m. and 3p.m. to 7pm
David L. Lawrence Convention Center
Pittsburgh Ballroom, 3rd Floor
1000 Fort Duquesne Boulevard, Downtown Pittsburgh

Tuesday, May 6, 2025
9 a.m. to 1 p.m. and 3p.m. to 7pm
Soldiers & Sailors Memorial Hall
Auditorium, 1st Floor
4141 Fifth Avenue, Oakland

Thursday, June 12, 2025
9 a.m. to 1 p.m. and 3p.m. to 7pm
David L. Lawrence Convention Center
Room 303, 3rd Floor
1000 Fort Duquesne Boulevard, Downtown Pittsburgh

The purpose of the hearings was to receive public comment on the proposed service changes and fare increase.

Notice of the hearings, along with a description of the fare and service proposals, was widely publicized, including public advertisements and descriptions of the proposed fare increase and service reductions appearing in the New Pittsburgh Courier on April 9, April 16, and April 23 and in the Pittsburgh Post-Gazette on April 10, April 17, and April 24 as shown on the following pages.

New Pittsburgh Courier – Proof of Publication

Date: **April 23, 2025**

PROOF OF PUBLICATION OF NOTICE IN THE NEW PITTSBURGH COURIER PUBLISHING COMPANY

Under Act No. 587, Approved May 16, 1929, P.L. 1784

State of Pennsylvania)
County of Allegheny)

Name...Stephan A. Broadus, Asst. to the Publisher of the New Pittsburgh Courier Publishing Company, a corporation of the County and State aforesaid being duly sworn, deposes and says that the *New Pittsburgh Courier* is a newspaper published once a week at 315 East Carson Street, City of Pittsburgh, County and State aforesaid, which was established in the year 1966, since which date said newspaper has been regularly issued in said county, and that a copy of the printed notice or publication is attached hereto exactly the same was printed and published in the regular editions and issues of the said weekly newspaper

Public Hearing for Fare Increase & Service Reduction

On April 9,16 & 23, 2025

Affiant further deposes that he/she is an officer duly authorized by the New Pittsburgh Courier Publishing Company, a corporation, publisher of the *New Pittsburgh Courier*, a newspaper published weekly, to verify the foregoing statement under oath and also declares that the affiant is not interested in the subject matter of the aforesaid notice or publication, and that all allegations in the foregoing statement as to time, place and character of publication are true.

Copy of notice or publication:

Stephan A. Broadus, Asst. to the Publisher

(Name) (Title)

New Pittsburgh Courier Publishing Company, a corporation

Sworn to and subscribed before me this 23rd day of April, 2025

Notary Public

Commonwealth of Pennsylvania - Notary Seal
Allison A. Palm, Notary Public
Allegheny County
My commission expires June 22, 2027
Commission number 1281582
Member, Pennsylvania Association of Notaries



Public Hearings & Comment Period for Proposed Funding Crisis-Related FY 2026 Fare Increases and Service Reductions

Absent additional state funding via a new statewide transportation funding bill, Port Authority of Allegheny County (dba Pittsburgh Regional Transit (PRT)) is facing a severe operating budget deficit in the amount of approximately $500 million for its Fiscal Year 2026 (beginning on July 1, 2025, and ending on June 30, 2026 (FY 2026)).

To balance its FY 2026 operating budget, as required by law, PRT is proposing a major reduction on its bus, light rail and incline services. If approved by PRT's Board, these changes would begin with PRT's February 2026 service adjustments, along with fare increases that would take effect on February 1, 2026. Additionally, due to the severity of the budget deficit and broader scope of PRT's proposed service reductions, corresponding reductions to service levels and increases in fares are also being proposed for PRT's sponsored paratransit program, ACCESS. This program provides demand-response transportation services for eligible individuals with disabilities and senior citizens in Allegheny County. A summary of the proposed Funding Crisis-Related FY 2026 Fare Increases and Service Reductions is provided below, and additional information is available on PRT's website at: www.rideprt.org/funding-crisis.

The public comment period for the purpose of PRT receiving public comment regarding this proposed Funding Crisis-Related FY 2026 Fare Increases and Service Reductions began at 8 a.m. EST on Monday, March 31, 2025, and will conclude at 5 p.m. EST on Wednesday, June 18, 2025. Public comment will be accepted via any of the following ways:

1) Written comments submitted online at www.rideprt.org/2025-funding-crisis/make-your-voice-heard; or
2) Written comment sent by U.S. mail or hand delivery to:

Pittsburgh Regional Transit
Attn: Funding Crisis
Heinz 57 Center, 345 Sixth Avenue, Third Floor, Pittsburgh PA 15222; or

3) Oral comment by calling 412.566.5525 and leaving a message on a recorded line; or
4) PRT will also hold a series of three (3) public hearings to receive oral public comment regarding these proposed

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New Pittsburgh Courier – Advertisement for April 9



METRO

Bringing Black women together

'Ieshia Inspires' events succeeding in real unity

Public Hearings & Comment Period for Proposed Funding Crisis-Related FY 2026 Fare Increases and Service Reductions

New Pittsburgh Courier – Advertisement for April 16



METRO

Shedeur Sanders to the Steelers? It...could...happen

INSIDE CONDITIONS

AUBREY BRIDGE

Public Hearings & Comment Period for Proposed Funding Crisis-Related FY 2026 Fare Increases and Service Reductions

PRT

New Pittsburgh Courier – Advertisement for April 23



METRO

Gov. Shapiro in Pittsburgh for first time since arson attack

by Rob Taylor Jr.
Courier Staff Writer

Just Williams wanted to be a firefighter since she was 8 years old.

And she's currently "living out my dream and I love it," she told the New Pittsburgh Courier on April 21. "It's so much fun."

Imagine the thoughts going through her head when she learned that an alleged arsonist tried to burn down the Governor's mansion in Harrisburg in the early morning hours of April 13—with the Governor, Josh Shapiro, and his family inside.

The alleged suspect—Cody A. Dietzel, who is called 911 hours after the fire was set and hastily confessed to setting the blaze. Officers arrested him shortly thereafter.

Thankfully, Gov. Shapiro, his wife and children were unharmed in the fire, as state police and firefighters rushed to their aid.

On Monday, April 21, Gov. Shapiro made his first trip to the Pittsburgh area since the fire, as he toured the Mt. Lebanon Fire Department facility and then announced he was adding to his upcoming budget proposal $30 million in grants to support the state's firefighters.

Williams, a Black woman, is currently a volunteer firefighter with the Castle Shannon Volunteer Fire Department. She's been there for two years, and before that, volunteered with the Dormont Volunteer Fire Department for three years. It's hard to find a Black women fighting fires.

"It's difficult and being a woman, it's even more difficult," Williams said. "And always support us."

She was right there in the crowd, as was Shapiro on April 21, who spirit expressed his gratitude for the firefighters who rushed to his home and stopped the fire from spreading any further. "He does so much to support us, and his fight is hard," Williams said of the governor, "and I truly appreciate that."

'It's A Shame' if you don't see the Spinners, May 2

SPINNERS FROM A7

When Pervis Jackson (the Spinners' bass singer and one of the group's original and founding members who died in 2008) did his famous 12:45 Stir, the crowd screamed and it stopped I wanted that."

The Spinners got their start in Michigan in 1961 and had hit singles and albums in the 1960s and 1970s. The group was inducted into the Rock and Roll Hall of Fame as part of the 2023 class.

"The group was inducted while the last surviving member of the original group, Henry, was still alive. They received their due and that was awesome. I was grateful for that," Peek said.

The Spinners will be bringing their velvety-smooth rhythms to the O'Reilly Theater on Friday, May 2, 2025, at 7:30 p.m. as the main stage act for New Horizons Theater Inc.'s Annual Black Tie Special Event.

Individual ticket prices range from $70 to $100, the reception package and seats next are $125, and $80-$100 for groups of 10 or more. For tickets, call 412-431-8721, email newhorizonstheater@yahoo.com or visit Howay's Imaging on Frankstown Avenue in Homewood.

"We've never had the Spinners here in Pittsburgh. We had discussed it years ago but it never happened. It's been interesting to their season online. I liked their choreography, and they sounded good. New Horizons Theater is excited to bring them here," explained New Horizons Theater Inc. Chairperson Joyce Waggoner-Howay. "People will experience a great evening of entertainment. Their performance will be great for Pittsburgh."

Attendees will also get a taste of the high-calibre theater that New Horizons Theater provides with a mini-free rep of their season's plays before the concert begins. "It's our annual event and it's always an exciting time that leads to our last play of the season. We need to get people out to support us," said Waggoner-Howay.

Although New Horizons last season brought the Spinners to Pittsburgh, the group has numerous final City connections. The group's well-known hit, "Could It Be I'm Falling In Love," was written by Allegheny-born twins Mervin and Marvin Steele. Stanley native Syreeta Wright co-wrote "It's A Shame." The Spinners' hanging out "The Subliminal Man," featured Pittsburgh funkster Bob Baldwin.

"The relationship the Spinners have with Pittsburgh is quite symbiotic," said Tonisha Jackson, Spinners' publicist and Downs native. "To be able to come back into the city's community in this way is just a continuation of a longstanding relationship."

The current configuration of the Spinners, in addition to Peek, includes Marvin Taylor, Bonnie Moss and CJ Jefferson.

When Peek, who was born in New York, raised in Detroit and currently resides in Houston, isn't traveling the world performing as a member of the Spinners, he enjoys spending time with his family, customizing remote control cars, martial arts, karaoke and poetry in addition to singing. In these non-concert work, which includes voiceovers. In August, he will begin filming "The Jessie Peek Show," an "Across Hell Show" type program that will have Peek interviewing many of entertainment's top celebrities.

But for now, he is focused on giving Pittsburghers an unforgettable night of music. "When we show up, the O'Reilly Theater is going to be turned upside down," Peek said. "Our concert is a celebration of Motown, nostalgic music."

Public Hearings & Comment Period for Proposed Funding Crisis-Related FY 2026 Fare Increases and Service Reductions

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Pittsburgh Post-Gazette – Affidavit – 4/10/2025

Pittsburgh Post-Gazette

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Subscribed and sworn to before me
This 10th day of April, 2025

Notary Seal:

Commonwealth of Pennsylvania - Notary Seal
Christian Hoerger, Notary Public
Allegheny County
My commission expires July 18, 2028
Commission number 1447942
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Pittsburgh Post-Gazette – Advertisement – 4/10/2025



National

IDAHO QUADRUPLE MURDER TRIAL

Hearing could set rules for evidence, other details

By Rebecca Boone
Associated Press

BOISE, Idaho — Prosecutors and attorneys for a man charged in the killings of four University of Idaho students in 2022 argued some of the final ground rules they want for Bryan Kohberger's trial in a Wednesday morning hearing.

Mr. Kohberger, 31, is charged with murder in the stabbing deaths of Ethan Chapin, Xana Kernodle, Madison Mogen and Kaylee Goncalves at a rental house near campus in Moscow, Idaho.

Mr. Kohberger, then a criminal justice graduate student at Washington State University, was arrested in Pennsylvania weeks after the November 2022 killings. Investigators said they matched his DNA to genetic material recovered from a knife sheath found at the crime scene.

He has asked to enter a plea to the charges. Mr. Kohberger stood silent, prompting the judge to enter a not guilty plea on his behalf.

Jury selection in the case is expected to begin July 30, with the trial starting Aug. 11. The trial is expected to take nearly three months to complete.

Attorneys on both sides of the case have filed hundreds of pages of legal motions, including whether Mr. Kohberger should face the death penalty if he is convicted, whether witnesses should be allowed to testify about things like "touch DNA," and who should be allowed in the courtroom during the trial.

The prosecution has listed Mr. Kohberger's family as potential witnesses. Typically, witnesses are excluded from trials until after they have testified in their testimony isn't influenced by other evidence they have seen.

But the defense wants to say Mr. Kohberger's family should be able to attend because it is the humane thing to do and Mr. Kohberger relies on their support.

Prosecutor Ashley Jennings told 4th District Judge Steven Hippler that the defense shouldn't be able to dictate how the presentation proceeds in case. She says putting the family members up the witness stand early in the trial would make the courtroomy out of context and out of order.

"This is like a gumbo," Judge Hippler replied. "You all are going to put all the pieces you need into a pot, and at the end of the day the jury is going to decide if it's a good soup or not."

He said he would take the matter under advisement and issue a ruling later.

"I can only imagine that the family of Mr. Kohberger is devastated by these things. It's nothing that they did, and their ability to be here to see the trial is important," Judge Hippler said.

If the jury finds Mr. Kohberger guilty, the defense team plans to submit evidence about his autism spectrum diagnosis as a "mitigating factor" that he should not be sentenced to death.

The purpose is to show jurors that some of his behaviors are a product of autism, defense attorney Anne Taylor said.

For instance, Mr. Kohberger tends to be stoic and can sit very still for long periods of time, she said, and sometimes talks longer than other people might want him to talk.

Ms. Taylor asked the judge to issue an order that says Mr. Kohberger's autism related claims/features can't be used by prosecutors as "aggravating factors," or reasons that he should get the death penalty.

The prosecution team countered that they have much better aggravating factors to present and don't plan to use Mr. Kohberger's autism spectrum condition if the case reaches the penalty phase. But they also don't want the defense to be able to chalk up anything as being related to autism.

The judge said he will issue a detailed ruling later, but for now is issuing a general ruling that the state can't use autism as an aggravating factor.

The defense team says they plan to present evidence of "alternate perpetrators," and their investigation into that is still underway.

But prosecutors want the judge to issue an order preventing defense attorneys from using a "character approach" by throwing a bunch of names at the jury without offering substantiating evidence tying those people to the crime.

Defense attorney Elisa Massoth told the judge that there's a lot of evidence to support alternate perpetrators in the case.

Woman can testify Weinstein used force to rape, judge rules

By Michael R. Sisak
Associated Press

Harvey Weinstein appears in State Supreme Court for a hearing in his second assault conviction Wednesday in New York.

NEW YORK — A woman who says Harvey Weinstein trapped her in a Manhattan hotel room and raped her in 2013 can use the word "force" when she testifies at his retrial, even though the disgraced movie mogul was acquitted of using physical force against her, a judge ruled Wednesday.

Judge Curtis Farber reversed his earlier decision to forbid lawyers from telling jurors that Weinstein used force against her, explaining that after a review of case law he decided it would be unreasonable to put limits on how the lawyer arguing active direction what she says happened.

Ms. Mann is one of three accusers whose allegations form the basis of the charges in Weinstein's retrial. Nearly a year ago, New York's highest court overturned his 2020 conviction. Jury selection is set to begin Tuesday.

Weinstein's team argued Judge Farber's ruling, his lawyer, Arthur Aidala, said Wednesday.

Jurors acquitted Weinstein of first-degree rape in Ms. Mann's case, a charge that requires proof of "forcible compulsion," but convicted him of third-degree rape, which describes a lack of consent. The conviction was overturned, but the acquittal still stands.

"It does fly in the face of common sense that the first trial was all about force and he was found not guilty of force," Mr. Aidala told reporters during a break in a pretrial hearing. "So now, why are they allowed to relitigate that?"

Weinstein has denied that he raped or sexually assaulted anyone.

Weinstein's lawyers argued that letting Ms. Mann testify that he used physical force against her at a Manhattan hotel would open the door to telling jurors about his first-degree rape acquittal.

But Judge Farber said that isn't necessarily the case. He said Weinstein's lawyers are free to challenge Ms. Mann's versions of events on cross-examination and he suggested that they could add a jury instruction to clear up any confusion.

The Manhattan district attorney's office has wanted to prevent jurors from hearing any mention of Weinstein's acquittals and vacated convictions.

Weinstein, 73, is being retried on a sex crimes charge as well as third-degree rape. Authorities said he forcibly performed oral sex on a TV and film production assistant in 2006, and raped Ms. Mann in 2013.

Weinstein is also being tried on an additional charge based on a woman whose rape allegation was added to the case last year. That charge, filed last November, alleges he forced oral sex on her at a Manhattan hotel in 2006.

At Weinstein's 2020 trial, Ms. Mann alleged the studio boss trapped her in a New York hotel room in March 2013, abruptly ordered her to undress as he loomed over her, and then raped her. She alleges Weinstein raped her again eight months later at a Beverly Hills hotel, where she worked as a hairdresser.

"I want the jury to know that he is my rapist," she told jurors in 2020.

The trial's April 11 start date was thrown into doubt Wednesday as Weinstein's lawyers and prosecutors wrangled over some that an assistant district attorney on the case took during a 2020 interview with the accuser who was not part of the first case.

Weinstein's lawyers said they may seek to call the now-retired assistant district attorney as a witness, disqualifying her from working on the case, as they seek to undermine the prosecutor's credibility. The defense contends the woman's grand jury testimony last year about Weinstein using physical force on her was inconsistent with what she said in the 2020 interview.

