Pittsburgh Regional Transit

Annual Service Report

Fiscal Year 2026



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Text PRT (space) and your stop number to 41411 for real-time bus information.

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ACKNOWLEDGEMENTS

Pittsburgh Regional Transit
Port Authority of Allegheny County (PAAC) d/b/a Pittsburgh Regional Transit (PRT) provides public transportation throughout Pittsburgh and Allegheny County. PRT's 2,600 employees operate, maintain and support bus, light rail, incline and paratransit services for approximately 120,000 daily riders.

PRT is governed by an 11-member board – unpaid volunteers who are appointed by the Allegheny County Executive, leaders from both parties in the Pennsylvania House of Representatives and Senate, and the Governor of Pennsylvania. The Board and its committees hold regularly scheduled public meetings. PRT's budget is funded by fare and advertising revenue, along with money from county, state, and federal sources. PRT's finances and operations are audited on a regular basis, both internally and by external agencies. PRT began serving the community in March 1964.

Photography Sources
Photos throughout this document were taken by PRT staff, Jereme Guidas.

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LETTER FROM THE CEO

To our riders, partners, and communities across the Pittsburgh region,

This past year showed what we can accomplish when we focus on improving service, investing in our riders and communities, and meeting the moment when our region needs us.

Ridership grew 5% year over year, reaching more than 39 million trips, the highest annual total since the pandemic. More people relied on public transportation to get to work, school, medical appointments, community events, and major regional attractions, including the NFL Draft. Each trip represents a connection to opportunity and a reminder of the essential role transit plays in our region.

We continued advancing the Bus Line Refresh, with the goal of making our network more responsive to how people live, work, and travel today. We also reached important milestones on the University Line Bus Rapid Transit project, which will strengthen connections between Downtown Pittsburgh and Oakland, the region's second- and third-largest economic hubs, when it's completed in 2027. And with nearly $20 million in grants from the Southwestern Pennsylvania Commission, we announced plans to extend the project through Squirrel Hill and Greenfield, bringing the benefits of improved transit to even more communities.

We also took important steps to make riding easier and more convenient. The introduction of ReadyFare cards, along with forthcoming tap-to-pay options, is modernizing the way our riders pay their fares and access our system.

These accomplishments give us momentum, but sustaining that progress will require a long-term commitment to public transportation. PRT and transit agencies across Pennsylvania continue to face a state funding crisis that threatens the stability of our services. We have worked diligently to manage costs and move critical projects forward, but our efforts alone cannot close the structural gap in operating funding. Short-term solutions have helped us navigate immediate challenges. Now, we must work with our state and regional leaders toward a sustainable funding commitment that supports the people, services, and infrastructure our communities rely on every day.

PRT Annual Service Report 2026

Every rider is more than a number. Every trip connects someone to a job, an education, a health care appointment, or the people and places that make our communities stronger. We remain committed to building a reliable, accessible transit system that meets today's needs and grows with our region.

Thank you to our riders, employees, partners, and communities for being part of that work. Together, we can build on this year's progress and keep our region moving.

Sincerely,



Katharine Kelleman
CEO, Pittsburgh Regional Transit

INTRODUCTION

FISCAL YEAR 2026 HIGHLIGHTS

Throughout Fiscal Year 2026 (FY26) Pittsburgh Regional Transit (PRT) achieved 5% ridership growth, resumed work on the Bus Line Refresh plan, completed the Mount Washington Tunnel renovation, and advanced the construction of the PRTX University Line Bus Rapid Transit project through Uptown and Oakland. PRT also successfully provided special service for the NFL Draft Event through four Football Flyer routes from Park & Ride locations throughout the County.

PRT implemented some minor service changes to increase service efficiency, shifted service timing to better match transit demand by time of day, increased frequency to address crowding, and adjusted schedule timing on several routes to improve reliability and on-time performance. Several routes were rerouted through the Waterfront to serve new bus stops and a new shelter. Detour routings and lane closures to support PRTX construction continued in Uptown and Oakland as the agency advances towards completion and full launch of the bus rapid transit service sometime in 2027. Some of the notable challenges to service delivery and performance throughout the fiscal year have been manpower shortages, articulated bus fleet shortages, and the volume of construction-related service detours.

The long-term state funding solution remains unresolved, however, PRT continued to operate the same level of service with approval from PennDOT to use capital funding for operating expenses to balance the budget. PRT remains committed to securing a long-term funding solution. As ridership grows year-over-year, to so too does the important role transit plays in the economy, in community, and everyday life in Pittsburgh.

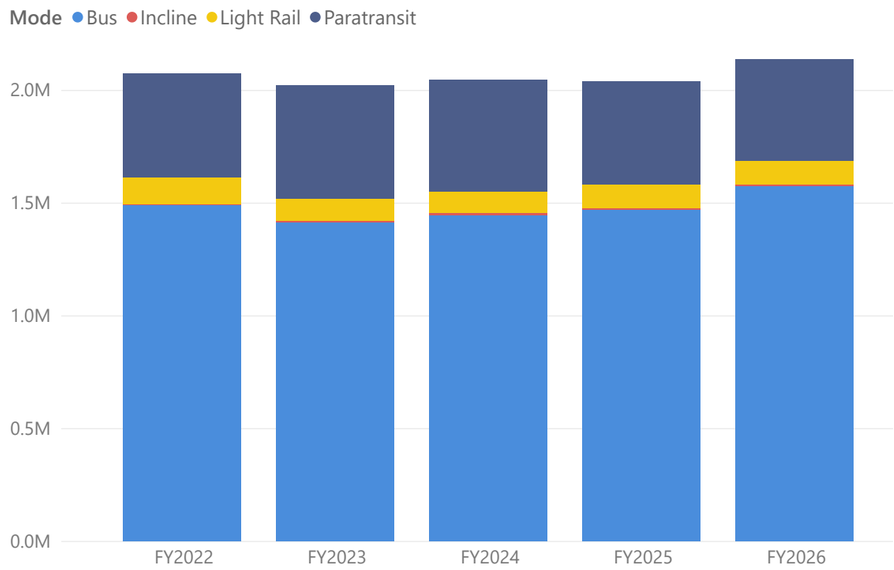


SERVICE PERFORMANCE

SERVICE LEVELS

PRT provided a total of 2,135,067 service hours in FY26, about 100,000 additional hours or a 4.77% increase compared to FY25. Bus service hours increased by 7.21% year-over-year (YOY) primarily due to PRT Scheduling team's efforts to improve on-time performance and the addition of trips on select routes due to crowding. Their work involves increasing the time between time points along routes, to better match the service that can be realistically delivered on-time. Comprehensively applying additional time across numerous routes and trips, time adds up to a significant increase in hours. Incline service hours decreased by 5.86% YOY due to ongoing maintenance and repair needs. Light-rail service decreased by 0.59% YOY after returning to regular service from the Mount Washington Transit Tunnel closure. ACCESS Paratransit service hours decreased by 1.64% YOY, primarily due to the harsh winter weather in January 2026 that resulted in impacted service, reduced ride requests, and ACCESS completely shutting down for two days.

Historical Hours of Revenue Service By Mode

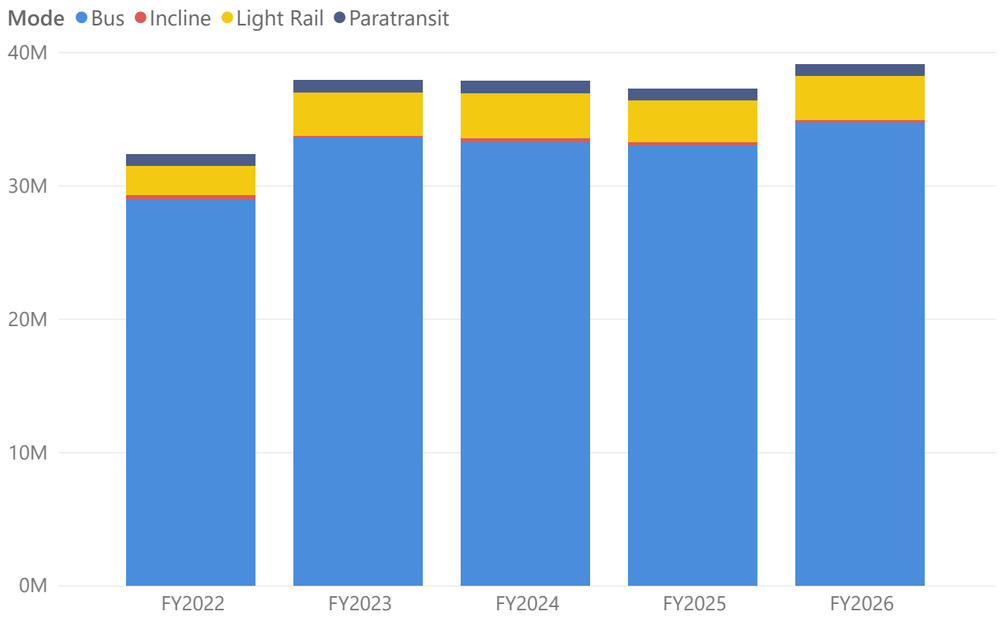


Graph: Historical hours of revenue service by mode from FY22 to FY26.

