



Pittsburgh Regional Transit

TO: Planning & Stakeholder Relations Committee
Rep. Aerion Abney
Dr. Chris Brussalis
Tom Burgunder
Bobbie Fan

FROM: Stephanie Turman, Committee Chair

DATE: July 15, 2026

SUBJECT: Planning & Stakeholder Relations Committee – July 16, 2026

The next meeting of the Planning & Stakeholder Relations Committee is scheduled for Thursday, July 16, 2026, in the fifth-floor boardroom, and via Microsoft Teams, at 8:30 a.m. The agenda is as follows:

1. Roll Call
2. Approval of the Minutes from the June 18, 2026 Planning & Stakeholder Relations Committee
3. Summary of Proposed Final Bus Line Refresh Plan (Emily Provonsha)
 - Authorization to Proceed to Public Comment Period for Proposed Bus Line Refresh Major Service Changes (Amy Silbermann)
4. University Line BRT Project Quarterly Update (Amy Silbermann)
5. Ridership Report (Amy Silbermann)
6. Adjourn

cc: Other PRT Board Members



DRAFT

Planning & Stakeholder Relations Committee
June 18, 2026

Committee Members

Stephanie Turman (Chair)
Tom Burgunder
Dr. Chris Brussalis
Bobbie Fan

Other Board Members

Jennifer Liptak
Joseph Totten
Laura Sohinki
Emma Shoucair
Sen. Lindsey Williams

1. Approval of Minutes

The minutes of the May 21, 2026, Planning & Stakeholder Relations Committee were approved.

2. Staff presented the April ridership update.

- Total ridership for the month was 3,563,542.
- NFL Draft ridership resulted in a 51% increase in ridership over a similar non-special event three-day period.
- On-time performance remained steady compared to the previous month. Bus OTP saw a slight improvement of 2%.

With no further business, the Planning & Stakeholder Relations Committee meeting was adjourned.

The next meeting is scheduled for Thursday, July 16, 2026, in the fifth floor Board Room at Pittsburgh Regional Transit offices.

PROPOSED RESOLUTION

SUMMARY OF RESOLUTION

Authorization to Proceed to Public Comment Period for Proposed Bus Line Refresh Major Service Changes

Port Authority of Allegheny County d/b/a Pittsburgh Regional Transit (PRT) provides public transportation services within and for Allegheny County pursuant to the Second Class County Port Authority Act, as amended.

Bus Line Refresh (BLR) is an update to PRT's bus network that reflects how people travel today while building on what already works. Rather than a major overhaul, BLR focuses on improving reliability, frequency, seven-day service, and connectivity throughout the network.

BLR was identified as a top priority for the agency in PRT's 2021 long-range plan, NEXTransit. The project began in the fall of 2023 with two initial phases including review of existing conditions, travel market analysis, and public and stakeholder input to shape the project's goals and outcomes. The next two phases involved an iterative process built upon public, stakeholder and internal feedback, including network development on a first draft, then robust public engagement, network development on a second draft, followed by another comprehensive series of public engagement events in April and May 2026, and finally network development to refine the proposed final BLR draft plan (BLR Proposed Final Plan).

The BLR Proposed Final Plan proposes changes that are designed to:

- Improve service quality and reliability by streamlining routes, making routes more direct, and improving on-time performance;
- Prioritize equitable service by aligning routes with land use and socio-economic changes since our network was created, better serving transit-dependent and vulnerable riders; and
- Expand transit connections to major job centers, healthcare facilities, shopping centers, and between neighborhoods.

BLR Proposal Final Plan proposes to significantly modify 56 routes, create 14 new routes, and discontinue 20 routes that are underperforming to create a network that best serves riders today. A total of 90 routes are impacted by a major service change, which applicable PRT policy defines as a change that affects more than 30 percent of a route's daily trips, directional miles or service hours, or affects more than 2,500 annual service miles on a route, and can also include the addition of a service day to a route. The total number of routes in PRT's bus network would be reduced from 95 to 87.

BLR Proposed Final Plan would establish a frequent network of 19 bus routes that operate at 20-minute or better frequency during weekday peak hours throughout Allegheny County in addition to many corridors where multiple routes in aggregate will result in similar or better frequencies elsewhere. Improvements to the design and

efficiency of the bus network will allow an increase in weekday, Saturday and Sunday service hours.

BLR Proposed Final Plan is more fully detailed on Exhibit A to the attached resolution.

In order to receive further input from PRT's customers, other stakeholders and the general public concerning proposed major service changes under BLR Proposed Final Plan, PRT proposes to conduct a formal public comment period, including at least one public hearing, prior to implementing major service changes under BLR Proposed Final Plan.

This resolution authorizes PRT to proceed with a formal public comment period, including at least one public hearing, for BLR Proposed Final Plan.

RESOLUTION

WHEREAS, Port Authority of Allegheny County d/b/a Pittsburgh Regional Transit (PRT) provides public transportation services within and for Allegheny County pursuant to the Second Class County Port Authority Act, as amended; and

WHEREAS, Bus Line Refresh (BLR) is a proposed update to PRT's bus network that reflects how people travel today while building on what already works. Rather than a major overhaul, BLR focuses on improving reliability, frequency, seven-day service, and connectivity throughout the network; and

WHEREAS, BLR was identified as a top priority for the agency in PRT's 2021 long-range plan, NEXTransit, and developed through four phases that culminated with a series of public engagement events in April and May 2026 and network development to refine the proposed final BLR draft plan (BLR Proposed Final Plan); and

WHEREAS, BLR Proposed Final Plan proposes to significantly modify 56 routes, create 14 new routes, and discontinue 20 routes that are underperforming to create a network that best serves riders today. A total of 90 routes are impacted by a major service change, which applicable PRT policy defines as a change that affects more than 30 percent of a route's daily trips, directional miles or service hours, or affects more than 2,500 annual service miles on a route, and can also include the addition of a service day to a route. The total number of routes in PRT's bus network would be reduced from 95 to 87; and

WHEREAS, BLR Proposed Final Plan would establish a frequent network of 19 bus routes that operate at 20-minute or better frequency during weekday peak hours throughout Allegheny County in addition to many corridors where multiple routes in aggregate will result in similar or better frequencies elsewhere. Improvements to the design and efficiency of the bus network will allow an increase in weekday, Saturday and Sunday service hours; and

WHEREAS, BLR Proposed Final Plan is more fully detailed on Exhibit A attached to this resolution; and

WHEREAS, in order to further communicate with and to receive the input of, PRT's customers, other stakeholders and the general public concerning the proposed major service changes under BLR Proposed Final Plan, PRT seeks to conduct a formal public comment period during which time customers and the public will be given the opportunity to submit both written and oral comments to PRT; and

WHEREAS, the public comment period for the major service changes under BLR Proposed Final Plan would begin on Monday, August 17, 2026, and end on Wednesday, September 30, 2026, and would include at least one formal public hearing; and

WHEREAS, upon due consideration, PRT's Board approves proceeding with the proposed public comment period, including holding at least one formal public hearing.

