

To Allegheny
To North Side

OPERATING AND CAPITAL IMPROVEMENT BUDGET

Fiscal Year 2023
July 1, 2022 – June 30, 2023



Pittsburgh Regional Transit



GOVERNMENT FINANCE OFFICERS ASSOCIATION

*Distinguished
Budget Presentation
Award*

PRESENTED TO

**Port Authority of Allegheny County
Pennsylvania**

For the Fiscal Year Beginning

July 01, 2021

Christopher P. Morill

Executive Director

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Table of Contents

FY 2023 Operating and Capital Improvement Budget

Board of Directors.....	4
Senior Staff.....	5
Message from the CEO	8
Regional and Agency Profile	11
Allegheny County.....	11
Port Authority of Allegheny County, DBA Pittsburgh Regional Transit (PRT).....	12
Pittsburgh Regional Transit System Map.....	13
Agency Profile	14
Pittsburgh Regional Transit Ridership Profile	15
Strategic Plan	19
NEXTransit.....	21
Fiscal Year 2023 Budget Development	23
Fiscal Year 2023 Operating Budget Timeline	25
Fiscal Year 2023 Capital Budget Timeline	26
Summary of Assumptions	27
FY 2023 Operating Budget Summary.....	29
Financial and Budgetary Policies.....	30
Four Year Comparison: Fiscal Years 2020 - 2023	33
Fiscal Year 2023 Operating Budget	34
Fiscal Year 2023 Capital Budget	44
Pittsburgh Regional Transit Structure.....	59
Organizational Structure.....	60
FY 2023 Headcount	61
Divisional Summaries and Expenses	62
The Office of the Chief Executive.....	62
Transit Operations	65
Finance Division	70

Marketing and Communications Division.....	75
Human Resources Division.....	79
Planning and Service Development.	84
Legal and Corporate Services.....	89
Information Technologies.....	94
Pittsburgh Regional Transit Madal Budget	98
Pittsburgh Regional Transit Physical Plant.....	107
Glossary of Terms.....	111

Introduction

I am pleased to present to you the FY 2023 annual Pittsburgh Regional Transit (PRT) Operating and Capital budgets for fiscal year ending June 30, 2023. This budget document provides a financial plan to assist in the day-to-day decision making at PRT, as well as the basis for a forward-focused plan for a long-range view of the agency. Over the past 30 months, the COVID-19 pandemic has highlighted the added importance PRT plays in serving its community. Even though PRT has been impacted by the COVID-19 pandemic, as has the rest of the world, the FY 2023 budget will be used as a financial guide to ensure we have the resources in place to provide the public safe and reliable public transportation service for this fiscal year and in the future.

The FY 2023 Budget also represents the first time the organization will be referred to as Pittsburgh Regional Transit. A re-branding campaign is contained in the FY 2023 Budget that will begin a process of changing vehicle color schemes, signage, uniforms, and trademarks to be completed over the next few years.

Background

Since late FY 2020, PRT has been operationally and financially impacted by the COVID-19 pandemic. In March 2020 Pennsylvania Gov. Tom Wolf declared a disaster emergency followed by an order to temporarily close all non-life-sustaining businesses. Public transportation was permitted to continue to operate as a specifically defined life-sustaining business and government-operated entity. PRT quickly developed and implemented various COVID-19 internal and external safety protocols, including the suspension of employee travel; daily disinfection of transit vehicles, stations, and work areas; a masking requirement for both employees and riders; an employee temperature screening protocol; and vehicle capacity limitations. In addition, over the past two fiscal years, PRT has made critical investments by hiring additional employees to increase vehicle and facility disinfection frequency and purchasing air filtration systems for both buses and rail cars. PRT received over \$502.5 million in federal stimulus funding including \$141.5 million in CARES ACT funding, \$143.7 million in Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA) Funding, and another \$216.9 million in American Rescue Plan Act (ARPA) Funding. Over the past three fiscal years, PRT has used a combination of \$105.4 million in CARES funding and \$58.6 million in ARPA funding. PRT has more than \$338 million remaining in federal stimulus funding to mitigate the impact the pandemic has had on ridership and passenger revenues. Federal stimulus funding in combination with Operating Budget Reserves is expected to support operations for at least the next four years. All three of these federal funding sources will be used to offset reduced passenger revenues due to the pandemic and provide PRT

the flexibility if local transit ridership remains depressed. The FY2023 Budget is balanced using \$95.7 million of ARPA funding since this funding has a time limitation. In addition to Federal resources that will sustain operations, PRT was the beneficiary of a \$19.4 million increase in State Operating Assistance in FY2023.

State Capital Funding also increased in FY 2023 by \$12.1 million. In addition, beginning in FY 2023, one of the Commonwealth's public transportation funding mechanisms changed under ACT 89. Prior to July 1, 2022, the main funding source of public transportation capital funding was via \$450 million in bond financing from the Pennsylvania Turnpike. Beginning in FY 2023, \$400 million in Statewide transportation funding originates from the Motor Vehicle Fund. The significance of this change is that Motor Vehicle funding is bondable. Bond proceeds have the potential to restore capital infrastructure such as buildings, buses, rail cars, and make improvements to fixed guideways. The passage of the Infrastructure Investment and Jobs Act will also benefit PRT's Capital Budget by adding another in a \$19.6 million in Federal funding towards capital projects.

Achievements

The agency completed a comprehensive, 25-year Long-Range Plan that was presented to PRT's Board in early FY 2022. The Long-Range Plan, entitled NEXTransit, was a culmination of an 18-month public process that garnered over 21,000 public engagement points. NEXTransit was developed from public input around the following themes:

Theme #1: Benefits and Barriers to Transit

Theme #2: Where Do You want to Go?

Theme#3: How Can Transit Get You There?

Theme #4: What Investments are Most Important?

Theme #5: Draft Priority Projects and Policies

Theme #6: Moving the NEXTransit Plan Forward

The NEXTransit plan identifies values, programs and policies that are important to the communities PRT serves. It further identifies potential projects that can enhance system efficiency or provide opportunities for expansion. NEXTransit will prove instrumental in providing information to various stakeholders on how PRT can improve the lives of residents in our region. The NEXTransit plan can also prove instrumental in future discussions with stakeholders surrounding future resource needs.

While NEXTransit has a 25-year horizon, PRT also recently developed a Strategic Plan that has a five-year horizon and identifies more immediate concerns. The Strategic Plan includes a new Mission Statement and Vision Statement for PRT as well as objectives that will link into the employees' annual performance reviews.

Vision: Be our region’s transportation mode of choice by delivering an innovative network that is clean, sustainable, and equitable, a network that enables individuals, businesses, and economies to thrive.

Mission: Advance our region by investing in our communities and connecting people in a safe, equitable, and reliable manner.

Future Challenges

PRT, as with all public transit agencies, is still assessing the long-term impact of the global pandemic. PRT is confronting hiring difficulties at all levels, which has made it challenging filling a full-service schedule. PRT is also confronting the possibility that those riders who have chosen other means of transportation since the onset of the pandemic have permanently altered their travel patterns, especially if their employers no longer require in-person work. PRT will continue to be nimble in reacting to changing demands and remains committed to improving the service we provide to the community as we continue to plan for the future. We will continue to monitor available funding levels to ensure we remain on firm financial ground and monitor the financial impacts of the pandemic on the agency.

While the pandemic has presented many organizational challenges, PRT has resumed making critical investments to its system. One such investment is the Bus Rapid Transit (BRT) project between Oakland and Downtown. This \$291 million project will enhance the rider experience in one of our region’s most heavily travelled corridors. Construction is set to begin in FY 2023 and will likely be our most challenging capital project since the North Shore Connector over a decade ago.

Acknowledgement

I would like to thank PRT’s Board for their leadership and support during these trying times. I would also like to extend my appreciation to PRT’s employees for all they’ve done to keep transportation service available to the public. Most importantly, I would like to thank our loyal riders, who it is an honor to serve.

Respectfully submitted,



Katharine Kelleman
Chief Executive Officer
Pittsburgh Regional Transit

Allegheny County

Allegheny County is located in the Southwestern corner of Pennsylvania. It was founded on September 24, 1788, by General John Forbes, who combined portions of Westmoreland and Washington Counties. At the center of the County, the Allegheny and the Monongahela rivers converge to create the headwaters of the Ohio River. The population, per the 2021 Census,



stands at 1,238,090 which makes it the second most populous county in Pennsylvania. The City of Pittsburgh, located in the heart of the three rivers, is the county seat. The County is 745-square miles; 730 square miles of land and 15 square miles of water. Much of Allegheny County is covered with forests and farmland. Temperatures are highest in July with an average of 83 degrees

and January is the coldest with an average low of 21 degrees. Average precipitation is 3.1 inches per month with approximately 142 days per year with some level of precipitation.

According to the most recent census, there were 604,173 households and 2.17 persons per household residing in Allegheny County. Population density was 1,713 per square mile of land. The racial makeup was 79.4% White, 13.5% Black or African American, 0.2% American Indian, 4.4% Asian, and 2.4% Hispanic or Latino. About 2.5% of the population were two or more races. 51.2% of the population was female. 23.9% of the population were 18 years of age or younger while 19.7% were 65 years of age or older.

The County is home to several Fortune 500 companies including PPG Industries, PNC Financial Services, United States Steel, Dicks Sporting Goods, Alcoa, and WESCO International. In addition to corporate headquarters, Allegheny County has world renowned cultural attractions. The Carnegie Museums, the Andy Warhol Museum of Art, the Pittsburgh Zoo, the National Aviary, and the Heinz History Center are all located in the region. These major employers and cultural attractions helped Pittsburgh and Allegheny County to be ranked No. 3 on the *2019 National Geographic Traveller Cool List*, and help Pittsburgh get ranked in the top 10 cities to live and travel to by various organizations including *WalletHub* and the *Economic Intelligence Unit*.

The County is governed under a Home Rule Charter. This structure was implemented in 2000 and abolished a three-commissioner system. Under the Home Rule Charter, the County residents elect a County Chief Executive Officer and a 15-member Council.

Port Authority of Allegheny County, DBA Pittsburgh Regional Transit (PRT)

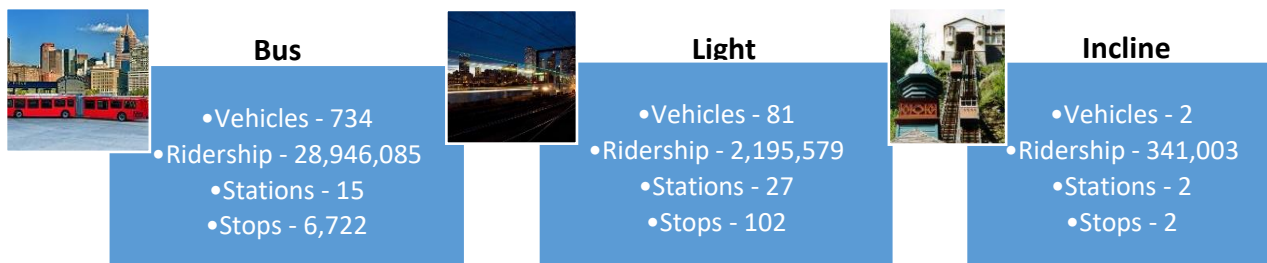
The Port Authority of Allegheny County was established in January of 1958 and operates pursuant to the Commonwealth of Pennsylvania’s Second-Class County Port Authority Act. The transit operations for the modern-day Port Authority began on March 1, 1964, with the formal consolidation of 33 private transportation carriers, including Pittsburgh Railways Company. The Authority was created for the purpose of planning, acquiring and holding, constructing, improving, maintaining, and operating a comprehensive public transportation system within Allegheny County by utilizing the full powers of the Second-Class County Port Authority Act. The powers of the Authority also include the ability to borrow money for costs of projects related to the Authority and to issue negotiable, interest-bearing debt obligations. Any debt issuance by the Authority is the obligation of the Authority and shall not become indebted or an obligation to the Commonwealth or Allegheny County.

As mentioned in the introduction, FY 2023 represents the first time the organization will be referred to as Pittsburgh Regional Transit as part of a re-branding campaign to be completed over the next few years. Pittsburgh Regional Transit operates within the 745-sq miles of the County, serving a population base of 1.415 million people. The transit network includes fixed route bus service, the light rail system, and the Monongahela Incline. The Agency also provides ACCESS service, a coordinated, shared-ride paratransit system offering door-to-door, advanced reservation transportation for elderly and handicapped persons. ACCESS has been recognized as one of the nation’s premier paratransit systems.

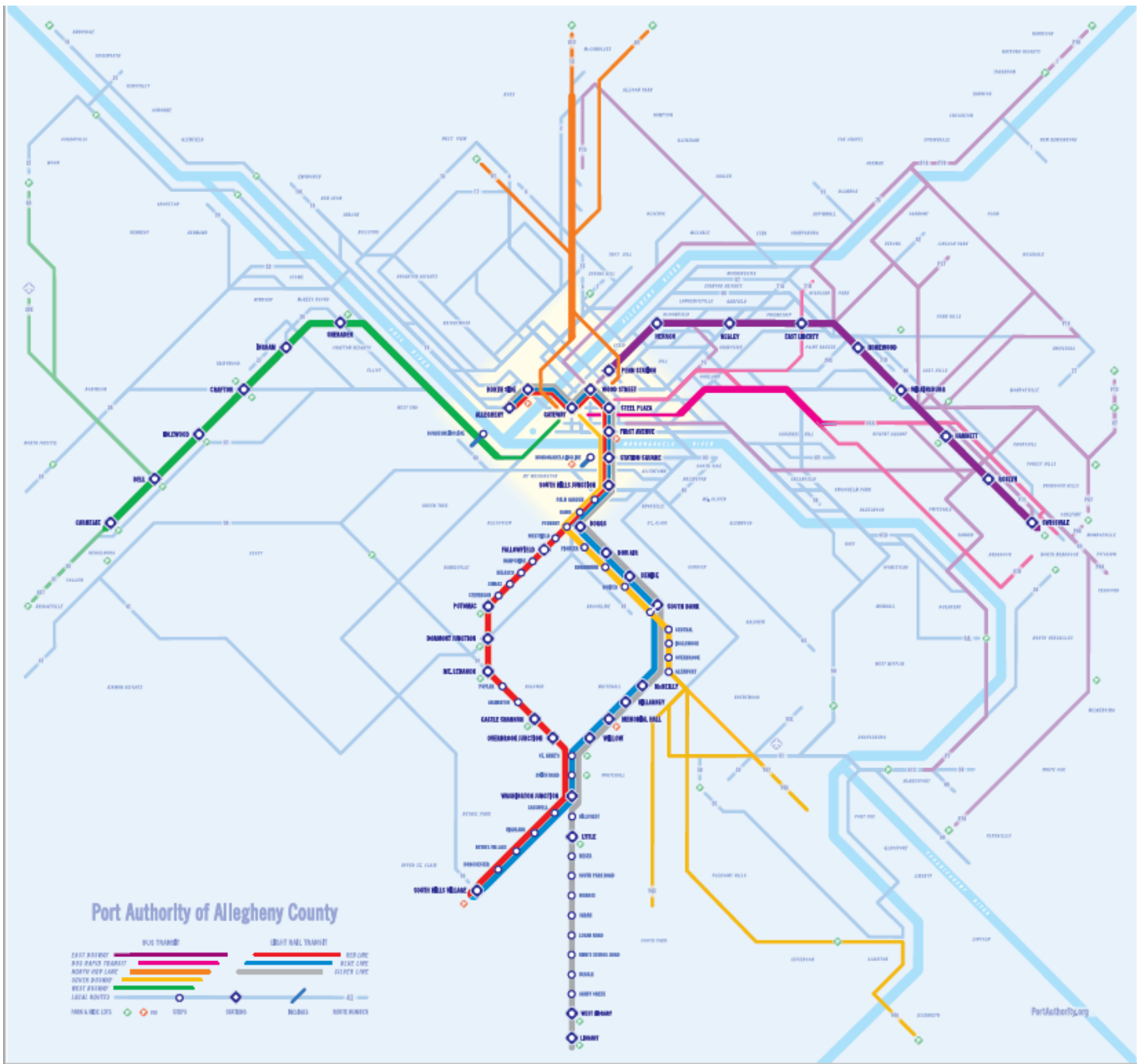
Pittsburgh Regional Transit directly operates approximately 730 buses that vary in size from 35 to 60 feet, 81 light rail vehicles, and the Monongahela Incline. PRT assets include 7 maintenance and storage garages, 3 exclusive busways (the 4.3-mile South Busway, the 9.2-mile Martin Luther King Jr. Busway, and the 5-mile West Busway), the Wabash Tunnel and the 26.2 mile “T” light rail system.

In 2013 the Commonwealth of Pennsylvania passed legislation that altered the composition of the Port Authority of Allegheny County’s Board of Directors. Under the new legislation the board increased to 11 members that are appointed by the Governor, two caucuses of the General Assembly, the County Executive, and County Council. The board structure provides representation from the funding stakeholders.