RIDERSHIP

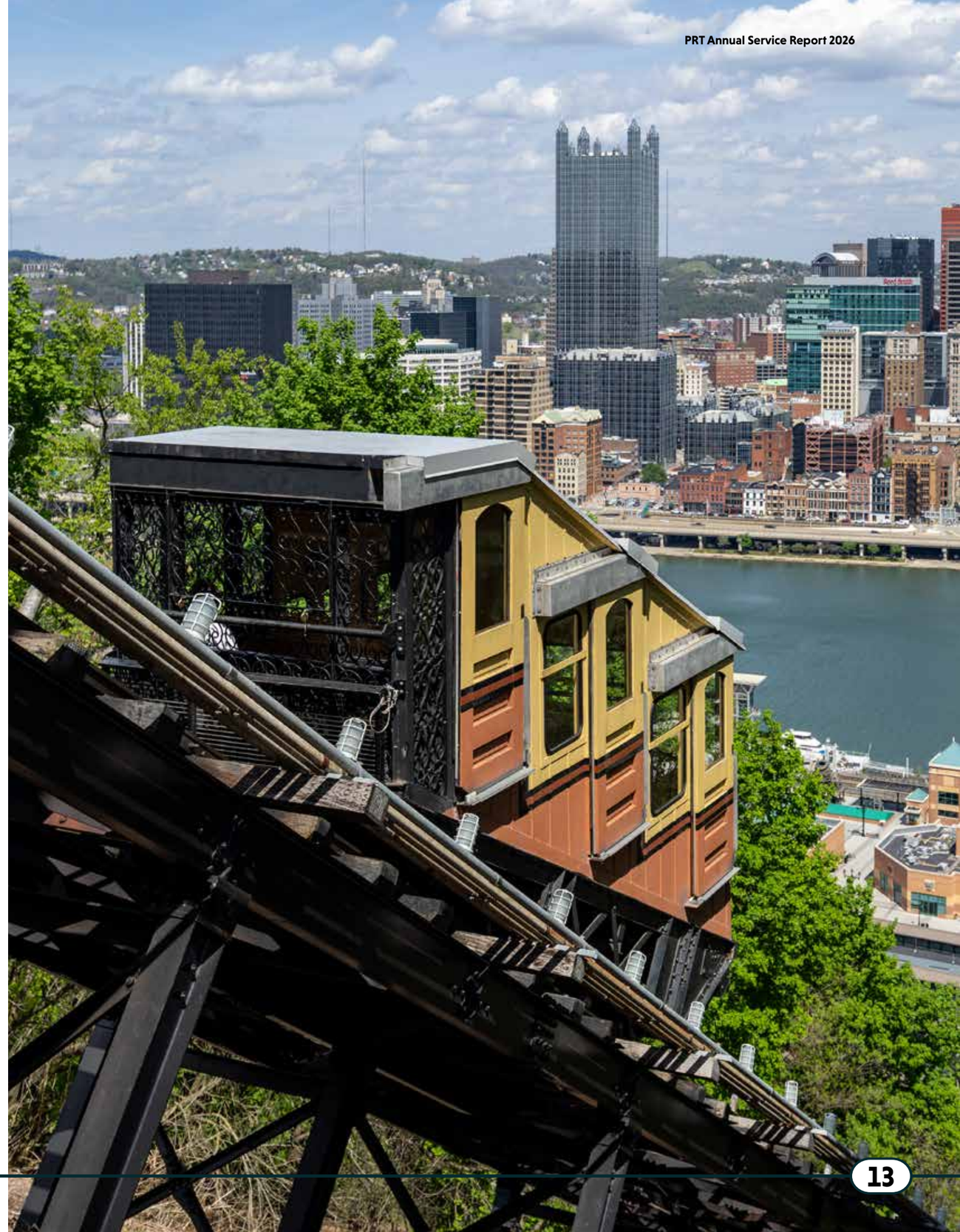
Ridership across all modes totaled 39,098,008 in FY26, an increase of 4.98% systemwide compared to FY25. Bus ridership increased by 5.24% and light-rail ridership increased by 7.59% year-over-year (YOY) in FY26. Both can be attributed to the continued return to work policy shifts by major companies, high fuel costs, and other increases in cost of living. Many of the bus routes with the largest ridership growth serve Downtown or Oakland, including growth on some commuter routes. Ridership in Oakland appears to have shifted during the construction of the University Line to routes that avoid Oakland and Uptown where construction was most intense. Additionally, some crosstown and local routes have experienced significant year-over-year growth in areas of high transit need. Light-rail service was more reliable in FY26 following the completion of the Mount Washington Transit Tunnel renovation, likely spurring growth in ridership. Incline ridership declined by 5.85% YOY. Paratransit ridership declined by 2.07% YOY due to inclement weather in January 2026 when ACCESS service was unable to operate on uncleared streets. For more information by route, please refer to the route performance table available on PRT Audits & Reports webpage.

Historical Ridership By Mode



Graph: Historical ridership by mode from FY22 to FY26.

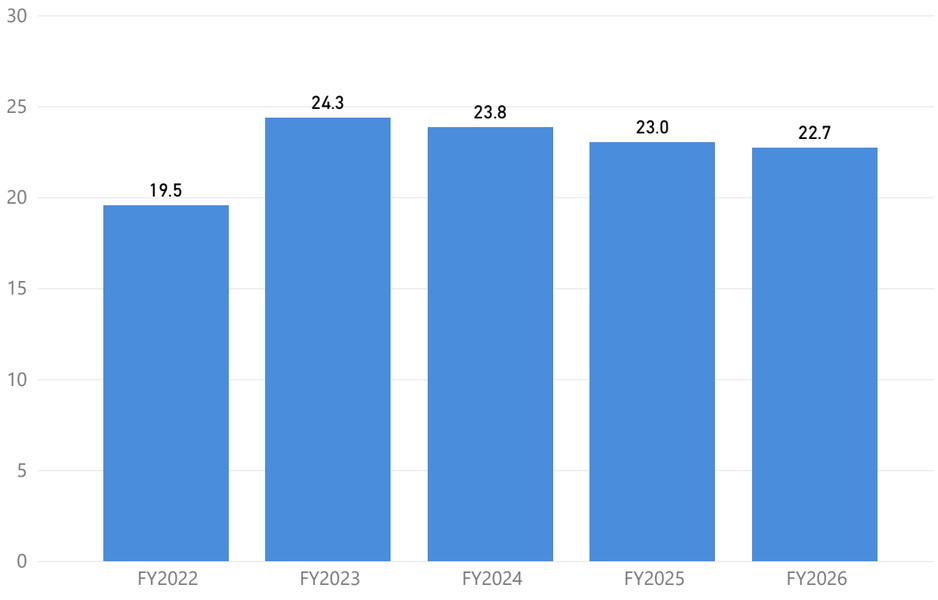
Note: PRT updated its automatic passenger counter (APC) software on buses in FY24, which complicates year-over-year comparisons before and after that change. Staff believe that the updated APC software provides more accurate ridership data, as it is closer in line with farebox ridership. The gap between farebox and APC ridership shrunk by about 7% from FY23 to FY24. Thus, comparisons pre-FY24 should take this into account.



PASSENGERS PER REVENUE VEHICLE HOUR

Passengers per revenue vehicle hour is a key measure of productivity of transit service and is measured by dividing the total number of passenger boardings by the total number of hours that a vehicle is in revenue service. PRT carried 22.7 passengers per hour (PPH) in FY26 - excluding paratransit - down 0.3 PPH from FY25 for bus, light-rail, and incline services. Additional time incorporated into the schedule intended to improve on-time performance was the largest contributor to this systemwide decrease. Bus service hours increased 7.21% due to the additional time scheduled, accounting for the dip in systemwide efficiency despite the 5.24% increase in bus ridership. For more information by route, please refer to the route performance table available on PRT Audits & Reports webpage.

