

PORT AUTHORITY OF ALLEGHENY COUNTY
dba PITTSBURGH REGIONAL TRANSIT

TRANSMITTAL MEMORANDUM NO. 3

TO: All Holders of Request for Proposal No. 26-25

SUBJECT: General Architecture and Engineering Contract Services
Request for Proposal No. 26-25

DATE: July 16, 2026

Please find enclosed the following:

- *Questions 13-15 and responses*

The following signature acknowledges the receipt of this Transmittal Memorandum No. 3.

Signature

Name of Company

Date

Sign above and return signature page only promptly upon receipt to:

Port Authority of Allegheny County
dba Pittsburgh Regional Transit
Procurement Department
345 Sixth Avenue, Third Floor
Pittsburgh, PA 15222-2527

Attention: Jeff Faddis

General Architecture and Engineering Contract Services
Request for Proposal No. 26-25

Questions and Responses: Question No's. 13-15

Question #	QUESTION	RESPONSE
13	We understand that the proposed fare-paid zones will be implemented at unstaffed station locations and that access to these areas will not be controlled through physical barriers. Could PRT please confirm whether this understanding is correct? Additionally, what enforcement approach is anticipated for these locations (e.g., proof-of-payment, fare inspection, or other compliance measures)?	The proposed sample project is conceptual only at this time and no updated fare policy has been adopted. The proposer shall assume the stations will not be staffed with fare collectors and no physical barriers would be installed. The means of enforcement and compliance verification of the paid fare zone should not affect the proposed approach to the design of the improvements.
14	We understand that, under normal operating conditions, only the front door is used for passenger boarding at low-platform stations, while all doors are available for boarding at high-platform stations. During phased construction activities intended to maintain station operations, would PRT consider temporary operational measures, such as front-door-only boarding at high-platform stations, to support construction sequencing and minimize service disruptions? If so, are there any operational constraints or requirements that should be considered?	Construction at the stations may occur without operational restrictions if the revenue service track is not fouled. For the low platform station at Palm Garden, any temporary operational measures must maintain low boarding at that stop. Temporary low stops adjacent to the low platform station may be considered. At the high platform station at Fallowfield, currently only the front high door on the front car is utilized; therefore, it is possible to sequence construction on a portion of the platform at a time while servicing it with only the front door. At the high platform station at Allegheny Station, this is a high use station and therefore all LRV doors must be opened. For this platform, consideration may be given to operational adjustments on select weekends when no special events are scheduled to utilize a single-track operation allowing full access to one of the platforms (inbound or outbound) for construction activities along the platform edge that may have a risk of fouling the track.
15	PRT's current guidance for single-ride mobile tickets advises passengers to activate their fare shortly before boarding, as tickets expire 60 minutes after activation. As part of the fare-paid zone design, could PRT clarify whether passenger waiting areas and seating are expected to be located within the fare-paid zone, outside the fare-paid zone, or in both locations? Understanding the anticipated passenger flow and waiting experience will help inform platform layout and fare-paid zone configuration.	The proposed sample project is conceptual only at this time and no updated fare policy has been adopted. For the purposes of this sample project, it shall be assumed that no change in seating inside or outside of the fare-paid zone is required.