FY2022



Pittsburgh Regional Transit System Map



General Information

Urbanized Area Statistics - 2010 Census Pittsburgh, PA	Service Consumption 219,073,451 Annual Passenger Miles (PMT) 51,787,150 Annual Unlinked Trips (UPT) 172,576 Average Weekday Unlinked Trips 83,940 Average Saturday Unlinked Trips 55,910 Average Sunday Unlinked Trips	Database Information NTID: 30022 Reporter Type: Full Reporter Asset Type: Tier I (Rail) Sponsor NTID:
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Financial Information

Sources of Operating Funds Expended	Sources of Operating Funds Expended
Fares and Directly Generated	\$80,560,651
Local Funds	\$15,040,447
State Funds	\$261,486,265
Federal Assistance	\$77,094,162
Total Operating Funds Expended	\$444,191,505
Operating Funding Sources	Operating Funding Sources
Fares and Directly Generated	20.4%
Local Funds	3.4%
State Funds	58.9%
Federal Assistance	17.4%

Service Area Statistics 775 Square Miles 1,415,244 Population	Assets
Service Supplied	Revenue Vehicles 1,119
28,905,481 Annual Vehicle Revenue Miles (VRM)	Service Vehicles 358
2,173,774 Annual Vehicle Revenue Hours (VRH)	Facilities 116
930 Vehicles Operated in Maximum Service (VOMS)	Track Miles 115.40
1,117 Vehicles Available for Maximum Service (VAMS)	Lane Miles -

Sources of Capital Funds Expended	Sources of Capital Funds Expended
Fares and Directly Generated	\$178,899
Local Funds	\$6,665,501
State Funds	\$52,222,235
Federal Assistance	\$24,732,728
Total Capital Funds Expended	\$83,799,363
Capital Funding Sources	Capital Funding Sources
Fares and Directly Generated	0.2%
Local Funds	8.0%
State Funds	62.3%
Federal Assistance	29.5%

Modal Characteristics

Modal Overview	Vehicles Operated in Maximum Service	Uses of Capital Funds	Total
Mode	Directly Operated	Systems and Guideways	Other
Demand Response	2	\$0	\$0
Inclined Plane	58	\$0	\$0
Light Rail	603	\$20,242,662	\$9,078
Bus	663	\$11,850,603	\$173,980
Total	663	\$32,093,265	\$2,407,324

Summary of Operating Expenses (OE)	Summary of Operating Expenses (OE)
Labor	\$332,732,257
Materials and Supplies	\$40,456,295
Purchased Transportation	\$32,713,087
Other Operating Expenses	\$28,785,981
Total Operating Expenses	\$434,687,600
Reconciling OE Cash Expenditures	\$6,064,999
Purchased Transportation (Reported Separately)	\$0

Operation Characteristics

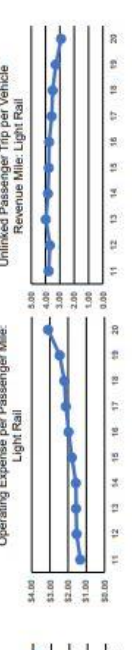
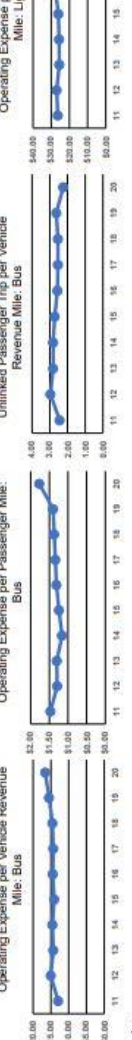
Operating Expenses	Operating Expenses per Vehicle Revenue Mile: Bus	Operating Expenses per Passenger Mile: Light Rail
Mode	Operating Expenses per Vehicle Revenue Mile: Bus	Operating Expenses per Passenger Mile: Light Rail
Demand Response	\$4.67	\$3.00
Inclined Plane	\$121.03	\$1.00
Light Rail	\$36.28	\$1.00
Bus	\$16.57	\$1.00
Total	\$15.04	\$1.00

Fixed Guideway	Vehicles Available for Maximum Service	Directional Route Miles	Maximum Service	Percent Average Fleet Age in Years
0.0	304	0.0	267	13.9%
0.2	2	0.2	2	0.0%
49.6	81	49.6	58	39.7%
43.1	730	43.1	603	21.1%
92.9	1,117	92.9	930	16.7%

Performance Measures

Operating Expenses per Vehicle Revenue Mile: Bus	Operating Expenses per Passenger Mile: Light Rail	Unlinked Trips per Vehicle Revenue Hour
Operating Expenses per Vehicle Revenue Mile: Bus	Operating Expenses per Passenger Mile: Light Rail	Unlinked Trips per Vehicle Revenue Hour
Demand Response	\$3.51	0.2
Inclined Plane	\$34.98	29.6
Light Rail	\$3.10	2.9
Bus	\$1.77	2.2
Total	\$1.98	1.8

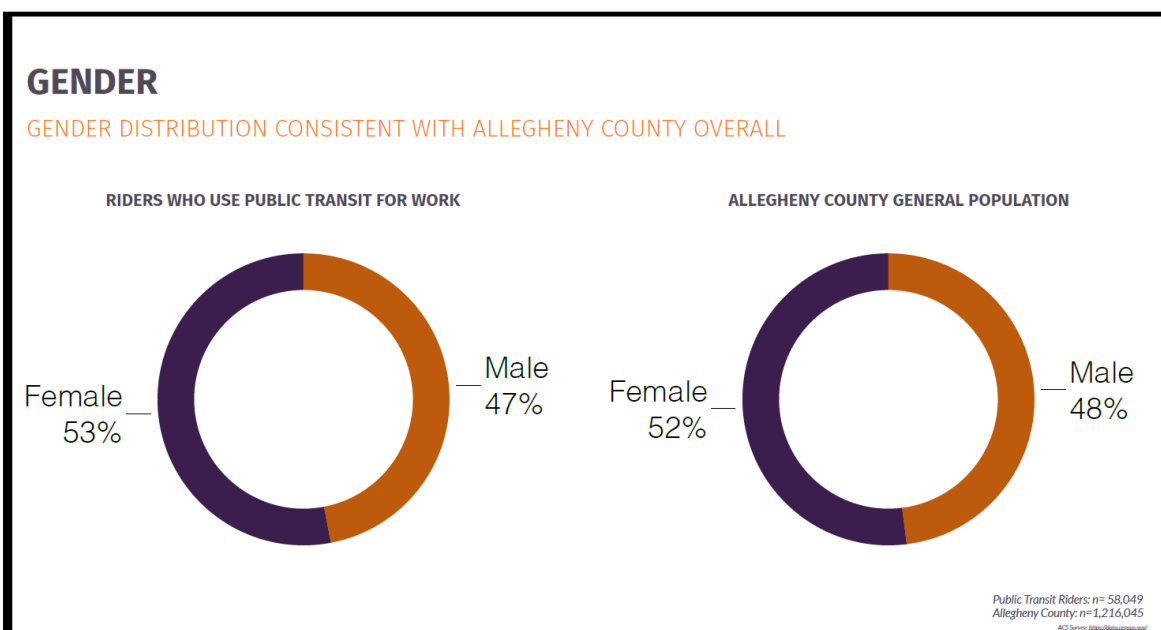
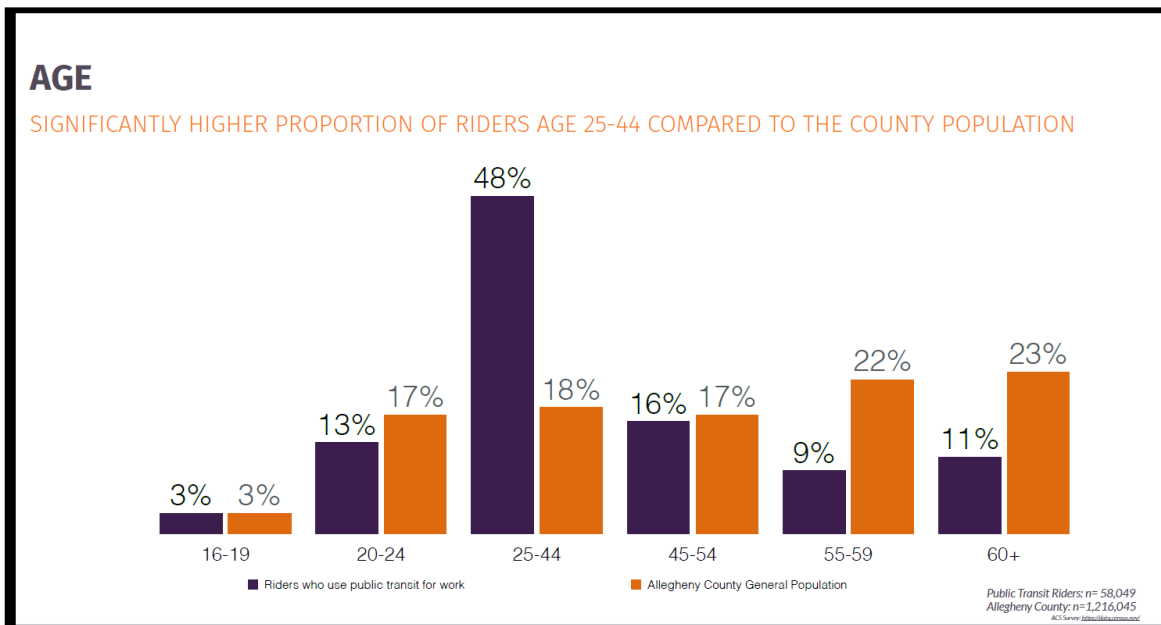
Service Efficiency	Service Effectiveness
Operating Expenses per Vehicle Revenue Mile: Bus	Operating Expenses per Passenger Mile: Light Rail
Demand Response	\$30.01
Inclined Plane	\$4.09
Light Rail	\$12.48
Bus	\$7.39
Total	\$8.39



Notes: Demand Response - Tax (DT) and non-dedicated fleets do not report fleet age data.

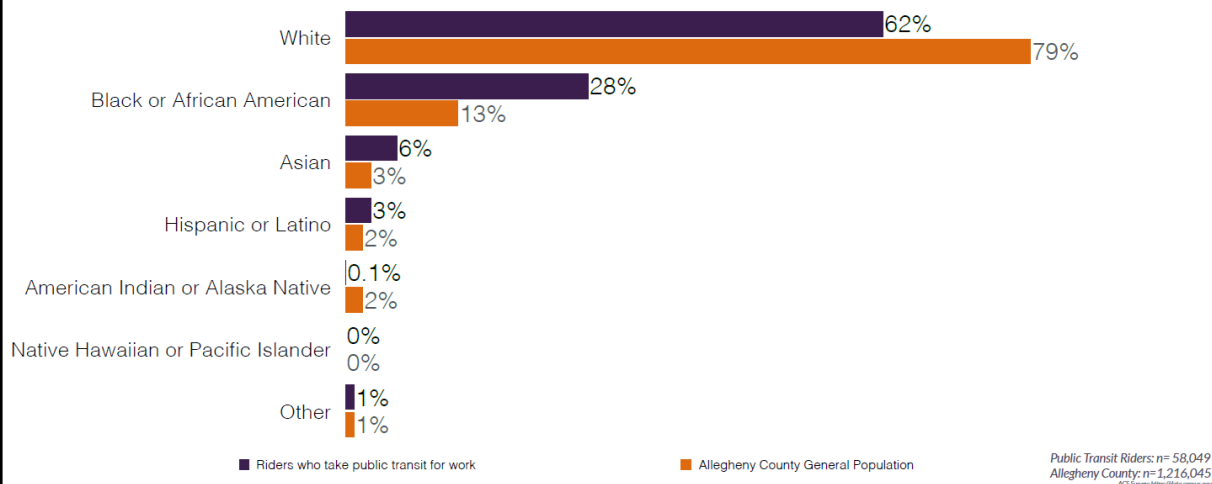
Pittsburgh Regional Transit Ridership Profile

The following charts represent a typical adult passenger utilizing Pittsburgh Regional Transit as a means of transportation and were derived from the data recorded as part of the 2020 Allegheny County Public Transit Rider Demographic Analysis. This analysis was conducted by a consultant contracted by the Agency to analyze the demographic composition of public transit riders within Allegheny County. Ridership data was sourced from the American Community Survey (ACS) 5-Year Estimates and then queried for total workers that are ages 16+, take public transportation for work, and are located in Allegheny County. This information was then compared to the demographics of Allegheny County as a whole to determine whether ridership is representative of the Allegheny County General Population.



ETHNICITY

SIGNIFICANTLY FEWER WHITE RIDERS, SIGNIFICANTLY MORE BLACK/AFRICAN AMERICAN RIDERS

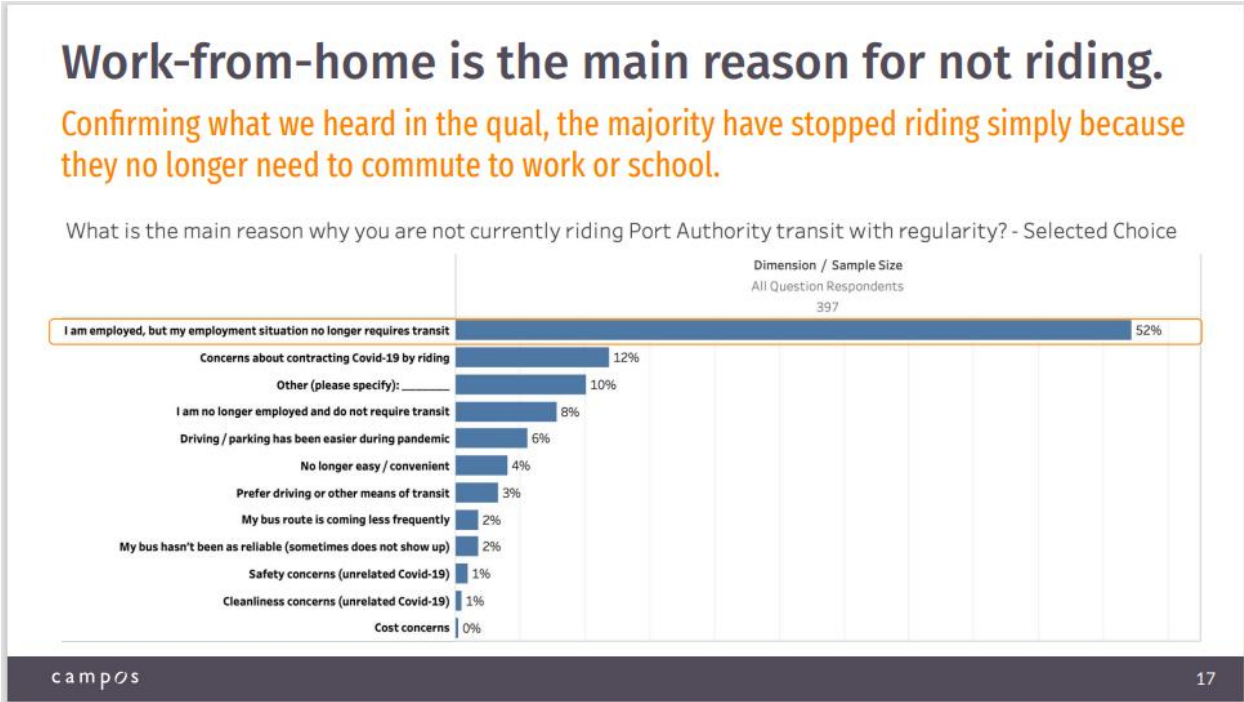


INDUSTRY OF RIDERS

MAJORITY OF RIDERS WORK IN EDUCATION, HEALTHCARE, & SOCIAL WORK (28%)



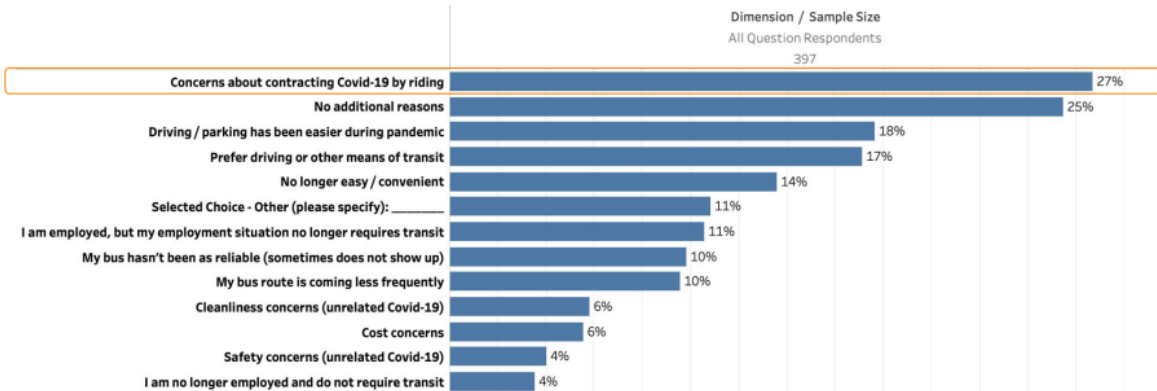
In late 2021 and early 2022, Pittsburgh Regional Transit engaged with Campos, an external research firm, to conduct in-depth interviews with county residents who previously rode regularly with PRT to better understand attitudes about returning to public transit and barriers to riding. Campos developed a qualitative 8-minute online survey and fielded it among 1,836 PRT riders including 397 who were considered “lapsed riders” (who rode with regularity pre-Covid but have not ridden with regularity since). Data from the survey found that a large majority (78%) of lapsed riders don’t see riding transit as “unsafe” in terms of contracting Covid, and most are open to returning to riding regularly – if they need to. However, the main reason lapsed riders are not riding regularly anymore is simply because they no longer need to commute. 52% were employed but not required to go into the office, and another 8% were now unemployed. There were some lapsed riders (39%) that did have concerns about contracting Covid-19 by riding but was more of a secondary concern as only 12% of these participants selected it as their primary reason.



Fear of Covid is a secondary factor, for some.

While only 12% indicated concerns about Covid-19 as their main reason for not riding, 27% chose it as an “other” reason—making this the most common *secondary* factor.

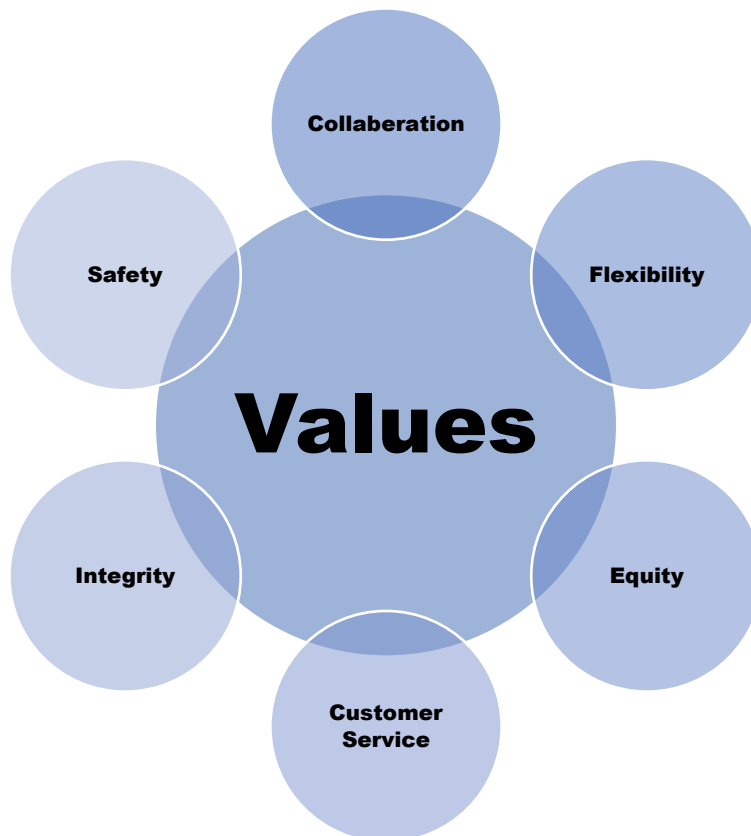
What are your other reasons for no longer riding Port Authority transit with regularity? Select up to 3.



Pre-Covid, the main motivators for most people to ride were ease/convenience and affordability. However, for some rides, these motivators have diminished as parking has become more widely available and sometimes cheaper and congestion is reduced as fewer people are commuting to the office every day.

Strategic Plan

In the first half of calendar year 2022, over the course of six months, Pittsburgh Regional Transit developed a strategic plan for fiscal years 2023-2028. The plan is intended to offer insight into the strategic direction, communicate goals and objectives, and guide the agency’s leadership and workforce into the future. This plan establishes the framework for PRT to adapt to a changing environment, maintain resiliency, and be a catalyst for positive change within the region.



The development of this strategic plan resulted in four strategic goals, which include accountability, customer experience, organizational resilience, and sustainability. The strategic plan provides objectives for each goal, which are outlined below, and then goes into further detail by providing strategies for successfully obtaining the objectives.



In addition to the goals and objectives, the strategic plan provides insight into Pittsburgh Regional Transits mission, vision, values, and themes on which the agency will rely to guide policy and programs needed to deliver a premier transit experience to the region. Further details behind the methodology of developing the strategic plan and a greater insight into the plan itself can be found on the Agency’s website at www.RidePRT.org or by clicking the following link: [PRT Strategic Plan](#).

NEXTransit

NEXTransit is Pittsburgh Regional Transit’s long range transportation plan that provides a roadmap for the policies, programs, and projects that are needed to guide the agency into a future that is accessible, efficient, environmentally sustainable, and equitable. In order to implement this plan, PRT will utilize The Strategic Plan as an organizational tool to balance and prioritize the integration of new services while preserving a State of Good Repair on existing infrastructure. As previously mentioned, the Plan was a culmination of an 18-month public process that resulted in several themes based on public input. Each theme of public engagement throughout the project was designed to request and gather critical data and answer questions from stakeholders, elected officials, and the public to ensure a plan was developed that could be widely supported for implementation. It identifies values, programs and policies that are important to the communities PRT serves. Below is a table that illustrates a high-level cost projection of these Policies and Programs.