NOW, THEREFORE, BE IT RESOLVED, that PRT's chief executive officer, chief development officer and/or chief communications officer be, and hereby are, authorized to proceed with a public comment period commencing on Monday, August 17, 2026 and ending on Wednesday, September 30, 2026, which will include at least one formal public hearing, in a form and manner approved by PRT legal counsel, to consider the proposed major service changes under BLR Proposal Final Plan as detailed more fully on Exhibit "A" to this resolution and to take any and all other actions necessary and proper to carry out the purpose and intent of this resolution.

Exhibit "A"

Bus Line Refresh Proposed Final Plan*

The following major service changes are proposed as major service changes to be implemented, if approved by PRT's Board, in the Fall of 2027.

NEW ROUTES (Count: 14)

- 3 Natrona Heights-New Kensington, 5 Aspinwall, 9 McCandless-Oakland, 17 Avalon-McKnight, 18 Wexford, 25 Robinson, 34 Carnegie-Brentwood, 45 Carrick-Oakland- East Liberty, 63 Renzie Park-Olympia, 66 Homestead-McKeesport, 70 Wilkins, 84 Wylie, 89 Penn Hills-CCAC Boyce, 92 Stanton Heights

ROUTES WITH MAJOR SERVICE CHANGES (Count: 56)

- 1 Freeport Road , 4 Troy Hill, 6 Spring Hill, 7 Spring Garden, 14 Ohio Valley, 16 Brighton, 24 West Park, 26 Chartiers, 27 Fairywood, 28X Airport, 29 Robinson, 36 Banksville, 39 Brookline, 40 Mount Washington, 41 Bower Hill, 44 Knoxville, 52L Homeville Limited, 53 Homestead Park, 54 North Side-Oakland-South Side, 55 Glassport, 57 Hazelwood, 58 Greenfield, 59 Mon Valley, 61A North Braddock, 61B Braddock-Swissvale, 61C McKeesport-Homestead, 61D Murray Short, 64 Lawrenceville-Waterfront, 67 Monroeville, 69 Trafford, 71C Point Breeze Short, 71D Hamilton Short, 74 Homewood-Squirrel Hill, 75 Ellsworth, 77 Penn Hills, 79 East Hills, 81 Oak Hill, 86 Liberty, 87 Friendship, 88 Penn, 89 Garfield Commons, 91 Butler Street, 93 Lawrenceville-Hazelwood, G2 West Busway, O1 Ross Flyer, O12 McCandless Flyer, P1 East Busway-All Stops, P3 East Busway-Oakland, P12 Holiday Park Flyer, P13 Mount Royal Flyer, P16 Penn Hills Flyer, P68 Braddock Hills Flyer, P76 Lincoln Highway Flyer, P78 Oakmont Flyer, Y46 Elizabeth Flyer, Y49 Prospect Flyer

ROUTE ELIMINATIONS (Count: 20)

- 2 Mount Royal, 15 Charles, 17 Shadeland, 18 Manchester, 20 Kennedy, 43 Bailey, 51L Carrick Limited, 53L Homestead Park Limited, 65 Squirrel Hill, 71 Edgewood Town Center, G31 Bridgeville Flyer, O5 Thompson Run Flyer, P7 McKeesport Flyer, P17 Lincoln Park Flyer, P67 Monroeville Flyer, P69 Trafford Flyer, P71 Swissvale Flyer, Y1 Large Flyer, Y45 Baldwin Manor Flyer, Y47 Curry Flyer

The table on the following pages lists the proposed major service changes listed in numerical route order. Some routes are listed multiple times in order to provide clarity when new routes are comprised of pieces of existing routes.

PROPOSED MAJOR SERVICE CHANGES LISTED IN MODE AND ROUTE ORDER

Existing Route	Proposed Route	Major Change	Major Change Description
Route 1 Freeport Road	1 Allegheny Valley-East Liberty	Alignment shortened >30% mileage, Increase in annual service hours >2,500 hours	This route alignment will be shortened by greater than 30% of service mileage, and the route will no longer serve downtown. The route will operate between Tarentum and East Liberty with new connection proposed to East Liberty Station on the MLK Jr. East Busway with frequent transfers to the P1 (and all other routes through lifting stop restrictions) to Downtown or P3 to Oakland. Improvements to weekday and weekend frequency result in a net addition of service hours exceeding 2,500 annual hours despite the shorter route length.
	5 Aspinwall	Alignment shortened >30% mileage, and New route	This route alignment will be shortened by greater than 30% of service mileage, and the route will no longer serve the entire Allegheny Valley to Tarentum. The route will operate between Downtown and Aspinwall. There will be new connections along Seavey Road to Sharpsburg and Etna, and new connections planned to serve Grant St in Millvale after the completion of Bridge renovation projects.
Route 2 Mount Royal		Discontinued	This route is proposed to be discontinued due to low ridership. Refer to P13 route for service proposed to remain on Mount Royal Blvd.
	3: Natrona Heights-New Kensington	New route	This new route will provide seven-day hourly service between Highlands Mall and New Kensington, serving Natrona Heights, Brackenridge, Tarentum, Arnold, and New Kensington, with new network connections via a transfer to the 1 and 1L routes.

