PITTSBURGH REGIONAL TRANSIT
MINUTES OF THE REGULAR BOARD MEETING
FRIDAY, FEBRUARY 27, 2026

The Regular Meeting of the Board of Pittsburgh Regional Transit (PRT) was held on Friday, February 27, 2026, at PRT's Administrative Offices, 345 Sixth Avenue, Pittsburgh, Pennsylvania, 15222-2527, pursuant to due public notice given as required by law.

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

The Chair called the February 2026 Regular Meeting to order.

The first order of business was the approval of the minutes. Chair Liptak noted that the Board's annual meeting minutes were sent out in error, so the Board will defer review and approval of these Minutes to a later date.

A recommendation was made for approval of the minutes of the January 30, 2026 Regular Meeting. A motion was made, seconded, and the minutes were unanimously approved.

Approved

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

Ms. Kelleman requested a moment of silence for the retired employees who passed away since the Board last met: operators Luciano Vizzoca, Frank Fawcett, and Carl Unterholzner; auto repair truck operator Gregory Seifried; bus assignment shifter James Brooks, Jr.; service person Jerome Thompson; and automotive mechanics Joseph Lukus and Steve Macevic.

CEO Kelleman reported that each year, PRT recognizes teammates who go above and beyond for riders, coworkers, and our communities and noted that this year, PRT introduced three new award categories to reflect on the many ways employees strengthen the PRT organization, including: the Business Award for driving improvements that make PRT more efficient and accountable; the Community Award for building connections and representing PRT with pride; and the Safety Award for helping keep riders and coworkers safe.

Ms. Kelleman recognized eight outstanding teammates who have been selected for the award Class of 2026, including Timothy Alcorn - Safety Category; Bryan Bedoya - Community Category; Gregory Ceravolo - Community Category; Tiffani Graves - Safety Category; John Myers - Safety Category; Jonathan Pellegrini - Safety Category; Charles Rouse - Safety Category; and Tyrell Simmons - Safety Category.

CEO Kelleman reported on two additional items. First, she provided a brief update on preparations for the NFL Draft. She reported that PRT has been working with the NFL Draft event organizers for nearly a year. She noted that riders should expect service designed to

support large crowds while maintaining access for everyday riders, stating that PRT is coordinating communications with VisitPittsburgh, the NFL, and the Steelers, and has a robust plan to inform all users of the PRT system, particularly those who are unfamiliar with it. She noted PRT's excitement in playing a critical role and that PRT is honored that the region has been given this opportunity. She further noted that additional information will be provided in March.

Finally, Ms. Kelleman reported that many members of the audience are probably familiar with the Bus Line Redesign, an effort started by PRT in 2023 to look at how PRT buses can serve the community better and PRT heard from 16,000 people (riders, operators and community members) who described their thoughts about the proposal. She noted that PRT learned that the bus network did not need the redesign some of people thought it did, but rather more of a refresh, in consideration of that, PRT went back to the drawing board, making fewer changes but focusing on making buses "more frequent, more reliable, and better aligned with where people are going today". She identified that the public can view the proposal online now and PRT encourages everyone to explore the proposed routes, attend an upcoming meeting, and take the survey and that In the upcoming weeks, PRT intends to be rolling out a feature in the Transit app that will allow the public to try their daily trips using the Transit App network preview.

Ms. Kelleman noted that PRT is going "above and beyond" on this project because PRT's objective is to make sure this network works for the people who are using most. She described that PRT will be hosting meetings and pop-ups across the county for the next few months before making the plan final, and will have the required public hearings this summer. PRT plans to ultimately bring the final version to the board later this year and hopes to begin implementation sometime in 2027.

Approved

That concluded the remarks of CEO Katharine Kelleman.

The Chair called on Member Tia McClenney, Chair of the Performance Oversight Committee, for a report.

Chair McClenney reported that the Performance Oversight Committee met February 19, 2026 and the Committee agreed to recommend two resolutions for the Board's consideration.

She summarized that the Committee first reviewed two procurement items and determined the bids to be in accordance with PRT's procurement policies and procedures and the prices to be fair and reasonable and that the Performance Oversight Committee recommended authorizing the award of the two bids listed in the resolution for the total amount of $971,789.00.

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

The second resolution presented would authorize PRT to award a contract for the Berry Street Tunnel Improvements Project. After review of the responsive bids, it has been determined that

the bid of Thoroughbred Construction Group, LLC, is the lowest responsive bid from a responsible bidder meeting the requirements for the contract.