Policies and Programs	Proposed New Full-time Staff	Annual Operating Costs	One-time Capital Costs	Annual Capital Costs
Sidewalk Quality & Access	1	\$120,000	N/A	\$1,000,000
Affordable Fare Policy	-	\$0	\$50,000	\$1,000,000
ADA System Access Program	1	\$120,000	N/A	\$2,000,000
System-Wide Signage & Wayfinding	1	\$120,000	N/A	\$100,000
Bus Network Redesign	-	\$0	\$1,000,000	N/A
Community Circulators	1	\$5,000,000	\$2,500,000	Needs further study
Affordable Housing	1	\$120,000	N/A	N/A
Agency-Wide Sustainability Program	2	\$300,000	N/A	\$880,000
Transit Signal Priority	3	\$360,000	N/A	N/A
Pilot Projects (Tactical Urbanism)	1	\$120,000	N/A	\$1,000,000
Bottleneck Bypass Lanes	1	\$120,000	N/A	N/A
Vehicle Electrification / Fuel Diversification	1	\$120,000	\$80,000,000	\$11,250,000 (years 1-5)
HR Staffing Program	3	\$360,000	N/A	\$500,000
Mobility Technology Innovation	1	\$120,000	N/A	Needs further study
Vehicle Design and Amenities	1	\$120,000	N/A	N/A
Parking Management	1	\$120,000	N/A	N/A
Bus Stop Balancing	1	\$120,000	N/A	Supported with Sidewalk Program
TOTAL	20	\$7,340,000	\$83,550,000	\$17,730,000

While these are estimates that will likely change and become more detailed as the programs advance in their development, it’s important for PRT to recognize the budgetary needs and potential resource requirements necessary for implementation of the actions to improve transit within Allegheny County.

NEXTransit then identifies potential projects to enhance system efficiency or provide opportunities for further expansion and groups them into one of four project phases along the path of the 25-year period and include the NEXT phase, 1-5 Year Phase, 6-15 Year Phase, and 16-25 Year Phase. In order to grow and achieve the transit future the region wants, the system must grow to meet tomorrow’s needs. Below is a table that provides an illustration of what total project costs might look like if completed throughout various phases according to the plan.

Project Name	Top 10 Project?	Low Capital Cost Estimate	High Capital Cost Estimate	Estimated Local Capital Contribution*
Facilities Master Plan and Expansion of Bus Facilities	Y	\$177M	\$234M	\$41M
Downtown Transit Center	Y	\$60M	\$118M	\$18M
Airport Corridor Rapid Transit	Y	\$274M	\$325M	\$60M
Ohio River LRT Extension		\$688M	\$826M	\$151M
Northside LRT Extension (C)		\$710M	\$852M	\$156M
Library Line Best Use Study		TBD	TBD	TBD
East Busway Phased Extensions	Y	\$121M	\$151M	\$27M
East Busway to Monroeville Rapid Transit	Y	\$117M	\$141M	\$26M
East/Central Pittsburgh River to River Connection	Y	\$168M	\$218M	\$39M
Allentown Line Best Use Study	Y	\$8M	\$10M	\$2M
Allegheny Valley Rapid Transit	Y	\$231M	\$298M	\$53M
North Hills Rapid Transit		\$45M	\$54M	\$10M
West Busway Extension to Bridgeville		\$176M	\$210M	\$39M
McKnight Road Upgraded Transit	Y	\$57M	\$68M	\$12M
Freeport Road Upgraded Transit		\$44M	\$54M	\$10M
Homestead to McKeesport Upgraded Transit	Y	\$47M	\$58M	\$11M
Brownsville Rd and Route 51 Upgraded Transit		\$39M	\$49M	\$9M
Mon Valley to South Hills Upgraded Transit		\$35M	\$44M	\$8M
TOTAL		\$3.0B	\$3.7B	\$671M

These estimates are built around knowledge of similar projects that have been constructed around North America in recent year and should be seen as a guideline for investment. The plan provides Pittsburgh Regional Transit a framework for advancing future projects, policies and programs. It aids the agency in providing a vision into the future and looking beyond the day-to-day considerations of budgetary constraints. For a more in-depth review of the NEXTransit 25-year Plan, please visit <https://nextransit.network/>.

A budget represents a financial plan based on the best available information at a point in time. The Pittsburgh Regional Transit's (PRT) annual operating budget, along with the performance against it, is the most visible element of fiscal responsibility. This fiscal responsibility is necessary to assure the long-term success of the PRT and stable service for customers and the region.

Operating Budget Process

Pittsburgh Regional Transit begins its budget preparation cycle each January. Kickoff of the budget process begins with the Finance department providing the Budget Request Forms to each department. The forms are completed by all divisions and reviewed by the Financial Planning & Budgets Department. From February until mid-March, Finance meets with each department and division to review and finalize the budget submissions. Between April and May, all divisional budgets are compiled into one preliminary Operating Budget and presented to Senior Staff and the Board's Planning and Stakeholder Relations Committee. Any changes deemed necessary are made and in June the final budget is presented to the Board of Directors and approved at the Board Meeting. At the end of June, the new fiscal year budget data is uploaded into the PeopleSoft Database.

See Operating Budget Development Timeline on Page 25.

Capital Budget Process

The development of the Capital Improvement Program (CIP) originates with the review of the Port Authority's Capital Needs Study. The objective of this review is to evaluate assets, assess risk, prioritize needs, and forecast necessary capital expenditures to enhance transit service while maintaining the integrity of our current infrastructure. A large portion of capital project span more than one fiscal year because of the necessary scope of work to complete the project. As with the Operating Budget, the Capital Budget process begins in January when the Budget Request Forms are made available for completion by all department Directors and AGMs. During this time, on-site visits are performed by Technical Support personnel to review and discuss current and future projects. In March, the request forms are reviewed and compiled by the Finance department and in April the requests are ranked by the Capital Planning Committee along with company-wide capital revenue projections. The initial Capital Budget is complete in April and presented to Senior Staff with adjustments as needed through May. In June the final budget is presented to the Board of

Directors and approved at the Board Meeting. At the end of June, the new fiscal year Project Budgets data is uploaded into the PeopleSoft Database.

See Capital Budget Development Timeline on Page 26.

The Operating and Capital Budgets at Pittsburgh Regional Transit must be considered and submitted for approval together, as they have become increasingly interdependent as certain sources of funds can be used interchangeably. Balancing this usage of Capital funding for operating purposes with expansion and state of good repair projects is the only way to address the daily requirements of the organization, assess future Capital needs, and achieve the company vision and organizational goals established by the Agency.

Fiscal Year 2023 Operating Budget Timeline

	January			February			March			April			May			June			July																	
	12	17	22	27	1	6	11	16	21	26	3	8	13	18	23	28	2	7	12	17	22	27	2	7	12	17	22	27	1	6	11	16	21	26	1	
Completed By:																																				
Department Managers Department Directors Division AGMs					Budget Request forms provided by Financial Planning & Budgets department and completed by all Divisions.																															
Financial Planning & Budgets Personnel					Initial budget request are reviewed and compiled along with company-wide revenue projections.																															
Department Managers Department Directors Division AGMs					Financial Planning & Budgets personnel meet with each department and division to review and finalize budget submissions																															
Financial Planning & Budgets Personnel											Completion of initial FY2023 Operating Budget. Additional department budget meetings if changes are deemed necessary.																									
Financial Planning & Budgets Personnel Senior Staff																	Preliminary FY2023 Operating Budget presented to the Chief Executive Officer and Senior Staff.																			
Financial Planning & Budgets Personnel Senior Staff																	Preliminary Budget presented to the Board's Planning and Stakeholder Relations Committee and ACTC during this period.																			
Financial Planning & Budgets Personnel																								Final FY2023 Budget presented to the Board of Directors.												
Financial Planning & Budgets Personnel																								Approval of Final FY2023 Budget at the June Board Meeting.												
																																			Final FY2023 Budget data uploaded to the PeopleSoft Database.	

Fiscal Year 2023 Capital Budget Timeline

Completed By:	January			February			March			April			May			June			July									
	12	17	22	27	1	6	11	16	21	26	3	8	13	18	23	28	2	7	12	17	22	27	1	6	11	16	21	26
Technical Support Personnel Department Directors Division AGMs	Facility On-Site visits performed by Technical Support personnel. FY2023 Capital budget request forms made available and completed by all department Directors and Division AGMs.																											
Grants & Capital Programs Personnel Technical Support Personnel	Capital budget request are reviewed and completed by department.																											
Grants & Capital Programs Personnel Capital Planning Committee	Budget requests discussed and ranked by the Capital Planning Committee. Highest ranked requests are compiled along with company-wide capital revenue.																											
Grants & Capital Programs Personnel	Compilation of initial FY2023 Capital Budget.																											
Grants & Capital Programs Personnel Senior Staff	Preliminary FY2023 Capital Budget presented to the Chief Executive Officer and Senior Staff. Preliminary Budget presented to the Board's Planning and Stakeholder Relations Committee and ACTC during this period.																											
Grants & Capital Programs Personnel Senior Staff	Final FY2023 Budget presented to the Board of Directors. Approval of Final FY2023 Budget at the June Board Meeting.																											
Grants & Capital Programs Personnel	Final FY2023 Budget data uploaded to the PeopleSoft Database.																											

The COVID-19 Pandemic has had a tremendous financial impact on public transit nationwide and PRT has experienced similar challenges to its fiscal resources. Long term impacts to the agency's business model remain unclear, but to project expenses and revenues for FY 2023, it was necessary to make several key assumptions. These are briefly outlined below under the following categories: Fare and Service Levels, Ridership, Passenger Revenues, Expenses and Operating Grants.

Fare and Service Levels

- Pittsburgh Regional Transit implemented fare structure changes in FY 2022. The updated structure can be found under Revenue Structure of the Financial Planning Policies section. PRT will continue to develop model scenarios showing the effects of fare changes against the subsequent change in ridership.
- Minor service adjustments with the aim to continue to improve the overall performance of the system due to changing utilization patterns from the COVID-19 pandemic and address issues with maintaining full staffing levels.

Ridership

- Ridership in FY2022 had rebounded by approximately 50% from the pandemic lows of FY 2021. The FY 2023 budget forecasts a 17% ridership increase as in-person economic activity increases and local universities return to on-site classes.

Passenger Revenues

- Passenger revenues are budgeted at levels consistent with FY 2022 actual revenues plus a 15% growth factor that was projected by the Service Planning Department.

Expenses

- Projected operating expenses total \$518.9 million. An increase of 15.1%, or approximately \$68.3 million over the FY 2022 actuals. Most of the additional expenses are attributable to a 8.12% increase in Salaries & Wages and a continued rise in the Agency's Pension obligations, as well as a \$9.5 million increase over FY 2022 actuals in Purchased Services due to the expectation that initiatives that have been delayed by the pandemic will resume.

Operating Subsidy

- Pittsburgh Regional Transit receives operating assistance from multiple sources which include federal, state, and county governments as well as recent stimulus funding related to the COVID-19 pandemic. For FY 2023, these funds are budgeted at a total of \$450.2 million, an increase of \$54.9 million over FY 2022 actuals. A significant portion of federal stimulus funding will assist in offsetting the reduction in passenger revenues

FY 2023 Operating Budget Summary

FY 2023

Amounts in Thousands ('000)	FY 2023 Operating Budget	
Revenues:		
Passenger Revenue	\$	45,288
ACCESS (Shared Ride) Service		9,310
Contract Services		10,867
Advertising		2,400
Interest Income		96
Other Income		814
Total Operating Revenues	\$	68,775
Expenses:		
Wages and Salaries	\$	199,007
Pensions and Employee Benefits		179,668
Materials and Supplies		55,377
Provision for Injuries and Damages		7,509
Purchased Services		23,579
Utilities		9,241
Other Expense		11,270
Leases and Rentals		2,259
ACCESS (Shared Ride) Service		31,066
Total Gross Operating Expenses	\$	518,975
Deficit Before Subsidy	\$	(450,200)
Subsidy Source		
Federal		25,988
State		283,697
Local		41,572
Regional Asset District		3,000
Other		258
Stimulus Funding		95,685
Deferred State Operating Assistance		0
Total Subsidy	\$	450,200
Operating Surplus/(Deficit)	\$	-

The purposes of the financial and budgetary policies at Pittsburgh Regional Transit are to ensure and support sound fiscal management consistent with good business practices.

Financial Planning Policies

Fiscal Year

Pittsburgh Regional Transit's budget is prepared, and adopted by the Board of Directors, on a fiscal year basis, which begins July 1 and ends on June 30.

Balanced Budget

The Agency is required to adopt balanced Operating and Capital budgets each fiscal year based on anticipated operating requirements. A balanced budget is defined as a budget where revenues are equal to expenses. It is a policy of the Port Authority that the balanced budgets are presented to the Port Authority Board of Directors to be adopted at the June board meeting, prior to the start of the fiscal year on July 1st. If a variance from the balanced budget occurs, this is reported as an Operating Surplus or Deficit.

Reserve Funds

Board adopted, it is a policy that PRT maintains a Reserve Fund for operating budget deficits. The amount of the Reserve Fund is equivalent to one month of the Agency's operating expenses and may be adjusted from time to time by the Board based on the recommendations of the Controller.

Basis of Accounting

As Pittsburgh Regional Transit is a governmental entity, the basis of accounting conforms to the Governmental Accounting Standards Board (GASB) Statement No. 11. The accrual basis of accounting is used in measuring financial position and operating results in conformity with Generally Accepted Accounting Principles (GAAP) as applied to governmental units. Revenues are recognized in the accounting period in which they are earned, and expenditures are recognized in the accounting period in which the liability is incurred.

Basis of Budgeting

The budget is prepared on the same basis of accounting as the financial statements, except that depreciation and other post-employment benefits are not budgeted. All transactions are accounted for in a single enterprise fund that combines both operating budget and capital budget activities into a consolidated financial statement.

Fund Balances

Pittsburgh Regional Transit currently utilizes a single enterprise fund for operating purposes. The General Fund is specifically established for the appropriation of revenues and expenses associated with transit operations. The Agency does not utilize fund accounting in the traditional sense. Consequently, Pittsburgh Regional Transit reports total equity rather than fund balance.

Revenue Policies

Pittsburgh Regional Transit has both Operating and Non-Operating Revenue sources. Operating revenues consist of those revenues that result directly from the ongoing principal operations of the company. These consist primarily of user charges. Non-Operating revenues are related to grants and subsidies received as well as other financing and investing activities. All revenues are recorded when they are earned.

Fare Structure

Pittsburgh Regional Transit currently operates under a Single Zone fare structure. This replaced the former two zone, distance-based structure in FY 2017. It is the intent of the Agency to develop and implement a Fare Structure that is efficient, user friendly, and equitable to attract increased ridership. Act 89 legislation requires Pittsburgh Regional Transit to adopt a fare policy that allows for the periodic review of fares. This policy was adopted by the Port Agency in FY 2016 and most recently enacted through the adoption of the FY 2022 Fare Structure Changes.

FY 2022 Fare Structure:

Stored Value Full Fare	\$2.75
Stored Value Half Fare	1.35
3 Hour Pass Full Fare	2.75
3 Hour Pass Half Fare	1.35
Day Pass	7.00
Calendar Weekly Full Fare	25.00 (Corporate Web Portal Only)
Calendar Weekly Half Fare	12.50 (Via Corporate Web Portal Only)
7 Day Pass Full Fare	25.00
7 Day Half Fare	12.50
Calendar Monthly Full Fare	97.50 (Via Corporate Web Portal Only)
Calendar Monthly Half Fare	48.75 (Via Corporate Web Portal Only)
31 Day Pass Full Fare	97.50
31 Day Pass Half Fare	48.75
Annual Pass	1,072.50
Connect Card Fee	1.00
Incline – 3 Hour Round Trip Full Fare	2.75
Incline – 3 Hour Round Trip Kids Pass	1.35

All fares applicable to all Pittsburgh Regional Transit transportation modes excluding U-Pass participants and other contractual fare agreements, and ACCESS.

Diversification of Revenues

Pittsburgh Regional Transit will continue to explore areas for revenue diversification that can supplement passenger revenue and subsidies. Some of these areas include growing the footprint of our advertising program, expanding and improving our current Park and Ride system and developing new business and community partnerships.

Budget Control and Monitoring

Budgetary controls are established at various levels to have effective control over expenditures within the PRT. The budget is prepared after analyzing both current and historical information. This analysis is used to project both revenues and expenses at the departmental level. Each fiscal year the Operating and Capital budgets go through many levels of review prior to final board adoption. This budget approval process provides control over expenditures and ensures that the budget reflects the strategies and goals that are adopted by Pittsburgh Regional Transit's Board of Directors.

All divisions within the Agency are expected to adhere to budgeted guidelines. Each division manager is held accountable to operate within their respective budget.

During the fiscal year, Financial Planning & Budgets staff will provide each department with monthly budget reports reflecting actual expenditures and obligations. Along with these monthly reports, each department in the organization must review monthly and quarterly variance reports and answer for any variance that exceeds a predetermined amount. Also, quarterly meetings are held with each division head to review their respective division's year-to-date expenses and budget availability by account. All department and division managers can access their budget performance on a monthly or quarterly basis electronically as needed.

Expenditures

Numerous financial safeguards and controls are prevalent throughout the agency to reduce and eliminate unnecessary spending. The majority of disbursements being made from the Port Authority are handled through purchase orders which allow for tracking of actual costs compared to budget. Final payment by our Accounts Payable department will not be made unless the disbursement passes budget check.

Four Year Comparison: Fiscal Years 2020 - 2023

FY 2023

Amounts in Thousands ('000)	FY 2020 Audited	FY 2021 Audited	FY 2022 Unaudited	FY 2023 Budget	FY 2023 vs. FY 2022
Revenues:					
Passenger Revenue	\$60,764	\$28,512	\$38,394	\$45,288	\$6,895
ACCESS (Shared Ride) Service	8,607	6,339	7,721	9,310	1,589
Contract Services	8,578	2,209	7,873	10,867	2,993
Advertising	3,089	1,600	2,318	2,400	82
Interest Income	2,040	138	75	96	21
Other Income	832	781	626	814	188
Total Operating Revenues	\$83,910	\$39,578	\$57,007	\$68,775	\$11,768
Expenses:					
Wages and Salaries	\$173,182	\$180,014	\$184,058	\$199,007	\$14,949
Pensions and Employee Benefits	161,585	165,639	163,729	179,668	15,939
Materials and Supplies	41,571	39,163	41,291	55,377	14,086
Provision for Injuries and Damages	-440	2,247	4,997	7,509	2,512
Purchased Services	13,395	13,952	14,066	23,579	9,513
Utilities	7,753	7,205	6,982	9,241	2,258
Other Expense	5,044	4,989	5,767	11,270	5,502
Leases and Rentals	1,731	1,953	1,972	2,259	287
Interest Expense	0	0	0	0	0
ACCESS (Shared Ride) Service	24,346	24,879	27,766	31,066	3,300
Total Gross Operating Expenses	\$428,169	\$440,039	\$450,628	\$518,975	\$68,346
Deficit Before Subsidy	(\$344,259)	(\$400,461)	(\$393,621)	(\$450,200)	(\$56,579)
Subsidy Source					
Federal	\$36,081	\$31,600	\$34,584	\$25,988	(\$8,596)
State	253,085	258,682	263,484	283,697	20,214
Local	30,017	26,116	35,100	41,572	6,472
Regional Asset District	2,957	2,975	2,918	3,000	83
Other	502	318,347	565	258	-307
Stimulus Funding	40,938	86,647	58,643	95,685	37,042
Total Subsidy	\$363,580	\$406,339	\$395,292	\$450,200	\$54,908
Operating Surplus/(Deficit)	\$19,322	\$5,878	\$1,671	(\$0)	\$1,671

Fiscal Year 2023 Operating Budget

FY 2023

Operating Revenues

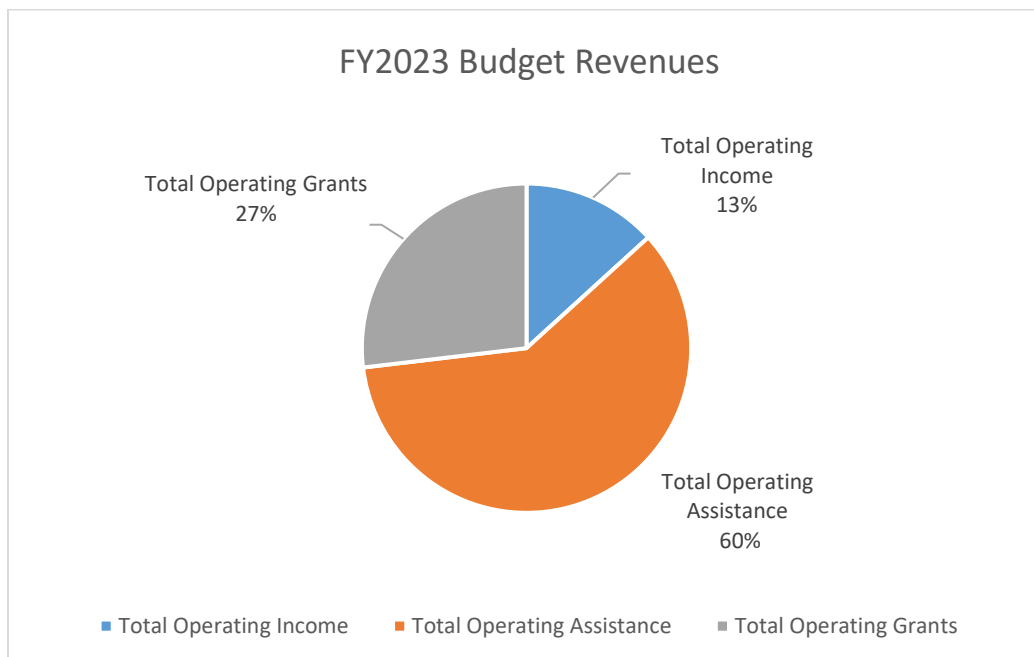
FY 2023 revenues for operations are approximately \$518.9 million and include passenger revenues, federal, state, local operating assistance, capitalization grants, and Coronavirus related stimulus funding. Passenger revenues to support operations are expected to represent 13.25% of the Authority's operating revenue. Passenger Revenue includes the sale of fare products, cash fare payments, and contracted services through the U-Pass program which currently involves student and faculty at the University of Pittsburgh, Carnegie Mellon University, Chatham University, Duquesne University, and Carlow University.