Historical Passengers Per Revenue Vehicle Hour



Graph: Historical passengers per revenue vehicle hour from FY22 to FY26.

PRT's service standards set goals for minimum level of productivity as measured by Passengers Per Revenue Hour (PPH) by route category, distinguishing between Weekday, Saturday, or Sunday service. Routes are considered significantly below their PPH standard if passengers per hour is below 75% of the standard for that day and service type (for example, the service standards for Commuter service on weekdays call for 20 PPH, so a Commuter route would be listed in the table below if it had fewer than 15 passengers per revenue hour over the previous fiscal year).

Routes falling below 75% of their PPH standard by service day and route type are listed in ascending order of productivity (least productive for each route type is listed first) in the table below.

Weekday

ROUTE TYPE	ROUTE
RAPID	SLVR
LOCAL	14, 28X, 41, 69, Y46, 38, 39, 1, 12, Y1, 59, Y47, 17, 21, 67, P78, 53L, 77, 31
COVERAGE	2, 20, 58, 40
COMMUTER	18, O5, 71, Y45, 7, P13, 65, P10, P71, P7, P16

Saturday

ROUTE TYPE	ROUTE
RAPID	G2, SLVR
LOCAL	41, 14, 17, Y47
COVERAGE	2, 89, 58, 40, 44, 36, 20, 43

Sunday

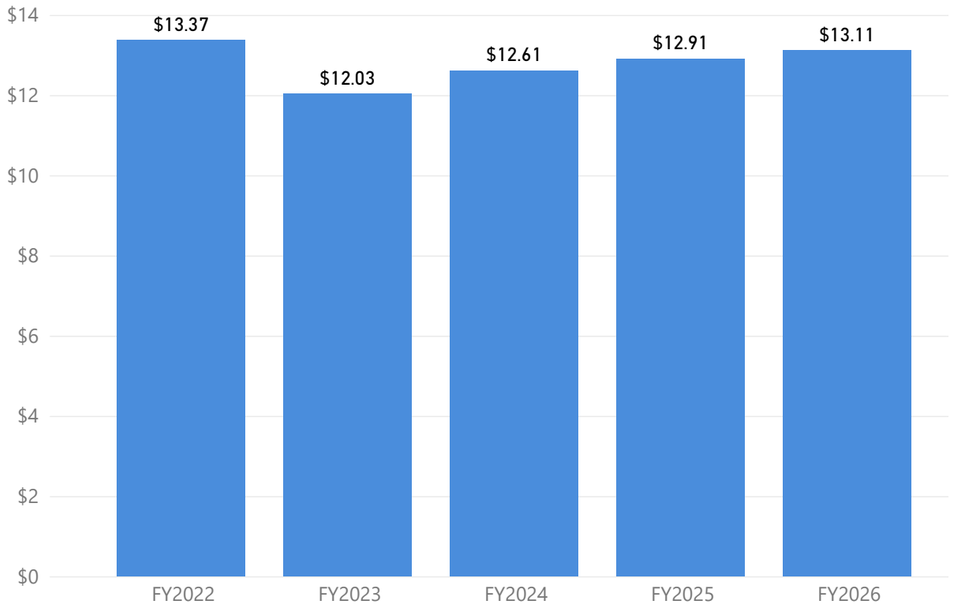
ROUTE TYPE	ROUTE
RAPID	G2, SLVR
LOCAL	41, 14, 39, 38, 28X, 53
COVERAGE	2, 89, 20, 40, 36, 58, 44, 43, 4, 74

COST PER PASSENGER SERVED

The systemwide cost per passenger increased by 1.6% to $13.11 in FY26. The increase is attributed to the increase in service hours year-over-year slightly surpassing ridership growth. Despite 5% ridership growth, the cost of delivering 4.77% additional service hours results in a higher cost per passenger given the additional associated costs of service, including non-revenue time when bus operators are traveling to and from the bus garage and the start or end of a trip and layover time.

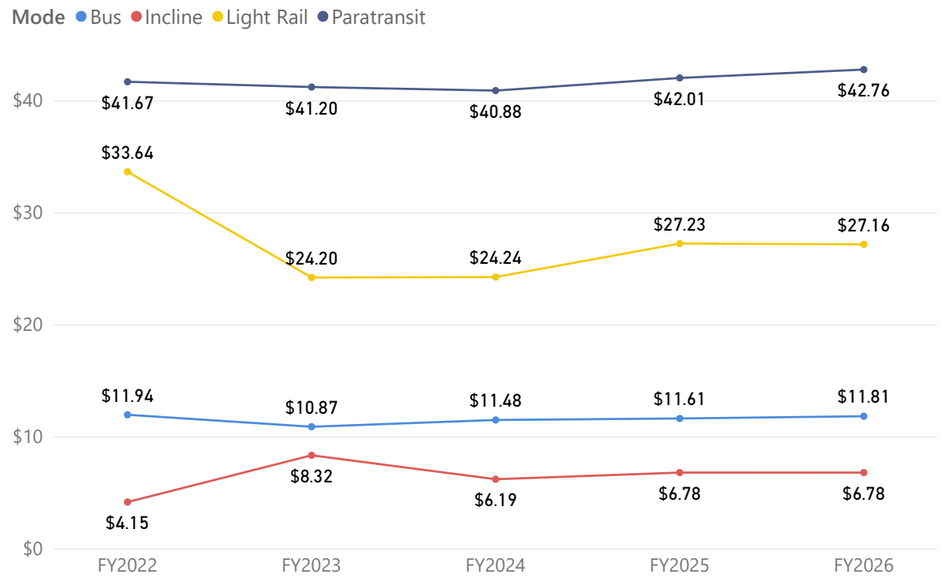
The cost per passenger served by transit mode chart on the next page illustrates that costs stayed relatively steady year-over-year. Paratransit cost per passenger had the largest increase, of seventy-five cents, from $42.01 to $42.76. Light-rail cost per passenger slightly decreased by seven cents, from $27.23 to $27.16. Bus cost per passenger slightly increased, by twenty cents, from $11.61 to $11.81. And Incline cost per passenger stayed exactly the same at $6.78. The costs associated with diesel fuel and electricity saw less than a 1% increase year-over-year, so this did not have a significant impact on cost per passenger across modes. For more information by route, please refer to the route performance table available on PRT Audits & Reports webpage.

Historical System Cost Per Passenger Served



Graph: Historical cost per passenger served from FY22 to FY26.

Historical Cost Per Passenger Served By Mode



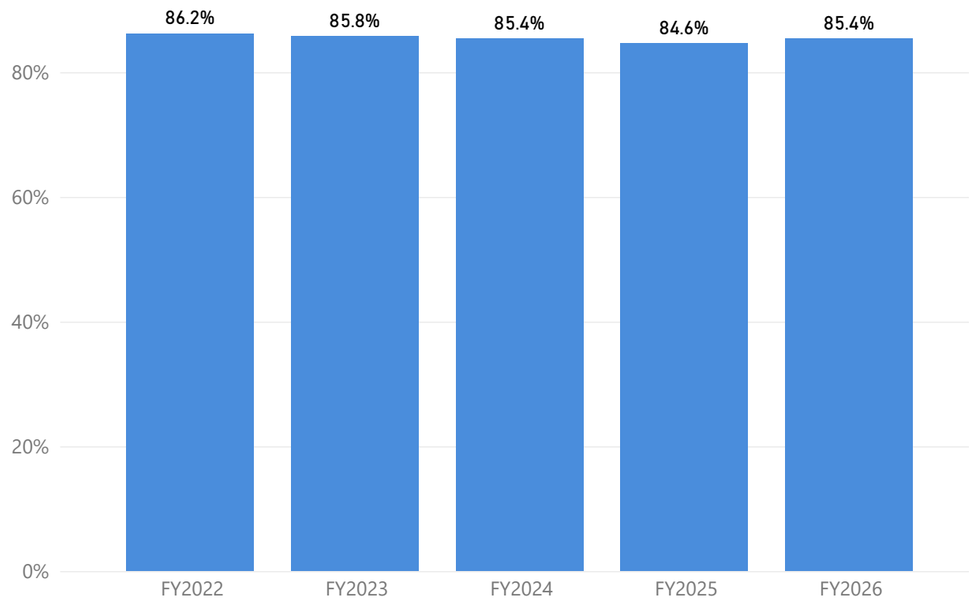
Graph: Historical cost per passenger served by mode from FY19 to FY25.