Prosecutors said they would seek to delay the trial by 60 days if they can't reach an agreement with Weinstein's lawyers on the note dispute.

In vacating Weinstein's conviction, the state Court of Appeals ruled that the trial judge, Jamie M. Burke, unfairly allowed testimony against him based on allegations from other women that were not part of the case. Judge Burke is no longer on the bench and such testimony won't be part of the retrial.

Judge Farber ruled Wednesday that if Weinstein were to testify at his retrial, prosecutors can ask him if he has a felony conviction in California. But not the nature of the crimes it underlying facts.

Public Hearings & Comment Period for Proposed Funding Crisis-Related FY 2026 Fare Increases and Service Reductions

Pittsburgh Post-Gazette – Affidavit – 4/17/2025

Pittsburgh Post-Gazette

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COUNTY OF: **ALLEGHENY**
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Brianna DeJames

State of: Pennsylvania
County of: Allegheny

Subscribed and sworn to before me
This 23rd day of April, 2025

Notary Seal:

Commonwealth of Pennsylvania - Notary Seal
Kelly M. Maseth, Notary Public
Allegheny County
My commission expires March 15, 2029
Commission number 1275373
Member, Pennsylvania Association of Notaries

Kelly M Maseth

Pittsburgh Post-Gazette – Advertisement – 4/17/2025

Officials report bond sale, boast about fiscal health

PROJECTS, FROM A-1

The city issues bonds annually to help finance its capital needs. It's back to sell bonds at an interest rate determined during the sale process, said Jessica Lieb, city treasurer and director of finance.

For this year, financial advisers pushed officials to let banks compete and offer up different interest rates — a test of faith in the city's ability to repay its debt, according to city officials.

"[PNC's] investment in more than a financial organization," Mr. Gainey said. "It's a resounding show of confidence in Pittsburgh's future and future."

Revenue projections in late 2024 indicated the city could be headed toward a financial reckoning after assessment cuts to multiple Downtown buildings that could have thrown the property tax base and federal COVID-19 relief funds began to taper.

Still, two credit rating agencies assigned the city a "stable" outlook and boosted its rating within the last year, city officials said Wednesday.

Deputy Mayor Jake Pawlak cited job growth and increased construction activity over the last few years as reasons for the city's improved credit rating. In 2024, commercial construction permits issued by the city reached a record value of $1.6 billion, according to city officials. And Pittsburgh has added over 30,000 new jobs since 2020, outpacing growth in the surrounding region, officials said Wednesday.

In turn, Pittsburgh's earned revenue has doubled since 2010 and has now eclipsed property tax revenue as the city's leading source of income, Mr. Pawlak said.

Still, declining property values have played into that, the deputy mayor acknowledged. The county, city and Pittsburgh School District are paying the price for over half a billion dollars in assessment refunds over the past several years — to the tune of more than $15 million in interest.

Nonetheless, officials maintained on Wednesday that job growth and a building boom indicate the city's finances are in good shape.

"These two trends really are the things that the ratings agencies and the buyers of our bond — the investors — are looking at most closely to understand the state of the regional economy and how that will support our ability to repay the debt that we're issuing," Mr. Pawlak said.

Money from this bond issuance will fund the renovations of two fire stations, Warrington Recreation Center and Spring Hill Park, as well as bridge upgrades, street paving, Southside roundabout and more, Ms. Lieb said.

But concerns about the city's finances remain — even during an event in which officials were determined to emphasize the positive.

City Council members on Tuesday reviewed a report from City Controller Rachael Heisler that showed that the Public Works Department, Emergency Medical Services and Public Safety Administration have already used nearly all their previous pay for 2025 in just the first four months of the year.

Mr. Gainey in his 2025 budget lowered the amount of overtime pay allocated to police officers, EMTs and public works employees — departments that have all faced record staff shortages.

Asked about the spending Wednesday, Mr. Pawlak said the city is currently reviewing the report and believes calculations may erroneously include an additional pay period. In addition, he noted that events that traditionally drive overtime costs, such as the St. Patrick's Day Parade, fall within the first quarter of the year.

"It does appear that we spent a significant portion of our overtime budget in the first quarter," Mr. Pawlak said. "It's not unusual, between the winter and significant portion of that overtime spending happening in the Department of Public Works, where overtime is likely seasonal."

The city is "continuing to monitor that" and feels confident they can manage the cost of overtime through the end of the year, he added.

Moving forward, city officials said they hope to eventually associate every other year rather than annually as they continue to complete planned infrastructure projects.



Sebastian Foltz/Post-Gazette

People line up outside the PennDOT driver's license center in Duncans Manor Plaza in Mt. Carmel Twp. on Wednesday. PennDOT is receiving between 7,000 to 9,000 applications per day for Real IDs.

With deadline looming, people seeking a Real ID face long lines

REAL ID, FROM A-1

As elementary school teacher, she used her spring break week as an opportunity to squeeze in the visit, after struggling to find child care for her children, ages 3 and 5. The center opened at 8:30 a.m., and Ms. Holman got there an hour later.

"I bet think getting there earlier would decrease my wait time," she said.

Starting May 7, all travelers age 18 and older will need a Real ID-compliant driver's license, photo ID or other federally accepted form of identification, like a valid passport, to board a domestic airline flight, enter a federal building or military base. The IDs will feature a small gold star.

The Real ID Act, passed by Congress in 2005 as a post-9/11 security measure, establishes stricter requirements for state-issued identification used for federal purposes. Applicants are required to provide multiple documents to prove identity, address and legal status and pay a $30 fee.

Travelers who show up at an airport security checkpoint without one may face delays, extra screening or be denied entry, according to TSA officials.

"The countdown is on," Gerardo Sperti, TSA's federal security director for Pennsylvania, said in a statement. "Getting your Real ID before the deadline is more than just a suggestion — it's a game changer for your travel plans."

As of the start of April, only 26% of Pennsylvanians had obtained a Real ID, according to PennDOT, meaning about three out of four residents may still need one.

PennDOT is receiving between 7,000 to 9,000 applications per day, and spokesperson Alison Dunna said that number is expected to increase as the deadline grows closer.

"Real IDs have been available in Pennsylvania since March 2019, and the fact that volumes are increasing as we approach the deadline is not surprising," she said.

Wait times for Real ID service statewide average about an hour during regular driver's license center business hours, Ms. Dunna said. Centers seeing the highest volume of traffic are in Bridgeville and Ridge of Penna in Montgomery county.

> I didn't have any expectations, but I knew this was a possibility with the deadline so close. If you wait until the last minute, you might get flustered — and that'll be on you."
>
> Julian Craig

Many of those walking in and out of the Duncan Manor office on Wednesday carried folders of documents in one hand, and a cup of coffee or book in the other. One man sat on a chair outside, enjoying a bowl of soup as he waited for his turn.

One woman in line on Wednesday returned to her car after leaving the wait time was about 2½ hours; another stayed put, saying her first attempt to secure a Real ID was at that same location on Monday, "and the line wrapped around the strip."

In March, April and into May, PennDOT is hosting "Real ID Days," on Mondays at license centers across the state, when those offices are normally closed, to help alleviate the demand. All centers will be closed on Monday for the Easter holiday, according to PennDOT.

"I didn't have any expectations, but I knew this was a possibility with the deadline so close," said Julian Craig, 46, who got in the center at 9:30 a.m. "If you wait until the last minute, you might get flustered — and that'll be on you."

Some customers are eligible to apply for a Real ID online. Anyone who obtained their first Pennsylvania driver's license, permit or photo ID after September 2005 is encouraged to check their status on PennDOT's website, as their required documentation may already be on file.

Public Hearings & Comment Period for Proposed Funding Crisis-Related FY 2026 Fare Increases and Service Reductions

PRT

Pittsburgh Regional Transit

Pittsburgh Post-Gazette – Affidavit – 4/24/2025

Pittsburgh Post-Gazette

2201 Sweeney Drive
Clinton, Pennsylvania, 15026

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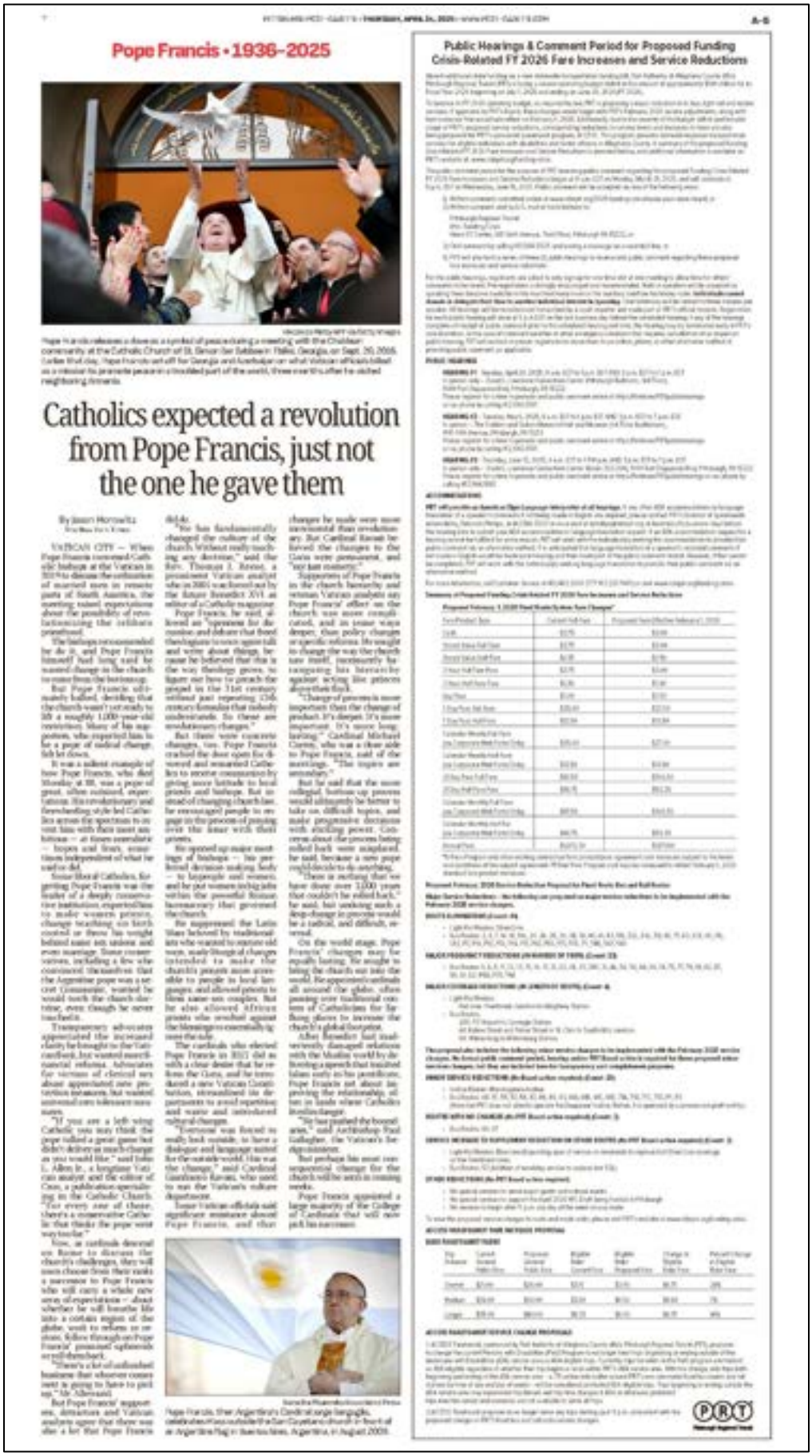
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Pittsburgh Post-Gazette – Advertisement – 4/24/2025



Pope Francis •1936–2025

Pope Francis releases a dove as a symbol of peace during a meeting with the Christian community at the Catholic Church of St. Simon Cyrenian in Tbilisi, Georgia, on Sept. 30, 2016. Earlier that day, Pope Francis set off for Georgia and Azerbaijan on what Vatican officials billed as a mission to promote peace in a troubled part of the world, three years after he visited neighboring Armenia.

Catholics expected a revolution from Pope Francis, just not the one he gave them

By Jason Horowitz
New York Times

VATICAN CITY — When Pope Francis convened Catholic bishops at the Vatican in 2019 to discuss the ordination of married men in remote parts of South America, the meeting raised expectations about the possibility of revolutionizing the celibate priesthood.

The bishops recommended he do it, and Pope Francis himself had long said he wanted change in the church to come from the bottom up.

But Pope Francis ultimately balked, deciding that the church wasn't yet ready to lift a roughly 1,000-year-old restriction. Many of his supporters, who expected him to be a pope of radical change, felt let down.

It was a salient example of how Pope Francis, who died Monday at 88, was a pope of great, often outsized, expectations. His revolutionary and freewheeling style led Catholics across the spectrum to invest him with their most ambitious — at times unrealistic — hopes and fears, sometimes independent of what he said or did.

Some liberal Catholics, forgetting Pope Francis was the leader of a deeply conservative institution, expected him to make women priests, change teaching on birth control or throw his weight behind same-sex unions and even marriage. Some conservatives, including a few who convened the hundreds that the Argentine pope was a secret Communist, wanted he would torch the church doctrine, even though he never touched it.

Transparency advocates appreciated the increased clarity he brought to the Vatican's arch, but wanted more substantial reforms. Advocates for victims of clerical sex abuse appreciated new prevention measures, but wanted universal zero-tolerance measures.

"If you are a left-wing Catholic you may think the pope talked a great game but didn't deliver as much change as you would like," said John L. Allen Jr., a longtime Vatican analyst and the editor of Crux, a publication specializing in the Catholic Church. "For every one of those, there's a conservative Catholic that thinks the pope went way too far."

Now, as cardinals descend on Rome to discuss the church's challenges, they will soon choose from their ranks a successor to Pope Francis who will carry a whole new array of expectations — about whether he will breathe life into a cardinals region of the globe, work to reform or restore, follow through on Pope Francis' promised openness or roll them back.

"There's a lot of unfinished business that whoever comes next is going to have to pick up," Mr. Allen said.

But Pope Francis' supporters, detractors and Vatican analysts agree that there was also a lot that Pope Francis didn't do.

"He has fundamentally changed the culture of the church without really touching any doctrine," said the Rev. Thomas J. Rosica, a prominent Vatican analyst who in 2005 was forced out by the future Benedict XVI as editor of a Catholic magazine.

Pope Francis, he said, allowed an "openness for discussion and debate that freed theologians to write again, talk and write about things, because he believed that this is the way theology grows, to figure out how to preach the gospel in the 21st century without just repeating 15th century formulas that nobody understands. So these are revolutionary changes."

But their were concrete changes, too. Pope Francis cracked the door open for divorced and remarried Catholics to receive communion by giving more latitude to local priests and bishops. But in a denial of changing church law, he encouraged people to engage in the process of praying over the issue with their priests.

He opened up major meetings of bishops — his professed decision-making body — to laypeople and women, and he put women in big jobs within the powerful Roman bureaucracy that governed the church.

He suppressed the Latin Mass beloved by traditionalists who wanted to restore old ways, made liturgical changes intended to make the church's prayers more accessible to people in local languages and allowed priests to bless same-sex couples. But he also allowed African priests who revolted against the blessings to essentially ignore the rule.

The cardinals who elected Pope Francis in 2013 did so with a clear desire that he reform the Curia, and he introduced a new Vatican Constitution, streamlined its departments to avoid repetition and waste and introduced cultural changes.

"Everyone was forced to really look outside, to have a dialogue and language suited for the outside world. He was the change," said Cardinal Gianfranco Ravasi, who used to run the Vatican's culture department.

Some Vatican officials said significant resistance slowed Pope Francis, and that changes he made were more incremental than revolutionary. But Cardinal Ravasi believed the changes to the Curia were permanent, and "not just cosmetic."

Supporters of Pope Francis in the church hierarchy and veteran Vatican analysts say Pope Francis' effect on the church was more consolidated, and in some ways deeper, than policy changes or specific reforms. He sought to change the way the church saw itself, incessantly harangueing his listeners to agonize, acting like princes do not think fixed.

"Change of process is more important than the change of product. It's deeper. It's more profound. It's more long-lasting," Cardinal Michael Czerny, who was a close aide to Pope Francis, said of the meetings. "The topics are secondary."

But he said that the more collegial, bottom-up process would ultimately be better to take on difficult topics, and make progressive decisions with sticking power. Concerns about the process being rolled back were misplaced, he said, because a new pope couldn't decide to do anything.

"There is nothing that we have done over 1,000 years that couldn't be rolled back," he said, but undoing such a deep change in process would be a radical, and difficult, reversal.