Total Revenue for Operations

Amount in Thousands ('000)	FY 2020 Audited	FY 2021 Audited	FY 2022 Unaudited	FY 2023 Budget	% Change FY 2023 vs. FY 2022
Passenger Revenue					
Farebox Revenue	\$60,764	\$28,512	\$38,394	\$45,288	17.96%
Access Program Service	8,607	6,339	7,721	9,310	20.57%
Contract Services	8,578	2,209	7,873	10,867	38.02%
Advertising	3,089	1,600	2,318	2,400	3.54%
Interest Income	2,040	138	75	96	28.11%
Other Income	832	781	626	814	30.06%
Total Operating Income	\$83,910	\$39,578	\$57,007	\$68,775	20.64%
Operating Assistance					
State Operating Assistance	\$239,534	\$245,598	\$250,756	\$270,178	7.75%
County Operating Assistance	23,488	21,027	34,799	37,527	7.84%
Regional Asset District	2,957	2,975	2,918	3,000	2.83%
Deferred State Operating	-	-	-	-	-
Total Operating Assistance	\$265,978	\$269,601	\$288,472	\$310,704	7.71%
Operating Grants					
Federal Grants	\$36,081	\$31,600	\$34,584	\$25,988	-24.86%
State Grants	13,551	13,084	12,728	13,520	6.22%
County Grants	6,530	5,089	301	4,045	1243.03%
Other	502	318	565	258	-54.30%
Stimulus Grants	40,938	86,647	58,643	95,685	63.17%
Total Operating Grants	\$97,602	\$136,738	\$106,820	\$139,496	30.59%
Total Revenue	\$447,490	\$445,917	\$452,299	\$518,975	14.74%

Overall, FY 2023 total operating revenue is projected to increase by approximately \$66.6 million, or 14.74%, compared to FY 2022 actuals primarily from the expected increase in Passenger Revenue and additional stimulus funding.

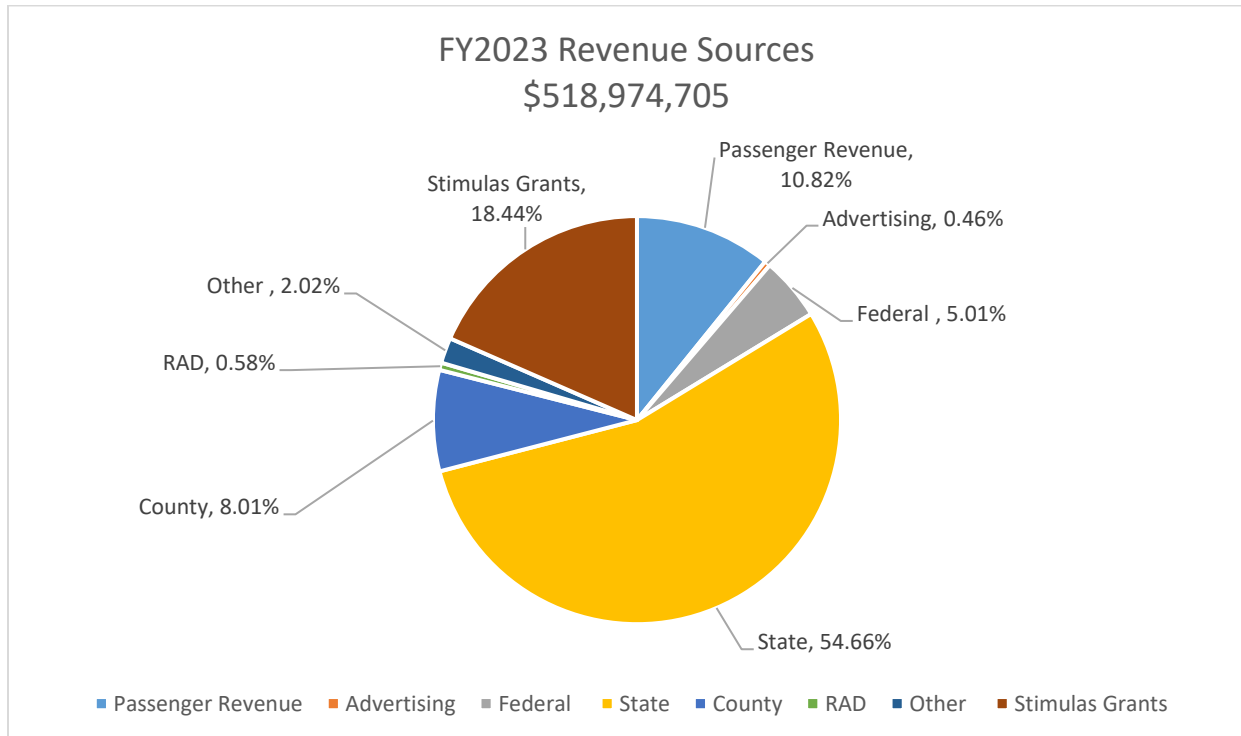
Operating Assistance from state and local sources provide roughly 59.9% of budgeted revenue. State Operating Assistance for FY 2023 is \$270.17 million. As was the case under Act 44, State Operating funding requires a 15% local match. Allegheny County will contribute \$37.5 million with the remaining \$3 million matched by the Allegheny Regional Asset District (RAD). RAD is a special purpose County-wide district that administers grants to “regional assets,” such as museums, parks, and transportation. Grants are made possible by a portion of the proceeds of a 1% County Sales and Use Tax.



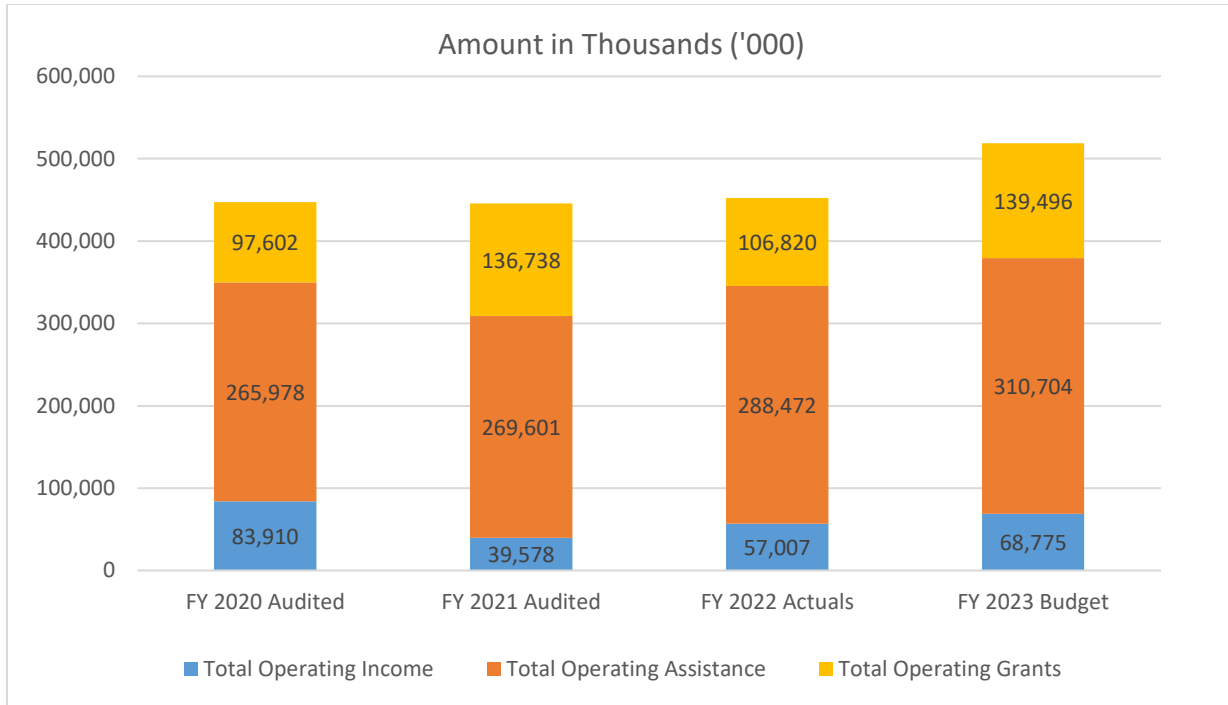
Federal, State, and County Capital grants supplement operating expenses and represent 26.9% of FY 2023 revenue. These grants underwrite expenses in the Authority’s operating budget that are, by definition, eligible expenses under State and Federal capital assistance grants. Examples include eligible preventive maintenance activities to sustain federally-funded capital assets, “State of Good Repair” projects of Pittsburgh Regional Transit, and State Capital Bond funds used to support the Vehicle Overhaul Program (VOH), which extend the useful life of its fleet. Also included in this category are expenses associated with the Agency’s staff who work on engineering design and management of the PRT capital projects. In FY 2021 and FY 2022 Coronavirus related stimulus grants came from CARES ACT and ARPA funding sources and made up roughly 19% and 13% respectively, of total revenue. FY 2023 funding will utilize the American

Rescue Plan Act (ARPA) due to the time limitations for usage. Total revenue from this source is 18%, or \$95.6 million, of total revenue for FY 2023. Funding from both the CARES ACT and ARPA is utilized to help offset Operator Wages as well as Employee Benefits.

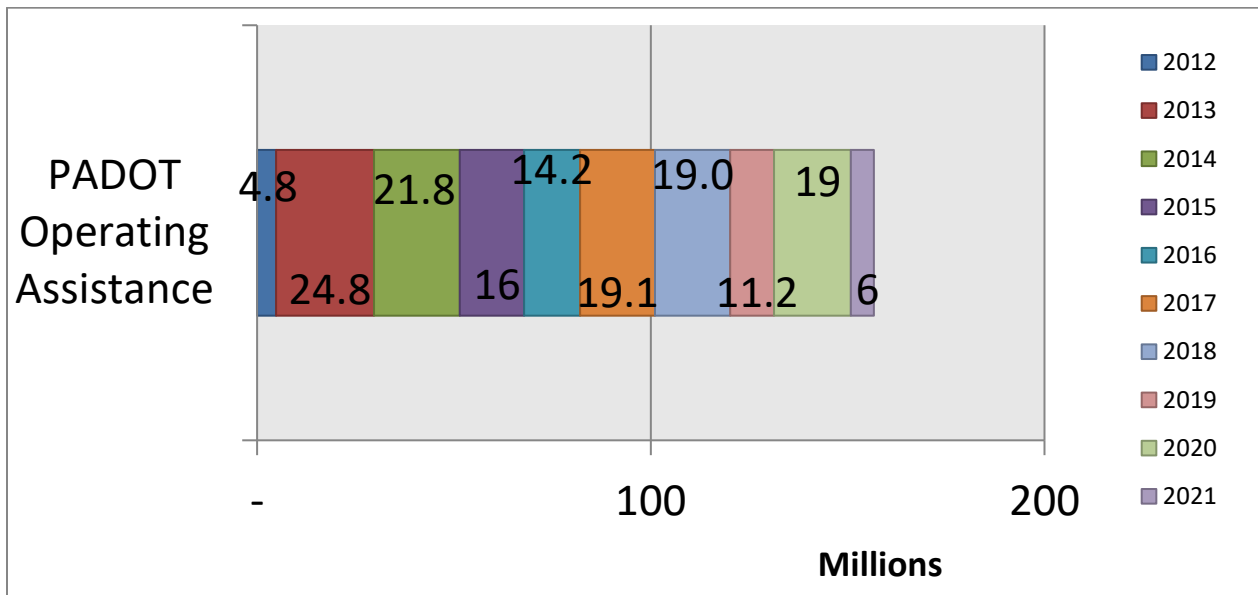
Total Revenue Sources
Operating Income, Operating Assistance & Operating Grants



Total Revenues – FY 2020 to FY 2023



Deferred Revenue = \$156.7 million



Operating Expenses

Pittsburgh Regional Transit Operating expenses are categorized according to the Uniform System of Accounts required by the National Transit Database. These categories include salaries and wages, pension and employee benefits (fringe benefits), materials and supplies, provision for injuries and damages, purchased services, utilities, other expenses, and ACCESS contracted services.

Expenses in the salaries and wages category include pay and allowances owed to the employees in exchange for services provided to the transit agency.

Fringe benefits are payments to the employee for things other than performance of work, which includes sick leave, vacation, and holiday wages. Also included in this category are payments to other companies or entities (insurance companies, retirement plans, governments etc.) on behalf of the employees. Materials and supplies are products purchased and obtained from outside suppliers for immediate use. Provisions for injuries and damages are the costs associated with the protection of the agency from loss through insurance programs and compensation of others for the losses due to incidents for which the transit agency is liable. Purchased services are the labor and other work provided by outside organizations for fees and related expenses as a substitute for in-house employee labor. This substitution is typically made because the skills offered by the outside organizations are needed only for a short period of time or are better and more specialized than that of what is available internally. Utilities are payments made to companies for the use of their resources and Other Expenses are those that cannot be attributed to any of the other major categories previously defined.

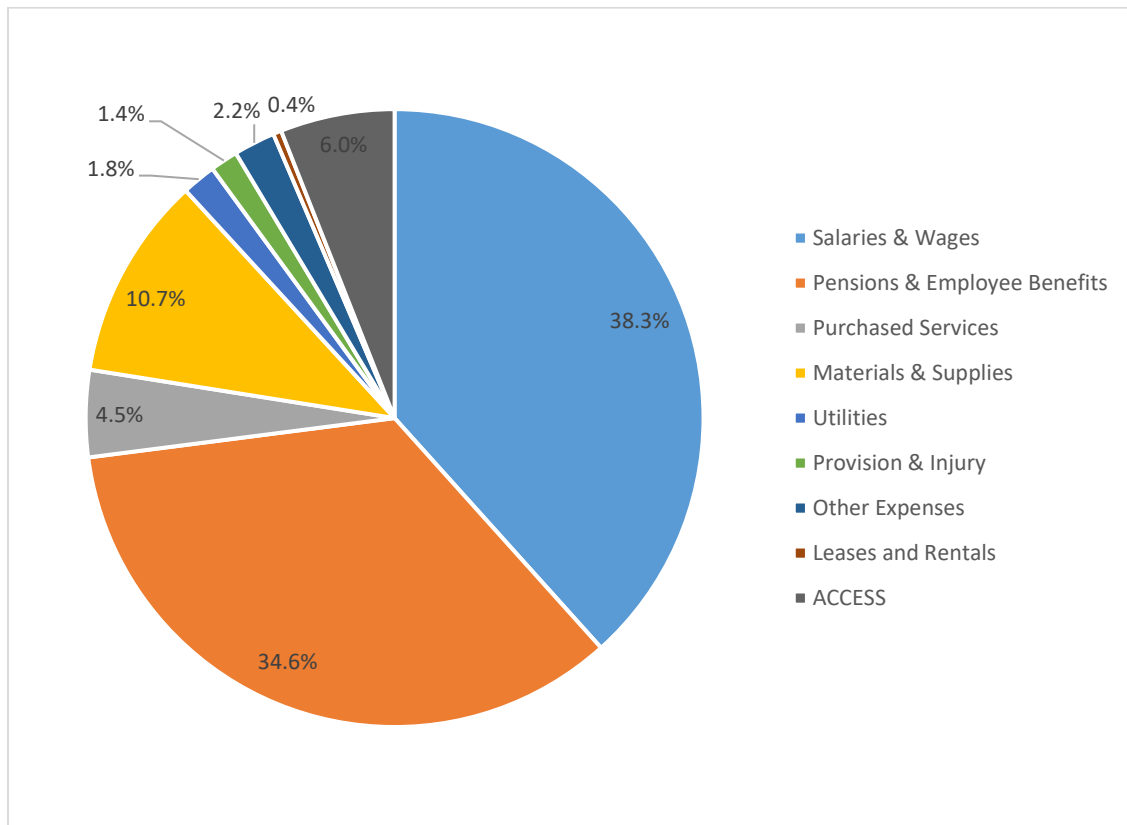
FY 2023 budgeted labor costs (salaries, wages, and benefits) represent 73% of operating expenses. Salary and Wage expenses total \$199 million and increased due to contractual wage increases, wage progressions and increased staffing to better support agency operations. These expenses also include a wage increase related the ATU union contract, which was not settled at the time of budget passage. Benefit expenses include healthcare for active employees and retirees, pension obligations, unemployment compensation, as well as vacation, sick, holiday pay and payroll taxes, which are projected to total \$179.6 million for FY 2023.