Existing Route	Proposed Route	Major Change	Major Change Description
Route 4 Troy Hill	4 Troy Hill	Alignment shortened >30% mileage	This route alignment will be shortened by greater than 30% of service mileage and will operate between Downtown and Troy Hill Loop. It will no longer serve Reserve Twp due to low ridership.
	5 Aspinwall	New route	This new seven-day route with 30 min peak frequency will operate between Downtown and Aspinwall. New connections along Seavey Road to Sharpsburg and Etna. New connections planned to serve Grant St in Millvale after the completion of Bridge renovation projects.
Route 6 Spring Hill	6 Spring Hill	Alignment extended >30% mileage, Increase in annual service hours >2,500 hours	This route alignment will be extended by greater than 30% of service mileage, and is proposed to serve Perry HS and North Hills Village shopping Center on McKnight Rd. The increased coverage will result in an increase in service hours exceeding 2,500 hours.
Route 7 Spring Garden	7 Spring Garden	Alignment shortened >30% mileage, Increase in service hours and trips >30%	This route alignment will be shortened by greater than 30% of service mileage to Spring Garden Loop, will no longer serve Reserve Twp due to low ridership. The shortened alignment supports more frequent service, more than doubling scheduled weekday service hours and trips.
	9 McCandless-Oakland	New route	This new seven-day hourly route will provide seven-day hourly service proposed between McCandless and Oakland, serving McKnight Rd, then Babcock Blvd to Millvale, across the 40 th St Bridge through the East End to Oakland.

Existing Route	Proposed Route	Major Change	Major Change Description
Route 14 Ohio Valley	14 Ohio Valley	Alignment modified >30% mileage, Increase in annual service hours >2,500 hours	This route alignment will be modified by greater than 30% of service mileage to provide service coverage along Shadeland Ave and Marshall Ave to supplement the discontinuation of the 17, and service extended to Downtown with network connections to numerous routes there. The route extension will result in an increase in annual service hours greater than 2,500 hours.
Route 15 Charles		Discontinued	This route is proposed to be discontinued due to service alternatives within the watershed of this route, including the 6, 8, 11, and 16 routes.
Route 16 Brighton	16 Brighton	Increase in annual service hours >2,500 hours	This route will have frequency improvements resulting in a net increase of more than 2,500 annual service hours.
Route 17 Shadeland		Discontinued	This route is proposed for discontinuation due to low ridership segments. Refer to 14 route service changes proposed to retain coverage on Marshall Ave and Shadeland Ave.
	17 Avalon – McKnight Rd	New route	This new route will provide seven-day hourly service between Avalon and McIntyre Square Shopping Center on McKnight Rd. The route alignment adds service connecting Avalon and Bellevue up to West View, then The Block Shopping Center and then McIntyre Square Shopping Center.

Existing Route	Proposed Route	Major Change	Major Change Description
Route 18 Manchester		Discontinued	The route is proposed for discontinuation due to low ridership segments. Refer to 13 route service changes proposed to retain coverage through Manhattan, Chateau, and Pennsylvania streets through Manchester.
	18 Wexford	New route	This new route will provide weekday hourly service between Downtown and Wexford, adding service along McKnight Rd serving The Block, Ross Park Mall, McCandless P&R, and then along Perry Highway to Wexford.
Route 20 Kennedy		Discontinued	This route is proposed for discontinuation due to low ridership segments and duplicative segments of service with other routes. Refer to 21 route for service to Coraopolis.
Route 24 West Park	24 West Park	Increase in annual service hours >2,500 hours	This route will have frequency improvements resulting in a net increase of more than 2,500 annual service hours. Part of the service increase results from the minor extension of this route to North Fayette.
	25 Robinson	New route	This new seven-day route with weekday peak 30 min frequency is proposed to serve Robinson to Downtown via the West Busway, serving all stations in both directions through lifting stop restrictions, and it will replace the service coverage lost by pulling the 28X out of Robinson.

Existing Route	Proposed Route	Major Change	Major Change Description
Route 26 Chartiers	26 Chartiers	Alignment modified >30% mileage	This route alignment will be modified greater than 30% of its mileage, including the existing segments on Ladoga and Berry St that will be substituted for a segment along Middletown Rd, that is currently served on the 27 route.
Route 27 Fairywood	27 Fairywood	Alignment extended and modified >30% mileage	This route alignment is proposed to be extended by greater than 30% and will extend to McKees Rocks from Fairywood via Windgap Ave and Chartiers Ave. Also, the Middletown Rd segment will be served by the 26 Chartiers route.
Route 28X Airport Flyer	28X Airport	Alignment modified >30% mileage	This route alignment has multiple modifications. It will no longer serve Robinson Town Center (refer to new route 25 Robinson). It will provide new service to Carnegie Station on the West Busway. And the alignment will be modified through Shadyside and East Liberty to serve Negley and East Liberty Stations on the MLK Jr. East Busway rather than routing along Fifth Ave. This route will serve all stations in both directions on the East and West Busways through lifting stop restrictions.
Route 29 Robinson	29 North Fayette	Addition of service hours and trips >30%, and Increase in annual service hours >2,500 hours	This route is proposed to have additional service hours and trips greater than 30% resulting from increased frequency during weekdays and Saturday from 50 min to 30 min, and on Sundays from 70 min to 40 min, and increased span on weekdays and weekends. There would be an increase in annual service hours by greater than 2,500 hours.

Existing Route	Proposed Route	Major Change	Major Change Description
	34 Carnegie-Brentwood	New route	This new seven-day hourly route is proposed to connect communities across the South Hills between Carnegie and Brentwood. Riders will be able to make many network connections along this route at Carnegie Station such as the 25, 28X, G1; riders will have connection to Dormont and Brookline; the Red, Blue and Silver light-rail lines; and riders will have connection to the 51 Carrick.
Route 36 Banksville	36L Banksville Flyer	Service days reduced, Alignment shortened by >30% mileage, Reduction in service hours and trips >30%, Reduction in annual service hours >2,500 hours	This route is proposed to be converted to a weekday commuter service route, which is a major reduction in the span, service hours and trips, annual hours, and service days compared to existing seven-day local service. The route will also be shortened by greater than 30% as it will no longer serve South Hills Village. It will operate between Mt Lebanon Station and Downtown in peak direction only.
Route 39 Brookline	39 Brookline	Reduction in annual service hours >2,500 hours	This route is proposed to have a service hour reduction greater than 2,500 annual service hours due to minor routing adjustments in Brookline.
Route 40 Mount Washington	40 Mount Washington	Alignment modified >30% mileage	This route alignment is proposed to be modified by more than 30% due to a change in routing to provide new connections and coverage along Warrington Ave to supplement the discontinuation of the 43 route, rather than operate through the Mount Washington Tunnel.