The Performance Oversight Committee recommended awarding the contract to Thoroughbred Construction LLC, in the amount of $11,693,000, subject to completion of all pre-award requirements.

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

That concluded the report of the Performance Oversight Committee.

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

Chair Turman reported that the Planning and Stakeholder Relations Committee met February 19, 2026, where three items were presented to the Committee.

First, PRT staff presented an update on Phase II of the University Line and reported that work continued throughout the winter at a slower pace due to weather. Staff also announced the plan for riders to pay fares through all doors on buses servicing the University Line, which is anticipated to allow for quicker and more efficient service.

Next, staff presented an overview of active and upcoming construction projects and reported that there are several construction projects scheduled for 2026 and 2027, including the Panhandle Bridge renovation project in 2027. Staff further stated that rider impacts from these projects are expected to be less significant than the projects during 2024 and 2025.

Finally, staff presented an overview of fixed route ridership. Information was provided regarding how PRT calculates and audits ridership using sensors that count passengers as they board and exit PRT vehicles. A summary of how ridership declined during and after the pandemic was also provided.

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

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

Chair Shoucair reported that the Finance Committee met February 19, 2026 where staff presented a capital update and a review of the January financial results.

The Capital update by PRT staff provided the full list of impacted planned capital projects because of the capital waiver granted by PennDOT in the Fall of 2025. That capital waiver permitted PRT to re-allocate $106.7 million in capital funds to operating funds and was approved to allow PRT to avoid planned service cuts and fare increases when funding for transportation was not approved by the Commonwealth’s budget. PRT staff acknowledged

Approved

that although the waiver has resulted in canceling and delaying several capital projects, PRT continues to prioritize safety.

A summary of the January 2026 financial results was then presented to the Committee.

Staff reported that Total Operating Income for January was almost exactly to the budgeted amount and noted that while there was lower than budgeted fare and ACCESS revenue, Interest and Advertising Income made up the difference. It was further reported that Total Expenses for the month of January were below budget by $4.2 million due to lower expenses in almost every category compared to budget, notably in the categories of Wages and Salaries, Benefits and Purchased Services. Total Subsidy through January is about $5.2 million lower than last fiscal year due to the completion of Federal Stimulus invoicing. Finally, it was reported that PRT ended January with $377 million in operating reserves.

That concluded the report of the Finance Committee.

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

Chair Burgunder reported that the Technology Committee met February 19, 2026 where three resolutions were presented to the Committee.

The first resolution presented was seeking authorization to amend a contract with SMSA Limited Partnership, d/b/a Verizon Wireless.

Staff reported that the agreement, entered into in July 2018, provided the installation and maintenance of a multicarrier distributed antenna that allows PRT patrons using Verizon cellular data plans to utilize their cellular telephones while inside transit stations and tunnels. Staff further identified that in January 2021, the agreement was amended to include New Cingular Wireless PCS, LLC, doing business as AT&T Mobility, which allows PRT patrons with AT&T cellular data plans to use their cellular telephones while inside the transit stations and tunnels.

The Technology Committee recommended entering into a second amendment which would expand the system to include PRT's Mt. Washington Transit Tunnel, increase the annual license fee to $33,746.85, with one percent annual fee escalation, and extend the initial term of the agreement through December 31, 2035, with two additional five-year renewal options absent termination by either party.

On behalf of the Technology Committee, Chair Tom Burgunder respectfully requested approval of the resolution. It was moved, seconded and unanimously agreed that the resolution be approved as presented.

The next resolution presented was seeking authorization to enter into an agreement to provide transit ridership data analytics service for automated passenger counter data processing and analysis of ridership reporting.

Approved

Staff reported that the proposal submitted by Korbato has been determined to be the highest rated proposal for the performance of these services.

The Technology Committee recommended entering into a three-year agreement with Korbato for a total not-to-exceed amount of up to $833,423, with an option to extend the term of the agreement up to an additional two one-year periods, at the sole discretion of PRT.

On behalf of the Technology Committee, Chair Tom Burgunder respectfully requested approval of the resolution. It was moved, seconded and unanimously agreed that the resolution be approved as presented.

The final resolution presented was seeking authorization to amend an agreement with WWT, Inc., d/b/a VOIP Networks, for phone system update services.

PRT staff reported that through onsite investigations and additional PRT staff interviews, the contractor discovered additional hardware and software needs following the execution of the agreement in November 2024.