Expense Accounts \$000	Operating Expenses by Account				% change FY23 vs. FY22
	FY 2020 Audited	FY 2021 Audited	FY 2022 Unaudited	FY 2023 Budget	
Salaries & Wages	\$173,182	\$180,014	\$184,058	\$199,007	8.12%
Pensions & Employee Benefits	161,585	165,639	163,729	179,668	9.74%
Purchased Services	13,395	13,952	14,062	23,579	67.67%
Materials & Supplies	41,571	39,163	41,291	55,377	34.11%
Utilities	7,753	7,205	6,982	9,241	32.35%
Provision & Injury	-440	2247	4,997	7,509	50.26%
Other Expenses	5,044	4,989	5,771	11,270	95.28%
Leases and Rentals	1,731	1,953	1,972	2,259	14.55%
ACCESS	24,346	24,879	27,766	31,066	11.89%
Total Gross	\$428,169	\$440,039	\$450,628	\$518,975	15.17%

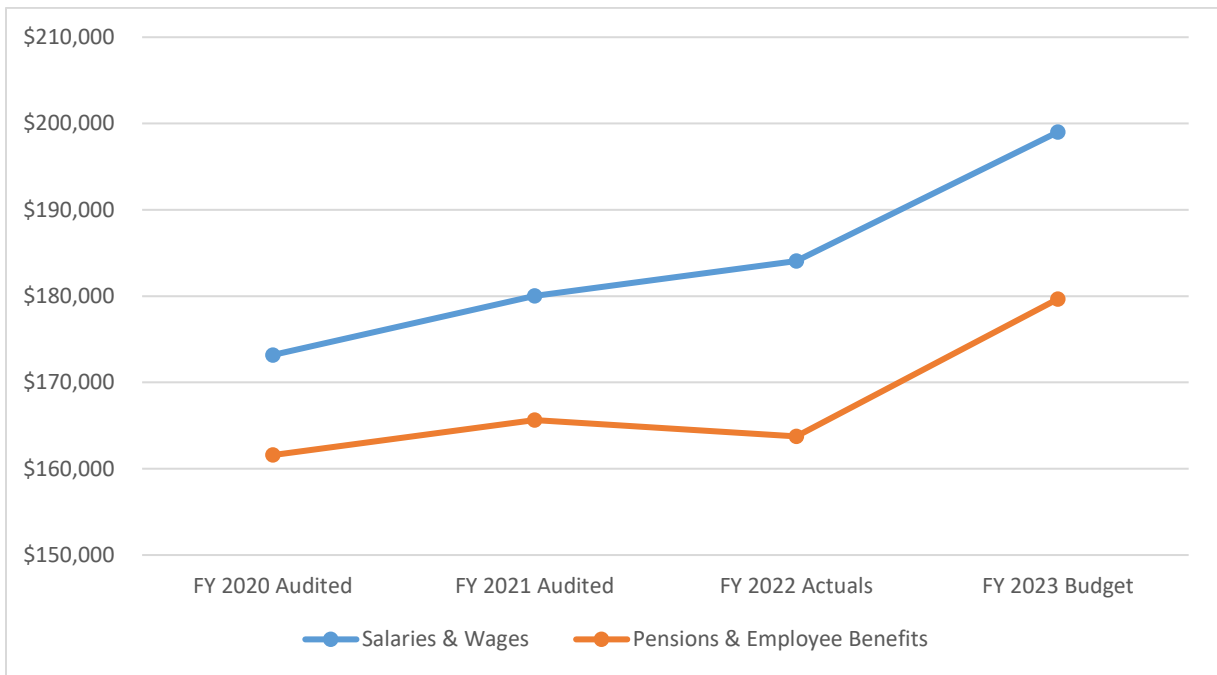
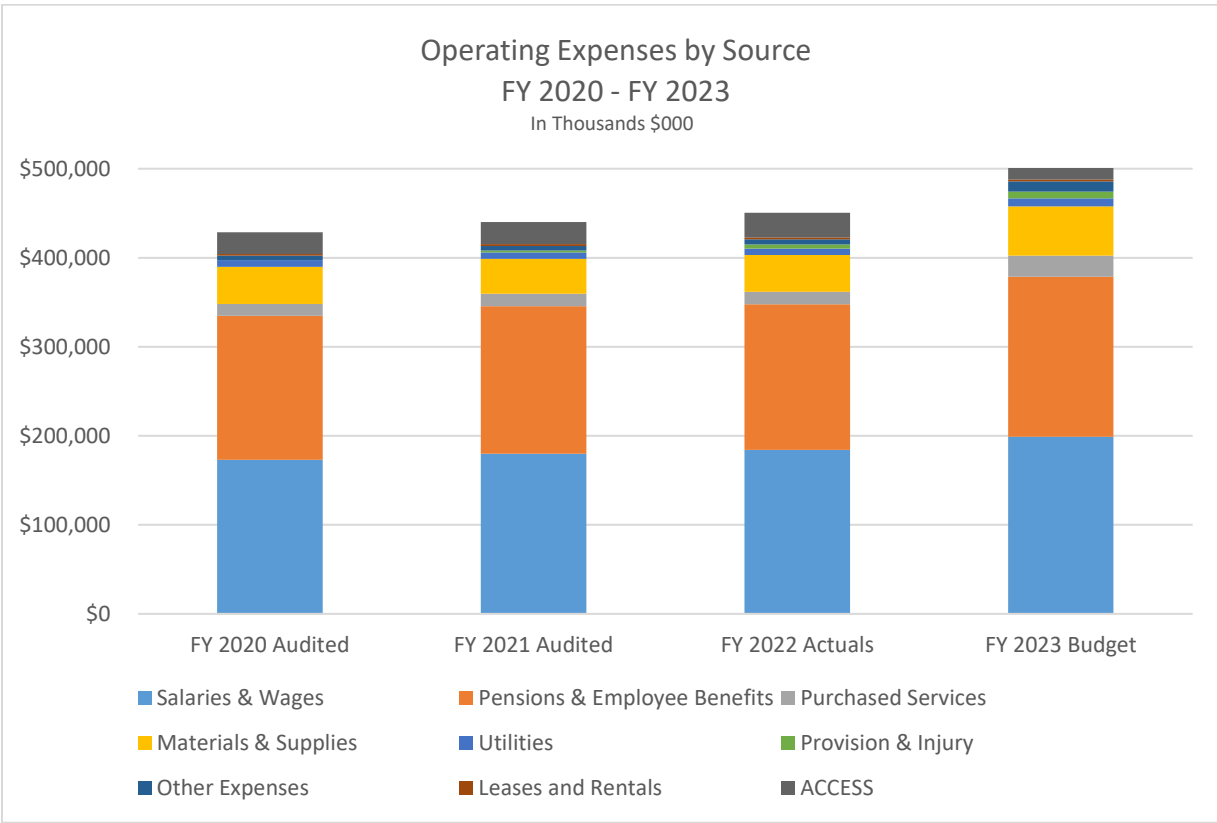
Material and Supplies expenditures are expected to increase by \$14.09 million over FY 2022 actuals due to enhanced service, additional part requirements for our light rail vehicles and rehabilitation of the LRT System infrastructure. In addition, inflation is a large contributor to the increase in expenses. Fuel and Lubricants are budgeted to increase 56.8% over FY 2022 actuals due to the current economic environment and resulting market volatility. Purchased services include work done by outside contractors, equipment purchases, marketing and communications, and general engineering expenses related to capital infrastructure expenditures. It is expected to increase by 67.7% over the prior year actuals in part due to not reaching the expense levels anticipated. Also, due to the continued development of our mobile payment application, increased monthly service costs, and additional work provided by outside contractors. Utilities include data communication, electricity, propulsion power, natural gas, water & sewage for Pittsburgh Regional Transit locations. Utility usage and costs at our facilities is projected to increase by 32.4% over FY 2022 due to increased costs associated with providing Wi-Fi on all revenue vehicles, the increase in transmission for our propulsion power, new stormwater fees that the agency will now be responsible for, as well as the electric costs associated with our electric bus fleet. The Other expense line items include insurance, rental equipment and buildings, banking services, employee development and software support. These expense items are expected to increase by approximately \$5.7 million over FY 2022. This increase

is due to employee development programs, new marketing and customer outreach initiatives, technology training, and the continued increase in Software License expense. The ACCESS expense is projected to increase by 11.9%. The increase is a direct result of projecting usage to increase as well as general operating cost increases for FY 2023.

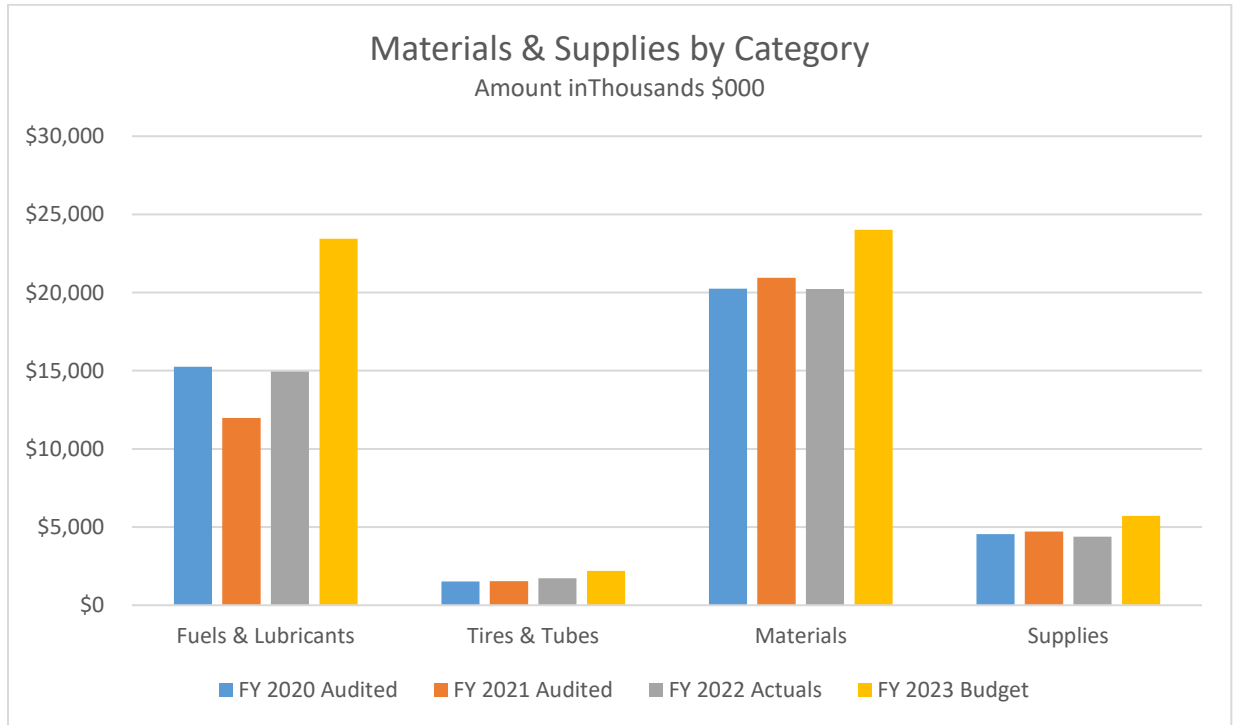
FY 2023 Operating Expenses by Source



Operating Expenses – FY 2020 to FY 2023



Expense Accounts \$000	FY 2020 Audited	FY 2021 Audited	FY 2022 Unaudited	FY 2023 Budget	% Change FY23 vs. FY22
Fuels & Lubricants	\$15,249	\$11,980	\$14,945	\$23,445	56.88%
Tires & Tubes	1,517	1,536	1,724	2,191	27.06%
Materials	20,250	20,939	20,234	24,021	18.72%
Supplies	4,555	4,708	4,389	5,720	30.34%
Total Gross	\$41,571	\$39,163	\$41,291	\$55,377	34.11%



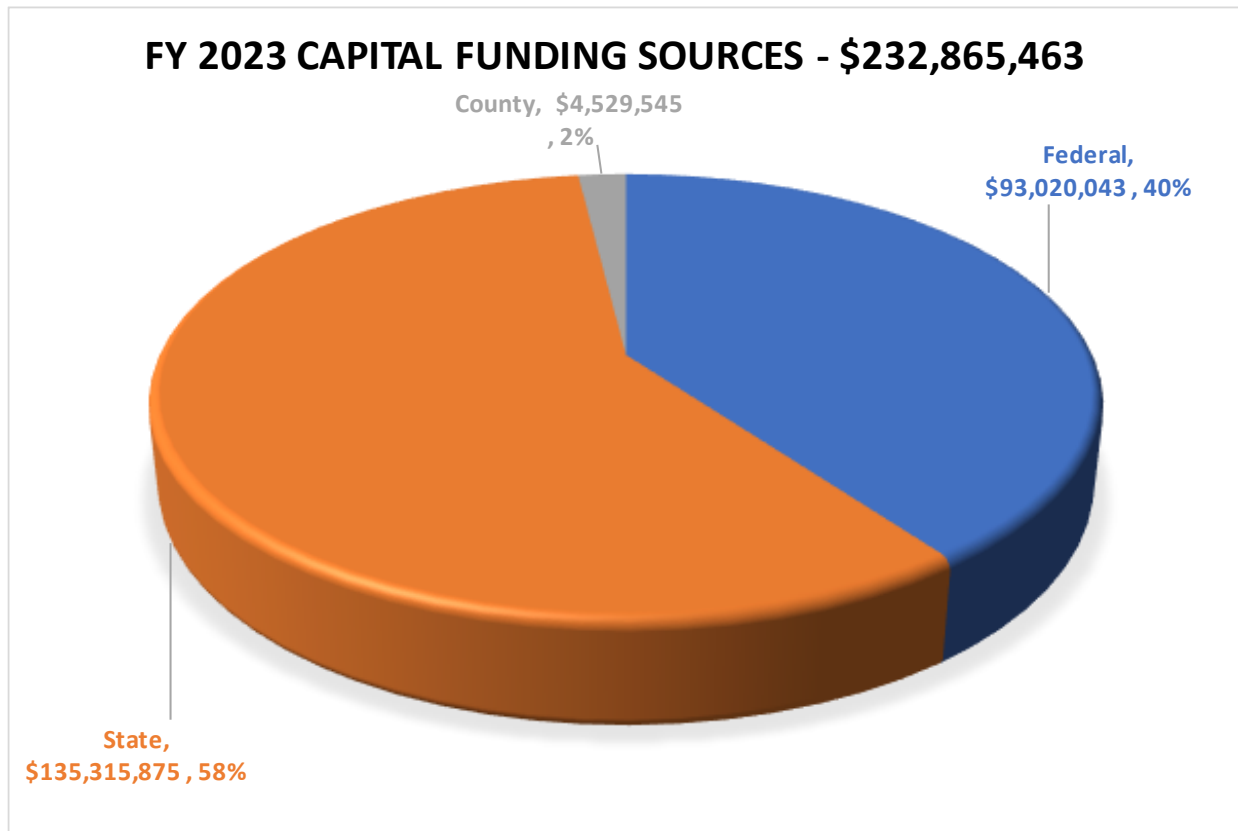
Fiscal Year 2023 Capital Budget

Fiscal Year 2023 Capital Budget

FY 2023

FY 2023 Capital Budget by Anticipated Funding Source

FY 2023 Capital Improvement Program Anticipated Funding Sources		6/24/2022 Amount
<i>I. Federal</i>		
FFY 2023 Section 5307, 5307 Flex, 5307 TA, EPA		\$ 73,734,242
FFY 2021/2022 Section 5307 BRT ARPA		\$ 19,285,801
	Subtotal	\$ 93,020,043
<i>II. State</i>		
FY 2023 Net State Section 1514 Discretionary		\$ 119,560,905
Previously Appropriated ACT 89 Section 1514 Discretionary		\$ 15,754,970
	Subtotal	\$ 135,315,875
<i>III. County Capital Funds</i>		
2023 County Capital Net - State of Good Repair		\$ 4,004,515
Previously Appropriated County Capital - State of Good Repair		\$ 525,030
	Subtotal	\$ 4,529,545
Total Funding Sources		\$ 232,865,463



On November 25, 2013, Governor Corbett signed into law Act 89, a comprehensive transportation funding bill for the Commonwealth of Pennsylvania. This historic legislation provides long-term, dedicated funding for public transit as well as roads, bridges and multimodal transportation. Act 89 along with federal FAST Act funds, and Allegheny County local matching funds provided PRT a predictable, growing source of funds to make critical infrastructure repairs and improvements for years to come.

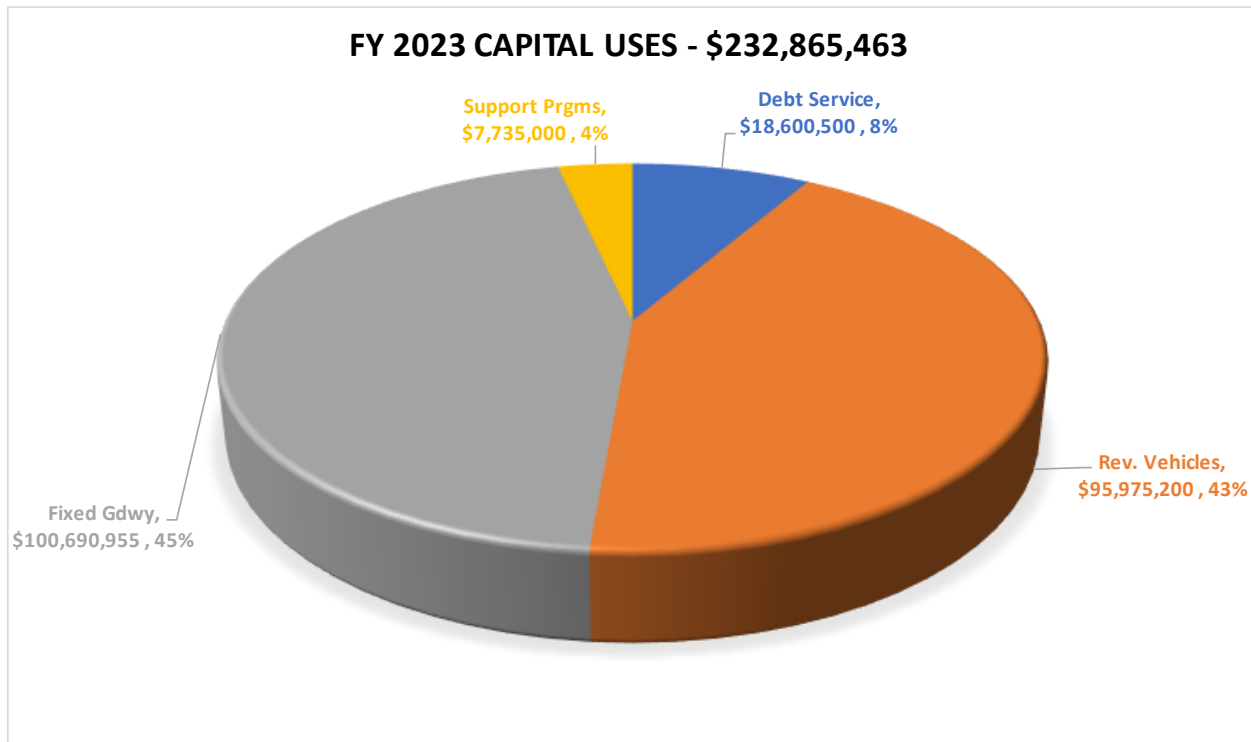
Transit funding transitioned under Act 89 on June 30, 2022. As a result, PRT's capital funding shifted to the Commonwealth's Motor Vehicle Fund. PRT's capital funding increased by 10.7% as compared to FY 2022 funding levels. PRT's FY 2023 Capital Improvement Budget (CIP) will continue to be focused on currently held infrastructure assets and state of good repair. The CIP will continue to build upon prior year Act 89 investments and continue capital programs to repair and/or replace assets that have long exceeded their useful life. PRT's FY 2023 CIP includes funding to start the construction of the Bus Rapid Transit project between Downtown and Oakland. PRT's FY 2023 CIP totaling \$232.9 million, includes \$135.3 million in state funds, \$93 million in federal funds, and \$4.5 million local funds.

With the anticipated FY 2023 funds, PRT has allocated projects that will bring assets to a state of good repair, enhance system safety, and various improvements to transit service. FY 2023 capital improvement programs are focused on the following categories:

- **Debt Service** – Bond debt incurred for the construction of the LRT Stage II Line and construction costs for the expansion of the Martin Luther King East Busway.
- **Bus Procurement** – The replacement of 107 - 60' low floor clean diesel buses that have met or exceeded their useful life (12 years).
- **Bus Rapid Transit** – The Downtown-Uptown-Oakland- East End Bus Rapid Transit (BRT) Project will provide a vital east-west connection between downtown Pittsburgh and the Uptown, Oakland, and East End neighborhoods. The project includes changes to both physical infrastructure and transit operations along the Downtown Uptown-Oakland portion of the corridor (the "BRT" Core.)
- **Fixed Guideway Improvements** – Pittsburgh Regional Transit assets include various Fixed Guideways including 3 busways, 2 LRT Lines, 79 Transit Bridges, 8 Tunnels, and 1 Incline. Some key FY 2023 fixed guideway projects include Restraining Rail Replacement - Construction, System Rail & Special Track Work, East Busway Bridge Rehabilitation, Restraining Rail Replacement, Kelly Ave & Race Street Arch Replacement - Design, Bridge Preventative Maintenance West Busway (7 Bridges) - Design, Bridge Preventative Maintenance South Busway – Design, Bridge Preventative Maintenance LRT (7 Bridges) – Design, Mt Lebanon Tunnel Rail Replacement & Tunnel Repairs – Design, and

commencing construction of the Downtown-Uptown-Oakland- East End Bus Rapid Transit project.