Existing Route	Proposed Route	Major Change	Major Change Description
Route 41 Bower Hill	35 Bower Hill- Oakland	Alignment modified >30% mileage	This route alignment is proposed to be shortened by greater than 30% with the new terminus at Raceway Plaza and will no longer serve Bridgeville. And it will be extended by greater than 30% between Downtown and Oakland via Blvd of the Allies.
Route 43 Bailey		Discontinued	This route is proposed for discontinuation due to low ridership segments. Refer to minor alignment changes on the 40 route, which retains service coverage on Warrington Ave.
Route 44 Knoxville	44 Knoxville	Alignment shortened >30%, and Increase in trips >30%	This route is proposed to be shortened, and service will no longer operate between St. Clair and the existing outbound terminus at Churchview Garden Apartments due to low ridership in that segment. The service frequency and quantity of trips for the remaining route, between St. Clair and Downtown, is proposed to be increased by greater than 30% due to higher ridership in that segment.
	45 Carrick- Oakland-East Liberty	New route	This new seven-day route with 30 min weekday frequency will operate between Brentwood Loop along Brownsville Rd through Carrick, Oakland, and then Fifth Ave through Shadyside, then Shady Ave to East Liberty and Penn Ave to Bakery Square.
Route 51L Carrick Limited		Discontinued	This route is proposed to be discontinued due to low ridership and duplicative service. Refer to the 51 route and new route 45 for service coverage.

Existing Route	Proposed Route	Major Change	Major Change Description
Route 52L Homeville Limited	52L Homeville Limited	Alignment modified >30% mileage	This route alignment will be modified to serve McKeesport, Duquesne, Homeville, and then utilize the MLK Jr. East Busway to Downtown. This route combines segments of the existing 52L and P7 and the modifications trigger a major service change by modifying mileage greater than 30%.
Route 53 Homestead Park	53 Homestead Park	Additional service days and Increase in service hours and trips >30%, and Increase in annual hours >2,500 hours	This route is proposed to have seven-day service, with streamlined weekday service between West Mifflin and Downtown, and a weekend short variant between West Mifflin and Homestead only. The changes proposed add service days, increase service hours and trips greater than 30%, and increase annual service hours greater than 2,500 hours.
Route 53L Homestead Park Limited		Discontinued	This route is proposed to be discontinued as the proposed changes to route 53 would result in retained weekday service between West Mifflin and Downtown. Refer to route 53 service changes.
Route 54 North Side - Oakland - South Side	54 North Side –Oakland – South Side	Alignment shortened >30%, and Reduction in annual service hours >2,500 hours	This route is proposed to be streamlined to one consistent alignment without variants. Service will no longer operate to South Hills Junction or Bon Air. The route is proposed to operate between Allegheny Station and South Side Works. There is a reduction in annual service hours greater than 2,500 hours.

Existing Route	Proposed Route	Major Change	Major Change Description
Route 55 Glassport	55 Glassport-McKeesport	Alignment shortened >30%, Increase in trips >30%, and Reduction in annual service hours >2,500 hours	This route is proposed to be shortened by greater than 30% mileage and operate between West Mifflin and McKeesport. The existing 55 route will be split into two routes, the 55 and the 66, at a strategic place, McKeesport, which is a major destination and/or transfer location for many riders. Splitting the route in half can support better service quality, on-time performance, and bus operator recovery time. The number of trips will increase greater than 30%. There is a reduction in annual service hours greater than 2,500 hours.
	66 Homestead-McKeesport	Alignment modification >30%, and New route	This new seven-day hourly route will serve the segment, greater than 30% mileage, of the existing 55 route from McKeesport to North Versailles. It will also serve the segment of the existing 59 route, greater than 30% mileage, between Homestead and North Versailles.
Route 57 Hazelwood	57 Hazelwood	Alignment modification >30%, and Increase in annual service hours >2,500 hours	This route is proposed to be modified between Hazelwood and Downtown by greater than 30% mileage, the alignment will cross the Hot Metal Bridge, serve E Carson St, and cross the Smithfield St Bridge to Downtown. There will be an increase in annual service hours greater than 2,500 hours.

Existing Route	Proposed Route	Major Change	Major Change Description
Route 58 Greenfield	58 Greenfield	Alignment extended >30% mileage, Increase in service hours and trips >30%, and Increase in annual service hours >2,500 hours	This route is proposed to be extended by greater than 30% of mileage, and will operate between Downtown, Oakland, Greenfield, Squirrel Hill, Swisshelm Park, Regent Square and Wilkinsburg. The service frequency of the route will increase from 45 min to 30 min weekday peak frequency, which triggers an increase in greater than 30% service hours and trips. And there will be an increase in annual service hours greater than 2,500 hours.
Route 59 Mon Valley	59 Mon Valley-Homestead	Alignment shortened >30%, Reduction in service hours >30%, and Reduction in annual service hours >2,500 hours	This route is proposed to be shortened by greater than 30% mileage and operate between West Mifflin and Homestead. The existing 59 route will be split into two routes, the 59 and the 66, at a strategic place, The Waterfront, which is a major destination and/or transfer location for many riders. Splitting the route in half can support better service quality, on-time performance, and bus operator recovery time. The total service hours will be reduced by greater than 30% because the route is being split into two routes, but the frequency of this shorter route will be 30 minutes on weekdays. The total annual service hours will be reduced by >2,500 hours.
	66 Homestead-McKeesport	Alignment modification >30%, and New route	This new seven-day hourly route will serve the segment, greater than 30% mileage, of the existing 59 route between Homestead and North Versailles. It will also service the segment, greater than 30% mileage, of the existing 55 route from McKeesport to North Versailles.