TIME SPENT IN REVENUE SERVICE

PRT aims to maximize the percent of time vehicles spend operating transit service, referred to as “revenue service,” as opposed to the time spent driving to and from a garage to start or end each trip without passengers, referred to as “non-revenue service.” In FY26 the percent of time spent in revenue service increased by 0.8% compared to last year. This increase in efficiency reflects PRT’s efforts to increase efficiency in planning routes and the time spent driving between the garage and the route, or the end of one route to another. It also reflects efficiency rebounding after the previous fiscal year’s reliance on bus shuttles to support light-rail construction projects, which increased the non-revenue time to and from the garage.

PRT’s service standard for percentage of time in service is 80% for rapid routes like light rail (LRT) and bus rapid transit (BRT), 70% for local and coverage routes, and 50% for commuter routes. In FY26, all routes met the in-service standard. For more information by route, please refer to the route performance table available on PRT Audits & Reports webpage.

Percent Time Spent in Revenue Service



Graph: Historical perfect time spent in revenue service from FY22 to FY26.

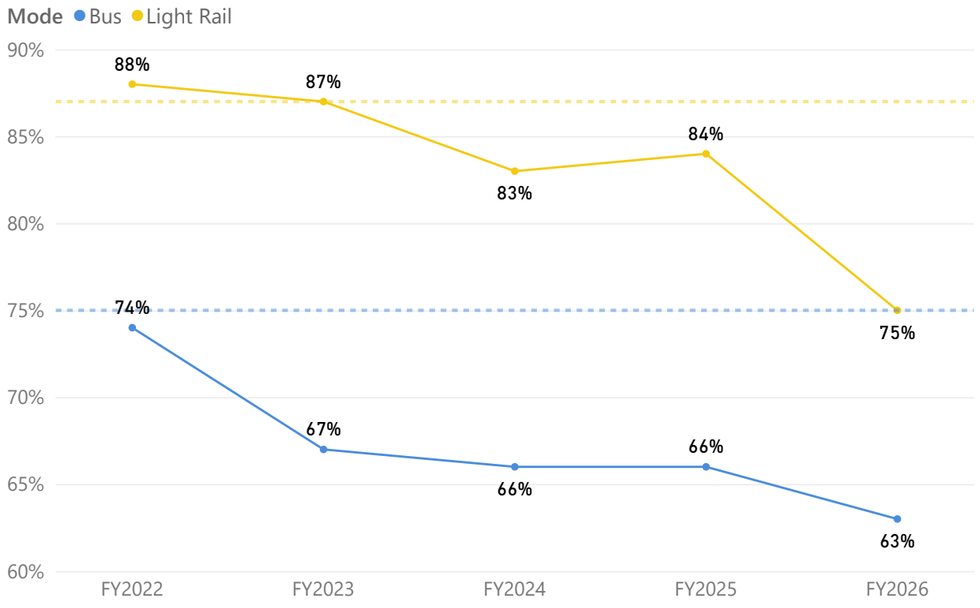


SYSTEM ON-TIME PERFORMANCE

PRT measures its ability to adhere to schedules with on-time performance (OTP). The OTP standard for all routes at PRT is 75%. In other words, trips for a route should be on-time at least 75% of the time. “On-time” is defined as the bus arriving no more than one minute early or five minutes late at a timepoint (defined as specifics stops along each route). This data is collected at every timepoint on every trip through automatic vehicle location (AVL) systems, which are linked to GPS devices on buses and light-rail vehicles. The Monongahela Incline is excluded from OTP metrics as its trips do not follow a set schedule.

The observed drop in rail OTP appears to be due to the delayed opening of the Mount Washington Tunnel in late calendar year 2025. The unexpected extension of the detour on Arlington and Warrington Avenues without the ability to schedule in extra time resulted in delays compared to scheduled trip times. This was limited to mid-October through December 2026, but had such a large impact the average for the entire year was affected. Bus OTP is down by 3% YOY to a 5-year low of 63%. Almost all the reduction in performance is due to construction. This construction includes street infrastructure improvements for the University Line in Oakland and Uptown, bridge work in McKeesport, and road work in Jefferson on State Route 51. These delays had a disproportionate effect on the routes operated out of PRT’s West Mifflin Garage. For more information by route, please refer to the route performance table available on PRT Audits & Reports webpage.

Historical System On-Time Performance



Graph: Historical system on-time performance from FY22 to FY26.

BUS ON-TIME PERFORMANCE

In FY26, 77 routes did not meet the OTP standard, with 45 routes at least 10% below the benchmark. Many of the routes not meeting OTP standards were impacted by construction projects across the service area, especially in Oakland. The PRTX University Line project in Oakland is creating dedicated bus lanes on both Forbes and Fifth Avenue and is designed to help buses travel through Oakland faster. The project should help routes like the 61C, 61B, and 71B operate more on-time in the future. PRT has worked to improve OTP year over year, and it continues to be a priority of the agency. For more information by route, please refer to the route performance table available on PRT Audits & Reports webpage.

The most on-time routes were the G2 (90% on-time), the 43 (85% on-time), and the G3 (83% on-time).

The least on-time routes were the 61C (42% on-time), the 61B (49% on-time), and the 71B (50% on-time).

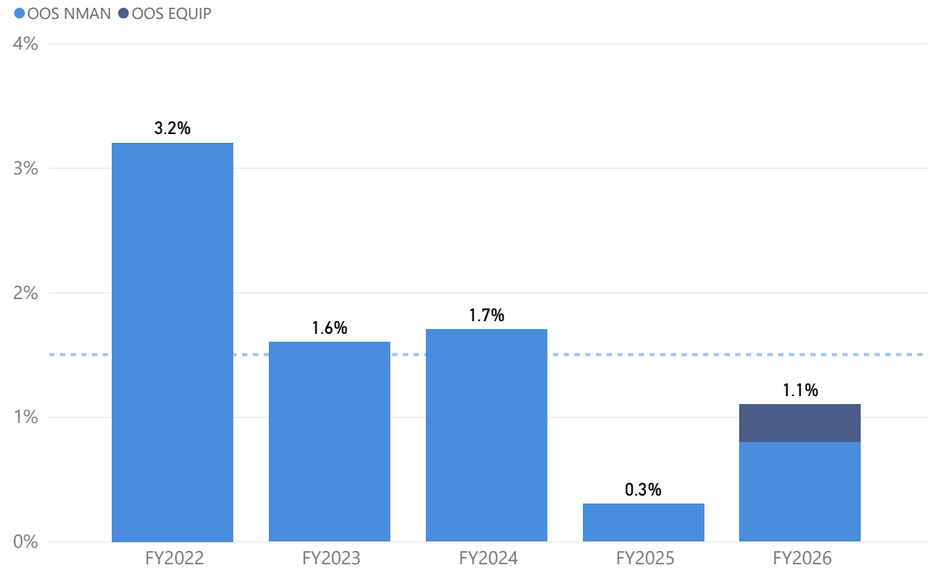
Routes at least 10% below the benchmark in FY26, in ascending order from 42% to 65% OTP:
61C, 61B, 71B, 58, 61A, Y47, 91, 64, 83, 53L, 65, P12, 28X, Y49, 74, 82, P71, 87, 81, 71C, 93, O12, 57, 67, 61D, 56, 53, P16, P17, 69, 86, 16, 71, 55, 77, P10, 59, 54, P69, 75, 71D, 15, 88, 1, Y46.

The remaining routes that did not meet the OTP standard, in ascending order from 66% to 74%:
7, 71A, P67, 17, 2, P68, 13, 51, 6, 52L, P76, 12, 27, 60, Y45, SLVR, 40, 79, P78, 89, 4, 26, P13, 29, 44, Y1, O5, 22, 14, 8, 11, 19L.

OUT OF SERVICE

The out of service (OOS) standard was introduced in the FY23 Annual Service Report due to the COVID-19 pandemic's significant detrimental impact on operator availability. This standard measures the percentage of scheduled service hours not performed, with a system-wide goal of remaining below 1.5% out of service. For the second year in a row PRT has maintained a system OOS below this threshold. Prior to this year, the reported number for out of service only included instances due to a lack of manpower, but this year it also includes out of service due to fleet or equipment issues. In FY26, total OOS was 1.1%; 0.8% was due to lack of manpower and 0.3% was due to fleet or equipment issues. PRT continues to recruit and hire new bus operators as well as optimize its fleet.