- **Facility Improvements** – Some key 2023 facility CIP projects include East Liberty & Wilkinsburg Charging Stations, SHVRC Facility Improvements, and Wood Street & Steel Plaza Transformers.
- **Transit Support Program** – Within the 2023 support program CIP projects include enhancing Information Technologies, updating PRT’s Desktop Infrastructure Refresh, purchasing new March NVR/Cameras, the replacement of various non-revenue support vehicles that have reached and exceeded their useful life.



Capital Programs by Designation

Debt Service \$18,600,500

- \$18,600,500 - 2020 Series Bond Debt Service

Revenue Vehicle Replacement \$95,975,200

- \$94,975,200 - To Purchase 107 60' Articulated Buses (15 Battery Electric)
- \$1,000,000 - To Start Design Specification to Replace Light Rail Vehicles

Fixed Guideway Improvements \$100,690,955

- \$5,650,000 - Rail Improvements
- \$800,000 - Tunnel Improvements
- \$7,150,000 - Bridge Improvements
- \$1,000,000 - Busway Improvements
- \$86,090,955 - Bus Rapid Transit

Facility Improvements \$9,863,808

- \$2,563,808 - Bus Facility Improvements
- \$4,900,000 - Rail Facility Improvements
- \$2,400,000 - Electric Charging Infrastructure to Support Battery Electric Bus Operation

Support Programs \$7,735,000

- \$1,550,000 - Support Vehicles and Shop Equipment
- \$3,430,000 - IT Hardware/Software & ITS Support Programs
- \$1,000,000 - CCTV and Security Upgrades
- \$2,755,000 - Transit Enhancement Support Programs

Debt Service

PRT's Debt Service includes payments on Series 2020 Special Revenue Transportation Bonds. These bonds were used to refund the Special Revenue Bonds, Series 2011, which provided funds for the construction of the Stage II LRV Line and for construction on the East Busway Extension. The final year of debt servicing of the Series 2020 bonds is FY 2029.

Annual Debt Service Requirement

Fiscal Year Ending June 30	Principal	Interest	Debt Service
2023	\$13,220,000	\$5,380,500	\$18,600,500
2024	\$13,875,000	\$4,719,500	\$18,594,500
2025	\$14,575,000	\$4,025,750	\$18,600,750
2026	\$15,300,000	\$3,297,000	\$18,597,000
2027	\$16,065,000	\$2,532,000	\$18,597,000
2028	\$16,870,000	\$1,728,750	\$18,598,750
2029	\$17,705,000	\$885,250	\$18,590,250
Total	\$107,610,000	\$22,568,750	\$130,178,750

Revenue Vehicle Replacements

- Bus Procurement/Replacement LRV Design - \$95,975,200
 - PRT plans to replace 107 60' Articulated buses (15 Battery Electric) during FY 2023 and commence the LRV replacement project spec.

Fixed Guideway Improvements

- BRT Downtown – Oakland Construction - \$86,090,955
 - Allegheny County, the City of Pittsburgh, Port Authority of Allegheny County, and the Urban Redevelopment Authority of Pittsburgh have proposed a Bus Rapid Transit (BRT) system that connects Downtown Pittsburgh with Uptown, Oakland, and several other communities. BRT is a high-quality bus-based transit system that delivers fast, comfortable, and cost-effective services via dedicated lanes and fast and frequent operations. Construction of the Downtown-Oakland system will begin in FY 2022/2023.

- Bridge/Tunnel/Rail Inspection NBIS / NTIS - \$1,100,000
 - Annual increment of the Bridge Inspection Program which provides periodic inspections of bridges on a bi-annual basis. Periodic NBIS inspections assess structural conditions on a regular basis, which allows for prediction of rehabilitation and replacement needs in order to maintain structures in a state of good repair. Ultrasonic rail inspections are also performed under this project. FY 2023's scheduled inspections will also include the annual Monongahela Incline non-destructive cable & Fall Protection testing, and the inspection of the Panhandle Bridge over the Monongahela River (including underwater inspection.)
- East Busway Bridge Rehab - \$1,000,000
 - This project continues the annual increment of preventative maintenance repairs of seven Authority owned bridges along the East Busway in order to maintain the bridge inventory in a state of good repair. This project consists of performing design related activities to proactively identify and repair known problem areas that can typically cause significant future damage and deterioration
- Penn Avenue Bridge Replacement Design \$850,000
 - This project consists of designing the replacement for the 78-ft (4-span) Penn Ave (Wilkinsburg) Bridge which carries the East Busway over Penn Ave. The bridge was originally constructed in 1904 and has been retrofitted and rehabilitated several times through its history. The bridge is currently rated in fair condition and continues to deteriorate and has exceeded its useful service life with an anticipated remaining service life less than 12 years.
- Kelly Ave & Race Street Arch Replacement Design - \$1,250,000
 - This project consists of designing the replacement for the 114-ft Kelly Ave Arch Bridge and 29'-6" Race Street Arch which carry the East Busway over Kelly Ave and Race Street Respectively. The bridge was originally constructed in 1910. Kelly Ave Arch is rated in poor condition and both bridges continue to deteriorate and have exceeded their useful service life.
- Bridge Preventative Maintenance West Busway (7 Bridges) Design - \$1,000,000
 - This project continues the annual increment of preventative maintenance repairs of seven Authority owned bridges along the West Busway in order to maintain the bridge inventory in a state of good repair. This project consists of performing design related activities to proactively identify and repair known problem areas

that can typically cause significant future damage and deterioration. Bridges include, but are not limited to, Chartiers Creek Bridge, Corliss Tunnel Flyover, Oakwood Culvert, Wabash HOV Bridge, Bell Ave. Bridge, Campbells Run Bridge, and Arch Street Bridge.

- Bridge Preventative Maintenance South Busway and Local Use (7 Bridges) Design - \$1,250,000
 - This project continues the annual increment of preventative maintenance repairs of seven Authority owned bridges along the South Busway and Local Use in order to maintain the bridge inventory in a state of good repair. This project consists of performing design related activities to proactively identify and repair known problem areas that can typically cause significant future damage and deterioration. Bridges include, but are not limited to, Seventh Ave. Bridge, Ben Avalon (Church Ave) Bridge, East Prospect Ave. Bridge, Avalon (California Ave) Bridge, Emsworth Bridge, Saw Mill Run Boulevard Bridge, and West Liberty Avenue Bridge.

- Bridge Preventative Maintenance LRT (7 Bridges) Design - \$700,000
 - This project continues the annual increment of preventative maintenance repairs of eight Authority owned bridges along the Light Rail System in order to maintain the bridge inventory in a state of good repair. This project consists of performing design related activities to proactively identify and repair known problem areas that can typically cause significant future damage and deterioration. Bridges include, but are not limited to, Brookside Acres Bridge, Brookside Farms Bridge, Oak Viaduct, McNeilly Road Bridge, Linden Grove Culvert, Simmons Stop Bridge, Library Pedestrian Bridge, and Reflectorville Viaduct.

- Mt Lebanon Tunnel Rail Replacement & Tunnel Repairs Design - \$800,000
 - This project is for the design phase of the replacement of all rail inside of the Mt. Lebanon Tunnel and includes all of the rail and switches through Mt. Lebanon Station and Dormont Station at the south and north ends of the tunnel respectively. Routine inspections of the rail revealed corrosion and isolated rust packing consistent with section loss of steel. This prompted independent 3rd party inspections by non-destructive testing consultants. The results show corrosion to the rail web and base throughout the tunnel with isolated sections of rail exhibiting corrosion on the rail base severe enough to limit the life expectancy of the rail to 3 to 4 years based on the current remaining section and the rate of corrosion. The rail and switches on the north and south end of the tunnel are

primarily original installation, circa 1985, and are included in this request to exploit the service disruption and track outages. Miscellaneous tunnel repairs are included for repairs to the tunnel structure that will eliminate water intrusion or address other factors that promote rail corrosion. Failure to replace the corroded rail will necessitate increased frequency of Authority inspections and special 3rd party inspections and future unplanned closures and disruptions of service to repair sections of rail that are approaching or exceeding the limits for section loss of steel.

- South Busway Paving Construction - \$1,000,000

- The South Busway pavement between Pioneer Avenue and South Bank Station (approximately 1.5 miles) has deteriorated due to age, continual vehicle use and road salt applications. Pavement contains numerous cracks, potholes and imperfections which cause unacceptable ride quality and potential damage to revenue vehicles. This project will provide an asphalt overlay to the existing concrete pavement. Work will also include curb replacement, grade adjustment and reconstruction of inlets, as necessary.

- Rail Wear & Geometry Inspection - \$400,000

- This request consists of the annual inspection and assessment of the Authority system track-work as required by the Authority Maintenance and Inspection Standards. The inspection and assessment are comprised of measuring track geometry and rail wear to identify area of track that exceed allowable thresholds specified in the Authority Standards and to program and prioritize track replacement in an effort to maintain a state of good repair of the track system.

- System Rail & Special Track Work - \$1,000,000

- This project will continue the effort of purchasing replacement components to keep the light rail system trackwork in a state of good repair. Portions of the light rail system and its components are original equipment in excess of 30 years old. Normal wear and tear and diminished functionality of components have required additional maintenance to keep the parts within their governing standards. In addition, defective parts and parts deteriorated beyond the limits of their respective standards will cause speed restrictions and closures if not properly maintained. The following material will be required to continue to bring the system to a state of good repair: Switch Frags, Direct Fixation Switch Plates, 115 Lb Rail, and Grade Crossing Panels.

- Restraining Rail Replacement Construction - \$3,000,000
 - This project proposes installing a modern, industry-standard restraining rail system that is used in most transit systems throughout the world. The system will provide the necessary derailment protection, without causing excessive stress and wear on the LRV Wheels. It includes full replacement of curved sections of rail in three areas identified by operations as high need: Martin Villa (Willow Avenue Crossing), Alfred Street, Alton and Hampshire streets. This will replace everything within 6” under tie, including underdrains, ballast, crossing protection, local signal circuits, ties, rail and crossing panels.

- ATS Functionality Expansion to Library Line - \$1,250,000
 - Currently Library Line (Silverline) is a dark territory with just regular Absolute Block Signaling (ABS) system that is designed to allow only one train to occupy a defined section of track (block) at a time. The new dynamic tag-based Automatic Trip Stop (ATS) System is a replacement for the inductive loop based ATS system currently in operation. The purpose of PRT’s ATS system is enforce a full-service brake resulting in a stop on vehicles that pass red signals without authority to do so. The old ABS system is obsolete and equipment is outdated and replacement parts are becoming more and more difficult to locate. Updating the equipment will allow for newer safety features to be implemented and better control of units locally and remotely by RTO.

Facility Improvements

- Electric Charging Infrastructure to Support Battery Electric Bus Operation - \$2,400,000
 - A key element for Port Authority’s new BRT project linking Downtown Pittsburgh with Oakland and other eastern communities is battery electric bus (BEB) infrastructure and operations. As such the BRT project involves the planned procurement and operation of fifteen 60-foot BEBs to operate on a core route linking Downtown, Uptown, Oakland and (via the East Busway), Shadyside, East Liberty, and Homewood in the City of Pittsburgh, as well as Wilkinsburg Borough. The alignment of the core BRT route is shown on the map included as Attachment A of this application. To support the operations of fifteen 60-foot BEBs in BRT service, fifteen 150 kW (slow) electric chargers and one 450 kW (fast) electric charger and associated infrastructure are proposed to be procured and installed at the East Liberty Bus Garage. The 150 kW electric chargers will be installed inside of the garage to provide overnight charging of batteries while the buses are being stored. The 450 kW electric charger will be installed outside to provide quick recharging of the BEBs between runs during the day. This infrastructure will

directly support the operation of these fifteen battery-electric buses as well as provide support future expansion of electric bus operations.

- South Hills Junction Bldg #1 CO System, Carmon, Rapid; Collier, Manch, WM and EL Carmon- \$1,000,000
 - **Vehicle Exhaust Systems** - The vehicle exhaust systems at South Hills Junction Bldg#1, Collier, and West Mifflin have reached the end of their life. There are several bays with obsolete hose reels and/or reels which need relocated. If we do nothing, it will become increasingly difficult for the facilities to evacuate the toxic exhaust adequately and safely, posing safety concerns. The project proposes to install new exhaust fans, ductwork, and controls, and will be implementing a standard vehicle exhaust system design across our facilities. It will also integrate the system into our Building Management System.
 - **South Hills Junction Building #1** - In addition to the vehicle exhaust, the existing CO sensor system and HVAC serving the garage floor areas have also been causing issues. The CO system has triggered numerous nuisance calls to the fire dept. In addition, the heating & ventilating units, which provide makeup air when the exhaust fans are operating, have reached the end of their life and are also not integrated with the CO system.

- Replacement DEF Dispensers at all 4 Operating Facilities - \$500,000
 - The work in this section would include the design, supply, and installation of Diesel Exhaust Fluid dispensers at multiple facilities to ensure timely filling of Diesel Exhaust Fluid for all buses serviced at these locations. The existing equipment is deteriorating and in need of replacement. The existing electronics are not readily available for replacement parts of the existing equipment.

- Collier - Emergency Generator and Electric Bus Infrastructure - \$600,000
 - Collier Garage has been selected as the next Authority bus garage to receive Battery Electric Bus charging equipment. This will require an upgrade of electrical infrastructure and generator backup to support the charging equipment. This project will assess the incoming electrical service size of the garage, update the generator coverage, install two (2) DC Fast Chargers (150kW) charging stations and allow for future expansion. Construction documents will be created, bids will be solicited, and construction will be executed.

- Heinz Facility Improvements Phase II- \$463,808
 - Improvements to PRT's administrative facility include the rehabilitation of the lobby with new furniture, lighting, and a protective desk for the receptionist as a result of

COVID-19. Also, various meeting rooms will receive updated lighting and new IT equipment.

- SHVRC Facility Improvements - \$1,500,000
 - SHVRC FIP II includes select limited renovations to SHVRC – Transportation Building, Maintenance. This project includes relocate/redesign dispatch area, replace/reconfigure existing front entrance concrete ADA ramp and railings, remove existing grade level signage and install new illuminated signage on building façade, replace additional exterior hollow metal frames/doors, repaint or replace existing insulated metal panels, and repair existing brick at grade level at northwest corner of transportation building.

- Wood Street & Steel Plaza Transformers (4) – \$3,400,000
 - The current electrical distribution equipment at both Wood Street Station and Steel Plaza Station is over 30 years old. The past 10 years have seen more and more tripping conditions and required repairs. Equipment is outdated and replacement parts are becoming more and more difficult to locate. The dampers and actuators powered from the switchgear are also over 30 years old. The veins do not all function and could allow for smoke ventilation to be inhibited. The actuator motors are becoming harder to find replacement parts and repair. Updating the equipment will allow for newer safety features to be implemented and better control of units locally and remotely by OCC. Multiple rail traction transformers have been failing due to age. All are over 30 years old. Traction transformers at Castle Shannon Substation and Library Substation are in immediate need of attention.

Information Technology

- Park and Ride Space Availability - \$150,000
 - Install parking counter technology at Carnegie and Wilkinsburg park and ride lots.

- March NVR/Cameras - \$955,000
 - Replacement NVR systems for existing onboard Bus/Rail Camera DVR systems.
 -

- Rugged Laptops – Operations - \$450,000
 - Replacement NVR systems for existing onboard Bus/Rail Camera DVR systems.

- Service Center New POS System – Operations - \$50,000

- POS system replacements (hardware/software) for Heinz Downtown Service Center.
- Hitachi Rail Systems – Operations - \$500,000
 - Consultation Services and upgrades for backend Rail Systems servers and software for Rail Transit Operations.
- Desktop Infrastructure Refresh – Operations - \$1,200,000
 - Consultations services for VMware Horizon, thin client equipment and management upgrades, and backend VDI infrastructure upgrades.
- Clever EVMS – Operations - \$125,000
 - This software provides electric fleet solutions that help transit agencies plan, operate, and improve operations based on the data-driven decisions, allowing constant and consistent improvement while supporting both the transition and future operations of an energy-efficient and modern fleet.

Support Vehicles and Shop Equipment

- Replacement of Various Non-Revenue Vehicles - \$1,550,000
 - PRT will purchase various new non-revenue vehicles. The intention is to replace approximately 15 mid-sized to heavy duty vehicles. The current vehicles have reached the end of their useful life and the new machine will reduce maintenance costs.

Transit Enhancement Support Programs

- Upper Mon Valley TOD - \$795,000
 - This project will study TOD and multimodal improvements in the communities of Swissvale, Rankin, Braddock, and East Pittsburgh, which will be served by expanded bus rapid transit service.
- Bus Stop Extension Pads - \$400,000
 - This project involves purchasing eight (8) bus stop extension pads to expand rider waiting areas at the most heavily used PRT bus stops. The purpose of these pads is to enable temporary expansion of bus stop waiting areas without PRT and its municipal partners going through the expense and complexity of building concrete bus stop extensions.

- Homestead Eighth Avenue Transit and Pedestrian Improvements - \$1,560,000
 - This project will advance the segment within Homestead Borough and Munhall Borough along Eighth Avenue (PA Route 837) between the Homestead Grays Bridge and West Street to Grant Street. Bus stop, pedestrian crossing improvements and signal upgrades would be implemented at West Street, Amity Street, Ann Street, McClure Street, Library Place, Andrew Street and Grant Street. Queue jump lanes would be placed on the southern end of the Homestead Grays Bridge (between the ramps to Fifth Avenue and the intersection with Eighth Avenue.)

Impact of Capital Projects on the Operating Budget

The decisions made in regard to PRT's Capital Improvement Plan advance the strategic vision of the company and maintain its core assets. These decisions can impact the PRT Operating budget both positively and negatively depending on the project. This supports the need for the Operating and Capital Budgets to work together for the good of the company and the community. The following paragraphs provide some detail into how the major projects budgeted for FY2023 impact the Operating side of the company:

Revenue and Non-Revenue Vehicle Replacement

The replacement of PRT's revenue and non-revenue vehicles (NRVs) helps keep operating costs stable. New Buses and NRVs require fewer replacement parts, which translates to less budget needed for materials, supplies and maintenance wages. In addition, new Buses and NRVs burn fuel more efficiently, consuming less fuel per mile.

Fixed Guideway Improvements

FY2023 funding invests in improvements to Port Authority's light rail infrastructure, tunnels, bridges and busways. Projects include replacement of aging and deteriorating infrastructure such as concrete, rail, conduit, cable, fans, lighting, communications equipment, and the subway rail improvements. These projects will have a positive impact to the Authority's operations budget as they will reduce the maintenance cost required to maintain revenue service as well as provide more energy efficient lighting and ventilation equipment. Additionally, the final funding for the construction phase of the bus rapid transit system is included in the budget. While the design phase did not immediately impact the operations budget, the final project will have a future impact to operational costs for infrastructure and operations to support the expanded service and stations.