On the world stage, Pope Francis' changes may be more lasting, for example in letting the church see into the world. He appointed cardinals all around the globe, often passing over traditional centers of Catholicism for far-flung places to increase the church's global footprint.

After Benedict had inadvertently damaged relations with the Muslim world by delivering a speech that insulted Islam early in his pontificate, Pope Francis set about building the relationship, often on lands where Catholics in turn faced danger.

"He has pushed the boundaries," said Archbishop Paul Gallagher, the Vatican's foreign minister.

But perhaps his most consequential change for the church will be seen in coming weeks.

Pope Francis appointed a large majority of the College of Cardinals that will now pick his successor.

Pope Francis, then Argentina's Cardinal Jorge Bergoglio, celebrates Mass outside the San Cayetano church in front of an Argentine flag in Buenos Aires, Argentina, in August 2009.

Public Hearings & Comment Period for Proposed Funding Crisis-Related FY 2026 Fare Increases and Service Reductions

PRT

PRT issued a press release announcing the hearings on March 28. PRT sent the release to regional news media, numerous community groups, employers, public officials, and other stakeholders, and posted it to the agency's website. The press release generated numerous media stories and is shown below.

FOR IMMEDIATE RELEASE (March 20, 2025) - With state funding no longer able to meet the needs of Pennsylvania's second-largest transit agency, Pittsburgh Regional Transit (PRT) today announced a 35% service cut that would go into effect in February 2026.

The cuts would be paired with a 25-cent fare increase to help close a projected $100 million budget deficit. ACCESS, PRT's contracted paratransit service, would see a 62% reduction in its service area and a 20% increase in fares.

The impact of these changes would be felt across our region:

40 bus routes and the Silver Line would be eliminated completely.
Service frequency on 53 bus routes and the Red Line would be reduced.
19 municipalities and three Pittsburgh neighborhoods would lose service completely.
No service after 11 p.m.
Funding to support extra service for sporting events, concerts, and the 2026 NFL Draft would not exist.
"This truly is a sad day for our region. Public transit is a lifeline for communities throughout and we are not taking this proposal lightly. We have warned that we would face service cuts and fare increases without new funding for the past year, and we remain committed to continuing to fight for the service Allegheny County deserves," said PRT CEO Katharine Kelleman. "This isn't just a Pittsburgh problem. This is an issue facing transit agencies across the Commonwealth. We are not asking Harrisburg to bail us out. We're asking state lawmakers to ensure that the taxes they receive from Allegheny County come back to Allegheny County."

If approved by PRT's Board next Friday, the agency would begin soliciting public feedback on March 31 and hold three public hearings in April, May, and June before the Board adopts next year's budget, which begins in July.

"We started this process early to make sure riders have a voice and a say on these service cuts and fare increases," Kelleman said. "Our hearts break today knowing there could be significantly less service that connects people to their world. We know these cuts are devastating and we plan to do everything in our power to prevent them from happening."

In addition to eliminating 40 bus routes and the Silver Line, PRT would be forced to reduce service by at least 30% on 33 bus routes and the Red Line and make smaller cuts to 20 additional routes.

Nineteen municipalities in Allegheny, Beaver, and Westmoreland counties — including Ambridge, Ben Avon, East McKeesport, Glenfield, and Trafford — and the Pittsburgh neighborhoods of Banksville, Ridgemont, and Swisshelm Park — would lose service altogether. The 28X-Airport Flyer would terminate in Carnegie.

PRT would also close two bus garages, the Wabash Tunnel, and 10 park-and-ride lots. The Bus Line Redesign, which PRT had hoped would increase transit access and improve efficiency, would not be implemented.

Despite efforts to preserve service for high-ridership and transit-dependent areas, cuts of this scale would inevitably harm vulnerable communities, said PRT's Chief Development Officer Amy Silbermann.

Describing the cuts as “brutal,” Silbermann acknowledged they would affect more than just transit riders.

"Less public transit means less access to jobs, schools, and businesses, and more traffic, demand for parking, and pollution caused by more cars on the road," Silbermann said.

The proposed fare increase of 25 cents would raise the base fare to $3, making it among the most expensive in the country.

PRT filled a $50 million budget gap this year using its reserve fund, but with the agency’s deficit expected to grow to $100 million in FY26 and increase every year without a new source of state funding, even the agency’s reserves are not enough.

And although Act 89 of 2013 provided a long-term funding solution for Pennsylvania transportation programs (highways, bridges and mass transit), PRT’s share has not increased in over a decade. Rising costs due to inflation, healthcare, and other operational expenses have widened the gap. Federal COVID-19 relief funding temporarily delayed the crisis, but those funds have now been exhausted.

Even Governor Shapiro’s proposal to increase the public transit share of the state sales tax, which could generate an additional $40 million for PRT, would fall short of what PRT needs to maintain current service.

"This is a crisis, not just for PRT, but for people across Allegheny County. Even if you don’t ride public transit, you likely know and rely on someone who does,” Kelleman said, encouraging all riders and stakeholders to participate in the public comment process. "We hope that our voices are heard in the state Capital and we're able to bring greater investment to public transit back home.”

Details on the proposed changes are available at www.ridePRT.org/funding-crisis.

Information regarding the hearing was posted on PRT's website at www.rideprt.org during the weeks prior to the hearing and a website banner on the homepage linked directly to information about the hearing.

PRT promoted the hearings on its social media sites, including Twitter, Facebook, and Instagram. Further, PRT worked with third-party groups to publicize the hearings on their websites and newsletters, and through email blasts. PRT developed a series of web pages on its own website detailing the potential service changes and ways to provide feedback: https://www.rideprt.org/funding-crisis.

PRT also created and distributed printed brochures outlining the proposed changes. PDF versions of these brochures can be found in the 'Materials Available at Public Hearing' section of this document.

More than 4,800 individuals commented on the proposals through multiple sources.

PRT's staff reviewed all public comments, summarized and evaluated the comments and produced a second public document included in the appendix.

In addition to the public process documents, all materials received after the closing date of the public process were forwarded to the appropriate departments for review and consideration in changes to service, operations and/or fare structure.

MATERIALS AVAILABLE AT PUBLIC HEARINGS

Opening Statements in Braille

Script for [APRIL 29, 2025- MAIN ROOM] Public Hearing(s) for Proposed Funding Crisis-Related FY 2026 Fare Increases and Service Reductions

I. OPENING AT 9 AM HEARING START TIME

TO BE PROVIDED BY THE BOARD CHAIR, KATHARINE OR A DESINGATED BOARD MEMBER OR SENIOR TEAM MEMBER PRESIDING OVER HEARING –

Good Morning. My name is [NAME/TITLE] for Pittsburgh Regional Transit. PRT is conducting this public hearing as part of a public comment period that began at 8 AM on Monday, March 31, 2025, and will conclude on Wednesday, June 18, 2025 at 5 PM to receive public input on PRT's proposed funding crisis-related fare increases and service reductions.

Before we begin to receive public comment, our hearing moderator, Laura Santos, will go over some housekeeping information.

MODERATOR –

- This hearing is being recorded and transcribed by a court reporter. If you do not want to be recorded, please exit the hearing room at this time.

- Please note that we have American Sign Language and Spanish-language interpreters to provide translation services during the hearing.

- For participants who registered to provide public comment at today's hearing, you will be called up to speak at your designated time, though you may be called up as much as fifteen (15) minutes early to speak if there are no other speakers scheduled to speak.

- For participants who did not pre-register, you have been placed into an open time slot to speak and will be called up to speak at your designated time, though you may also be called up as much as fifteen (15) minutes early to speak if there are no other speakers scheduled to speak.

- Each speaker will have three (3) minutes to provide their public comment. When called upon, please clearly state your name and spell it and then speak clearly. The hearing time keeper will alert you when you have one-minute remaining. If your three (3) minutes is up and you want to provide further comment, you may do so via telephone; regular mail; or online until 5 PM Eastern Standard Time on Wednesday, June 18, 2025. Additional details on these other methods to submit public comment to PRT regarding the proposed funding crisis-related Fiscal Year 2026 fare increases and service reductions is available

on PRT's website at: www.rideprt.org/funding-crisis.

- Speakers cannot donate or delegate their allotted time to another individual interested in speaking, but speakers may read in written comments they may have brought with them on behalf of another individual during their scheduled comment time.

- The purpose of this public hearing is for PRT to receive public comment only. Participating PRT Board Members and/or staff members will not respond to public comment provided during this hearing, but all comments will be recorded and analyzed as part of the public comment collection process. Additionally, there is an information table set up outside the hearing room where PRT staff can answer questions.

- Both PRT Board Members and Senior Management will be listening to public comments during this public hearing. At this time, I would ask PRT Board Members who are in attendance to identify themselves. (PAUSE FOR BOARD MEMBER IDENTIFICATION) I would now ask PRT Senior Management who are in attendance to identify themselves. (PAUSE FOR SENIOR STAFF IDENTIFICATION)

- This public hearing was scheduled from 9 AM to 1 PM and 3 PM to 7 PM with a two-hour break from 1 PM to 3 PM and PRT intends to conduct the public hearing for the entire advertised time periods to ensure members of the public who did not pre-register but appear today and sign up to speak have an opportunity to do so.

BOARD CHAIR, KATHARINE OR A DESIGNED BOARD MEMBER OR SENIOR TEAM MEMBER PRESIDING OVER HEARING –

Thank you, Laura.

Absent additional state funding, PRT is facing an operating budget deficit of approximately $100 million for its Fiscal Year 2026.

PRT is required by law to pass a balanced budget, and with so many fixed costs, we are proposing a 35% reduction in bus, light rail and incline services. If approved by PRT's Board, these changes would begin with PRT's February 2026 service adjustments, along with a 25-cent fare increase.

Additionally, due to the severity of the budget deficit, corresponding reductions to service levels and increases in fares are also being proposed for PRT's-sponsored paratransit program, ACCESS. This program provides demand-response transportation services for eligible individuals with disabilities and senior citizens in Allegheny County.

A summary of the proposed Funding Crisis-Related FY 2026 Fare Increases and Service Reductions is provided below, and additional information is available on PRT's website at: www.rideprt.org/funding-crisis.

We will now begin to receive public comment. [HEARING MODERATOR TO CALL ON FIRST SPEAKER AND CONTINUE TO CALL ON SPEAKERS.]

II. BREAK AT 1 PM

TO BE PROVIDED AT 1 PM FOR THE HEARING BREAK BY THE BOARD CHAIR, KATHARINE OR A DESINGATED BOARD MEMBER OR SENIOR TEAM MEMBER PRESIDING OVER HEARING –

It is now 1 PM. As publicly advertised, we will now take a break and go off the record from 1 PM to 3 PM. This public hearing will resume at 3 PM. Thank you.

III. RESUMPTION OF HEARING AT 3 PM

TO BE PROVIDED AT 1 PM FOR THE HEARING BREAK BY THE BOARD CHAIR, KATHARINE OR A DESINGATED BOARD MEMBER OR SENIOR TEAM MEMBER PRESIDING OVER HEARING –

It is now 3 PM and this public hearing will resume. As a reminder, this hearing is being recorded and transcribed by a court reporter so if you do not want to be recorded, please exit the hearing room now. Each speaker has up to three (3) minutes to provide public comment and should come up to the speaker's table when called upon and state their name clearly and spell it for the court reporter before beginning to provide you public comment.

[AFTER LAST SPEAKER CONCLUDES SPEAKING AND AFTER CHECKING FOR ANY SPEAKERS WHO MAY NOT HAVE SPOKEN UP WHEN ORIGINALLY CALLED UPON, HEARING MODERATOR SHOULD ADVISE THERE ARE NO SPEAKERS REMAINING AND KATHARINE OR THE PRESIDING PRT STAFF OR BOARD MEMBER CAN THEN PAUSE THE HEARING IF THERE IS ADVERTISED TIME REMAINING FOR WALK-IN SPEAKERS AND THEN MOVE TO CLOSE THE HEARING AT THE ADVERTISED HEARING END TIME.]

IV. CLOSING AT 7 PM HEARING END TIME

TO BE PROVIDED AT THE ADVERTISED END TIME FOR HEARING BY THE BOARD CHAIR, KATHARINE OR A DESINGATED BOARD MEMBER OR SENIOR PRESIDING OVER HEARING –

PRT's records indicate that there are no remaining speakers registered to provide public comment at this public hearing who have not already provided their comments or were given the opportunity to provide their comments, and we are now at the publicly advertised 7 PM end time for this hearing. So, we will now conclude this public hearing and on behalf of PRT's Board and staff, I want to thank everyone who took the time to participate today and provide PRT with your comments regarding the proposed funding crisis-related FY 2026 fare increases and service reductions.

Our next public hearing starts at 9 a.m. on May 6 at Soldiers and Sailors in Oakland.

A third public hearing is scheduled for 9 a.m. on June 12 back here at the Convention Center.

Script for MAY 6, 2025 – Main Room Public Hearing(s) for Proposed Funding Crisis-Related FY 2026 Fare Increases and Service Reductions

V. OPENING AT 9 AM HEARING START TIME

TO BE PROVIDED BY THE BOARD CHAIR, KATHARINE OR A DESINGATED BOARD MEMBER OR SENIOR TEAM MEMBER PRESIDING OVER HEARING –

Good Morning. My name is Michael Cetra for Pittsburgh Regional Transit. PRT is conducting this public hearing as part of a public comment period that began at 8 AM on Monday, March 31, 2025, and will conclude on Wednesday, June 18, 2025 at 5 PM to receive public input on PRT's proposed funding crisis-related fare increases and service reductions.

PRT's Chief Executive Officer, Katharine Kelleman, is currently in Harrisburg advocating for transit funding so she will not be in attendance at today's hearing.

Before we begin to receive public comment, our hearing moderator, Benjamin Nicklow will go over some housekeeping information.

MODERATOR –

- This hearing is being recorded and transcribed by a court reporter. If you do not want to be recorded, please exit the hearing room at this time.

- Please note that we have American Sign Language and Spanish-language interpreters to provide translation services during the hearing upon request.

- For participants who registered to provide public comment at today's hearing, you will be called up to speak at your designated time, though you may be called up as much as fifteen (15) minutes early to speak if there are no other speakers scheduled to speak.

- For participants who did not pre-register, you have been placed into an open time slot to speak and will be called up to speak at your designated time, though you may also be called up as much as fifteen (15) minutes early to speak if there are no other speakers scheduled to speak.

- Each speaker will have three (3) minutes to provide their public comment. When called upon, please clearly state your name and spell it and then speak clearly. The hearing moderator will alert you when you have one minute remaining. If your three (3) minutes is up and you want to provide further comment, you may do so via telephone; regular mail; or online until 5 PM Eastern Standard Time on Wednesday, June 18, 2025. Additional details on these other methods to submit public comment to PRT regarding the proposed funding crisis-related Fiscal Year 2026 fare increases and service reductions is available on PRT's website at: www.rideprt.org/funding-crisis.

- Speakers cannot donate or delegate their allotted time to another individual interested in speaking, but speakers may read in written comments they may have brought with them on behalf of another individual during their scheduled comment time.

- The purpose of this public hearing is for PRT to receive public comment only. Participating PRT Board Members and/or staff members will not respond to public comment provided during this hearing, but all comments will be recorded and analyzed as part of the public comment collection process. Additionally, there is an information table set up outside the hearing room where PRT staff can answer questions.

- Both PRT Board Members and Senior Management will be listening to public comments during this public hearing. At this time, I would ask PRT Board Member who are in attendance to identify themselves. I would now ask PRT Senior Management who are in attendance to identify themselves.

- This public hearing was scheduled from 9 AM to 1 PM and 3 PM to 7 PM with a two hour break from 1 PM to 3 PM and PRT intends to conduct the public hearing for the entire advertised time periods to ensure members of the public who did not pre-register but appear today and sign up to speak have an opportunity to do so.

BOARD CHAIR, KATHARINE OR A DESIGNED BOARD MEMBER OR SENIOR TEAM MEMBER PRESIDING OVER HEARING –

Thank you Benjamin.

Absent additional state funding, PRT is facing an operating budget deficit of approximately $100 million for its Fiscal Year 2026.

PRT is required by law to pass a balanced budget, and with so many fixed costs, we are proposing a 35% reduction in bus, light rail and incline services. If approved by PRT's Board, these changes would begin with PRT's February 2026 service adjustments, along with a 25-cent fare increase.

Additionally, due to the severity of the budget deficit, corresponding reductions to service levels and increases in fares are also being proposed for PRT's-sponsored paratransit program, ACCESS. This program provides demand-response transportation services for eligible individuals with disabilities and senior citizens in Allegheny County.

A summary of the proposed Funding Crisis-Related FY 2026 Fare Increases and Service Reductions is available on PRT's website at: www.rideprt.org/funding-crisis.