Historical System Level Out of Service



Graph: Historical system level out of service from FY22 to FY26.

In FY26, the total OOS percentage was 1.1%, meeting the systemwide standard. The 28X, 74, and 71C had the most out of service trips in FY26, and all three of these routes originate at the East Liberty Garage. 25 routes exceeded the under 1.5% threshold for out of service trips in FY26, and their OOS rate ranges from 1.6% to 2.0%. Most routes with the highest percentage of out of service trips originate at East Liberty Garage. An operator shortage at the garage throughout FY26 helps explain the high number, and PRT's recent push to hire operators to work out of the garage is intended to decrease out of service trips. For more information by route, please refer to the route performance table available on PRT Audits & Reports webpage.

The 25 routes not meeting PRT's standard in descending order are listed below:
28X, 74, 71C, 82, 71B, 71A, 86, 69, P67, 67, 77, 71D, 87, 51L, 65, 58, P1, P16, P69, P68, 79.

FREQUENCY OF SERVICE

The service frequency standard identifies the minimum operating frequency acceptable by route category. The table below displays these frequency standards for weekdays, Saturdays, and Sundays. Vehicles in these categories should come at least as often as listed in the chart below. Service frequencies may deviate very slightly from these standards due to schedule optimization and/or operator resources, but should never be greater than five minutes over the minimum standard.

	RAPID	COMMUTER	LOCAL	COVERAGE
WEEKDAYS				
EARLY MORNING	30 MINS	--	60 MINS	75 MINS
AM PEAK	15 MIN	3 TRIPS	30 MINS	60 MINS
MIDDAY	20 MINS	--	60 MINS	75 MINS
PM PEAK	15 MINS	3 TRIPS	30 MINS	60 MINS
EVENING/NIGHT	30 MINS	--	60 MINS	75 MINS
SATURDAYS	30 MINS	--	60 MINS	90 MINS*
SUNDAYS	30 MINS	--	60 MINS	90 MINS*

*If the route has service at this time of day/day of week.

Weekday Service Frequencies

In FY26, PRT improved the number of routes that met its frequency standards on weekdays, Saturdays, and Sundays. Twenty-three routes did not meet the minimum weekday service frequency standard in FY26, representing a decrease by four from twenty-seven routes in FY25. Schedule adjustments and increases in operational hours on routes have led to more routes meeting the minimum standards in FY26. PRT continually strives to meet frequency standards on as many routes as possible. Routes that do not meet weekday frequency standards in FY26 are shown below.

ROUTE TYPE	ROUTE
RAPID	G2
LOCAL	1, 12, 14, 31, 38, 41, 53/53L, 56, 57, 59, 64*, 67, 69, 77, 83, 93, P68*, Y46, Y47, Y49
COVERAGE	55, 89

Routes with an asterisk indicate those that were within less than five minutes of the standard for their service type due to optimizing the schedule for vehicle and operator resources. The 64 route is two minutes off the frequency standard at peak, and the P68 route is off by one minute during peak and two minutes off peak.

Routes with positive change year-over-year include the 43, 81, 86, and 88. These routes did not meet PRT's frequency standards in FY25, but did in FY26. There were no routes that met the weekday frequency standards in FY25 but did not in FY26.

Saturday Service Frequencies

In FY26, PRT increased the number of routes that meet the agency's minimum frequency standard for Saturdays. Fourteen routes did not meet the minimum Saturday service frequency standard in FY26, representing a decrease by one route from fifteen in FY25.

Routes that failed to meet the minimum Saturday frequency standard for their service type:

ROUTE TYPE	ROUTE
RAPID	BLUE, SILVER
LOCAL	31, 38, 53, 59, 67, 69, 77*, 93, Y46, Y49
COVERAGE	2, 74

The 77 route is one to two minutes off the frequency standard.

In FY26, the Y47 route met PRT's minimum frequency standards, an improvement from FY25. All other routes not meeting the standards were the same as in FY25

Sunday Service Frequencies

In FY26, PRT also increased the number of routes that meet the agency's minimum frequency standard for Sundays. Fifteen routes did not meet the minimum Sunday service frequency standard in FY26, representing a decrease by two from seventeen routes in FY25.

Routes that failed to meet the minimum Sunday frequency standard for their service type:

ROUTE TYPE	ROUTE
RAPID	G2, BLUE, SILVER
LOCAL	31, 38, 39, 41, 53, 69, 77*, 87, 93, Y46, Y49
COVERAGE	74

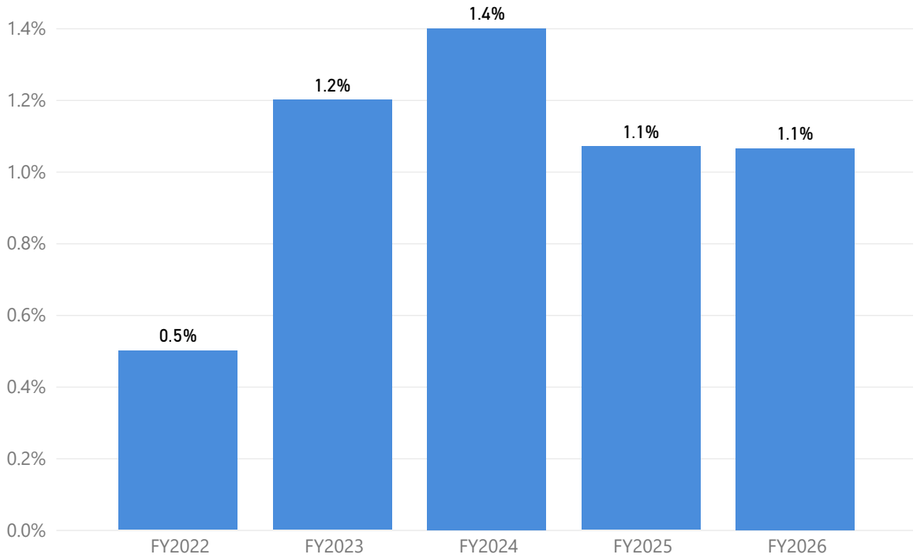
Similar to Saturday service, the 77 route also is one to two minutes off the frequency standard for Sunday.

In FY26, the 54 and 59 routes now meet PRT's minimum frequency standards. There are no routes that met the Sunday frequency standards in FY25 but did not in FY26.

SYSTEM CROWDING

A trip is considered crowded when the passenger load exceeds 100% of seated capacity for the vehicle type during off-peak periods, or 120% of seated capacity during the AM and PM peak periods. Systemwide crowding remained steady YOY at 1.1% of trips despite ridership growth and the agency's need to begin retiring the fleets' oldest articulated buses. Continued efforts to optimize the use of articulated buses where they are needed most, on the most crowded routes and times of day, allowed PRT to avoid an increase in crowding given the ridership growth. And targeted additional trips were added to alleviate crowded where possible.

Historical System Average Crowding



Graph: Historical system average crowding from FY22 to FY26.

In FY26, there were twelve routes exceeding PRT's crowding service standard, with more than 2% of trips experiencing crowding. In descending order of crowding, these are the 61C (6.2%), 71B (4.5%), 75 (4.3%), P1 (4.2%), 71A (3.1%), 61A (3.1%), 54 (2.9%), 61D (2.9%), 71C (2.6%), 61B (2.4%), P3 (2.2%), 71D (2.1%). This is an increase from eleven routes in FY25, with two East Busway routes (P1, 4.2%; P3, 2.2%) newly exceeding the crowding threshold, and one previously crowded route now falling just below the threshold (67, 1.9%).

Despite the increase in the total number of routes exceeding the crowding threshold, nine out of the twelve routes saw year-on-year declines in crowding: 61C (-7%), 71B (-37%), 71A (-30%), 61A (-15%), 54 (-22%), 61D (-20%), 71D (-32%), 61B (-16%), 71D (-26%). For more information by route, please refer to the route performance table available on PRT Audits & Reports webpage.



WALKABLE SERVICE AREA

Providing effective transit service means maximizing access to diverse destinations throughout Allegheny County, including residential areas, workplaces, schools, hospitals, and other community assets.