Existing Route	Proposed Route	Major Change	Major Change Description
Route 61A	60X Wilkinsburg-Oakland-Downtown	Increase in annual service hours >2,500 hours	This route will have increased weekend service, which results in an increase of greater than 2,500 additional service hours, constituting a major service change.
Route 61B	62X Regent Square-Oakland-Downtown	Increase in annual service hours >2,500 hours	This route will have increased weekend service, which results in an increase of greater than 2,500 additional service hours, constituting a major service change.
Route 61C	61X McKeesport-Oakland-Downtown	Increase in annual service hours >2,500 hours	This route will have increased weekend service, which results in an increase of greater than 2,500 additional service hours, constituting a major service change.
Route 61D	50 Homestead-Oakland	Reduction in service hours and trips >30%, and Reduction in annual service hours >2,500 hours	This route will have a reduction in service hours and trips due to duplicative PRTX service on 61X, and this route's frequency will be reduced from 15 min peak headways to 30 min. This triggers a reduction in greater than 30% service hours and trips, and a reduction in annual service hours greater than 2,500 hours.
	63 Renzie Park - Olympia	New route	This new seven-day hourly route provides service to hilltop neighborhoods in McKeesport that do not have access to transit today, but it restores historic transit service that this area once had. This new route has many network connections via a transfer at the McKeesport Transportation Center, such as a transfer to the 61X, to provide service to Downtown Pittsburgh, along with transfers throughout the Mon Valley.

Existing Route	Proposed Route	Major Change	Major Change Description
Route 64 Lawrenceville - Waterfront	64 Millvale- Homestead	Alignment modified by >30% mileage	This route alignment will be modified by greater than 30% of service mileage with extension from Lawrenceville across the 40 th St Bridge through Millvale to the Millvale Loop, and modified routing through Shadyside, East Liberty and Squirrel Hill via Ellsworth Ave and Shady Ave.
Route 65 Squirrel Hill		Discontinued	This route is proposed for discontinuation due to low ridership segments. Service coverage for riders will remain on the modified 60X, 65X, 93, 53, and/or 58.
	66 Homestead- McKeesport	New route	This new seven-day hourly route will serve the segment of the existing 59 route between Homestead and North Versailles, and the segment of the existing 55 route from McKeesport to North Versailles.
Route 67 Monroeville	67 Monroeville	Alignment modified by>30%, and Reduction in annual service hours >2,500 hours	This route alignment will be modified by greater than 30% of service mileage. The route will utilize the East Busway into Downtown, providing a faster trip and new key connections. The route will no longer service CCAC Boyce, which will now be serviced by the new 89 route on weekdays. Weekday frequency will be increased from every 45 min to every 30 min; Saturday frequency increased from every 70 to 40 min. The stops between Downtown and Wilkinsburg on the existing 67 route will be served by the new 70 route. Despite frequency increases, there will technically be an annual reduction in service hours >2,500 due to the efficiencies with the East Busway routing.

Existing Route	Proposed Route	Major Change	Major Change Description
	70 Wilkins	New route	This new seven-day frequent route with weekday 20 min frequency will serve the portions of Pittsburgh's East End currently served on the routes 67 and 69, including Blvd of the Allies/Mercy Hospital, Oakland, Wilkins Ave, and Penn Ave from Point Breeze to Wilkinsburg. The new route is intended to offset the modification of service on the aforementioned routes, which will now bypass these areas to use a faster alignment via the East Busway. The 20-minute proposed peak frequencies represent a net increase in service on the unique segments of this corridor, namely the productive Wilkins Ave segment.
Route 69 Trafford	69 Turtle Creek Valley	Alignment Modified >30% and Reduction in annual service hours >2,500 hours	This route alignment is proposed to be modified by greater than 30% mileage. The route will utilize the East Busway into Downtown during weekdays, providing a faster trip and new key connections. The stops between Downtown and Wilkinsburg on the existing 69 route will be served by the new 70 route. This route will no longer serve Trafford as a result of unsuccessful coordination with the Borough of Trafford to identify a layover location. On the weekends, this route will operate between Turtle Creek Valley and Wilkinsburg Station only. There will be an annual reduction in service hours >2,500 due to the efficiencies with the East Busway routing.

Existing Route	Proposed Route	Major Change	Major Change Description
	70 Wilkins	New route	This new seven-day frequent route with weekday 20 min frequency will serve the portions of Pittsburgh's East End currently served on the routes 67 and 69, including Blvd of the Allies/Mercy Hospital, Oakland, Wilkins Ave, and Penn Ave from Point Breeze to Wilkinsburg. The new route is intended to offset the modification of service on the aforementioned routes, which will now bypass these areas to use a faster alignment via the East Busway. The 20-minute proposed peak frequencies represent a net increase in service on the unique segments of this corridor, namely the productive Wilkins Ave segment.
Route 71 Edgewood Town Center		Discontinued	This route is proposed for discontinuation due to low ridership segments. Riders could use the proposed 52L, 58, 60X, 65X, or P1.
Route 71C Point Breeze	80X East Liberty- Oakland- Downtown	Alignment modified >30% mileage, Reduction in annual service hours >2,500 hours	This route is proposed to be extended in the inbound direction to restore service to Uptown and Downtown, and shortened in the outbound direction to terminate service at Bakery Square, resulting in modification of service mileage exceeding 30% of the existing route length. The lost segment on Penn Ave in Point Breeze will be replaced by the proposed extension of route 88. The changes in alignment on the X80 result in faster run times, enabling 8% additional trips on this route while still reducing annual service hours by greater than 2,500 hours.

Existing Route	Proposed Route	Major Change	Major Change Description
Route 71D Hamilton	72 Wilkinsburg- Oakland- Southside	Alignment extended >30% mileage	This route alignment is proposed to be extended by greater than 30% service mileage. The route will retain the existing connection between Oakland and Wilkinsburg, and it will be extended through South Oakland down Bates and across the Hot Metal Bridge serving the South Side. It will create many new connections from Wilkinsburg, Homewood, Point Breeze, and South Oakland to South Side.
Route 74 Homewood - Squirrel Hill	74 Homewood- Squirrel Hill	Alignment modified >30%, Reduction of service hours >30%, and Reduction in annual service hours >2,500 hours	This route alignment will be modified by greater than 30% of service mileage. Route will no longer go through Larimer, and the segment through Point Breeze on Wilkins Ave. This streamlining is due to low ridership segments. Service on Larimer Ave will still be provided by another route. The route will operate between the Lincoln Loop, through Homewood, then to East Libert via Penn Ave, then to Squirrel Hill via Shady Ave. There will be an annual reduction in service hours greater than 2,500 due to the efficiencies of the streamlined routing.
Route 75 Ellsworth	75 Aspinwall- Oakland	Alignment shortened >30% mileage	This route alignment is proposed to be shortened by greater than 30% service mileage, and it will no longer serve the South Side. Staff determined that the level of change triggered a major service change. This route will also have increased frequency to 20 min weekday. The route will operate between Aspinwall and Oakland. A new route called the 45 will provide coverage between East Liberty, Oakland, and South Side.