We will now begin to receive public comment. [HEARING MODERATOR TO CALL ON FIRST SPEAKER AND CONTINUE TO CALL ON SPEAKERS.]

VI. BREAK AT 1 PM

TO BE PROVIDED AT 1 PM FOR THE HEARING BREAK BY THE BOARD CHAIR, KATHARINE OR A DESINGATED BOARD MEMBER OR SENIOR TEAM MEMBER PRESIDING OVER HEARING –

It is now 1 PM. As publicly advertised, we will now take a break and go off the record from 1 PM to 3 PM. This public hearing will resume at 3 PM. Thank you.

VII. RESUMPTION OF HEARING AT 3 PM

TO BE PROVIDED AT 1 PM FOR THE HEARING BREAK BY THE BOARD CHAIR, KATHARINE OR A DESINGATED BOARD MEMBER OR SENIOR TEAM MEMBER PRESIDING OVER HEARING –

It is now 3 PM and this public hearing will resume. As a reminder, this hearing is being recorded and transcribed by a court reporter so if you do not want to be recorded, please exit the hearing room now. Each speaker has up to three (3) minutes to provide public comment and should come up to the speaker's table when called upon and state their name clearly and spell it for the court reporter before beginning to provide your public comment. Additionally, the purpose of this public hearing is for PRT to receive public comments so our Board Members and staff will be listening to your comments, but we will not be answering questions or actively responding to your comments. Questions can be directed to PRT staff members stationed at information tables outside the hearing room.

[AFTER LAST SPEAKER CONCLUDES SPEAKING AND AFTER CHECKING FOR ANY SPEAKERS WHO MAY NOT HAVE SPOKEN UP WHEN ORIGINALLY CALLED UPON, HEARING MODERATOR SHOULD ADVISE THERE ARE NO SPEAKERS REMAINING AND KATHARINE OR THE PRESIDING PRT STAFF OR BOARD MEMBER CAN THEN PAUSE THE HEARING IF THERE IS ADVERTISED TIME REMAINING FOR WALK-IN SPEAKERS AND THEN MOVE TO CLOSE THE HEARING AT THE ADVERTISED HEARING END TIME.]

VIII. CLOSING AT 7 PM HEARING END TIME

TO BE PROVIDED AT THE ADVERTISED END TIME FOR HEARING BY THE BOARD CHAIR, KATHARINE OR A DESINGATED BOARD MEMBER OR SENIOR PRESIDING OVER HEARING –

PRT's records indicate that there are no remaining speakers registered to provide public comment at this public hearing who have not already provided their comments or were given the opportunity to provide their comments, and we are now at the publicly advertised 7 PM end time for this hearing. So, we will now conclude this public hearing and on behalf of PRT's Board and staff, I want to thank everyone who took the time to participate today and provide PRT with your comments regarding the proposed funding crisis-related FY 2026 fare increases and service reductions.

Our third and final public hearing is scheduled for 9 a.m. on June 12 at the David L. Lawrence Convention Center.

Script for June 12, 2025 – Main Room Public Hearing(s) for Proposed Funding Crisis-Related FY 2026 Fare Increases and Service Reductions

IX. OPENING AT 9 AM HEARING START TIME

TO BE PROVIDED BY THE BOARD CHAIR, KATHARINE OR A DESINGATED BOARD MEMBER OR SENIOR TEAM MEMBER PRESIDING OVER HEARING –

Good Morning. My name is Katharine Kelleman, Chief Executive Officer for Pittsburgh Regional Transit. PRT is conducting this public hearing as part of a public comment period that began at 8 AM on Monday, March 31, 2025, and will conclude on Wednesday, June 18, 2025 at 5 PM to receive public input on PRT's proposed funding crisis-related fare increases and service reductions.

Before we begin to receive public comment, our hearing moderator, Kelsey Shannon, will go over some housekeeping information.

MODERATOR –

- This hearing is being recorded and transcribed by a court reporter. If you do not want to be recorded, please exit the hearing room at this time.

- Please note that we have American Sign Language and Spanish-language interpreters to provide translation services during the hearing upon request.

- For participants who registered to provide public comment at today's hearing, you will be called up to speak at your designated time, though you may be called up as much as fifteen (15) minutes early to speak if there are no other speakers scheduled to speak.

- For participants who did not pre-register, you have been placed into an open time slot to speak and will be called up to speak at your designated time, though you may also be called up as much as fifteen (15) minutes early to speak if there are no other speakers scheduled to speak.

- Each speaker will have three (3) minutes to provide their public comment. When called upon, please clearly state your name and spell it and then speak clearly. The hearing moderator will alert you when you have one minute remaining. If your three (3) minutes is up and you want to provide further comment, you may do so via telephone; regular mail; or online until 5 PM Eastern Standard Time on Wednesday, June 18, 2025. Additional details on these other methods to submit public comment to PRT regarding the proposed funding crisis-related Fiscal Year 2026 fare increases and service reductions is available on PRT's website at: www.rideprt.org/funding-crisis.

- Speakers cannot donate or delegate their allotted time to another individual interested in speaking, but speakers may read in written comments they may have brought with them on behalf of another individual during their scheduled comment time.

- The purpose of this public hearing is for PRT to receive public comment only. Participating PRT Board Members and/or staff members will not respond to public comment provided during this hearing, but all comments will be recorded and analyzed as part of the public comment collection process. Additionally, there is an information table set up outside the hearing room where PRT staff can answer questions.

- Both PRT Board Members and Senior Management will be listening to public comments during this public hearing. At this time, I would ask PRT Board Member who are in attendance to identify themselves. I would now ask PRT Senior Management who are in attendance to identify themselves.

- This public hearing was scheduled from 9 AM to 1 PM and 3 PM to 7 PM with a two hour break from 1 PM to 3 PM and PRT intends to conduct the public hearing for the entire advertised time periods to ensure members of the public who did not pre-register but appear today and sign up to speak have an opportunity to do so.

BOARD CHAIR, KATHARINE OR A DESIGNED BOARD MEMBER OR SENIOR TEAM MEMBER PRESIDING OVER HEARING –

Thank you Kelsey.

Absent additional state funding, PRT is facing an operating budget deficit of approximately $100 million for its Fiscal Year 2026.

PRT is required by law to pass a balanced budget, and with so many fixed costs, we are proposing a 35% reduction in bus, light rail and incline services. If approved by PRT's Board, these changes would begin with PRT's February 2026 service adjustments, along with a 25-cent fare increase.

Additionally, due to the severity of the budget deficit, corresponding reductions to service levels and increases in fares are also being proposed for PRT's-sponsored paratransit program, ACCESS. This program provides demand-response transportation services for eligible individuals with disabilities and senior citizens in Allegheny County.

A summary of the proposed Funding Crisis-Related FY 2026 Fare Increases and Service Reductions is available on PRT's website at: www.rideprt.org/funding-crisis.

We will now begin to receive public comment. [HEARING MODERATOR TO CALL ON FIRST SPEAKER AND CONTINUE TO CALL ON SPEAKERS.]

X. BREAK AT 1 PM

TO BE PROVIDED AT 1 PM FOR THE HEARING BREAK BY THE BOARD CHAIR, KATHARINE OR A DESINGATED BOARD MEMBER OR SENIOR TEAM MEMBER PRESIDING OVER HEARING –

It is now 1 PM. As publicly advertised, we will now take a break and go off the record from 1 PM to 3 PM. This public hearing will resume at 3 PM. Thank you.

XI. RESUMPTION OF HEARING AT 3 PM

TO BE PROVIDED AT 1 PM FOR THE HEARING BREAK BY THE BOARD CHAIR, KATHARINE OR A DESINGATED BOARD MEMBER OR SENIOR TEAM MEMBER PRESIDING OVER HEARING –

It is now 3 PM and this public hearing will resume. As a reminder, this hearing is being recorded and transcribed by a court reporter so if you do not want to be recorded, please exit the hearing room now. Each speaker has up to three (3) minutes to provide public comment and should come up to the speaker's table when called upon and state their name clearly and spell it for the court reporter before beginning to provide your public comment. Additionally, the purpose of this public hearing is for PRT to receive public comments so our Board Members and staff will be listening to your comments, but we will not be answering questions or actively responding to your comments. Questions can be directed to PRT staff members stationed at information tables outside the hearing room.

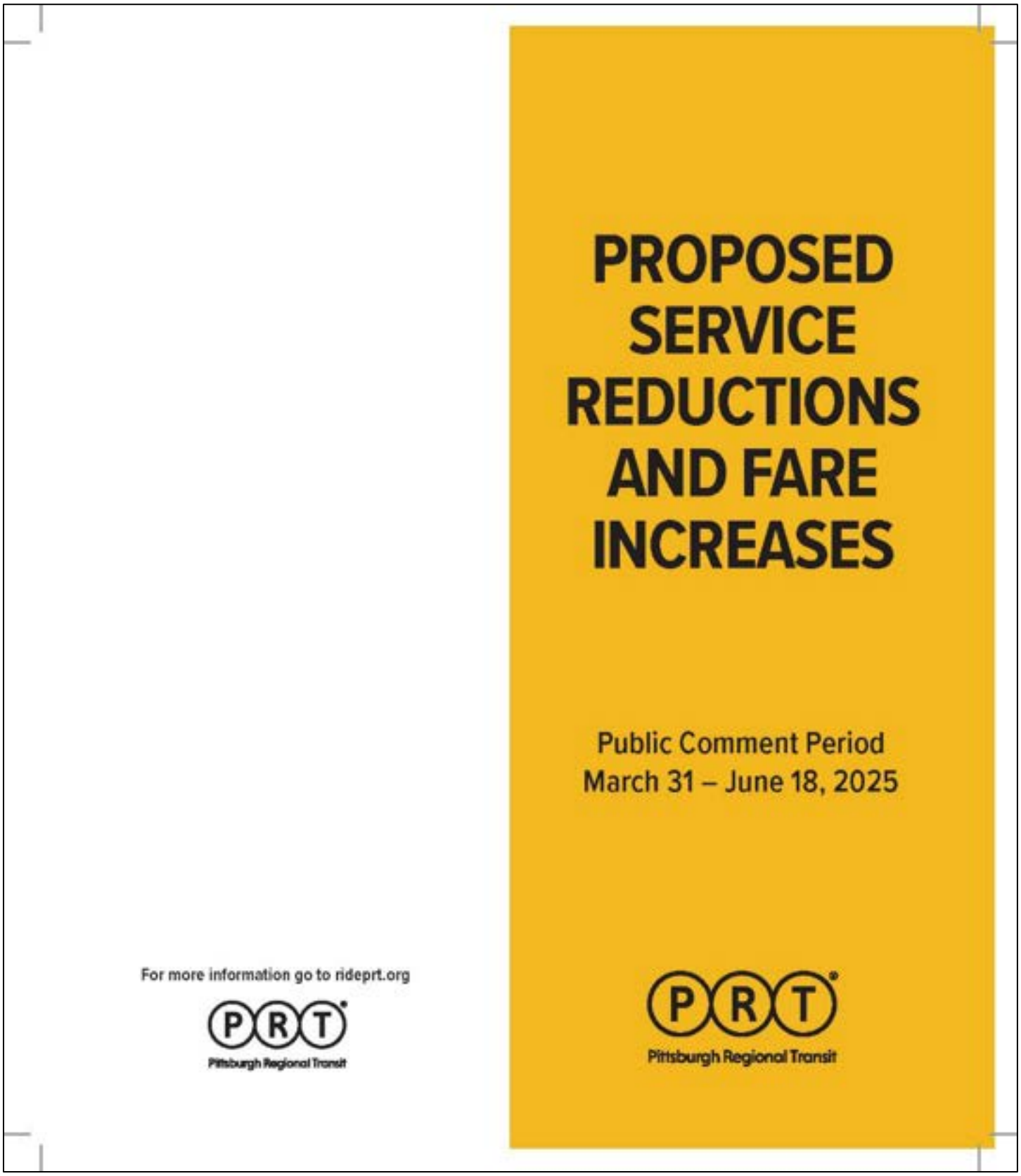
[AFTER LAST SPEAKER CONCLUDES SPEAKING AND AFTER CHECKING FOR ANY SPEAKERS WHO MAY NOT HAVE SPOKEN UP WHEN ORIGINALLY CALLED UPON, HEARING MODERATOR SHOULD ADVISE THERE ARE NO SPEAKERS REMAINING AND KATHARINE OR THE PRESIDING PRT STAFF OR BOARD MEMBER CAN THEN PAUSE THE HEARING IF THERE IS ADVERTISED TIME REMAINING FOR WALK-IN SPEAKERS AND THEN MOVE TO CLOSE THE HEARING AT THE ADVERTISED HEARING END TIME.]

XII. CLOSING AT 7 PM HEARING END TIME

TO BE PROVIDED AT THE ADVERTISED END TIME FOR HEARING BY THE BOARD CHAIR, KATHARINE OR A DESINGATED BOARD MEMBER OR SENIOR PRESIDING OVER HEARING –

PRT's records indicate that there are no remaining speakers registered to provide public comment at this public hearing who have not already provided their comments or were given the opportunity to provide their comments, and we are now at the publicly advertised 7 PM end time for this hearing. So, we will now conclude this public hearing and on behalf of PRT's Board and staff, I want to thank everyone who took the time to participate today and provide PRT with your comments regarding the proposed funding crisis-related FY 2026 fare increases and service reductions.

Proposed Fare and Service Changes Brochure/Board (English and Spanish)



HELP US MAKE A DIFFERENCE

State funding has not kept up with the public transportation needs of Allegheny County, causing Pittsburgh Regional Transit to have a structural budget deficit that will continue to grow year after year without additional investment. A public comment period will make sure our riders' voices are heard before our board approves our budget in June. Our hope is that the voices of thousands of riders who rely on buses, the T, and the incline will bring greater attention and investment to the critical role public transit serves in Allegheny County.

A key part of this process is to hold a public hearing and public comment period on the proposed fare and service changes. The proposed fare and service changes would be implemented with PRT's February 2026 service adjustments along with fare increases that would take effect February 1, 2026.

PRT will hold three public hearings:

Tuesday, April 29, 2025
David L. Lawrence Convention Center
Pittsburgh Ballroom, 3rd Floor
1000 Ft. Duquesne Blvd., Pittsburgh, PA 15222
9 a.m. to 1 p.m. and 3 p.m. to 7 p.m.

Tuesday, May 6, 2025
Soldiers & Sailors Memorial Hall
Auditorium, 1st Floor
4141 Fifth Ave., Pittsburgh, PA 15213
9 a.m. to 1 p.m. and 3 p.m. to 7 p.m.

Thursday, June 12, 2025
David L. Lawrence Convention Center
Room 302-304, 3rd Floor
1000 Ft. Duquesne Blvd., Pittsburgh, PA 15222
9 a.m. to 1 p.m. and 3 p.m. to 7 p.m.

Individuals wishing to provide comment are encouraged to pre-register online at **https://linktr.ee/PRTpublichearings** or by calling **412.566.5187 (TTY 412.231.7007)** from 9 a.m. to 3 p.m. on weekdays. Speakers or members of the public will be limited to three minutes per speaker.

Those who have not pre-registered may register at the hearing and will be called on as time slots become available. PRT will provide a sign language interpreter at each hearing as well as Braille copies of informational documents.

The public comment period will begin **March 31, 2025.** Comments on the proposals will be accepted by mail at:

Pittsburgh Regional Transit
Attn: Funding Crisis
345 Sixth Ave. 3rd Floor
Pittsburgh, PA 15222

Comments may also be submitted online via rideprt.org/funding-crisis and by phone at **412.566.5525**. The deadline for receipt of public comments is **June 18**, at 5 p.m.

For more information, including details on transportation to the hearing, call Customer Service at 412.442.2000 (TTY 412.231.7007) or visit rideprt.org. To request printed information only, call 412.566.5543.