PRT defines effectiveness in several ways. At the system level, this involves assessing the number of residents and jobs accessible to transit within a reasonable walking or rolling distance, the reliability and punctuality of scheduled services, and managing vehicle crowding to ensure sufficient space for passengers. PRT defines its “walkable” service area as any location no more than one-quarter mile of a bus stop or one-half mile of a fixed guideway station (busway, light-rail, and incline) measured along the local street network.

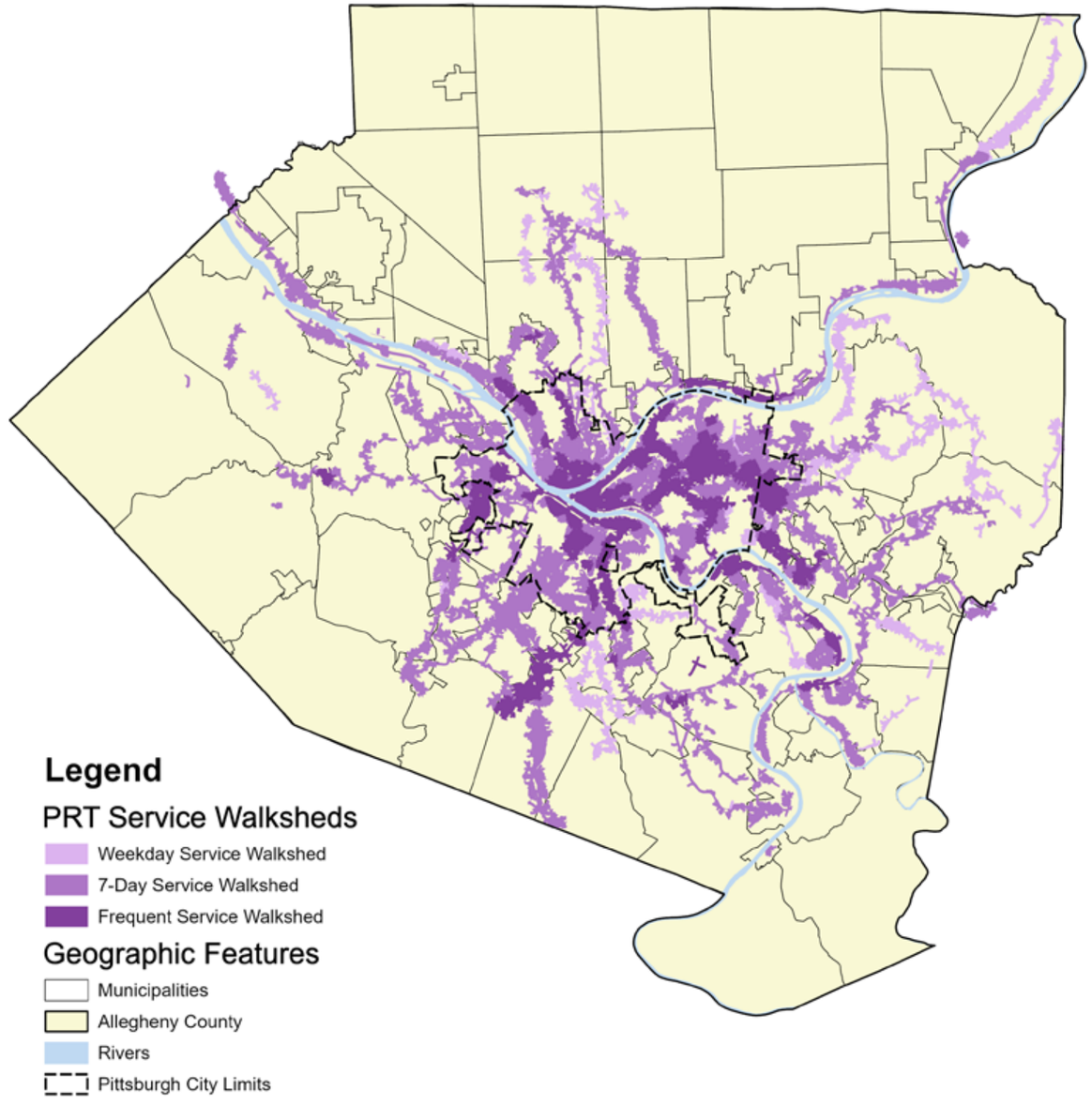
Compared to the FY25 Annual Service Report, the system walkshed area decreased by 11.6%. The large decrease is the result of a change in the methodology used to calculate PRT’s effective service area. Previous walksheds included topographic features such as hillsides and riverfronts that are not accessible to riders. Although the adjusted methodology results in a smaller overall walkshed, the new walkshed uses a higher precision of accessibility and more accurately reflects the pedestrian network riders can use to access our service.

Importantly, the change in methodology to calculate service area had no impact on the number of residents and jobs with access to service. PRT has determined that more than half of residents and nearly two-thirds of jobs within Allegheny County are accessible via the standard weekday service, with the population and jobs served increasing by 1.3% and 2% respectively compared to FY25. Although there is less weekend service compared to weekday service, roughly 45% of residents and 61% of jobs remain within the seven-day service area. Note that these figures only represent PRT’s service area within Allegheny County and do not include populations and jobs within the service area outside county limits.

Service Days	Service Area		Population		Jobs	
	Total (miles²)	% of Total	Total	% of Total	Total	% of Total
Weekday Service	113.58	15.2%	639,251	51.6%	473,009	64.97%
Seven-day Service	95.34	12.8%	562,651	45.4%	444,938	61.11%
Frequent Service	25.33	3.4%	213,350	17.2%	290,124	39.85%
Allegheny County (Total)	744.79		1,238,177		728,045	

The map below shows where each service walkshed occurs within Allegheny County based on data from June 2026. The dark purple walkshed represents the frequent service area, the medium purple represents the seven-day service area, and the light purple represents the weekday-only service area.

PRT System Service Walksheds



FREQUENT SERVICE AREA

PRT defines its frequent service walkshed as areas within one-quarter mile of bus stops or one-half mile of fixed guideway stations that have service at least every 15 minutes for at least 15 hours a day, and every 30 minutes for an additional five hours a day, every day of the week. Although frequency between trips may vary, this represents an average frequency of every 15 minutes or better during the 15-hour period of peak transit demand across all days, totaling at least 70 trips per day.

Access to frequent transit greatly enhances mobility—especially for the 59,317 households (around 11%) in Allegheny County or 27,349 households (nearly 20%) within the City of Pittsburgh without access to a car. While only 3.4% of the county is within PRT's frequent service area, roughly 17% of residents and 40% of jobs are accessible to frequent service.

SERVICE DAYS

PRT's service standards require all rapid, local, and coverage routes to operate seven-day service. Commuter routes should operate every weekday, but are not required to operate seven-day service. In FY26, two routes did not meet PRT's service day standard; the P78 operated on weekdays only, and the Y47 did not operate on Sundays. Operational and financial limitations currently make it difficult to add additional service to these routes, but PRT continues to strive towards having all routes meet the service day standard.

DISTANCE BETWEEN STOPS

PRT's Bus Stop and Street Design Guidelines recommend optimal stop spacing to improve the efficiency of transit service. In FY26, there were 49 routes with an average distance between stops below the guideline recommendation for their service type and level of density. For more information by route, please refer to the route performance table available on PRT Audits & Reports webpage.

As PRT analyzes potential changes to bus stops to better reflect our bus stop guidelines, careful analysis of existing conditions will be required. There are some context-sensitive exceptions that may result in bus stop distancing that does not meet our standards, such as origins or destinations frequented by older adults or people with disabilities, steep terrain, restricted rights-of-way, or crowding at bus stops.

BRIDGE WEIGHT LIMIT CHANGES

PRT conducts a systemwide audit to identify changes in PennDOT's posted bridge weight limits three times per year, or additionally as needed, to ensure safe operations for our passengers and operators, on both in-service and non-revenue service routings. During FY26, these evaluations found no changes to posted weight limits on bridges PRT operates on. PRT staff continue to monitor changes to posted weight limits both on bridges with passenger service and those used for detours or other operational purposes.

Additionally in FY26, PRT operations remained impacted by the ongoing closure of the Charles Anderson Bridge, necessitating a long-term detour for the 65 and 93 bus routes.

Other weight-limited bridges that remain open to PRT service in FY26 include the following list below. Buses longer than 40-feet long are not authorized to use these bridges so they remain within the posted weight limits.