Existing Route	Proposed Route	Major Change	Major Change Description
	45 Carrick-Oakland-East Liberty	New route	This new seven-day route with 30 min weekday frequency will operate between Brentwood Loop along Brownsville Rd through Carrick, Oakland, and then Fifth Ave through Shadyside, then Shady Ave to East Liberty and Penn Ave to Bakery Square. It will provide coverage for the Oakland to South Side service that the existing 75 route provides today.
Route 77 Penn Hills	89 Penn Hills – CCAC Boyce	New route	This new route is proposed to provide 7-day hourly service between Penn Hills, Monroeville Mall, and CCAC Boyce during the weekday, and between Penn Hills and Monroeville Mall on the weekend. This new route contains a segment of the existing route 77 service on Frankstown Rd and Saltzburg Rd, between Penn Hills Shopping Center and the Alcoma and Universal shopping areas. From Penn Hills Shopping Center, this new route will operate on Rodi Rd south to Monroeville.

Existing Route	Proposed Route	Major Change	Major Change Description
	86 Liberty	Alignment extended >30% mileage, Increase in service hours >30%, and Increase in annual service hours >2,500 hours	This route alignment will be extended by greater than 30% on Frankstown Rd to the Penn Hills Shopping Center, providing new direct connections between Penn Hills and Bloomfield, the Strip District, and Downtown. The existing 77 service on Baum Blvd will no longer operate, and riders will be served by the 86 on Centre Ave and Liberty Ave to Downtown. The existing 77 service to Alcoma beyond Penn Hills Shopping Center will no longer operate, but riders could take the proposed new route 72 to Alcoma. Frequency will increase every 30 min during weekday peaks and every 40 min on Saturdays, which in addition to the additional coverage, triggers a major service increase in service hours greater than 30%. There will be an increase in annual service hours greater than 2,500 hours.
Route 79 East Hills	79 East Hills-East Liberty	Alignment extended and modified >30% mileage, Increase in service hours >30%, Increase in annual service hours >2,500 hours	This route alignment will be modified by greater than 30% mileage. The route will be extended to East Liberty via Larimer Ave. Service on Chaske St and Aber Rd will be discontinued due to low ridership. Weekday peak frequency will increase every 30 min; Sunday frequency will increase every 60 min. With the additional service coverage and frequency improvements, service hours will increase greater than 30% on this route, and there will be an annual increase in service hours greater than 2,500 hours.

Existing Route	Proposed Route	Major Change	Major Change Description
Route 81 Oak Hill	81 Mercy Hospital-Oak Hill - Lawrenceville	Alignment extended and modified >30% mileage	This route will be extended to directly connect with Bloomfield and Lawrenceville, creating new hospital connections in both directions at Mercy Hospital and Children's Hospital, serving Oakland in between. This route also maintains existing connections between Oakland, Bloomfield, and Lawrenceville as today's route 93, which will no longer directly reach those communities. The extension results in increases to service hours and mileage exceeding the threshold for a major service change.
	84 Wylie	New Route	This new seven-day route will operate between Downtown, The Strip District, Polish Hill, the Wylie corridor of the Hill District and the South Side. The routing uses the MLK Jr East Busway from the 26 th Street ramp in the Strip District to Penn Station. There will be 30 min frequency 6 days a week and 40 min frequency on Sunday.
Route 86 Liberty	86 Liberty	Alignment extended by >30% mileage, Increase in service hours >30% and Increase in annual service hours >2,500 hours	This route alignment will be extended by greater than 30% on Frankstown Rd to the Penn Hills Shopping Center, providing new direct connections between Penn Hills, Bloomfield, the Strip District, and Downtown. Frequency will increase every 30 min during weekday peaks and every 40 min on Saturdays, which in addition to the additional coverage, triggers a major service increase in service hours greater than 30%. There will be an increase in annual service hours greater than 2,500 hours.

Existing Route	Proposed Route	Major Change	Major Change Description
Route 87 Friendship	87 Friendship	Alignment modified >30% mileage, and Increase in annual service hours 2,500 hours	Alignment modified by greater than 30% of service mileage. Existing 87 variants serving Stanton Heights and Morningside will be discontinued, with alternate routes 92 and 75 providing coverage to those neighborhoods, respectively. The routing between Downtown and Friendship Ave will remain the same. From the intersection of Negley and Penn, the route will be modified and combined with the existing 89 Garfield route, which serves Garfield and terminates in East Liberty. There will be an increase in annual service hours greater than 2,500 hours.
	92 Stanton Heights	New route	This new seven-day route will provide 30 min peak service between Downtown, along Butler St, to Stanton Heights and East Liberty. It would have an improved frequency and span of service compared to the existing 87M variant on Stanton Ave, which will be discontinued. Additionally, this route would create a new connection between Lawrenceville and East Liberty and provide additional service capacity to the Strip District and Downtown via Butler Street (refer to route 91).

Existing Route	Proposed Route	Major Change	Major Change Description
	75 Aspinwall-Oakland	Alignment shortened >30% mileage	This route alignment is proposed to be shortened by greater than 30% service mileage, and it will no longer serve the South Side. Staff determined that the level of change triggered a major service change. This route will also have increased frequency to 20 min weekday. The route will operate between Aspinwall and Oakland. A new route called the 45 will provide coverage between East Liberty, Oakland, and South Side.
Route 88 Penn	88 Penn	Alignment extended > 30% mileage	This route alignment will be extended to Wilkinsburg Station along Penn Ave from its existing outbound terminus after Bakery Square. This additional service coverage exceeds the 30% threshold for a major service change.
Route 89 Garfield Commons	87 Friendship	Alignment extended > 30% mileage, Increase in service and trips >30%, and Increase in annual service hours >2,500 hours	The existing 89 route alignment will be extended and combined, by greater than 30% mileage, with a portion of the 87 Friendship route to connect with Friendship, Bloomfield, The Strip District and Downtown. Existing connections will remain on the 89 route to East Liberty. Service frequency and span will increase by greater than 30%, which triggers a major service change. And there will be an increase in annual service hours greater than 2,500 hours.