MAJOR/MINOR SERVICE REDUCTION PROPOSAL FOR PORT AUTHORITY OF ALLEGHENY COUNTY D/B/A PITTSBURGH REGIONAL TRANSIT'S (PRT) FIXED ROUTE BUS, LIGHT RAIL AND INCLINE

Route Name:	Type of Change:	Current Service:	Proposed Service:	Key Impacts:
1 - FREEPORT ROAD	Major Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	No service past 11:00 p.m. Increased wait times.
2 - MOUNT ROYAL	Eliminated	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Eliminated	Eliminated
4 - TROY HILL	Eliminated	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Eliminated	Eliminated
6 - SPRING HILL	Major Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	No service past 11:00 p.m. Increased wait times.
7 - SPRING GARDEN	Eliminated	Frequency: 61+ mins (Peak) No service (Midday)	Eliminated	Eliminated
8 - PERRYSVILLE	Major Reduction	Frequency: <20 mins (Peak) <20 mins (Midday)	Frequency: <20 mins (Peak) 21-40 mins (Midday)	No service past 11:00 p.m. Increased wait times.
11 - FINEVIEW	Major Reduction	Frequency: 21-40 mins (Peak) 41-60 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Increased wait times.
12 - MCKNIGHT	Major Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Increased wait times.
13 - BELLEVUE	Major Reduction	Frequency: <20 mins (Peak) 21-40 mins (Midday)	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	No service past 11:00 p.m. Increased wait times.
14 - OHIO VALLEY	Eliminated	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Eliminated	Eliminated
15 - CHARLES	Major Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	No service past 11:00 p.m. Increased wait times.
16 - BRIGHTON	Major Reduction	Frequency: <20 mins (Peak) 21-40 mins (Midday)	Frequency: <20 mins (Peak) 21-40 mins (Midday)	No service past 11:00 p.m. Increased wait times.
17 - SHADELAND	Major Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	No service past 11:00 p.m. Increased wait times.
18 - MANCHESTER	Eliminated	Frequency: 21-40 mins (Peak) No service (Midday)	Eliminated	Eliminated
19L - EMSWORTH LIMITED	Eliminated	Frequency: 21-40 mins (Peak) No service (Midday)	Eliminated	Eliminated
20 - KENNEDY	Eliminated	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Eliminated	Eliminated
21 - CORAOPOLIS	Major Reduction	Frequency: 21-40 mins (Peak) 41-60 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	No service past 11:00 p.m. Increased wait times.
22 - MCCOY	Major Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Increased wait times.
24 - WEST PARK	Major Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 21-40 mins (Peak) 41-60 mins (Midday)	Increased wait times.

Route Name:	Type of Change:	Current Service:	Proposed Service:	Key Impacts:
26 - CHARTIERS	Eliminated	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Eliminated	Eliminated
27 - FAIRYWOOD	Major Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	No service past 11:00 p.m. Increased wait times.
28X - AIRPORT FLYER	Major Reduction (Major Coverage Reduction)	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Coverage reduction: Service runs between Carnegie Station and the Airport. No service past 11:00 p.m. Increased wait times.
29 - ROBINSON	Eliminated	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Eliminated	Eliminated
31 - BRIDGEVILLE	Major Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Increased wait times.
36 - BANKSVILLE	Eliminated	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Eliminated	Eliminated
38 - GREEN TREE	Eliminated	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Eliminated	Eliminated
39 - BROOKLINE	Eliminated	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Eliminated	Eliminated
40 - MOUNT WASHINGTON	Eliminated	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Eliminated	Eliminated
41 - BOWER HILL	Eliminated	Frequency: 21-40 mins (Peak) 41-60 mins (Midday)	Eliminated	Eliminated
43 - BAILEY	Eliminated	Frequency: 61+ mins (Peak) 61+ mins (Midday)	Eliminated	Eliminated
44 - KNOXVILLE	Major Reduction (Major Coverage Reduction)	Frequency: 21-40 mins (Peak) 41-60 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Coverage reduction: Service runs between South Hills Junction and Kubno Street and Fisher Street in St. Clair. Increased wait times.
48 - ARLINGTON	Minor Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	No service past 11:00 p.m.
51L - CARRICK LIMITED	Eliminated	Frequency: <20 mins (Peak) No service (Midday)	Eliminated	Eliminated
51 - CARRICK	Minor Reduction	Frequency: <20 mins (Peak) <20 mins (Midday)	Frequency: <20 mins (Peak) <20 mins (Midday)	No service past 11:00 p.m. Increased wait times.
52L - HOMEVILLE LIMITED	Eliminated	Frequency: 21-40 mins (Peak) No service (Midday)	Eliminated	Eliminated
53L - HOMESTEAD PARK LIMITED	Eliminated	Frequency: 21-40 mins (Peak) 61+ mins (Midday)	Eliminated	Eliminated
53 - HOMESTEAD PARK	Service Increase		Frequency: 41-60 mins (Peak) 61+ mins (Midday)	No service past 11:00 p.m. Weekday service added as partial replacement for 53L.
54 - NORTH SIDE - OAKLAND-SOUTH SIDE	Major Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	No service past 11:00 p.m. Increased wait times.
55 - GLASSPORT	Minor Reduction	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	No service past 11:00 p.m. Increased wait times.

Route Name:	Type of Change:	Current Service:	Proposed Service:	Key Impacts:
56 - LINCOLN PLACE	Major Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	No service past 11:00 p.m. Increased wait times.
57 - HAZELWOOD	Minor Reduction	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Increased wait times.
58 - GREENFIELD	Eliminated	Frequency: 21-40 mins (Peak) 41-60 mins (Midday)	Eliminated	Eliminated
59 - MON VALLEY	Minor Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	No service past 11:00 p.m.
60 - MCKEESPORT-WALNUT	No Change	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	No proposed changes to this route.
61A - NORTH BRADDOCK	Minor Reduction	Frequency: <20 mins (Peak) <20 mins (Midday)	Frequency: <20 mins (Midday) <20 mins (Peak)	No service past 11:00 p.m.
61B - BRADDOCK-SWISSVALE	Minor Reduction	Frequency: <20 mins (Peak) <20 mins (Midday)	Frequency: <20 mins (Peak) <20 mins (Midday)	No service past 11:00 p.m.
61C - MCKEESPORT-HOMESTEAD	Minor Reduction	Frequency: <20 mins (Peak) <20 mins (Midday)	Frequency: <20 mins (Peak) <20 mins (Midday)	No service past 11:00 p.m.
61D - MURRAY	Minor Reduction	Frequency: <20 mins (Peak) <20 mins (Midday)	Frequency: <20 mins (Peak) <20 mins (Midday)	No service past 11:00 p.m.
64 - LAWRENCEVILLE-WATERFRONT	Major Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	No service past 11:00 p.m. Increased wait times.
65 - SQUIRREL HILL	Eliminated	Frequency: 41-60 mins (Peak) 61+ mins (Midday)	Eliminated	Eliminated
67 - MONROEVILLE	No Change	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	No proposed changes to this route.
69 - TRAFFORD	Major Reduction (Major Coverage Reduction)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Coverage reduction: Service runs between Wilmerding and Wilkinsburg Station. Increased wait times.
71 - EDGEWOOD TOWN CENTER	Eliminated	Frequency: No service (peak) 61+ mins (Midday)	Eliminated	Eliminated
71A - NEGLEY	Minor Reduction	Frequency: <20 mins (Peak) <20 mins (Midday)	Frequency: <20 mins (Peak) <20 mins (Midday)	No service past 11:00 p.m.
71B - HIGHLAND PARK	Minor Reduction	Frequency: <20 mins (Peak) <20 mins (Midday)	Frequency: <20 mins (Peak) <20 mins (Midday)	No service past 11:00 p.m.
71C - POINT BREEZE	Minor Reduction	Frequency: <20 mins (Peak) <20 mins (Midday)	Frequency: <20 mins (Peak) <20 mins (Midday)	No service past 11:00 p.m.
71D - HAMILTON	Minor Reduction	Frequency: <20 mins (Peak) <20 mins (Midday)	Frequency: <20 mins (Peak) <20 mins (Midday)	No service past 11:00 p.m.
74 - HOMEWOOD-SQUIRREL HILL	Major Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Increased wait times.
75 - ELLSWORTH	Major Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	No service past 11:00 p.m. Increased wait times.

Route Name:	Type of Change:	Current Service:	Proposed Service:	Key Impacts:
77 - PENN HILLS	Major Reduction	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Increased wait times.
P78 - OAKMONT FLYER	Major Reduction	Frequency: 21-40 mins (Peak) 41-60 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Increased wait times.
79 - EAST HILLS	Major Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	No service past 11:00 p.m. Increased wait times.
81 - OAK HILL	Major Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	No service past 11:00 p.m. Increased wait times.
82 - LINCOLN	Major Reduction	Frequency: <20 mins (Peak) <20 mins (Midday)	Frequency: <20 mins (Peak) 21-40 mins (Midday)	No service past 11:00 p.m. Increased wait times.
83 - BEDFORD HILL	Minor Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	No service past 11:00 p.m.
86 - LIBERTY	Minor Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	No service past 11:00 p.m.
87 - FRIENDSHIP	Major Reduction	Frequency: <20 mins (Peak) 21-40 mins (Midday)	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Increased wait times
88 - PENN	Major Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	No service past 11:00 p.m. Increased wait times.
89 - GARFIELD COMMONS	Minor Reduction	Frequency: 61+ mins (Peak) 61+ mins (Midday)	Frequency: 61+ mins (Peak) 61+ mins (Midday)	No service past 11:00 p.m.
91 - BUTLER STREET	Major Reduction <20 mins (Peak)	Frequency: <20 mins (Peak) <20 mins (Midday)	Frequency: Increased wait times. <20 mins (Midday)	No service past 11:00 p.m.
93 - LAWRENCEVILLE-HAZELWOOD	Minor Reduction	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	Increased wait times.
G2 - WEST BUSWAY	Major Reduction	Frequency: <20 mins (Peak) 21-40 mins (Midday)	Frequency: 21-40 mins (Peak) 21-40 mins (Midday)	No service past 11:00 p.m. Increased wait times.
G3 - MOON FLYER	Eliminated	Frequency: 21-40 mins (Peak) No service (Midday)	Eliminated	Eliminated
G31 - BRIDGEVILLE FLYER	Eliminated	Frequency: 21-40 mins (Peak) No service (Midday)	Eliminated	Eliminated
01 - ROSS FLYER	Eliminated	Frequency: <20 mins (Peak) No service (Midday)	Eliminated	Eliminated
05 - THOMPSON RUN FLYER VIA 279	Eliminated	Frequency: 21-40 mins (Peak) No service (Midday)	Eliminated	Eliminated
012 - MCKNIGHT FLYER	Eliminated	Frequency: 21-40 mins (Peak) No service (Midday)	Eliminated	Eliminated
P1 - EAST BUSWAY-ALL STOPS	Minor Reduction	Frequency: <20 mins (Peak) <20 mins (Midday)	Frequency: <20 mins (Peak) <20 mins (Midday)	No service past 11:00 p.m.
P3 - EAST BUSWAY-OAKLAND	Minor Reduction	Frequency: <20 mins (Peak) 21-40 mins (Midday)	Frequency: 21-40 mins (Midday) <20 mins (Peak)	
P7 - MCKEESPORT FLYER	Eliminated	Frequency: 21-40 mins (Peak) No service (Midday)	Eliminated	Eliminated

Route Name:	Type of Change:	Current Service:	Proposed Service:	Key Impacts:
P10 - ALLEGHENY VALLEY FLYER	Eliminated	Frequency: 21-40 mins (Peak) No service (Midday)	Eliminated	Eliminated
P12 - HOLIDAY PARK FLYER	Eliminated	Frequency: 21-40 mins (Peak) No service (Midday)	Eliminated	Eliminated
P13 - MOUNT ROYAL FLYER	Eliminated	Frequency: 41-60 mins (Peak) No service (Midday)	Eliminated	Eliminated
P16 - PENN HILLS FLYER	Eliminated	Frequency: <20 mins (Peak) No service (Midday)	Eliminated	Eliminated
P17 - LINCOLN PARK FLYER	Eliminated	Frequency: 21-40 mins (Peak) No service (Midday)	Eliminated	Eliminated
P67 - MONROEVILLE FLYER	Eliminated	Frequency: 21-40 mins (Peak) No service (Midday)	Eliminated	Eliminated
P68 - BRADDOCK HILLS FLYER	Major Reduction	Frequency: 21-40 mins (Peak) 41-60 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	No service past 11:00 p.m. Increased wait times.
P69 - TRAFFORD FLYER	Eliminated	Frequency: 21-40 mins (Peak) No service (Midday)	Eliminated	Eliminated
P71 - SWISSVALE FLYER	Eliminated	Frequency: 41-60 mins (Peak) No service (Midday)	Eliminated	Eliminated
P76 - LINCOLN HIGHWAY FLYER	Eliminated	Frequency: 21-40 mins (Peak) No service (Midday)	Eliminated	Eliminated
Y1 - LARGE FLYER	Eliminated	Frequency: 41-60 mins (Peak) No service (Midday)	Eliminated	Eliminated
Y45 - BALDWIN MANOR FLYER	Eliminated	Frequency: 41-60 mins (Peak) No service (Midday)	Eliminated	Eliminated
Y46 - ELIZABETH FLYER	Major Reduction	Frequency: 41-60 mins (Peak) 21-40 mins (Midday)	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Increased wait times.
Y47 - CURRY FLYER	Eliminated	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Eliminated	Eliminated
Y49 - PROSPECT FLYER	Eliminated	Frequency: 41-60 mins (Peak) 41-60 mins (Midday)	Eliminated	Eliminated
SV - SILVER LINE LIGHT RAIL	Eliminated	Frequency: <20 mins (Peak) <20 mins (Midday)	Eliminated	Eliminated
RD - RED LINE LIGHT RAIL	Major Reduction (Major Coverage Reduction)	Frequency: <20 mins (Peak) <20 mins (Midday)	Frequency: <20 mins (Peak) <20 mins (Midday)	Coverage reduction: Service runs between Overbrook Junction Station and Allegheny Station. No service past 11:00 p.m.
BL - BLUE LINE LIGHT RAIL	Service Increase	Frequency: <20 mins (Peak) <20 mins (Midday)	Frequency: <20 mins (Peak) <20 mins (Midday)	No service past 11:00 p.m. Frequency will increase as partial replacement for Silver Line service.
MONONGAHELA INCLINE	Minor Reduction			No service past 11:00 p.m.

OTHER REDUCTIONS (No PRT Board action required)

- No special service to serve major sports and cultural events
- No daily service to begin after 11 p.m. any day on all routes
- No special service to support the April 2026 NFL Draft in Pgh.

PROPOSED FARE CHANGES BEGINNING FEBRUARY 1, 2026

	Current Full Fare	Proposed Fare Effective 2/1/26
Cash	$2.75	$3.00
Stored Value Full Fare	$2.75	$3.00
Stored Value Half Fare	$1.35	$1.50
3 Hour Full Fare Pass	$2.75	$3.00
3 Hour Half Fare Pass	$1.35	$1.50
Day Pass	$7.00	$7.50
7 Day Pass Full Fare	$25.00	$27.00
7 Day Pass Half Fare	$12.50	$13.50
Calendar Weekly Full Fare (via Corporate Web Portal Only)	$25.00	$27.00
Calendar Weekly Half Fare (via Corporate Web Portal Only)	$12.50	$13.50
31 Day Pass Full Fare	$97.50	$106.50
31 Day Half Fare Pass	$48.75	$53.25
Calendar Monthly Full Fare (via Corporate Web Portal Only)	$97.50	$106.50
Calendar Monthly Half Fare (via Corporate Web Portal Only)	$48.75	$53.25
Annual Pass	$1,072.50	$1,171.50

Fare increases as well as reductions in service area and hours are also proposed for **ACCESS** paratransit.

For more information, visit ridepgh.org, call Customer Service at 412.442.2000 (TTY 412.231.7007), or refer to the ACCESS Proposed Service Reductions and Fare Increases brochure detailing these proposed changes.


REDUCCIONES
DE
SERVICIO Y
AUMENTOS DE
TARIFAS
PROPUESTOS
Período de comentarios
públicos
31 de marzo al
18 de junio de 2025
PRT
Pittsburgh Regional Transit

AYÚDENOS A MARCAR LA DIFERENCIA

El financiamiento estatal no se mantuvo a la par de las necesidades de transporte público del Condado de Allegheny, por lo que Pittsburgh Regional Transit tiene un déficit presupuestario estructural que continuará creciendo año a año sin hacer inversiones adicionales. Un período de comentarios públicos garantizará que se oigan las voces de nuestros pasajeros antes de que la junta apruebe nuestro presupuesto en junio. Esperamos que las voces de miles de pasajeros, que confían en los autobuses, el T y el funicular generen más atención e inversiones al rol crítico que el transporte público juega en el Condado de Allegheny.

Una parte clave de este proceso es realizar una audiencia pública y tener un período de comentarios públicos sobre las propuestas en cuanto a tarifas y cambios en los servicios.
La tarifa y los cambios en los servicios propuestos se implementarían con los ajustes a los servicios de PRT de febrero de 2026, junto con los aumentos en las tarifas, que entrarían en vigencia el 1 de febrero de 2026.

PRT realizará tres audiencias públicas:

Martes 29 de abril de 2025
David L. Lawrence Convention Center
Pittsburgh Ballroom, 3.er piso
1000 Ft. Duquesne Blvd., Pittsburgh, PA 15222
9 a. m. a 1 p. m. y 3 p. m. a 7 p. m.