- Smithfield Street bridge over the Monongahela River (impacting the following routes: 39, 40, 41, 43, 44, 48, 51,51L, Y1, Y45, Y46, Y47, Y49)
- South Negley Avenue bridge over the East Busway (64)
- McKeesport Boulevard Bridge over Union Pacific Railroad in Dravosburg (56)
- West Carson Street Bridge over Chartiers Creek (22)
- Larimer Avenue Bridge over Washington Boulevard (74)
- Summit Park Drive Bridge over Montour Run in North Fayette (29)

ACCESS PARATRANSIT ON-TIME PERFORMANCE

ACCESS paratransit defines on-time performance as arriving no more than 10 minutes before and no more than 20 minutes after the scheduled pickup time, and within 45 minutes of a will-call return. ACCESS. On-time performance of ACCESS Paratransit stayed steady at 93%.



LOOKING AHEAD

FISCAL YEAR 2027

In Fiscal Year 2027, PRT expects the full implementation of PRTX University Line to be complete or nearly complete. The dedicated bus lanes through Oakland were completed in summer 2026, and Uptown is planned to get its bus lanes sometime during FY2027. Additional amenities, including 18 new stations, transit signal priority, and protected bike lanes are anticipated to be completed by summer 2027. This project supports improved performance and efficiency of transit service, and enhanced rider experience in this corridor.

Pending PRT Board approval of the Bus Line Refresh Plan, Fiscal Year 2027 will include implementation planning, recruiting and training Bus Operators on the proposed routes, and gearing up across all departments of the agency to rollout the refreshed network sometime in Fiscal Year 2028. PRT will also update its service standards to guide regular service performance monitoring and the service change processes moving forward.

Investment will continue on PRT's light-rail infrastructure with the planned renovation of the Panhandle Bridge, and this will have some impact on service throughout the next fiscal year.

Downtown service is being rerouted off of portions of Smithfield Street that are closed due to the City of Pittsburgh's Department of Mobility and Infrastructure's Reimagine Smithfield project, and PRT expects the detours that result to last through the project's duration into 2028.

PRT will continue to collaborate with partners across all levels of government and the community to secure the resources needed to sustain and expand service. Together, we can ensure that public transit remains a driver of opportunity, growth, and connection for the entire Pittsburgh region.



Pittsburgh Regional Transit
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Route	Mode	Route Type	Days of Service	Average Weekday Riders	Average Saturday Riders	Average Sunday Riders	Total Ridership	Average Weekday PPH	Average Saturday PPH	Average Sunday PPH	On-Time Performance	Out of Service Percentage	Percent of Trips Crowded	Cost / Rider Served	Average Stop Spacing
1	Bus	Local	All Days	1,648	1,174	907	533,814	15	19	14	65%	0.6%	0.2%	$19.94	1,105
11	Bus	Coverage	All Days	378	174	102	111,301	16	12	12	74%	0.3%	0.5%	$19.57	725
12	Bus	Local	All Days	1,071	1,108	669	369,548	15	14	14	68%	0.6%	1.6%	$20.46	1,515
13	Bus	Local	All Days	1,440	1,114	560	457,678	21	19	16	67%	0.5%	0.1%	$14.25	742
14	Bus	Local	All Days	542	360	243	171,165	10	11	8	74%	0.4%	0.0%	$31.15	1,276
15	Bus	Coverage	All Days	794	551	360	251,736	18	14	13	65%	0.5%	0.3%	$17.87	757
16	Bus	Local	All Days	2,219	1,400	1,120	703,368	29	22	21	63%	0.6%	0.5%	$10.79	787
17	Bus	Local	All Days	993	353	423	295,810	17	11	12	66%	0.7%	0.0%	$17.18	956
18	Bus	Commuter	Weekdays Only	39	0	0	10,044	6	N/A	N/A	83%	0.5%	0.0%	$56.54	729
19L	Bus	Commuter	Weekdays Only	254	0	0	64,838	25	N/A	N/A	74%	0.7%	0.5%	$14.79	1,242
2	Bus	Coverage	All Days	441	179	126	128,926	9	7	6	66%	0.4%	0.0%	$34.83	1,032
20	Bus	Coverage	All Days	338	224	114	104,523	11	10	7	75%	0.3%	0.0%	$32.10	1,242
21	Bus	Local	All Days	961	579	473	302,636	17	16	13	80%	0.2%	0.1%	$21.98	1,344
22	Bus	Coverage	All Days	643	419	188	196,640	20	17	18	74%	0.4%	0.0%	$17.42	1,273
24	Bus	Local	All Days	1,235	758	606	389,322	20	24	20	75%	0.3%	0.2%	$16.49	1,487
26	Bus	Coverage	All Days	722	402	285	221,440	18	17	15	73%	0.3%	0.0%	$18.03	798
27	Bus	Coverage	All Days	816	458	366	253,099	21	19	16	68%	0.3%	0.2%	$15.78	812
28X	Bus	Local	All Days	1,345	1,264	1,130	474,365	13	11	11	56%	2.0%	1.6%	$23.03	3,331
29	Bus	Coverage	All Days	869	505	261	262,997	16	14	13	73%	0.4%	0.2%	$20.90	1,322
31	Bus	Local	All Days	1,040	587	450	321,938	18	22	16	80%	0.2%	0.2%	$18.08	989
36	Bus	Coverage	All Days	380	123	69	107,305	13	10	7	75%	0.3%	0.0%	$25.25	1,329
38	Bus	Local	All Days	677	244	167	194,861	14	13	10	75%	0.3%	0.8%	$20.06	1,194
39	Bus	Local	All Days	811	255	122	226,923	14	12	9	82%	0.3%	0.5%	$23.64	895
4	Bus	Coverage	All Days	356	141	91	103,424	12	11	10	72%	0.4%	0.1%	$23.12	781
40	Bus	Coverage	All Days	401	163	113	116,803	11	9	7	71%	0.3%	0.1%	$28.63	758
41	Bus	Local	All Days	654	373	219	198,994	13	10	8	78%	0.3%	0.1%	$24.18	934
43	Bus	Coverage	All Days	296	210	169	96,063	16	11	10	85%	0.3%	0.0%	$23.60	879
44	Bus	Coverage	All Days	538	303	168	162,661	13	9	9	73%	0.5%	0.2%	$28.88	867
48	Bus	Local	All Days	1,870	1,492	862	604,275	32	27	27	77%	0.4%	0.8%	$10.94	770
51	Bus	Local	All Days	5,646	3,861	2,815	1,802,940	30	28	31	67%	1.3%	2.0%	$9.30	965
51L	Bus	Commuter	Weekdays Only	265	0	0	67,566	24	N/A	N/A	78%	1.7%	0.0%	$18.72	1,414
52L	Bus	Commuter	Weekdays Only	293	0	0	74,631	20	N/A	N/A	67%	0.7%	0.1%	$16.95	1,038
53	Bus	Local	All Days	47	237	125	28,364	N/A	13	11	61%	0.3%	0.0%	$17.66	835
53L	Bus	Local	All Days	797	0	0	203,086	18	N/A	N/A	55%	0.8%	0.9%	$14.94	1,253
54	Bus	Local	All Days	3,484	1,946	1,122	1,053,136	21	20	17	64%	0.6%	2.9%	$14.92	830
55	Bus	Coverage	All Days	906	686	558	298,987	15	14	11	63%	1.0%	0.0%	$18.59	1,446
56	Bus	Local	All Days	1,056	611	491	329,654	21	18	16	60%	1.1%	0.4%	$15.97	1,215
57	Bus	Local	All Days	741	707	555	258,057	21	20	16	60%	0.7%	0.1%	$15.84	1,130
58	Bus	Coverage	All Days	413	156	115	119,883	11	8	8	50%	1.6%	0.1%	$27.43	1,016
59	Bus	Local	All Days	2,062	1,642	1,133	676,696	16	19	17	64%	1.0%	0.2%	$17.51	1,032
6	Bus	Local	All Days	1,044	775	577	339,729	25	17	19	67%	0.5%	0.3%	$12.98	631
60	Bus	Coverage	All Days	468	235	147	140,131	30	24	15	70%	0.5%	0.1%	$11.40	728
61A	Bus	Local	All Days	4,717	3,016	2,222	1,486,371	31	27	31	51%	1.5%	3.1%	$10.81	732
61B	Bus	Local	All Days	3,762	2,551	1,751	1,191,579	29	27	28	49%	1.5%	2.4%	$11.34	812