In order to continue to meet the needs of PRT to maintain the services through the current term of the agreement, implement Interactive Voice Response, and amend the scope of the agreement to include Connection Modernization, the Technology Committee recommended an increase to the previously authorized total not-to-exceed amount by $500,000.

On behalf of the Technology Committee, Chair Tom Burgunder respectfully requested approval of the resolution. It was moved, seconded and unanimously agreed that the resolution be approved as presented.

Finally, at the Board's request, PRT staff updated the Committee on the Technology Readiness and Public Roll-Out of the ReadyFare project.

That concluded the report of the Technology Committee.

Chair Liptak moved onto public comment at this time. There were two speakers who addressed the Board at the February 2026 meeting.

The first speaker was Andrew Hussein, the current president of the Allegheny County Transit Council and board member for Pittsburghers for Public Transit.

Mr. Hussein proudly announced that he has achieved a record of over 30,000 rides taken in a single year on PRT's system. He also reported that he was in attendance to distribute proposals to the Board for the handling of service for the NFL Draft. (The written proposals were distributed to the Board members present at this time.)

Next, Mr. Hussein stated that he is strongly in favor of the Bus Line Refresh and feels that the people who helped plan this were very honest and forthcoming in the fact that draft 1.0 and draft 2.0, which is just being introduced publicly by PRT, are drastically different.

Approved

Mr. Hussein concluded his remarks by saying that he hopes PRT will continue looking at ways to improve efficiencies in the system and, more importantly, recover and grow the transit system. He wished PRT good luck and noted his hope to continue to be a helpful partner with PRT through his organizations.

The final speaker was Laura Chu-Wiens, Executive Director of Pittsburghers for Public Transit and Transit for All PA. First, Ms. Chu-Wiens recognized and thanked PRT CEO Kelleman for the all-door boarding plan for the University Line. She described that PPT strongly supports all-door boarding and believes that it will make the downtown to Oakland Corridor faster and more efficient. Ms. Chu-Wiens stated that for the last decade PPT has been concerned about the possibility of armed PRT police conducting fare checks on riders with possible penalties in the hundreds of dollars and even jail time. She noted that PPT is very appreciative that police enforcement of fares is not on the table.

Secondly, as stakeholders, she described that PPT been given a preview of the Bus Line Refresh plan and although PPT not had yet reviewed the new plan in depth, PPT did observe ways in which PPT's feedback has been reflected in the plan. She noted that most importantly, PPT was celebrating the intention not to disrupt the transit routes that are working and appreciate that PRT is providing the use of a tool through the transit app that will allow riders to model their commute on the new plan.

Ms. Chu-Wiens further noted that PPT still believes that the full implementation of the Bus Line Refresh should not take place until there is, at a minimum, stable funding at the state level, anticipated in 2027. She described that the Refresh plan should only be implemented when the funding is guaranteed and riders should not be asked to weigh in on a plan that may be aborted in the middle, like in 2011 and 2012 with the "TDP". Ms. Chu-Wiens noted several positive elements of the plan, including adding service frequency and modifying existing routings, that can be implemented during a regular upcoming service change rather than through the full Refresh plan.

Finally, Ms. Chu-Wiens noted that PPT appreciates that PRT presented an analysis of the source of ridership changes over the last year, and staff put forward the first ridership goal that PPT has seen in many years. She stated, "This must be a central focus of the agency." Ms. Chu-Wiens urged PRT to consider the PRTner Pass Program, which is budgeted for and contracted, but still not implemented. Also, she noted that at least 130,000 county residents are eligible for the Allegheny Go Program, but only 11,500 are enrolled. Ms. Chu-Wiens recommended that PRT should "invest just a little attention to these programs, you could easily surpass that one percent ridership goal and we need to have targets that meaningfully restore usage of our system."

That concluded public comment.

Under new business, Chair Liptak presented a resolution requesting authorization to provide CEO Katharine Kelleman with a CY 2025 Performance Bonus in the amount of 88.22 percent

Approved

of the total amount for which CEO Kellerman is eligible based on meeting various targets and criteria set by the Board.

On behalf of the Governance Committee, Chair Jennifer Liptak respectfully requested approval of the resolution. It was moved, seconded and unanimously agreed that the resolution be approved as presented.

Before calling for adjournment, Chair Liptak announced that the Board held a very short executive session to discuss personnel matters immediately prior to the Board Meeting at approximately 9:20 a.m.

The Chair announced the next Regular meeting of the Board will be March 27, 2026.

With no further business the meeting was adjourned.

Approved