Martes 6 de mayo de 2025
Soldiers & Sailors Memorial Hall
Auditorium, 1.er piso
4141 Fifth Ave., Pittsburgh, PA 15213
9 a. m. a 1 p. m. y 3 p. m. a 7 p. m.

Jueves 12 de junio de 2025
David L. Lawrence Convention Center
Room 302-304, 3.er piso
1000 Ft. Duquesne Blvd., Pittsburgh, PA 15222
9 a. m. a 1 p. m. y 3 p. m. a 7 p. m.

Las personas que deseen ofrecer su comentario pueden registrarse previamente en línea en **https://linktr.ee/PRTpublichearings** o llamando al **412.566.5187 (TTY 412.231.7007)** los días de semana de 9 a. m. a 3 p. m. Las intervenciones de los oradores o miembros del público estarán limitadas a tres minutos por orador.

Quienes no se hayan registrado previamente, pueden hacerlo en la audiencia y serán invitados a participar a medida que haya franjas horarias disponibles. PRT proporcionará un intérprete de lengua de señas en cada audiencia, así como copias en braille de los documentos informativos.

El período de comentarios públicos comenzará el **31 de marzo de 2025.** Se aceptarán comentarios sobre las propuestas por correo a:

Pittsburgh Regional Transit
Attn: Funding Crisis
345 Sixth Ave. 3rd Floor
Pittsburgh, PA 15222

También se podrán enviar comentarios en línea, a rideprt.org/funding-crisis y por teléfono al **412.566.5525**.
La fecha límite para la recepción de comentarios públicos es el **18 de junio** a las 5 p. m.

Si desea más información, incluyendo detalles sobre el transporte a las audiencias, llame a Servicio al Cliente al 412.442.2000 (TTY 412.231.7007) o visite rideprt.org. Para solicitar información por escrito, llame al 412.566.5543.

PROPUESTA DE REDUCCIONES SIGNIFICANTES DE SERVICIOS PARA LAS RUTAS FIJAS DE AUTOBÚS, TREN LIGERO Y FUNICULAR DEL PORT AUTHORITY DEL CONDADO DE ALLEGHENY, QUE OPERA COMO PITTSBURGH REGIONAL TRANSIT (PRT)

Nombre de la ruta:	Tipo de cambio:	Servicio actual:	Servicio propuesto:	Consecuencias clave:
1 - FREEPORT ROAD	Reducción importante	**Frecuencia:** 21-40 min (hora pico) 21-40 min (horas del mediodía)	**Frecuencia:** 41-60 min (hora pico) 41-60 min (horas del mediodía)	**Sin servicio después de 11:00 p. m.** **Aumento en el tiempo de espera**
2 - MOUNT ROYAL	Eliminado	**Frecuencia:** 41-60 min (hora pico) 41-60 min (horas del mediodía)	**Eliminado**	**Eliminado**
4 - TROY HILL	Eliminado	**Frecuencia:** 41-60 min (hora pico) 41-60 min (horas del mediodía)	**Eliminado**	**Eliminado**
6 - SPRING HILL	Reducción importante	**Frecuencia:** 21-40 min (hora pico) 21-40 min (horas del mediodía)	**Frecuencia:** 21-40 min (hora pico) 21-40 min (horas del mediodía)	**Sin servicio después de 11:00 p. m.** **Aumento en el tiempo de espera**
7 - SPRING GARDEN	Eliminado	**Frecuencia:** 61+ min (hora pico) Sin servicio (horas del mediodía)	**Eliminado**	**Eliminado**
8 - PERRYSVILLE	Reducción importante	**Frecuencia:** < 20 min (hora pico) < 20 min (horas del mediodía)	**Frecuencia:** < 20 min (hora pico) 21-40 min (horas del mediodía)	**Sin servicio después de 11:00 p. m.** **Aumento en el tiempo de espera**
11 - FINEVIEW	Reducción importante	**Frecuencia:** 21-40 min (hora pico) 41-60 min (horas del mediodía)	**Frecuencia:** 41-60 min (hora pico) 41-60 min (horas del mediodía)	**Aumento en el tiempo de espera**
12 - MCKNIGHT	Reducción importante	**Frecuencia:** 21-40 min (hora pico) 21-40 min (horas del mediodía)	**Frecuencia:** 41-60 min (hora pico) 41-60 min (horas del mediodía)	**Aumento en el tiempo de espera**
13 - BELLEVUE	Reducción importante	**Frecuencia:** < 20 min (hora pico) 21-40 min (horas del mediodía)	**Frecuencia:** 21-40 min (hora pico) 21-40 min (horas del mediodía)	**Sin servicio después de 11:00 p. m.** **Aumento en el tiempo de espera**
14 - OHIO VALLEY	Eliminado	**Frecuencia:** 41-60 min (hora pico) 41-60 min (horas del mediodía)	**Eliminado**	**Eliminado**
15 - CHARLES	Reducción importante	**Frecuencia:** 21-40 min (hora pico) 21-40 min (horas del mediodía)	**Frecuencia:** 41-60 min (hora pico) 41-60 min (horas del mediodía)	**Sin servicio después de 11:00 p. m.** **Aumento en el tiempo de espera**
16 - BRIGHTON	Reducción importante	**Frecuencia:** < 20 min (hora pico) 21-40 min (horas del mediodía)	**Frecuencia:** < 20 min (hora pico) 21-40 min (horas del mediodía)	**Sin servicio después de 11:00 p. m.** **Aumento en el tiempo de espera**
17 - SHADELAND	Reducción importante	**Frecuencia:** 21-40 min (hora pico) 21-40 min (horas del mediodía)	**Frecuencia:** 41-60 min (hora pico) 41-60 min (horas del mediodía)	**Sin servicio después de 11:00 p. m.** **Aumento en el tiempo de espera**
18 - MANCHESTER	Eliminado	**Frecuencia:** 21-40 min (hora pico) Sin servicio (horas del mediodía)	**Eliminado**	**Eliminado**
19L - EMSWORTH LIMITED	Eliminado	**Frecuencia:** 21-40 min (hora pico) Sin servicio (horas del mediodía)	**Eliminado**	**Eliminado**
20 - KENNEDY	Eliminado	**Frecuencia:** 41-60 min (hora pico) 41-60 min (horas del mediodía)	**Eliminado**	**Eliminado**
21 - CORAOPOLIS	Reducción importante	**Frecuencia:** 21-40 min (hora pico) 41-60 min (horas del mediodía)	**Frecuencia:** 41-60 min (hora pico) 41-60 min (horas del mediodía)	**Sin servicio después de 11:00 p. m.** **Aumento en el tiempo de espera**
22 - MCCOY	Reducción importante	**Frecuencia:** 21-40 min (hora pico) 21-40 min (horas del mediodía)	**Frecuencia:** 41-60 min (hora pico) 41-60 min (horas del mediodía)	**Aumento en el tiempo de espera**
24 - WEST PARK	Reducción importante	**Frecuencia:** 21-40 min (hora pico) 21-40 min (horas del mediodía)	**Frecuencia:** 21-40 min (hora pico) 41-60 min (horas del mediodía)	**Aumento en el tiempo de espera**

Nombre de la ruta:	Tipo de cambio:	Servicio actual:	Servicio propuesto:	Consecuencias clave:
26 - CHARTIERS	Eliminado	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Eliminado	Eliminado
27 - FAIRYWOOD	Reducción importante	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Sin servicio después de 11:00 p. m. Aumento en el tiempo de espera
28X - AIRPORT FLYER	Reducción importante (Reducción importante de recorrido)	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Reducción de recorrido: El servicio circula entre Carnegie Station y el aeropuerto. Sin servicio después de 11:00 p. m. Aumento en el tiempo de espera
29 - ROBINSON	Eliminado	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Eliminado	Eliminado
31 - BRIDGEVILLE	Reducción importante	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Aumento en el tiempo de espera
36 - BANKSVILLE	Eliminado	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Eliminado	Eliminado
38 - GREEN TREE	Eliminado	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Eliminado	Eliminado
39 - BROOKLINE	Eliminado	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Eliminado	Eliminado
40 - MOUNT WASHINGTON	Eliminado	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Eliminado	Eliminado
41 - BOWER HILL	Eliminado	Frecuencia: 21-40 min (hora pico) 41-60 min (horas del mediodía)	Eliminado	Eliminado
43 - BAILEY	Eliminado	Frecuencia: 61+ min (hora pico) 61+ min (horas del mediodía)	Eliminado	Eliminado
44 - KNOXVILLE	Reducción importante (Reducción importante de recorrido)	Frecuencia: 21-40 min (hora pico) 41-60 min (horas del mediodía)	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Reducción de recorrido: El servicio circula entre South Hills Junction y Kohne Street y Fisher Street en St. Clair. Aumento en el tiempo de espera
48 - ARLINGTON	Reducción menor	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Sin servicio después de 11:00 p. m.
51L - CARRICK LIMITED	Eliminado	Frecuencia: < 20 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado
51 - CARRICK	Reducción menor	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Sin servicio después de 11:00 p. m. Aumento en el tiempo de espera
52L - HOMEVILLE LIMITED	Eliminado	Frecuencia: 21-40 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado
53L - HOMESTEAD PARK LIMITED	Eliminado	Frecuencia: 21-40 min (hora pico) 61+ min (horas del mediodía)	Eliminado	Eliminado
53 - HOMESTEAD PARK	Aumento del servicio		Frecuencia: 41-60 min (hora pico) 61+ min (horas del mediodía)	Sin servicio después de 11:00 p. m. Servicio adicional en días de semana como reemplazo parcial de 53L
54 - NORTH SIDE-OAKLAND-SOUTH SIDE	Reducción importante	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Sin servicio después de 11:00 p. m. Aumento en el tiempo de espera
55 - GLASSPORT	Reducción menor	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Sin servicio después de 11:00 p. m. Aumento en el tiempo de espera

Nombre de la ruta:	Tipo de cambio:	Servicio actual:	Servicio propuesto:	Consecuencias clave:
56 - LINCOLN PLACE	Reducción importante	**Frecuencia:** 21-40 min (hora pico) 21-40 min (horas del mediodía)	**Frecuencia:** 41-60 min (hora pico) 41-60 min (horas del mediodía)	Sin servicio después de 11:00 p. m. Aumento en el tiempo de espera
57 - HAZELWOOD	Reducción menor	**Frecuencia:** 41-60 min (hora pico) 41-60 min (horas del mediodía)	**Frecuencia:** 41-60 min (hora pico) 41-60 min (horas del mediodía)	Aumento en el tiempo de espera
58 - GREENFIELD	Eliminado	**Frecuencia:** 21-40 min (hora pico) 41-60 min (horas del mediodía)	Eliminado	Eliminado
59 - MON VALLEY	Reducción menor	**Frecuencia:** 21-40 min (hora pico) 21-40 min (horas del mediodía)	**Frecuencia:** 21-40 min (hora pico) 21-40 min (horas del mediodía)	Sin servicio después de 11:00 p. m.
60 - MCKEESPORT-WALNUT	Sin cambios	**Frecuencia:** 41-60 min (hora pico) 41-60 min (horas del mediodía)	**Frecuencia:** 41-60 min (hora pico) 41-60 min (horas del mediodía)	No se proponen cambios para esta ruta
61A - NORTH BRADDOCK	Reducción menor	**Frecuencia:** < 20 min (hora pico) < 20 min (horas del mediodía)	**Frecuencia:** < 20 min (horas del mediodía) < 20 min (hora pico)	Sin servicio después de 11:00 p. m.
61B - BRADDOCK-SWISSVALE	Reducción menor	**Frecuencia:** < 20 min (hora pico) < 20 min (horas del mediodía)	**Frecuencia:** < 20 min (hora pico) < 20 min (horas del mediodía)	Sin servicio después de 11:00 p. m.
61C - MCKEESPORT-HOMESTEAD	Reducción menor	**Frecuencia:** < 20 min (hora pico) < 20 min (horas del mediodía)	**Frecuencia:** < 20 min (hora pico) < 20 min (horas del mediodía)	Sin servicio después de 11:00 p. m.
61D - MURRAY	Reducción menor	**Frecuencia:** < 20 min (hora pico) < 20 min (horas del mediodía)	**Frecuencia:** < 20 min (hora pico) < 20 min (horas del mediodía)	Sin servicio después de 11:00 p. m.
64 - LAWRENCEVILLE-WATERFRONT	Reducción importante	**Frecuencia:** 21-40 min (hora pico) 21-40 min (horas del mediodía)	**Frecuencia:** 21-40 min (hora pico) 21-40 min (horas del mediodía)	Sin servicio después de 11:00 p. m. Aumento en el tiempo de espera
65 - SQUIRREL HILL	Eliminado	**Frecuencia:** 41-60 min (hora pico) 61+ min (horas del mediodía)	Eliminado	Eliminado
67 - MONROEVILLE	Sin cambios	**Frecuencia:** 21-40 min (hora pico) 21-40 min (horas del mediodía)	**Frecuencia:** 21-40 min (hora pico) 21-40 min (horas del mediodía)	No se proponen cambios para esta ruta
69 - TRAFFORD	Reducción importante (Reducción importante de recorrido)	**Frecuencia:** 41-60 min (hora pico) 41-60 min (horas del mediodía)	**Frecuencia:** 41-60 min (hora pico) 41-60 min (horas del mediodía)	Reducción de recorrido: El servicio circula entre Wilmerding y Wilkinsburg Station. Aumento en el tiempo de espera
71 - EDGEWOOD TOWN CENTER	Eliminado	**Frecuencia:** Sin servicio (hora pico) 61+ min (horas del mediodía)	Eliminado	Eliminado
71A - NEGLEY	Reducción menor	**Frecuencia:** < 20 min (hora pico) < 20 min (horas del mediodía)	**Frecuencia:** < 20 min (hora pico) < 20 min (horas del mediodía)	Sin servicio después de 11:00 p. m.
71B - HIGHLAND PARK	Reducción menor	**Frecuencia:** < 20 min (hora pico) < 20 min (horas del mediodía)	**Frecuencia:** < 20 min (hora pico) < 20 min (horas del mediodía)	Sin servicio después de 11:00 p. m.
71C - POINT BREEZE	Reducción menor	**Frecuencia:** < 20 min (hora pico) < 20 min (horas del mediodía)	**Frecuencia:** < 20 min (hora pico) < 20 min (horas del mediodía)	Sin servicio después de 11:00 p. m.
71D - HAMILTON	Reducción menor	**Frecuencia:** < 20 min (hora pico) < 20 min (horas del mediodía)	**Frecuencia:** < 20 min (hora pico) < 20 min (horas del mediodía)	Sin servicio después de 11:00 p. m.
74 - HOMEWOOD-SQUIRREL HILL	Reducción importante	**Frecuencia:** 21-40 min (hora pico) 21-40 min (horas del mediodía)	**Frecuencia:** 41-60 min (hora pico) 41-60 min (horas del mediodía)	Aumento en el tiempo de espera
75 - ELLSWORTH	Reducción importante	**Frecuencia:** 21-40 min (hora pico) 21-40 min (horas del mediodía)	**Frecuencia:** 21-40 min (hora pico) 21-40 min (horas del mediodía)	Sin servicio después de 11:00 p. m. Aumento en el tiempo de espera

Nombre de la ruta:	Tipo de cambio:	Servicio actual:	Servicio propuesto:	Consecuencias clave:
77 - PENN HILLS	Reducción importante	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Aumento en el tiempo de espera
P78 - OAKMONT FLYER	Reducción importante	Frecuencia: 21-40 min (hora pico) 41-60 min (horas del mediodía)	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Aumento en el tiempo de espera
79 - EAST HILLS	Reducción importante	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Sin servicio después de 11:00 p. m. Aumento en el tiempo de espera
81 - OAK HILL	Reducción importante	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Sin servicio después de 11:00 p. m. Aumento en el tiempo de espera
82 - LINCOLN	Reducción importante	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Frecuencia: < 20 min (hora pico) 21-40 min (horas del mediodía)	Sin servicio después de 11:00 p. m. Aumento en el tiempo de espera
83 - BEDFORD HILL	Reducción menor	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Sin servicio después de 11:00 p. m.
86 - LIBERTY	Reducción menor	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Sin servicio después de 11:00 p. m.
87 - FRIENDSHIP	Reducción importante	Frecuencia: < 20 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Aumento en el tiempo de espera
88 - PENN	Reducción importante	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Sin servicio después de 11:00 p. m. Aumento en el tiempo de espera
89 - GARFIELD COMMONS	Reducción menor	Frecuencia: 61+ min (hora pico) 61+ min (horas del mediodía)	Frecuencia: 61+ min (hora pico) 61+ min (horas del mediodía)	Sin servicio después de 11:00 p. m.
91 - BUTLER STREET	Reducción importante	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Sin servicio después de 11:00 p. m. Aumento en el tiempo de espera
93 - LAWRENCEVILLE-HAZELWOOD	Reducción menor	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Aumento en el tiempo de espera
G2 - WEST BUSWAY	Reducción importante	Frecuencia: < 20 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 21-40 min (hora pico) 21-40 min (horas del mediodía)	Sin servicio después de 11:00 p. m. Aumento en el tiempo de espera
G3 - MOON FLYER	Eliminado	Frecuencia: 21-40 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado
G31 - BRIDGEVILLE FLYER	Eliminado	Frecuencia: 21-40 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado
O1 - ROSS FLYER	Eliminado	Frecuencia: < 20 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado
O5 - THOMPSON RUN FLYER VIA 279	Eliminado	Frecuencia: 21-40 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado
O12 - MCKNIGHT FLYER	Eliminado	Frecuencia: 21-40 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado
P1 - EAST BUSWAY-ALL STOPS	Reducción menor	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Sin servicio después de 11:00 p. m.
P3 - EAST BUSWAY-OAKLAND	Reducción menor	Frecuencia: < 20 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 21-40 min (horas del mediodía) < 20 min (hora pico)	
P7 - MCKEESPORT FLYER	Eliminado	Frecuencia: 21-40 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado

Nombre de la ruta:	Tipo de cambio:	Servicio actual:	Servicio propuesto:	Consecuencias clave:
P10 - ALLEGHENY VALLEY FLYER	Eliminado	Frecuencia: 21-40 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado
P12 - HOLIDAY PARK FLYER	Eliminado	Frecuencia: 21-40 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado
P13 - MOUNT ROYAL FLYER	Eliminado	Frecuencia: 41-60 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado
P16 - PENN HILLS FLYER	Eliminado	Frecuencia: < 20 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado
P17 - LINCOLN PARK FLYER	Eliminado	Frecuencia: 21-40 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado
P67 - MONROEVILLE FLYER	Eliminado	Frecuencia: 21-40 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado
P68 - BRADDOCK HILLS FLYER	Reducción importante	Frecuencia: 21-40 min (hora pico) 41-60 min (horas del mediodía)	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Sin servicio después de 11:00 p. m. Aumento en el tiempo de espera
P69 - TRAFFORD FLYER	Eliminado	Frecuencia: 21-40 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado
P71 - SWISSVALE FLYER	Eliminado	Frecuencia: 41-60 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado
P76 - LINCOLN HIGHWAY FLYER	Eliminado	Frecuencia: 21-40 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado
Y1 - LARGE FLYER	Eliminado	Frecuencia: 41-60 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado
Y45 - BALDWIN MANOR FLYER	Eliminado	Frecuencia: 41-60 min (hora pico) Sin servicio (horas del mediodía)	Eliminado	Eliminado
Y46 - ELIZABETH FLYER	Reducción importante	Frecuencia: 41-60 min (hora pico) 21-40 min (horas del mediodía)	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Aumento en el tiempo de espera
Y47 - CURRY FLYER	Eliminado	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Eliminado	Eliminado
Y49 - PROSPECT FLYER	Eliminado	Frecuencia: 41-60 min (hora pico) 41-60 min (horas del mediodía)	Eliminado	Eliminado
SV - TREN LIGERO SILVER LINE	Eliminado	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Eliminado	Eliminado
RD - TREN LIGERO RED LINE	Reducción importante (Reducción importante de recorrido)	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Reducción de recorrido: El servicio circula entre Overbrook Junction Station y Allegheny Station. Sin servicio después de 11:00 p. m.
BL - TREN LIGERO BLUE LINE	Aumento del servicio	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Frecuencia: < 20 min (hora pico) < 20 min (horas del mediodía)	Sin servicio después de 11:00 p. m. Aumento de frecuencia como reemplazo parcial del servicio de la Silver Line.
FUNICULAR MONONGAHELA		Reducción menor		Sin servicio después de 11:00 p. m.

OTRAS REDUCCIONES (no se requiere acción de la Junta de PRT)

• No habrá servicios especiales para eventos deportivos o culturales importantes • No habrá servicios especiales para el NFL Draft de abril de 2026 en Pittsburgh • No habrá servicios diarios que comiencen después de las 11 p. m. en ninguna ruta y en ningún día

CAMBIOS PROPUESTOS EN LAS TARIFAS VIGENTES A PARTIR DEL 1 DE FEBRERO DE 2026

	Tarifa plena actual	Tarifa propuesta a partir del 1/2/26
Efectivo	$2.75	$3.00
Tarifa plena prepagada	$2.75	$3.00
Media tarifa prepagada	$1.35	$1.50
Pase de 3 horas de tarifa completa	$2.75	$3.00
Pase de 3 horas de media tarifa	$1.35	$1.50
Pase diario	$7.00	$7.50
Pase de 7 días de tarifa completa	$25.00	$27.00
Pase de 7 días de media tarifa	$12,50	$13,50
Tarifa plena por semana calendario (exclusivamente a través del portal corporativo)	$25.00	$27.00
Media tarifa por semana calendario (exclusivamente a través del portal corporativo)	$12.50	$13.50
Pase de 31 días de tarifa completa	$97.50	$106.50
Pase de 31 días de media tarifa	$48.75	$53.25
Tarifa plena por mes calendario (exclusivamente a través del portal corporativo)	$97.50	$106.50
Media tarifa por mes calendario (exclusivamente a través del portal corporativo)	$48.75	$53.25
Pase anual	$1.072.50	$1.171.50

También se proponen aumentos de tarifas y reducciones en los horarios y los recorridos de los servicios para el servicio de paratránsito de **ACCESS**.

Si desea más información, visite rideprt.org, llame a Servicio al Cliente al 412.442.2000 (TTY 412.231.7007) o consulte el folleto de reducción de servicios y aumentos de tarifas propuestos de ACCESS, en donde se detallan los cambios propuestos.

Para obtener más información, diríjase a rideprt.org

PRT
Pittsburgh Regional Transit

Proposed ACCESS Fare and Service Changes Brochure/Board

PROPOSED SERVICE REDUCTIONS AND FARE INCREASES

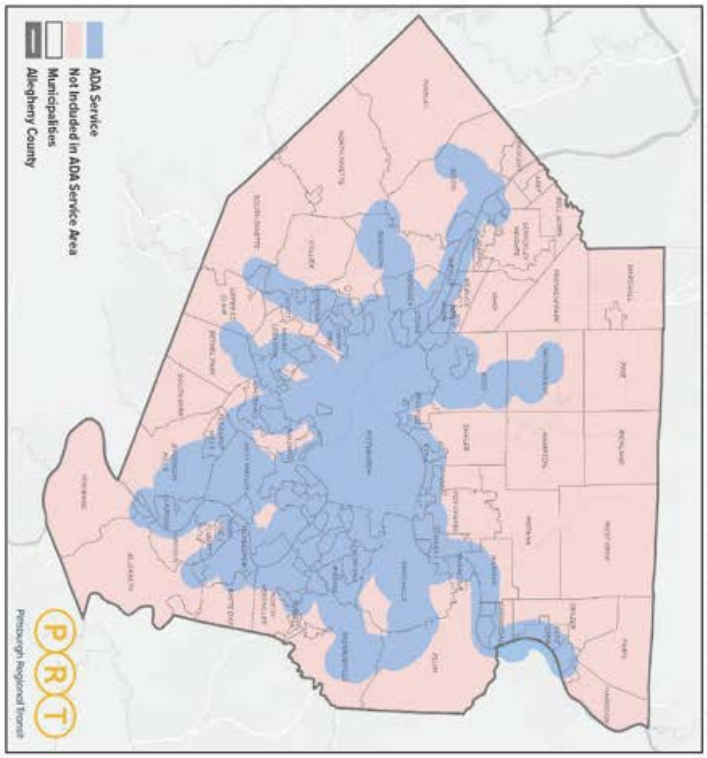
Public Comment Period
March 31 – June 18, 2025

ACCESS

Pittsburgh Regional Transit

Use this QR Code to access interactive map

PROPOSED ACCESS/ADA SERVICE AREA MAP



ACCESS PARATRANSIT FARE INCREASE PROPOSAL – BASE PARATRANSIT FARES

Trip Distance	Current General Public Fare	Proposed General Public Fare	Eligible Rider Current Fare	Eligible Rider Proposed Fare	Change in Eligible Rider Fare	Percent Change in Eligible Rider Fare
Shorter	$21.00	$26.00	$3.15	$3.90	$0.75	24%
Medium	$26.00	$30.00	$3.90	$4.50	$0.60	7%
Longer	$35.00	$40.00	$5.25	$6.00	$0.75	14%



YOU CAN HELP US MAKE A DIFFERENCE

State funding has not kept up with the public transportation needs of Allegheny County, causing Pittsburgh Regional Transit to have a structural budget deficit that will continue to grow year after year without additional investment. A public comment period will make sure our riders' voices are heard before our board approves our budget in June. Our hope is that the voices of thousands of riders who rely on buses, the T, ACCESS, and the incline will bring greater attention and investment to the critical role public transit serves in Allegheny County.

The public comment period will begin **March 31, 2025**. Comments on the proposals will be accepted by mail at:

Pittsburgh Regional Transit
Attn: Funding Crisis
345 Sixth Ave. 3rd Floor
Pittsburgh, PA 15222

Comments may also be submitted online via **rideprt.org/funding-crisis** and by phone at **412.566.5525**. The deadline for receipt of public comments is **June 18, at 5 p.m.**

For more information, including directions to the hearing, call Customer Service at 412.442.2000 (TTY 412.231.7007) or visit **rideprt.org**

PUBLIC HEARINGS

A key part of this process is to hold a public hearing and public comment period on the proposed fare and service changes.

PRT will hold three public hearings:

Tuesday, April 29, 2025
David L. Lawrence Convention Center
Pittsburgh Ballroom, 3rd Floor
1000 Ft. Duquesne Blvd., Pittsburgh, PA 15222
9 a.m. to 1 p.m. and 3 p.m. to 7 p.m.

Tuesday, May 6, 2025
Soldiers & Sailors Memorial Hall
Auditorium, 1st Floor
4141 Fifth Ave., Pittsburgh, PA 15213
9 a.m. to 1 p.m. and 3 p.m. to 7 p.m.

Thursday, June 12, 2025
David L. Lawrence Convention Center
Room 302-304, 3rd Floor
1000 Ft. Duquesne Blvd., Pittsburgh, PA 15222
9 a.m. to 1 p.m. and 3 p.m. to 7 p.m.

Individuals wishing to provide comment are encouraged to pre-register online at **linktr.ee/PRTpublichearings** or by calling **412.566.5187 (TTY 412.231.7007)** from 9 a.m. to 3 p.m. on weekdays. Speakers or members of the public will be limited to three minutes per speaker.

Those who have not pre-registered may register at the hearing and will be called on as time slots become available. PRT will provide a sign language interpreter at each hearing as well as Braille copies of informational documents.

PROPOSED CHANGES TO ACCESS SERVICE

Proposed service reductions and fare increases to Pittsburgh Regional Transit (PRT) transit service will impact ACCESS paratransit as well.

Fares will increase for riders who are covered under the 65 Plus and ADA Eligible services. The last ACCESS fare increase was in 2013. Since that time, costs have risen in every area and there are no other cost-savings measures available to maintain service at the current level. ACCESS fares are based on distance traveled and under this proposal, the increase would be highest at the minimum level in an effort to maintain the affordability of longer trips.

Additionally ACCESS Paratransit, would no longer serve trips starting past 11 p.m. to coincide with the proposed changes in PRT's fixed bus and rail route service changes.

Under the Americans with Disabilities Act (ADA), transit agencies are required to provide paratransit, such as ACCESS, along with regular fixed route service. PRT currently provides a much higher level of paratransit service than is required by law. Without sufficient state funding, PRT must scale back the level of service it can provide through ACCESS.

Riders covered under the ADA Eligible service would see changes to the eligibility of their trips based on their pick-up and drop-off locations.

All changes would go into effect February 2026.

PROPOSED ACCESS 65 PLUS PROGRAM CHANGES

Proposed Fare Changes: Effective February 2026

Current One-Way Fare	Proposed One-Way Fare
$3.15	$3.90
$3.90	$4.50
$5.25	$6.00
Under-65 escort: $2.50	Under-65 escort: $2.50

Customers will continue to pay fares using a personal account called an electronic purse (E-Purse). There will be no changes in the way in which fares are paid.

Days and Hours of Service: ACCESS 65 Plus service is currently provided between the hours of 6 a.m. and midnight. The new proposed service hours would be 6 a.m. to 11 p.m.

PROPOSED ACCESS/ADA-ELIGIBLE PROGRAM CHANGES

Proposed Fare Changes: Effective February 2026

Current One-Way Fare	Proposed One-Way Fare
$3.15	$3.90
$3.90	$4.50
$5.25	$6.00
Eligible personal assistant: No Charge	No Change
Companion: Same fare as eligible rider	No Change
Convenience fare: Twice base ACCESS fare	No Change

The Americans with Disabilities Act (ADA) permits PRT to charge ACCESS ADA-eligible riders up to twice the base fixed-route bus fare. That would make the one-way fare $6.00 at the minimum level. The proposed fare increase is far less than the maximum the law allows.

Proposed ACCESS/ADA Service Changes: Effective February 2026

ADA law requires transit authorities to offer complementary paratransit service (ACCESS) alongside fixed route service (PRT bus and T) to eligible individuals, but only in those places and at those times when fixed route service is available. The ADA defines the service area for complementary paratransit as any location within three-fourths of a mile on each side of an operating non-commuter fixed route or rail station. Currently, ADA Eligible riders can travel to or from locations outside of the ADA service area and still receive the ADA protections that accompany trips within the service area. Under this proposal, those protections will be scaled back to the minimum required by law. This means that trips where either the pick-up or drop-off location are outside of the service area will be subject to trip denials, time changes, and standing order restrictions. The proposed PRT service reduction will also reduce the size of the ACCESS ADA service area.

Days and Hours of Service: ACCESS ADA service is currently available throughout Allegheny County between 6 a.m. and midnight, and even earlier or later if there is fixed route service operating. Like PRT, under this proposal there will be no ACCESS service after 11 p.m.

ACCESS 65 Plus One-Pager

Proposed Service Changes to ACCESS 65 Plus Program

The Crisis

State funding has not kept up with the public transportation funding needs, resulting in a budget deficit for Pittsburgh Regional Transit (PRT) of over $100 million next year, and increasing every year following. Without additional state funding, **PRT is no longer able to provide the current level of ACCESS 65 Plus Program service.** PRT bus and light rail service would be reduced by up to 35%.

Proposed service changes to take effect February 2026 include:

Decreased Hours of Access Service. No Service after 11 p.m.

ACCESS 65 Plus Fare Increases

Current One-Way Fare	Proposed One-Way Fare	Changes to PRT Service
$3.15	$3.90	• Increase in fare from $2.75 to $3.00
$3.90	$4.50	• Elimination of 40 bus routes and the Silver Line
$5.25	$6.00	• Reduction in service frequency on 53 routes and the Red Line
		• No Service after 11 p.m.

You Can Make a Difference!

Use your voice! Provide testimony at one of three public hearings listed below, or submit a comment by phone, in writing, or online. The public comment period is open between **March 31, 2025 and June 18, 2025.**

Tuesday, April 29, 2025
David L. Lawrence Convention Center
Pittsburgh Ballroom, 3rd Floor
1000 Ft. Duquesne Blvd., 15222
9 a.m. to 1 p.m. and 3 p.m to 7 p.m.

Tuesday, May 6, 2025
Soldiers & Sailors Memorial Hall
Auditorium, 1st Floor
4141 Fifth Ave., 15213
9 a.m. to 1 p.m. and 3 p.m to 7 p.m.

Thursday, June 12, 2025
David L. Lawrence Convention Center
Pittsburgh Ballroom, 3rd Floor
1000 Ft. Duquesne Blvd., 15222
9 a.m. to 1 p.m. and 3 p.m to 7 p.m.

If you wish to testify at one of the three public hearings, you are encouraged to pre-register online at **linktr.ee/PRTpublichearings** or by calling **412.566.5187 (TTY 412.231.7007)** from 9 a.m. to 3 p.m. on weekdays.

Comment by Mail
Pittsburgh Regional Transit
Attn: Funding Crisis
345 Sixth Ave. 3rd Floor
Pittsburgh, PA 15222

Comment Online
rideprt.org/funding-crisis

Comment by Phone
412.566.5525

Questions

If you have questions about these proposed changes or how to provide comment, you may call the main ACCESS Program office at **412.562-5353 (TTY 711)** or PRT Customer Service at **412.442.2000 (TTY 412.231.7007)**. You can also visit **rideprt.org/funding-crisis** for more information.