Route	Mode	Route Type	Days of Service	Average Weekday Riders	Average Saturday Riders	Average Sunday Riders	Total Ridership	Average Weekday PPH	Average Saturday PPH	Average Sunday PPH	On-Time Performance	Out of Service Percentage	Percent of Trips Crowded	Cost / Rider Served	Average Stop Spacing
61C	Bus	Local	All Days	5,353	3,841	2,693	1,719,177	35	34	36	42%	1.4%	6.2%	$9.00	1,001
61D	Bus	Local	All Days	2,505	1,778	1,240	800,948	25	23	25	60%	1.0%	2.9%	$12.56	925
64	Bus	Local	All Days	1,499	1,608	1,030	525,253	22	25	23	54%	1.2%	0.4%	$14.04	799
65	Bus	Commuter	Weekdays Only	130	0	0	33,096	12	N/A	N/A	56%	1.7%	0.2%	$27.78	1,202
67	Bus	Local	All Days	1,471	756	610	448,860	17	17	15	60%	1.7%	1.9%	$18.05	1,147
69	Bus	Local	All Days	1,227	268	202	338,234	14	17	12	62%	1.9%	1.1%	$21.90	1,147
7	Bus	Commuter	Weekdays Only	63	0	0	16,026	11	N/A	N/A	66%	0.3%	0.1%	$26.41	869
71	Bus	Commuter	Weekdays Only	66	0	0	16,828	8	N/A	N/A	63%	0.6%	0.0%	$33.16	603
71A	Bus	Local	All Days	2,637	1,444	1,043	807,303	31	23	24	66%	1.9%	3.1%	$9.52	668
71B	Bus	Local	All Days	4,002	2,377	1,547	1,232,869	39	31	31	50%	1.9%	4.5%	$7.53	707
71C	Bus	Local	All Days	2,956	2,291	1,542	961,354	28	30	28	58%	2.0%	2.6%	$9.58	699
71D	Bus	Local	All Days	1,858	1,097	770	573,786	23	18	17	65%	1.7%	2.1%	$12.38	656
74	Bus	Coverage	All Days	773	330	171	223,968	16	13	10	57%	2.0%	0.1%	$17.49	618
75	Bus	Local	All Days	3,008	1,643	1,304	925,836	30	27	25	64%	1.5%	4.3%	$10.54	854
77	Bus	Local	All Days	1,326	769	596	412,656	18	22	18	63%	1.7%	0.5%	$17.14	938
79	Bus	Coverage	All Days	528	538	315	180,874	15	16	17	71%	1.6%	0.1%	$17.97	641
8	Bus	Local	All Days	1,829	966	717	557,729	21	19	20	74%	0.6%	0.4%	$13.71	713
81	Bus	Local	All Days	1,187	763	585	376,009	26	22	18	58%	1.0%	0.1%	$12.47	710
82	Bus	Local	All Days	3,597	2,326	1,851	1,145,383	34	35	29	57%	1.9%	1.0%	$8.72	575
83	Bus	Local	All Days	1,431	852	737	451,860	28	23	20	55%	1.0%	0.2%	$11.29	725
86	Bus	Local	All Days	1,755	1,709	1,130	601,717	26	26	21	62%	1.9%	0.4%	$10.72	628
87	Bus	Local	All Days	1,429	707	244	414,957	23	22	17	58%	1.7%	1.2%	$13.00	648
88	Bus	Local	All Days	1,192	824	581	380,082	24	21	16	65%	1.5%	0.1%	$12.05	876
89	Bus	Coverage	All Days	188	132	94	60,288	11	8	7	72%	1.4%	0.0%	$26.45	713
91	Bus	Local	All Days	2,504	1,255	850	752,850	19	22	16	54%	0.5%	0.3%	$17.62	804
93	Bus	Local	All Days	1,596	518	368	454,368	21	18	17	59%	1.0%	0.8%	$14.79	777
BLUE	Rail	Rapid	All Days	3,309	1,244	826	959,566	40	31	21	78%	0.9%		$21.01	2,517
G2	Bus	Rapid	All Days	1,359	649	505	409,432	30	19	15	90%	0.3%	0.5%	$11.86	3,222
G3	Bus	Commuter	Weekdays Only	208	0	0	52,994	16	N/A	N/A	84%	0.1%	0.1%	$24.34	6,345
G31	Bus	Commuter	Weekdays Only	190	0	0	48,524	23	N/A	N/A	81%	0.3%	0.3%	$16.02	1,659
MI	Incline	Rapid	All Days	410	1,135	468	191,654	N/A	N/A	N/A	--	--		--	567
O1	Bus	Commuter	Weekdays Only	291	0	0	74,167	26	N/A	N/A	78%	0.4%	0.1%	$16.29	4,109
O12	Bus	Commuter	Weekdays Only	356	0	0	90,820	27	N/A	N/A	59%	0.4%	1.0%	$13.45	2,509
O5	Bus	Commuter	Weekdays Only	38	0	0	9,667	7	N/A	N/A	74%	0.4%	0.0%	$61.61	1,310
P1	Bus	Rapid	All Days	5,303	3,427	2,325	1,666,539	51	48	45	79%	1.6%	4.2%	$5.65	4,267
P10	Bus	Commuter	Weekdays Only	207	0	0	52,667	14	N/A	N/A	64%	1.3%	0.2%	$28.22	1,697
P12	Bus	Commuter	Weekdays Only	296	0	0	75,433	18	N/A	N/A	56%	1.0%	0.7%	$20.24	3,195
P13	Bus	Commuter	Weekdays Only	58	0	0	14,731	11	N/A	N/A	73%	0.7%	0.0%	$34.49	1,228
P16	Bus	Commuter	Weekdays Only	359	0	0	91,571	15	N/A	N/A	61%	1.6%	0.2%	$25.99	1,652
P17	Bus	Commuter	Weekdays Only	415	0	0	105,750	18	N/A	N/A	61%	1.3%	0.3%	$14.44	980
P3	Bus	Commuter	Weekdays Only	1,866	0	0	475,513	34	N/A	N/A	75%	1.2%	2.2%	$8.29	2,019
P67	Bus	Commuter	Weekdays Only	129	0	0	33,003	19	N/A	N/A	66%	1.8%	0.1%	$20.73	1,935
P68	Bus	Local	All Days	1,219	841	695	394,954	19	18	15	66%	1.6%	0.4%	$15.72	1,339

Route	Mode	Route Type	Days of Service	Average Weekday Riders	Average Saturday Riders	Average Sunday Riders	**Total Ridership**	**Average Weekday PPH**	**Average Saturday PPH**	**Average Sunday PPH**	On-Time Performance	**Out of Service Percentage**	**Percent of Trips Crowded**	**Cost / Rider Served**	**Average Stop Spacing**
P69	Bus	Commuter	Weekdays Only	185	0	0	47,228	21	N/A	N/A	64%	1.6%	0.3%	$20.32	1,471
P7	Bus	Commuter	Weekdays Only	343	0	0	87,416	15	N/A	N/A	78%	0.7%	0.1%	$23.03	1,767
P71	Bus	Commuter	Weekdays Only	154	0	0	39,224	15	N/A	N/A	57%	1.1%	0.0%	$20.27	1,198
P76	Bus	Commuter	Weekdays Only	278	0	0	70,999	17	N/A	N/A	68%	0.4%	0.1%	$22.59	2,288
P78	Bus	Local	Weekdays Only	865	0	0	220,612	17	N/A	N/A	71%	0.8%	0.6%	$17.98	1,257
RED	Rail	Rapid	All Days	5,158	4,407	2,956	1,719,676	43	39	30	75%	1.0%		$19.00	2,060
SLVR	Rail	Rapid	All Days	1,747	1,394	995	574,959	19	22	17	70%	0.6%		$40.51	2,447
SWL	Rail			743	926	569	91,356	35	47	31	88%	0.8%		$18.73	2,375
Y1	Bus	Local	Weekdays Only	92	0	0	23,395	16	N/A	N/A	73%	0.5%	0.0%	$28.86	2,903
Y45	Bus	Commuter	Weekdays Only	54	0	0	13,823	8	N/A	N/A	70%	0.8%	0.0%	$45.92	1,271
Y46	Bus	Local	All Days	838	489	396	262,120	14	13	12	65%	1.1%	0.0%	$23.11	1,417
Y47	Bus	Local	No Sundays	521	338	0	150,541	16	11	N/A	54%	0.7%	0.1%	$18.99	1,321
Y49	Bus	Local	All Days	678	497	385	221,114	19	17	15	56%	0.6%	0.1%	$16.02	1,317