Existing Route	Proposed Route	Major Change	Major Change Description
	89 Penn Hills – CCAC Boyce	New Route	This new route is proposed to provide 7-day hourly service between Penn Hills and Monroeville Mall and CCAC Boyce during the weekday. This new route contains a segment of the existing route 77 service on Frankstown Rd and Saltzburg Rd, between Penn Hills Shopping Center and the Alcoma and Universal shopping areas. From Penn Hills Shopping Center, this new route will operate on Rodi Rd south to Monroeville.
Route 91 Butler Street	91 Butler	Reduction in annual service hours by >2,500 hours	Weekday peak frequency on the 91 route will change from 15 min to 20 min. The frequency reduction will be offset by the addition of the new route 92 to result in a net addition (+30%) of trips on the high ridership Butler Street corridor to Downtown. However, for this route there is a reduction in annual service hours greater than 2,500 hours.
	92 Stanton Heights	New route	This new seven-day route will provide 30 min peak service between Downtown, along Butler St, to Stanton Heights and East Liberty. It would have an improved frequency and span of service compared to the existing 87M variant on Stanton Ave, which will be discontinued. Additionally, this route would create a new connection between Lawrenceville and East Liberty and provide additional service capacity to the Strip District and Downtown via Butler Street (refer to route 91).

Existing Route	Proposed Route	Major Change	Major Change Description
Route 93 Lawrenceville - Hazelwood	93 Glen Hazel- Oakland	Alignment shortened >30% mileage, Reduction in annual service hours >2,500 hours	Alignment shortened by greater than 30% of mileage service to improve reliability and on-time performance. This route will terminate in Oakland rather than continuing to Lawrenceville as it does today. The proposed O81 will provide service on the remaining segments in North Oakland, Bloomfield, and Lawrenceville, accessible by transfer in Oakland. The route will have increased weekend frequency. However, due to the route being shortened, there is a reduction in annual service hours greater than 2,500 hours.
	81 Mercy Hospital-Oak Hill- Lawrenceville	Alignment extended and modified >30% mileage	This route will be extended to directly connect with Bloomfield and Lawrenceville, creating new hospital connections in both directions at Mercy Hospital and Children's Hospital, serving Oakland in between. This route also maintains existing connections between Oakland, Bloomfield, and Lawrenceville using the same alignment as today's route 93, which will no longer reach those communities. The extension results in increases to service hours and mileage exceeding the threshold for a major service change.

Existing Route	Proposed Route	Major Change	Major Change Description
Route G2 West Busway	G1 West Busway	Reduction in annual service hours >2,500 hours	This route is proposed to have frequent service at every 20 min during weekday peak. The existing G2 route has some trips at slightly higher frequency at every 16. Bus Line Refresh plan will lift stop restrictions on the West Busway so that all routes will make all stops in both directions, almost doubling the capacity and frequency of West Busway service. However, for this route there will be a reduction in annual service hours greater than 2,500 hours.
Route G31 Bridgeville Flyer		Discontinued	Discontinued due to low ridership. Refer to 31 route for seven-day service between Bridgeville and Downtown.
Route O1 Ross Flyer	10L Ross Flyer	Reduction in trips >30%	This route is proposed to provide service in the peak direction only, including AM inbound trips and PM outbound trips. Trips in the reverse commute direction, which are substantially less productive, are being discontinued, which triggers a reduction in trips greater than 30%. Trips in the peak direction will continue to operate at 30 min frequency. Service to Ross P&R will continue to be available all day in both directions on the 8 route.
Route O5 Thompson Run Flyer		Discontinued	This route is proposed to be discontinued due to low ridership. The existing O5 had the highest cost per passenger of any bus route in PRT's network in FY2025. Refer to 10L and 12L routes for remaining commuter flyer service in this area.

Existing Route	Proposed Route	Major Change	Major Change Description
Route O12 McKnight Flyer	12L McKnight Flyer	Reduction in trips >30%	This route is proposed to provide service in the peak direction only, including AM inbound trips and PM outbound trips. Trips in the reverse commute direction, which are substantially less productive, are being discontinued, which triggers a reduction in trips greater than 30%. Trips in the peak direction will continue to operate at 30 min frequency. Service along the McKnight Rd corridor will continue to be available all day in both directions seven-days on the route 12 and weekday on the 18.
Route P1 East Busway - All Stops	P1 East Busway	Increase in annual service hours >2,500 hours	This route will have increased frequency on both weekdays and weekends amounting to an increase in annual service hours greater than 2,500 service hours, which triggers a major service change. Improved frequency on P1 underpins other service proposals which rely on transfers at the East Busway. Bus Line Refresh plan will lift stop restrictions on the East Busway so that all routes will make all stops in both directions, almost doubling the capacity and frequency of East Busway service.
Route P3 East Busway - Oakland	P3 East Busway-Oakland	Additional service days, Increase in service hours and trips >30%, Increase in annual service hours >2,500 hours	This route will have many major service improvements such as new weekend service and increased weekday frequency and span, which trigger greater than 30% increase in services hours and trips. There will be an increase in annual service hours greater than 2,500 hours.