ACCESS

PRT Pittsburgh Regional Transit

ACCESS ADA Two-Pager

Proposed Service Changes to ACCESS ADA Program

The Crisis

State funding has not kept up with the public transportation funding needs, resulting in a budget deficit for Pittsburgh Regional Transit (PRT) of over $100 million next year, and increasing every year following. Without additional state funding, **PRT is no longer able to provide the current level of ACCESS ADA Program service.** PRT bus and light rail service would be reduced by up to 35%.

Proposed service changes to be effective February, 2026 include:

Decreased Hours of ACCESS Service: No ACCESS or PRT Service after 11 p.m.

ADA Fare Increases

Current One-Way Fare	Proposed One-Way Fare
$3.15	$3.90
$3.90	$4.50
$5.25	$6.00

ADA Service Area Changes

What is required

ADA law requires transit authorities to offer complementary paratransit service (ACCESS) alongside fixed route service (PRT bus and T) to ADA-eligible individuals, but only in those places and at those times when fixed route service is available. The ADA defines the service area for complementary paratransit as any location within three-fourths of a mile on each side of an operating non-commuter fixed route or rail station. PRT's ACCESS service currently exceeds the minimum requirements for the service area.

Current level of ACCESS ADA Service

Currently ADA eligible riders can travel to and from locations outside the ADA service area, to and from any location in Allegheny County and still receive the ADA protections of requested trips guaranteed within an hour of the time requested.

What will Change

Under this proposal, the ACCESS ADA service area will be scaled back to the minimum required by law. This means that trips where either the pick-up or drop-off location are outside the ADA service area will be subject to trip denials, time changes, and standing order restrictions. Coupled with PRT's proposed fixed route reductions, this will leave about 62% of Allegheny County outside of the ACCESS ADA service area, and therefore without ADA guarantees.

You can view an interactive map of the proposed ADA service area changes at **rideprt.org/funding-crisis**, or call the ACCESS main office at **412.562.5353** or **(TTY 711)** for more information.

Changes to PRT Service

- Increase in fare from $2.75 to $3.00
- Elimination of 40 bus routes and the Silver Line
- Reduction in service frequency on 53 bus routes and the Red Line
- No service after 11 p.m.

over

ACCESS

PRT Pittsburgh Regional Transit

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Questions

If you have questions about these proposed changes or how to provide comment, you may call the main ACCESS Program office at **412.562.5353 (TTY 711)** or PRT Customer Service at **412.442.2000 (TTY 412.231.7007)**. You can also visit **rideprt.org/funding-crisis** for more information.

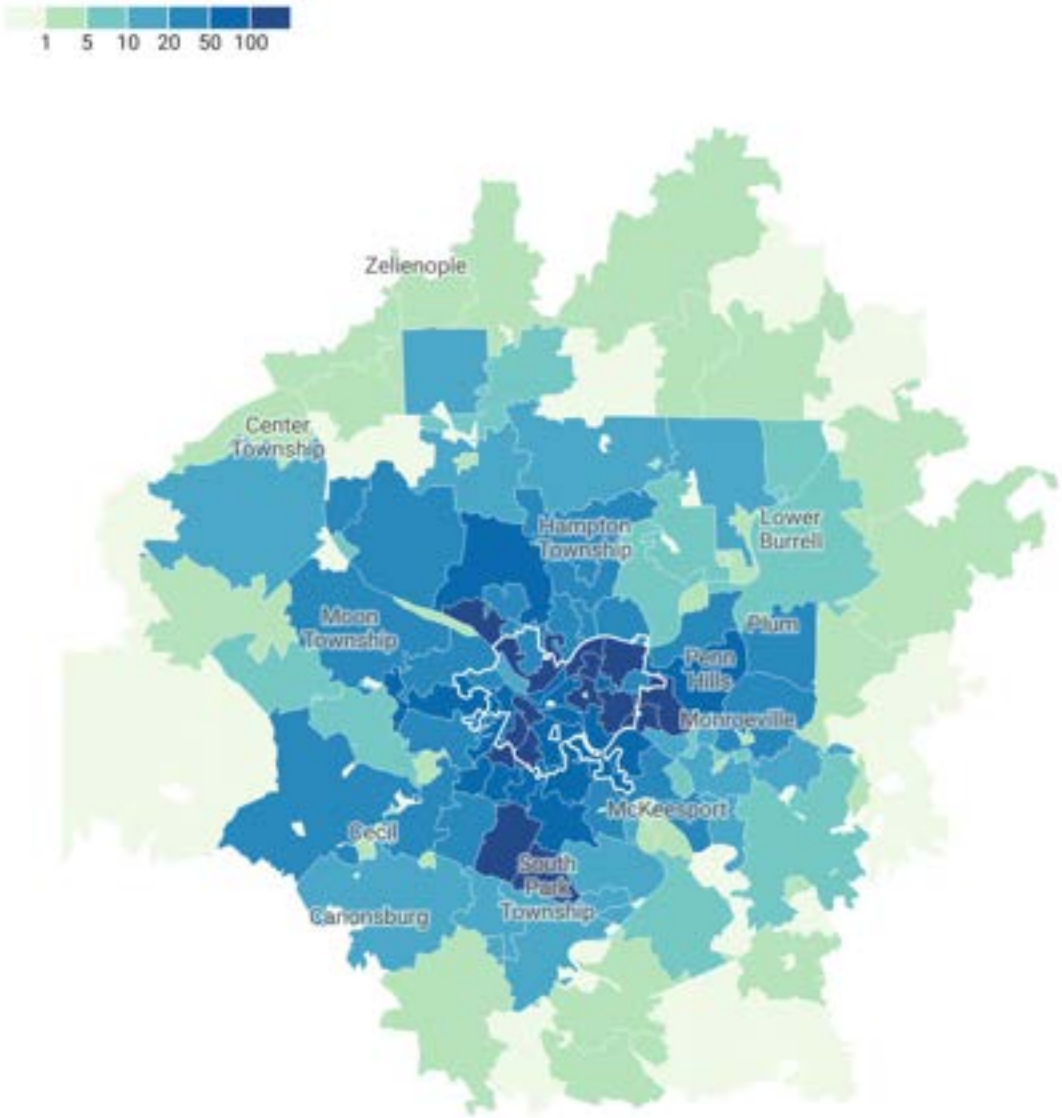
ACCESS

PRT
Pittsburgh Regional Transit

SUMMARY OF PUBLIC COMMENTS

Introduction

More than 4,800 individuals provided public comments through multiple sources. In addition to the oral testimony and documents submitted at the public hearing, comments were received through the United States mail, PRT's website, electronic mail, voicemail and printed comment cards dropped off in person at the Downtown Service Center. The map below shows the source of comments by zip code (where provided) with darker blue zip codes being those with more commenters.



Public Comments by Proposal

Across all sources individuals provided 4,830 comments addressing various aspects of PRT's Fare and Service Proposals, including route specific comments. The chart below shows the number of comments based on the overall sentiment of the proposal.

Total survey responses to proposed fare and service changes:

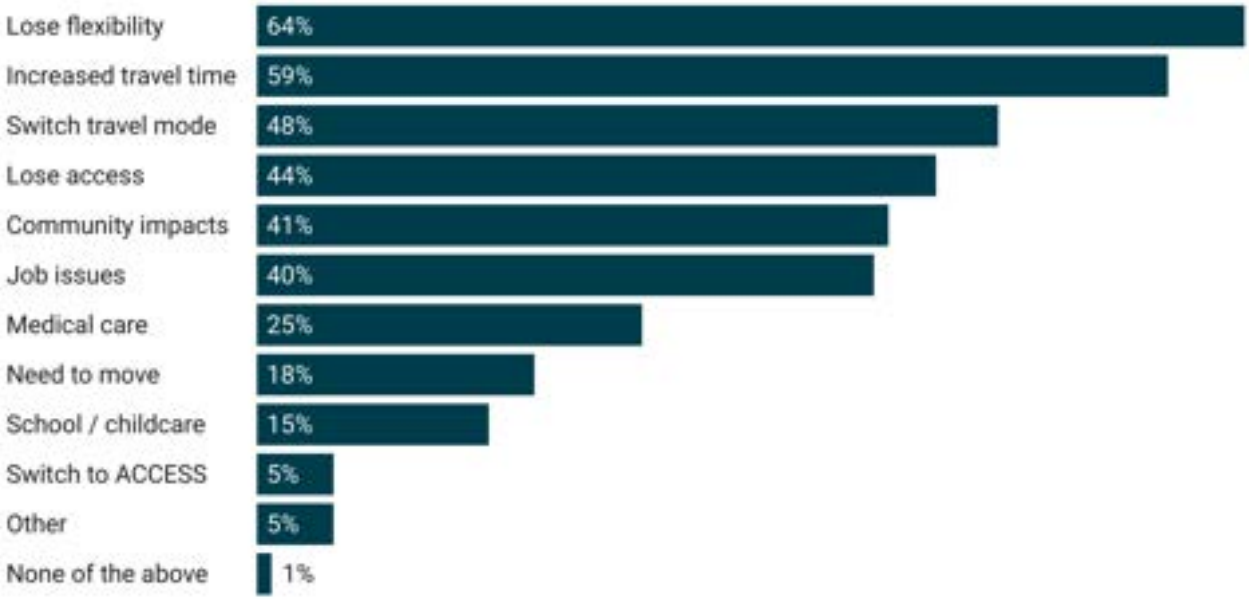


Bus and Light Rail

Service Reductions

PRT received 4,597 comments on the proposed service reductions, 72% of which opposed all route reductions. One percent of commenters supported all service reductions and 27% opposed specific route reductions. The bar chart below shows the percent of commenters responding that a specific impact was relevant to them from a multiple choice list.

Impacts:



Fare increases

PRT received 3,186 comments on the proposed fare increase. Sixty percent opposed the increase and 40% supported the increase. The bar chart below shows the percent of commenters responding that a specific impact was relevant to them from a multiple choice list.

Impacts:

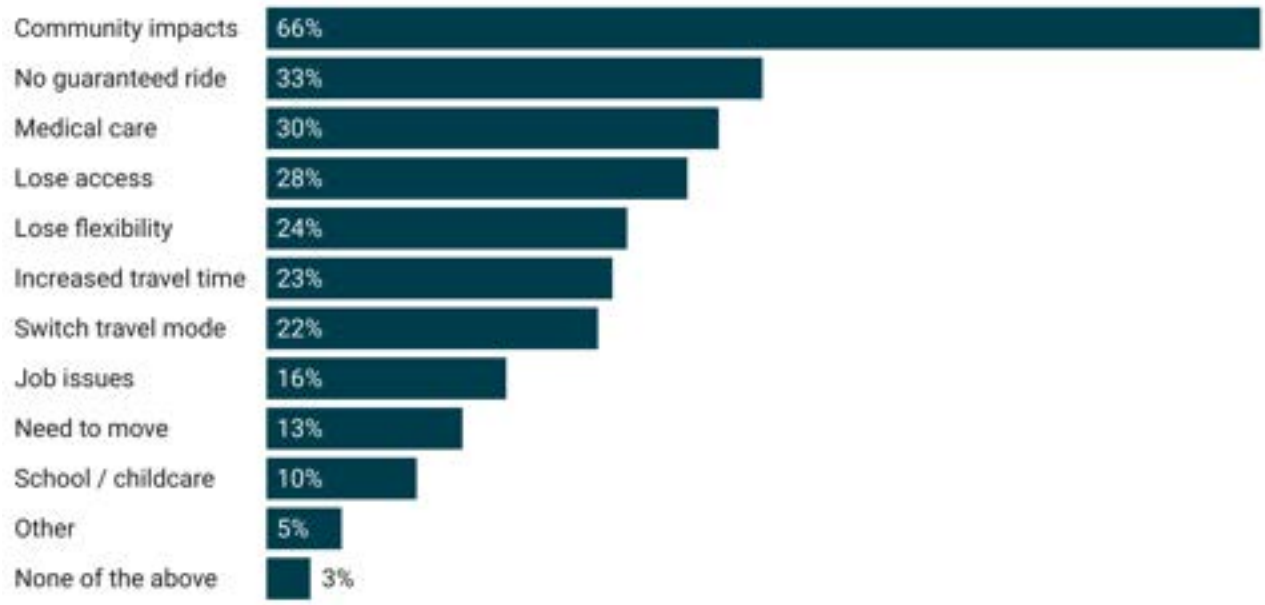


ACCESS

Service Reductions

PRT received 738 comments in response to service reductions on ACCESS. Ninety-eight percent of commenters opposed the proposed cuts. Two percent supported the cuts.. The bar chart below shows the percent of commenters responding that a specific impact was relevant to them from a multiple choice list.

Impacts:



Fare Increases

PRT received 622 comments in response to the proposal to increase ACCESS fares. Seventy-nine percent of respondents opposed the fare increases and 21% supported them. The bar chart below

shows the percent of commenters responding that a specific impact was relevant to them from a multiple choice list.

Impacts:



Overall Themes

PRT also analyzed all written comments for common keywords and themes. The resulting word cloud below shows the words most frequently used by commenters. Testimony most often revolved around the impacts of the changes on people, work, and communities. The hub of PRT's current system, Downtown, is also a common theme in comments.



Public Comments by Source

Source	Count
Public Hearing on 4/29/25	-
Speakers and Testimony in Main Room	55
Speakers and Testimony in Auxiliary Room	32
Public Hearing on 5/6/25	-
Speakers and Testimony in Main Room	77
Speakers and Testimony in Auxiliary Room	4
Public Hearing on 6/12/25	-
Speakers and Testimony in Main Room	129
Speakers and Testimony in Auxiliary Room	6
United States Mail	61
Printed Comment Forms	86
Voicemail	184
Other	4
Comments via Two Petitions	241
Online Comment Forms	3,951
Total	**4,830**

OVERALL ROUTE DETAIL

The chart below shows the breakdown of comments by transit route, sorted in order of routes with the most comments to those with the least. Comment rate is included to provide the context of how many comments were received compared to the number of average weekday riders.

Route	Number of comments	Average weekday ridership*	Comment rate**
Silver Line	459	498	92%
28X	295	1,333	22%
40	289	309	94%
Red Line	266	5,552	5%
41	204	600	34%
39	202	781	26%
43	201	270	74%
38	195	620	31%
29	173	790	22%
36	170	369	46%
54	165	3,312	5%
64	161	1,421	11%
O12	150	426	35%
65	150	145	103%
14	149	521	29%
12	145	902	16%
91	140	2,296	6%
31	138	1,004	14%
O1	130	310	42%
26	127	674	19%
2	127	400	32%
1	126	1,507	8%

Route	Number of comments	Average weekday ridership*	Comment rate**
G2	126	1,354	9%
G3	125	202	62%
P67	125	109	115%
21	124	893	14%
G31	121	220	55%
4	119	342	35%
51L	118	354	33%
13	117	1,298	9%
88	115	1,089	11%
58	114	365	31%
69	113	1,241	9%
71	113	60	188%
Y47	112	546	21%
16	111	2,100	5%
87	111	1,350	8%
53L	106	734	14%
P71	106	136	78%
74	104	746	14%
Y49	102	654	16%
Y46	101	834	12%
75	100	3,084	3%
P16	100	312	32%
20	100	304	33%
P69	100	173	58%
77	99	1,214	8%
P7	99	307	32%
P68	98	1,187	8%

Route	Number of comments	Average weekday ridership*	Comment rate**
19L	97	255	38%
Y45	97	64	152%
P10	95	183	52%
7	95	59	161%
8	93	1,643	6%
18	93	34	274%
P12	91	277	33%
P76	91	272	33%
P78	90	750	12%
82	89	3,367	3%
27	88	766	11%
Y1	85	94	90%
P13	85	68	125%
17	84	909	9%
44	84	506	17%
P17	83	412	20%
52L	83	283	29%
O5	83	45	184%
24	81	1,163	7%
6	79	972	8%
81	78	1,272	6%
56	73	954	8%
22	72	572	13%
11	72	364	20%
15	69	814	8%
79	65	419	16%

* Ridership from April 2025

** Number of comments as a percentage of average weekday riders.

CONCLUSION

This document provides an overview of the process, key themes, and next steps related to the FY26 public comment period for the proposed fare and service changes. We value the feedback we received from our riders and community members and are committed to transparency throughout this process. For detailed information, please refer to the attached appendix, which includes all public comments submitted through various channels: public hearings, US Mail, the PRT website, email, voicemail, and printed comment cards dropped off at the Downtown Service Center.



Pittsburgh Regional Transit
345 Sixth Ave, 3rd Floor
Pittsburgh, PA 15222
412-566-5500

Updated July 2025