Facility Improvements

The FY2023 funding for facility improvements provides various updates to PRT's operations and maintenance facilities, bus and rail stations, and various park and ride lots. Many of the projects entail renewals to existing infrastructure which have exceeded their useful life, and which require higher operation costs to maintain. Examples of a few projects which will have a positive impact to the operating budget include Electric Charging Infrastructure to support Battery Electric Buses, various facilities Carmon replacement and DEF dispenser replacement, and SHV and Heinz facility improvements. These projects include upgrades to electrical and LED lighting to modern equipment of higher efficiency, saving utility consumption and reducing operation costs. The electric charging infrastructure will allow PRT to expand our battery electric bus fleet, and therefore reducing future bus maintenance.

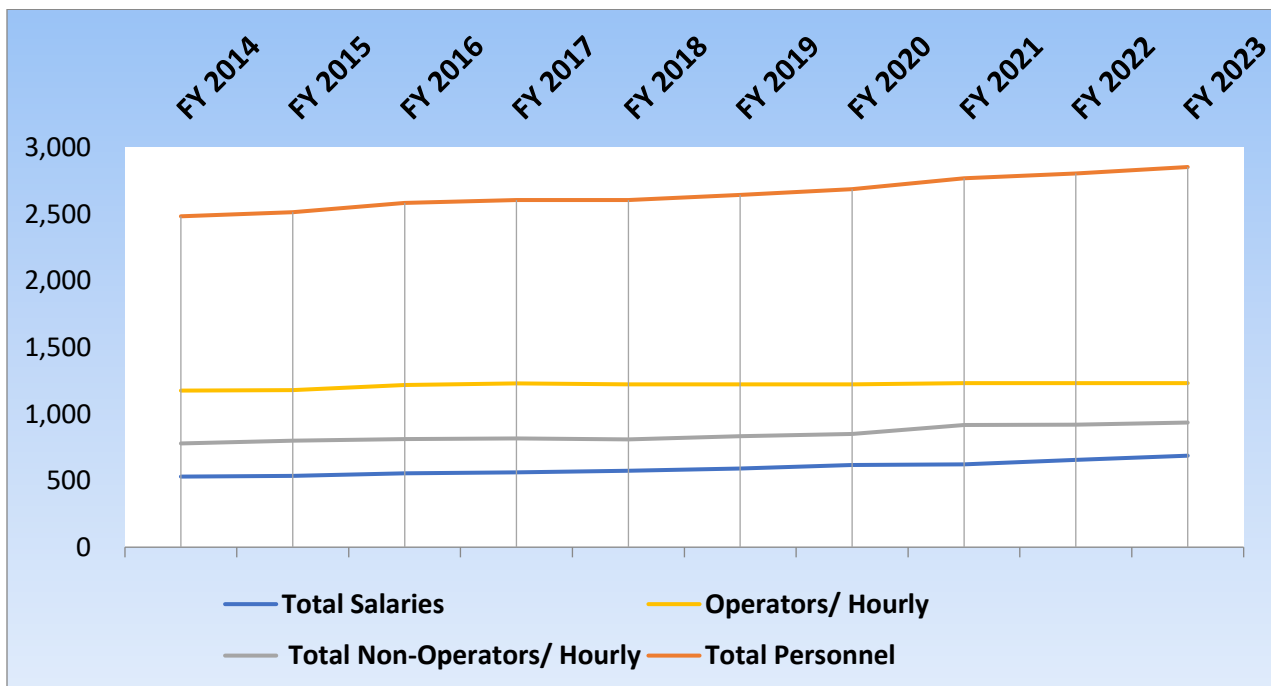
Transit Support Programs

Port Authority's Transit Support Program includes enhancements and upgrades to information technology (IT) hardware/software, support vehicles and equipment, and other planning programs in support transit enhancements. To support operations and maintenance needs in FY2023, the PRT will replace various non-revenue vehicles which have exceeded their useful life and require more maintenance to keep in service. Replacing equipment and vehicles that have exceeded their useful life will have a positive impact on the operations budget by directly reducing maintenance costs.

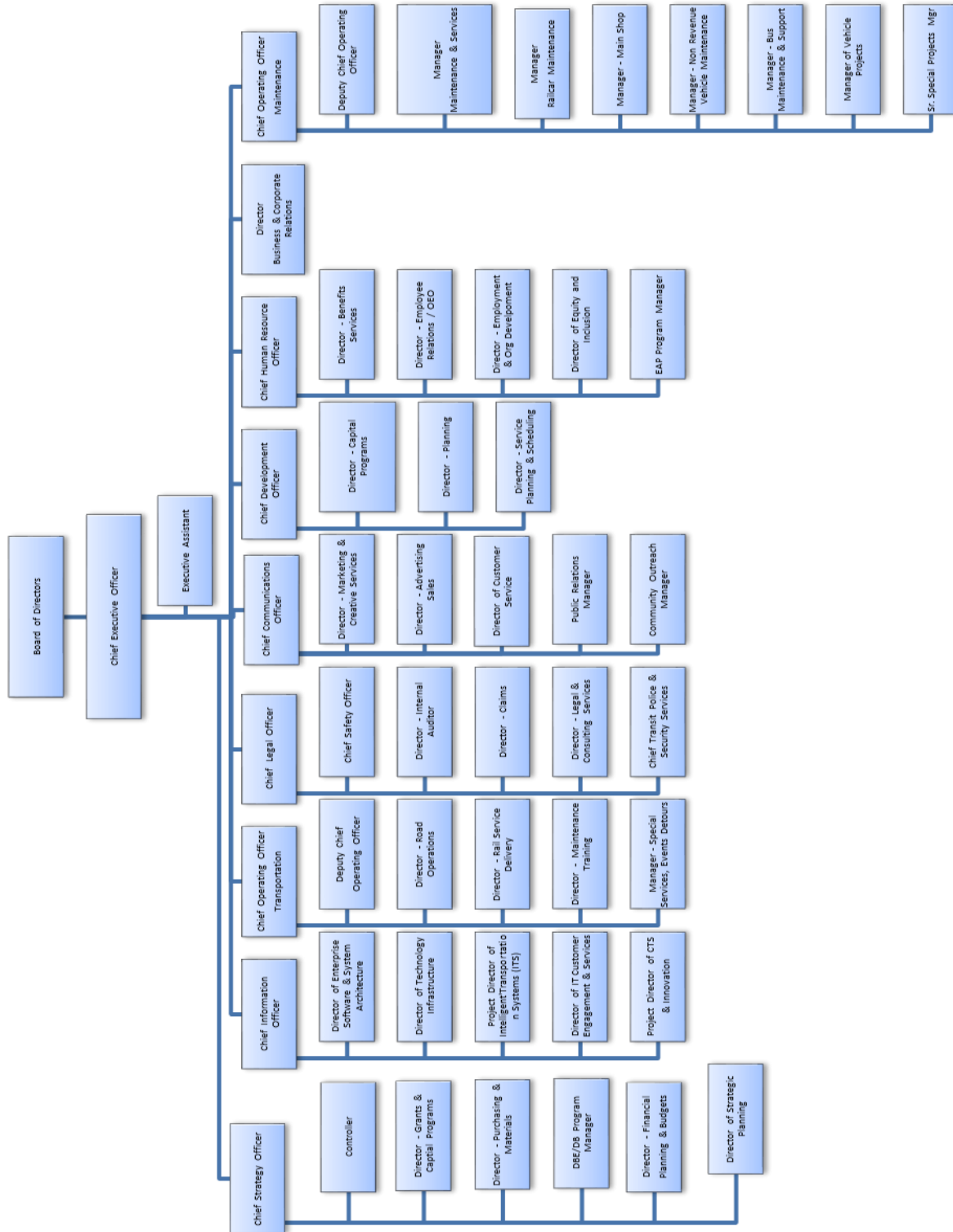
In FY 2019, the Port Authority underwent a reorganization from six divisions into eight. The existing six divisions, the Office of the CEO, Transit Operations, Finance, Marketing & Communications, Human Resources, and Legal & Corporate Services, were joined by Planning & Service Development and Information Technologies. The staff for those new standalone divisions moved from Transit Operations, Finance, and Marketing & Communications. In FY 2021, the Chief Operating Officer position was split into two positions, the COO – Transportation and the COO - Maintenance. The budget is developed based on these eight divisions and those departments reporting within each division. The Port Authority has over 70 departments at 14 locations reporting to the eight various divisions.

The Chief Executive Officer works closely with the Board of Directors and provides leadership to the entire Port Authority organization. The executive leadership team takes direction from the Chief Executive Officer and is responsible for managing the daily operations of their respective division. Together, divisions and departments work to provide quality transportation services to the Allegheny County region. The organizational structure found on the next page is a high-level organizational leadership chart.

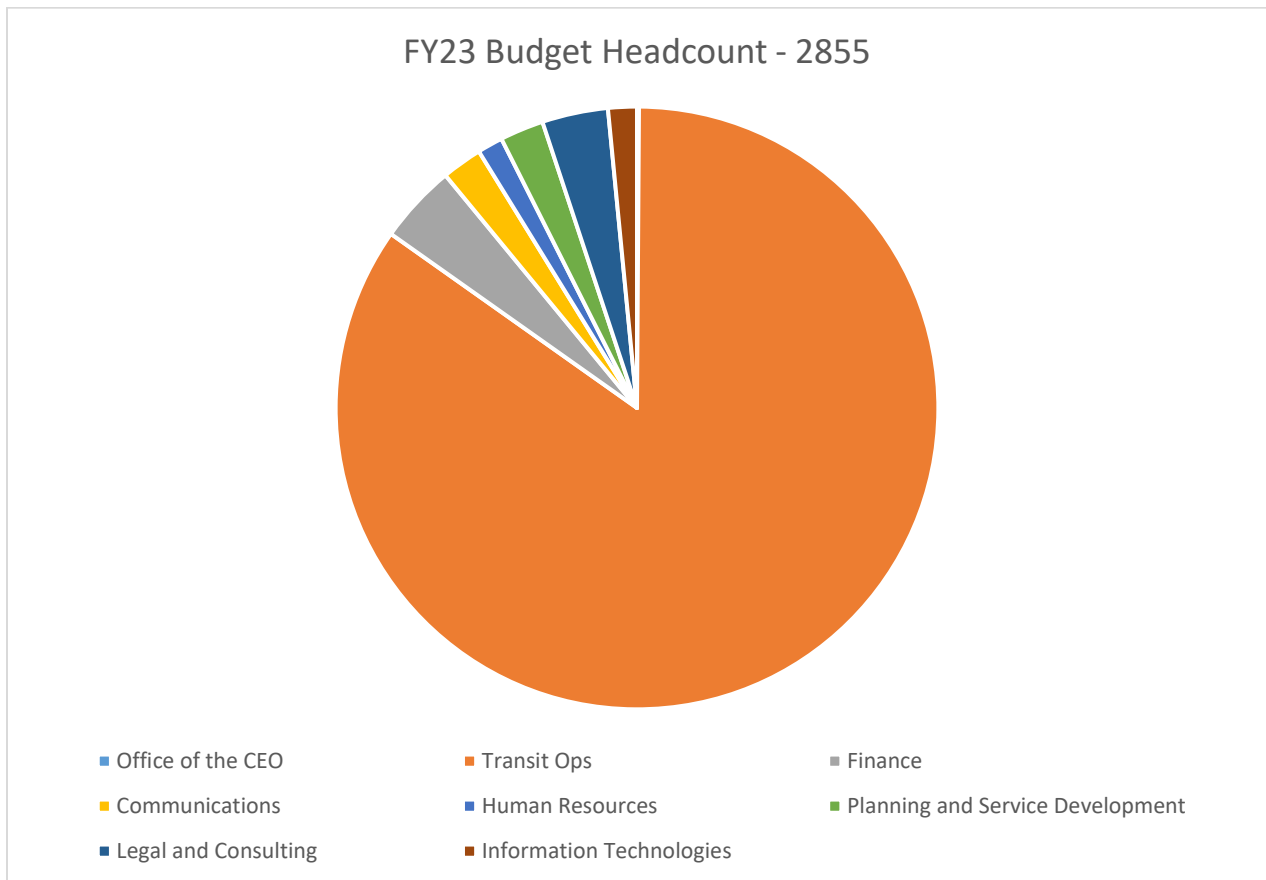
Pittsburgh Regional Transit has approximately 2,500 active employees. There are three separate collective bargaining units within the Authority. Roughly 85% of the total workforce is Amalgamated Transit Union (ATU) employees, a small fraction is International Brotherhood of Electrical Workers (IBEW) union members, and the Transit Police are a separate bargaining unit. The remaining employees are non-represented employees.



Organizational Structure



FY 2023 Headcount



	Actual FY 2020	Actual FY 2021	Budget FY 2022	Actual FY 2022	Budget FY 2023	Change 22-23 Budget
Office of the CEO	3	3	3	3	3	0
Transit Ops	2,162	2,219	2,391	2,145	2,418	27
Finance	105	108	111	105	121	10
Communications	40	40	62	51	62	0
Human Resources	32	34	36	35	39	3
Planning and Service Development	51	54	63	57	67	4
Legal and Consulting	92	92	98	87	101	3
Information Technologies	35	37	42	38	44	2
Total	2,520	2,587	2,806	2,521	2,855	49

Divisional Summaries and Expenses

FY 2023

The Office of the Chief Executive

The Chief Executive Officer is responsible for all aspects of managing and overseeing the planning, financing, administration, operations, safety, and security of Authority’s services. The Chief Executive Officer serves as the Authority’s representative with governmental units, agencies, and transit organizations at the federal, state, and local levels. The CEO works closely with the Port Authority of Allegheny County Board of Directors. The Board of Directors develops the strategic direction of the organization through governance oversight. This division contains the expenses for the Board of Directors. The Board is not compensated but expenses may be incurred for travel, printing, and legal counsel.

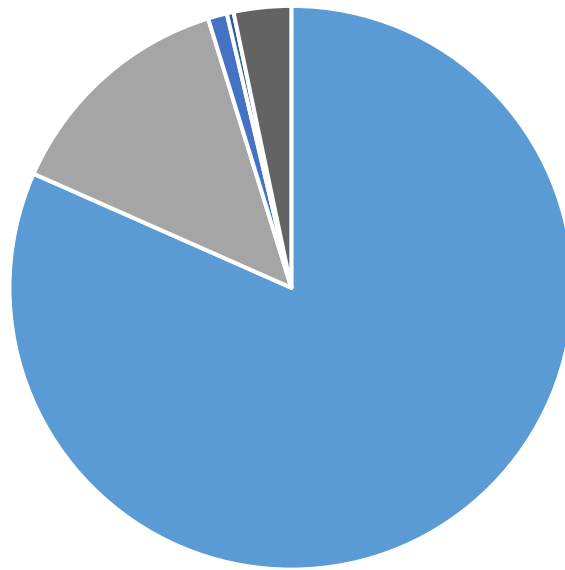
Office of the CEO – Personnel (No. of Employees)

	FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Budget
Office of the CEO	3	3	3	3
Total Personnel	3	3	3	3

Office of the CEO - Expenses by Category

Office of CEO Expense Accounts	FY 2020 Audited	FY 2021 Audited	FY 2022 Unaudited	FY 2023 Budget	% Change '22 to '23
Total Salary & Wages	\$472,353	\$387,533	\$396,621	\$446,509	12.58%
Total Fringe Benefits	77,688	34,027	58,380	74,399	27.44%
Purchased Services	1,219	-	-	-	-
Materials and Supplies	817	1,177	-	2,100	-
Other Expenses	13,165	11,814	33,428	18,000	-46.15%
Net Total Expense	565,242	434,551	488,428	547,008	11.99%

FY 2023 Office of the CEO - Budget by Category

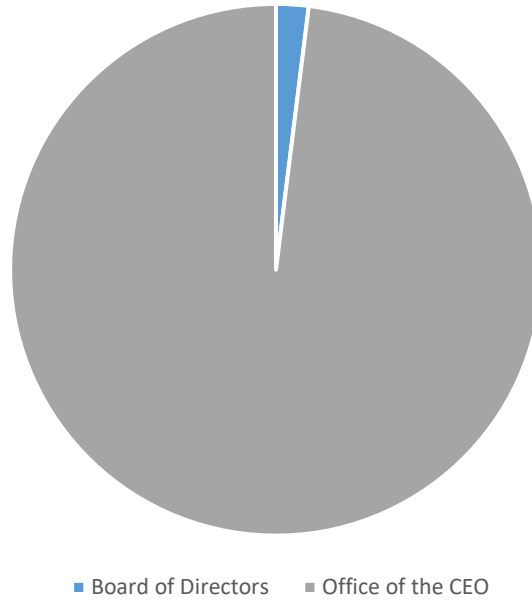


- Total Sal & Wages
- Total Fringe
- Purchased Services
- Materials and Supplies
- Other Expenses

Office of the CEO - Expenses by Department

Office of the CEO Departments	Audited FY 2020	Audited FY 2021	Unaudited FY 2022	FY 2022 Budget	% Change 22 to '23
Board of Directors	2,115	1,407	1,664	10,800	549.04%
Office of the CEO	401,534	431,021	486,764	536,208	10.16%
Office of the Chief of Staff	161,594	2,123	-	-	
Net Total Expense	565,243	434,551	488,428	547,008	11.99%

FY 2023 Office of the CEO - Budget by Department



Transit Operations

The Transit Operations division is responsible for the safe and timely delivery of transit services. It is comprised of Bus and Rail Operations, the maintenance of PRT's bus and rail vehicles and the maintenance of the Agency's facilities and rail administration. Transit Operations is the largest division at the Pittsburgh Regional Transit and oversees service delivery, maintenance, major overhauls and ensures a safe and secure working and riding environment for employees and customers. There are four bus garages (Ross, East Liberty, West Mifflin, and Collier) that provide daily service and maintenance and one major overhaul bus garage (Manchester). Rail Service delivery has one garage for daily and overhaul maintenance (South Hills Village). South Hills Junction is a support service garage for rail and facilities administration. South Hills Junction contains the following departments: Non-Revenue Vehicles, Way, Facilities, Light Rail Transit System and Power. In FY 2021, a new department was created called Special Events and was added to the Transit Operations Division.