Existing Route	Proposed Route	Major Change	Major Change Description
Route P7 McKeesport Flyer		Discontinued	This route is proposed to be discontinued due to duplicative service and low ridership. Refer to 52L route for weekday commuter service from McKeesport Transportation Center via the East Busway.
Route P12 Holiday Park Flyer	73L Holiday Park Flyer	Reduction in service hours and trips >30%	This route is proposed to provide service in the peak direction only, including AM inbound trips and PM outbound trips. Trips in the reverse commute direction, which are substantially less productive, are being discontinued, which triggers a reduction in trips greater than 30%. Trips in the peak direction will continue to operate at 30 min frequency.
Route P13 Mount Royal Flyer	2L Mount Royal Flyer	Alignment shortened >30% mileage, Increase in service hours and trips >30%	This route alignment will be shortened by greater than 30% of service mileage, and the route will no longer operate beyond Ferguson Rd to McKnight Rd due to low ridership. The route's new terminus will be the Allison Park P&R.
Route P16 Penn Hills Flyer	77L Penn Hills Flyer	Alignment shortened >30% mileage, Reduction in service hours and trips >30%, and Reduction in annual service hours >2,500 hours	This weekday commuter route is proposed to be shortened by greater than 30% and will no longer serve Leechburg and Hulton Rd variants. The service hours and quantity of trips will also be reduced by greater than 30%. This route will operate on weekdays only in the peak direction. The alignment provides commuter service on Universal Rd through Penn Hills to Penn Hills Shopping Center, then down Long Rd to Wilkinsburg Station, then along the MLK Jr. East Busway to Downtown. There will be a reduction in annual service hours greater than 2,500 hours.

Existing Route	Proposed Route	Major Change	Major Change Description
Route P17 Lincoln Park Flyer		Discontinued	This route is proposed for discontinuation due to duplicative service and low ridership. The segment using Aber Dr and Chaske Rd in Penn Hills will no longer be served. Refer to 79 route for seven-day service coverage in this area.
Route P67 Monroeville Flyer		Discontinued	This route is proposed for discontinuation, as the route 67 modified alignment via the East Busway will provide an improved, seven-day service to Downtown Pittsburgh. This service renders the existing P67 redundant. Refer to route 67 service changes.
Route P68 Braddock Hills Flyer	68 Wilkinsburg- Forbes Hospital	Alignment shortened >30% mileage, and Reduction in annual service hours >2,500 hours	This route alignment is proposed to be shortened by greater than 30% as the route will become a feeder route to the MLK Jr. East Busway at Wilkinsburg Station. Riders could transfer to other routes at Wilkinsburg Station, such as the P1, 67, 69, 78, 52L, 73L, 76L, and 77L for service to Downtown, or transfer to the P3 or 70 for service to Oakland. The route also features a minor alignment modification to serve North Versailles, including Walmart, creating a new, seven-day direct shopping connection from Wilkinsburg. There will be a reduction in annual service hours greater than 2,500 hours.
Route P69 Trafford Flyer		Discontinued	This route is proposed for discontinuation, as the 69 route modified alignment via the East Busway will provide an improved, seven-day service to Downtown Pittsburgh. This service renders the existing P69 redundant. Refer to route 69 service changes.

Existing Route	Proposed Route	Major Change	Major Change Description
Route P71 Swissvale Flyer		Discontinued	This route is proposed to be discontinued due to low ridership segments. Riders could use the proposed 52L, 58, 60X, 65X, or P1.
Route P76 Lincoln Highway Flyer	76L North Versailles Flyer	Alignment shortened >30% mileage and Reduction in service hours and trips >30%	This route alignment is proposed to be shortened to East McKeesport and will no longer serve Lincoln Highway east of 5 th Ave in East McKeesport or Jacks Run Rd due to low ridership in those segments. Due to discontinuation of service along those segments, there is a reduction in service hours and trips >30%.
Route P78 Oakmont Flyer		Additional service days, Increase in service hours and trips >30%, and Increase in annual service hours >2,500 hours	This route will have many major service improvements such as additional weekend service, through a short variant that operates between Harmar P&R via Oakmont to Wilkinsburg Station. This additional weekend service triggers an increase in service hours and trips greater than 30%, and an increase of annual service hours greater than 2,500 hours.
Route Y1 Large Flyer		Discontinued	This route is proposed to be discontinued due to low ridership. Refer to route 46L service changes for weekday commuter service from Large P&R.
Route Y45 Baldwin Manor Flyer		Discontinued	This route is proposed to be discontinued due to low ridership. Refer to route 46L service changes because segments of this route along Brownsville Rd and Weyman Rd in Baldwin and Whitehall will continue to have commuter peak service.

Existing Route	Proposed Route	Major Change	Major Change Description
Route Y46 Elizabeth Flyer	46L Elizabeth Flyer	Reduction in service days, Reduction service hours and trips >30%, and Reduction in annual service hours >2,500 hours	This route is proposed to be converted to a weekday commuter flyer route, from its existing seven-day service to better match the transit demand, which has low ridership at off-peak times and weekends. The routing will be modified to provide coverage for Brownsville Rd and Weyman Rd in Baldwin that the existing Y45 services today and Century Homes the neighborhood in Clairton. This change triggers a reduction in service days, service hours and trips greater than 30%, and a reduction of annual service hours greater than 2,500 hours.
Route Y47 Curry Flyer		Discontinued	This route is proposed to be discontinued due to low ridership. Refer to the 49 service changes for coverage on higher productivity segments along Curry Hollow Rd, Knoedler Rd, and Keepport Dr.
Route Y49 Prospect Flyer	49 Prospect	Increase in service hours >30%, and Increase in annual service hours >2,500 hours	This route will have increased frequency during the weekday peak from 55 min to 30 min, and increased weekend service frequency to 60-minutes. The route will be modified to service Curry Hollow Rd, Knoedler Rd and will extend to serve South Baldwin via Keepport Dr to Brownsville Plaza, replacing higher productivity segments of the existing Y47. This route will no longer serve CCAC South, with continued access available via transfer to route 55 in West Mifflin. These changes increase service hours by greater than 30% and increase annual service hours by more than 2,500 hours.

* The proposal also includes the following minor service changes to be implemented with the Fall 2027 service changes. No formal public comment period, hearing and/or PRT Board action is required for these proposed minor services changes, but they are included in this Exhibit "A" for transparency and completeness. Even routes without minor alignment changes may have minor scheduling adjustments.

ROUTES NOT IMPACTED WITH MAJOR SERVICE CHANGE, BUT HAVE MINOR ALIGNMENT CHANGES
(Count: 6)

- 12, 21, 31, 38, 83, P10

ROUTES NOT IMPACTED WITH MAJOR SERVICE CHANGE AND DO NOT HAVE ALIGNMENT CHANGES
(Count: 13)

- 8, 11, 13, 19L, 22, 48, 51, 56, 60, 71A, 71B, 82, G3