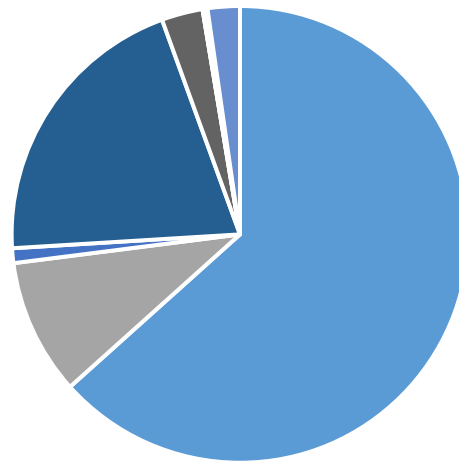
Transit Operations – Personnel (No. of Employees)

	FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Budget
Office of Chief Operations Officer	4	3	3	3
Bus & Rail Operations	1,274	1,261	1,193	1,376
Bus & Rail Maintenance	606	663	653	706
Facilities & Rail Administration	303	289	293	329
Special Events	0	3	3	4
Total Personnel	2,187	2,219	2,145	2,418

Transit Operations - Expenses by Category

Transit Operations Expense Accounts	FY 2020 Audited	FY 2021 Audited	FY 2022 Unaudited	FY 2023 Budget	% Change '22 to '23
Total Salary & Wages	\$151,056,994	\$154,607,571	\$157,365,048	\$164,970,422	4.83%
Total Fringe Benefits	21,871,608	21,462,939	22,916,608	25,051,631	9.32%
Purchased Services	3,205,572	2,457,257	1,629,397	2,720,500	66.96%
Materials and Supplies	40,430,817	37,702,851	40,307,741	53,178,172	31.93%
Provision and Injury	(4,620,756)	(574,338)	(125,520)	-	-
Utilities	6,355,779	5,632,877	5,369,412	7,600,000	41.54%
Other Expenses	427,978	325,360	591,842	700,760	18.40%
Leases & Rentals	79,978	144,763	192,604	201,600	4.67%
Transfers and Capitalizations	(10,081,305)	(7,488,252)	(7,063,828)	(5,933,000)	-16.01%
Net Total Expense	208,726,303	214,271,029	221,183,305	248,490,085	12.35%

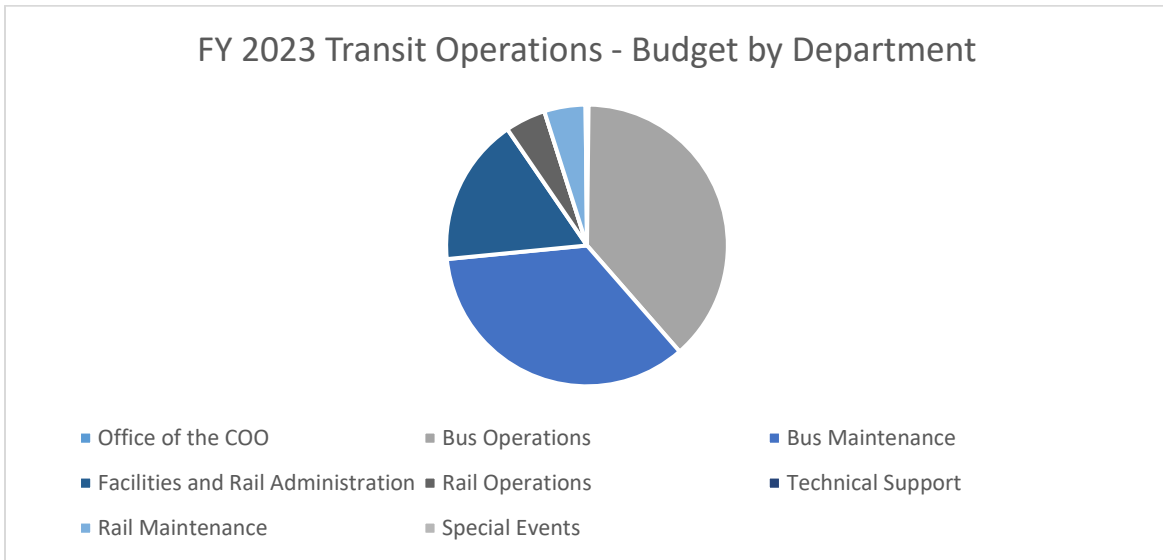
FY 2023 Transit Operations - Budget by Category



- Total Sal & Wages
- Materials and Supplies
- Other Expenses
- Total Fringe
- Utilities
- Leases & Rentals
- Purchased Services
- Casualty & Liability
- Transfers and Capitalizations

Transit Operations - Expenses by Department

Transit Operations Departments	FY 2020 Audited	FY 2021 Audited	FY 2022 Unaudited	FY 2023 Budget	% Change 22 to '23
Office of the COO	317,059	618,599	588,091	449,933	-23.49%
Bus Operations	86,863,063	87,106,193	89,038,224	95,409,734	7.16%
Bus Maintenance	69,218,257	70,265,554	75,098,393	86,673,084	15.41%
Facilities and Rail Administration	32,837,066	34,473,652	35,326,048	42,205,245	19.47%
Rail Operations	9,947,181	10,480,049	10,416,696	11,574,241	11.11%
Technical Support	1,085,913	-49,626	-	-	-
Rail Maintenance	8,457,765	11,172,086	10,458,409	11,768,055	12.52%
Special Events	-	204,522	257,444	409,793	59.18%
Net Total Expense	208,726,303	214,271,029	221,183,305	248,490,085	12.35%



Transit Operations – FY 2022 Accomplishments

- ✓ Completion of pit restoration project at South Hills Village Rail Center
- ✓ Installed vehicle air purifiers on bus fleet
- ✓ Donati Crossing replacement which included 2,400' of continuous welded rail replaced inbound and outbound from SHV to Dorchester.
- ✓ Replaced 10 floating heel block points at steel plaza, south hills junction, and Washington junction
- ✓ Replaced 10 frogs at sandy creek switches and Mesta switches
- ✓ Replaced 10 inlets on the West & South Busway.
- ✓ Installed Management Consoles (computers) at all six (6) PRT Microwave Towers.
- ✓ Installed/upgraded six (6) new intrusion systems in LRT Traction Power Substations.
- ✓ Replaced/upgraded dehydrators at Grandview and South Hills Village Microwave Towers
- ✓ Completed West Busway Station and Shelter renovations.
- ✓ Installed new Farebooths at Potomac and Mt. Lebanon Stations.
- ✓ Completely update Wilkinsburg and Swissvale Park and Ride lots to LED Lighting.
- ✓ Installed new light poles and fixtures at Kelton Station.
- ✓ Completed renovations to M-Loop comfort station.
- ✓ Installed new door operating systems for the Salt House bagged storage area.
- ✓ Installed a new rooftop air handling unit at McFarland comfort station.
- ✓ Completed the Incline cable replacement.
- ✓ Completed install of all available YM2000 switch machines in the SHV yard.
- ✓ Installed catenary heat trace system on I/B & O/B side at Allegheny station.
- ✓ Installed new snow melters throughout the system.

Transit Operations – FY 2023 Objectives

- Improve vehicle availability pull-out percentage to above 95%.
- Perform monthly audits at the bus and rail divisions to assess and improve vehicle cleanliness.
- Manage Mean Distance Between Failures to greater than 8,000 miles.
- Maintain wheelchair lift operability to at least 98%.
- Evaluate vehicle and facility upgrades for Port Authority's into Zero Emission possibilities.
- Finish East, West & South Busway Sign Project.
- Replace Plates, Points & stock Rail on Panhandle Bridge.
- Install Frogs throughout the system.
- Replace Washington Junction pocket track switch points.
- Mt. Lebanon Station Pedestrian Crossing which includes Ties, Rail & concrete.
- Replace Switch Point 3A at Washington Junction.
- Replace 500 Ties throughout the system.
- Replace defective antennas on South Hill Village Microwave Tower.
- Replace Defective antennas on Repp Road Microwave Tower.
- Install intrusion/fire systems in LRT signal rooms/huts.
- Replace/upgrade backup generator, transfer switch and fuel system at Repp Road Microwave tower.
- Replace/upgrade dehydrators at Kennedy and Brinton Microwave Towers.
- Update all comfort stations to a new proprietary lock system.
- Completely renovate Carnegie, Avalon Loop, and Swissvale Comfort Stations.
- Install a new package air handling unit at the Wabash Tunnel North Portal Building.
- Return 3 of the 5 hoists to service at Harmar Garage.
- Renovate the Female Locker room at Steel Plaza for Subway employees.

Finance Division

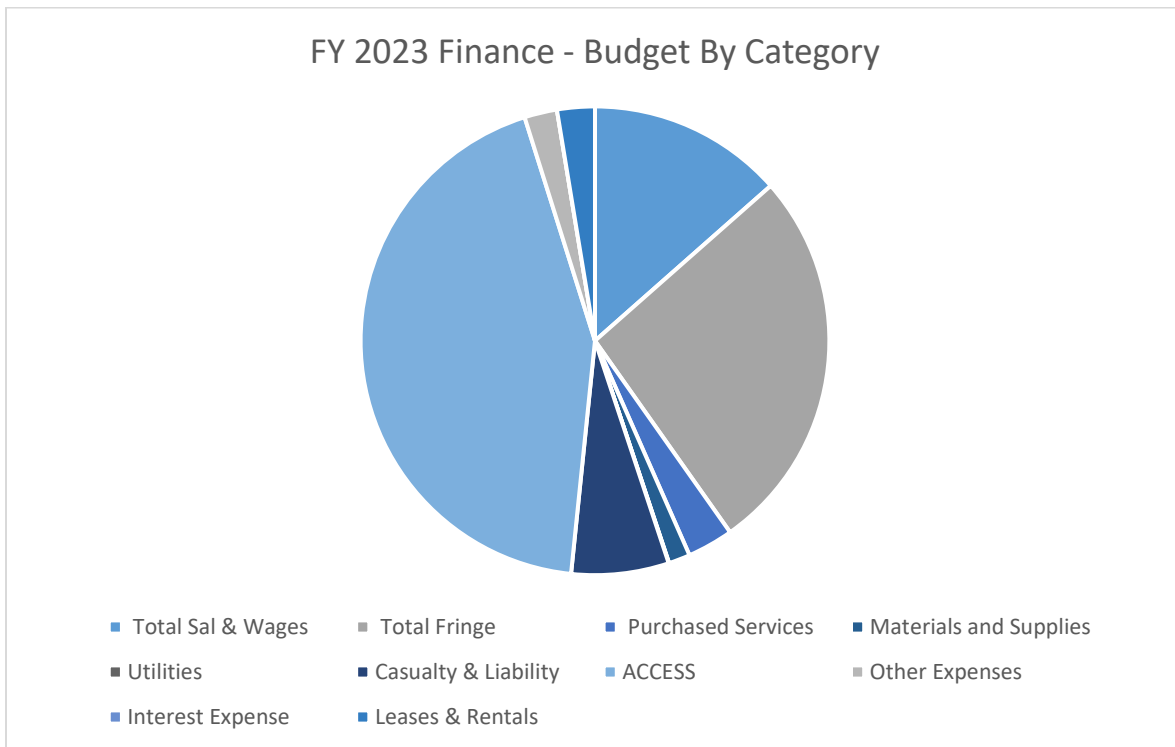
The Finance Division is comprised of Financial Planning & Budgets, Grants & Capital Programs, Accounting, Payroll, Cash Management DBE Program Management, Administrative Services, and Procurement & Materials Management. In FY 2022, the Service Center moved out from under the Finance Division to the Communications Division and Office of the Controller was established in preparation for the hiring of a Chief Strategy Officer who would oversee the Finance Division. The Strategy department was developed and implemented for FY 2023. Responsibilities of the Finance Division include preparing and monitoring annual operating and capital budgets; all accounting and financial documentation; Federal, State, and County government reporting and grant applications; revenue collection and processing; financial projections and analyses; purchasing, receiving, storage and distribution of materials and supplies and the administration and maintenance of our ConnectCard fare system (AFCS). The Finance division also provides oversight of the General Administrative Expenses of the Port Authority. These include corporate and general insurance expense and the federal, state & local capitalizations used to offset operating expenses.

Finance – Personnel (No. of Employees)

	FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Budget
Office of the Controller	0	0	1	1
Executive & General - Finance	2	1	3	1
Materials	40	42	42	44
Operating Accounting	3	3	6	6
Payroll	5	4	4	5
Cash Management	4	5	5	5
Service Center	8	8	0	0
Financial Planning & Budgets	6	6	5	5
Procurement	22	23	22	28
DBE Program Manager	1	2	3	3
Grants and Capital Programs	8	8	7	8
Strategy	0	0	0	7
Administrative Services & Technical Specs	6	6	7	8
Total Personnel	105	108	105	121

Finance - Expenses by Category

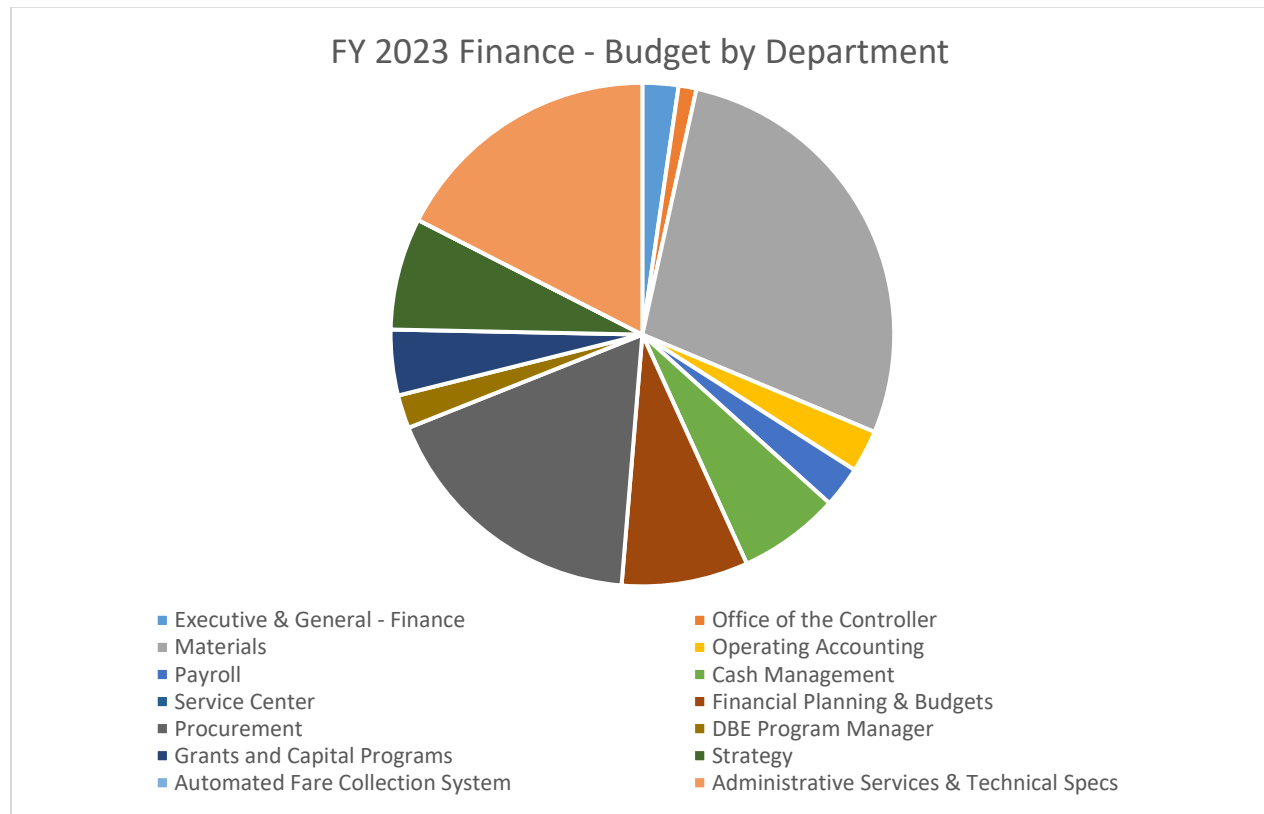
Finance Expense Accounts	FY 2020 Audited	FY 2021 Audited	FY 2022 Unaudited	FY 2023 Budget	% Change '22 to '23
Total Salary & Wages	\$6,951,327	\$7,155,467	\$7,366,607	\$9,636,627	30.81%
Total Fringe Benefits	15,474,817	16,505,131	16,770,127	19,079,062	13.77%
Purchased Services	3,411,237	745,205	725,662	2,265,500	212.20%
Materials and Supplies	570,458	842,076	235,406	1,059,800	350.20%
Provision and Injury	2,205,476	2,628,421	3,020,851	4,798,862	58.86%
Utilities	35,775	36,407	3,815	22,800	497.64%
Other Expenses	1,231,702	774,243	1,018,338	1,609,620	58.06%
Leases & Rentals	1,532,936	1,707,828	1,696,605	1,857,000	9.45%
ACCESS	24,346,319	24,878,539	27,765,766	31,066,200	11.89%
Transfers and Capitalizations	(86,117,569)	(126,186,894)	(96,735,190)	(129,212,836)	33.57%
Net Total Expense	(30,357,521)	(70,913,578)	(38,132,013)	(57,817,365)	51.62%



Finance - Expenses by Department

Finance Departments	FY 2020 Audited	FY 2021 Audited	FY 2022 Unaudited	FY 2023 Budget	% Change 22 to '23
Executive & General - Finance	159,470	165,915	241,537	362,846	50.22%
Office of the Controller	-	-	161,840	180,457	11.50%
Materials	3,679,431	4,083,719	3,642,155	4,381,563	20.30%
Operating Accounting	252,981	216,585	304,396	427,580	40.47%
Payroll	290,380	304,612	306,799	413,508	34.78%
Cash Management	874,222	827,581	790,809	1,025,448	29.67%
Service Center	499,971	418,145	-	-	-
Financial Planning & Budgets	825,910	850,661	751,252	1,277,082	69.99%
General Administration	-43,877,694	-82,333,283	-49,382,869	-73,539,491	48.92%
Procurement	1,637,956	1,651,668	1,889,943	2,773,969	46.78%
DBE Program Manager	79,790	79,921	153,070	337,169	120.27%
Grants and Capital Programs	574,079	597,069	641,415	662,641	3.31%
Strategy	-	-	-	1,131,456	-
Automated Fare Collection System	2,542,398	-	-	-	-
Administrative Services & Technical Specs	2,103,586	2,223,829	2,367,640	2,748,407	16.08%
Net Total Expense	(30,357,521)	(70,913,578)	(38,132,013)	(57,817,365)	51.62%

FY 2023 Finance - Budget by Department



Finance – FY 2022 Accomplishments

- ✓ Successfully processed the AP 1099 forms by the due date for both Federal and State
- ✓ Successfully applied for all federal formula funds (5307, 5337, 5339) within FTA's TrAMS system
- ✓ Successfully applied for all state funding approved to implement the FY 2023 Capital Improvement Program approved by the BOD
- ✓ To date FY2023 total diesel fuel savings as compared to the float market price is \$4.1M
- ✓ Professional Services and Bus and Rail procurement groups began meeting with all the division heads to forecast projects to be more proactive and increase efficiency.
- ✓ Successfully conducted annual inventory with an overall accuracy rate of 97.13% based on \$20M total stock inventory.
- ✓ We reduced our audit findings during current FTA and PRT audits by improving our internal document and inventory control processes.
- ✓ Successfully selected a new Pension Trustee for the first time in 60 years, resulting in an annual savings of \$400,000.
- ✓ FY2021 National Transit Database Report was approved by the FTA
- ✓ Successfully implemented a fare change in January 2022
- ✓ Completed auditing and clean-up of certification files
- ✓ Added program management capacity for certification and began cross-training team members
- ✓ Began documenting DBE processes and procedures
- ✓ Completed organization-wide five-year Strategic Plan

Finance – FY 2023 Objectives

- Implement capital electronic invoice processing
- Update process documentation for A/P and Asset Management
- Apply for the BRT CIG within FTA's TrAMS system
- As a group this year, we are researching procurement Contract Management software to assist in creating a repository and to simplify our process.
- Launching the Amazon Prime Account to gain more control and visibility into Amazon purchases throughout PRT.
- Currently automating electronic bid process in Construction and Bus & Rail to gain more efficiency and sustainability.
- Complete the Peoplesoft Finance Module upgrade during the fiscal year.
- Finalize and select a Budget module through a Request for Proposal process.
- Begin process documentation of National Transit Database submission to facilitate succession planning.
- Establish foundation to solidify DBE internally and externally to optimize ability to increase participation
- Submit FTA Triennial Goal Methodology
- Establish Enterprise Performance Department and Roll out Strategic Plan
- Establish Innovative Funding Department

Marketing and Communications Division

The Marketing and Communications Division oversees Marketing, Creative Services, Public Relations, Advertising, Government Affairs, Community Outreach, and Customer Service. The responsibilities of this division include public engagement through advertising and social outreach, stakeholder relations, media relations, marketing and promotion of services; production of most public materials, such as brochures, advertising, maps, and websites; management of social media; and management of advertising on Port Authority assets to generate additional revenue. Beginning in FY 2020, Community and Government Relations became a standalone department with personnel moving from Public Relations. It has since been reclassified and split into External Relations and Community Outreach which took place starting in FY 2022. The Communications Division will continue to review and integrate modern technology as a means to actively communicate with riders. Mobile applications have made it easier for our riders to pinpoint the exact location of the next bus. Further, new signage will more effectively communicate designated routes and enable riders to interact with service schedules.

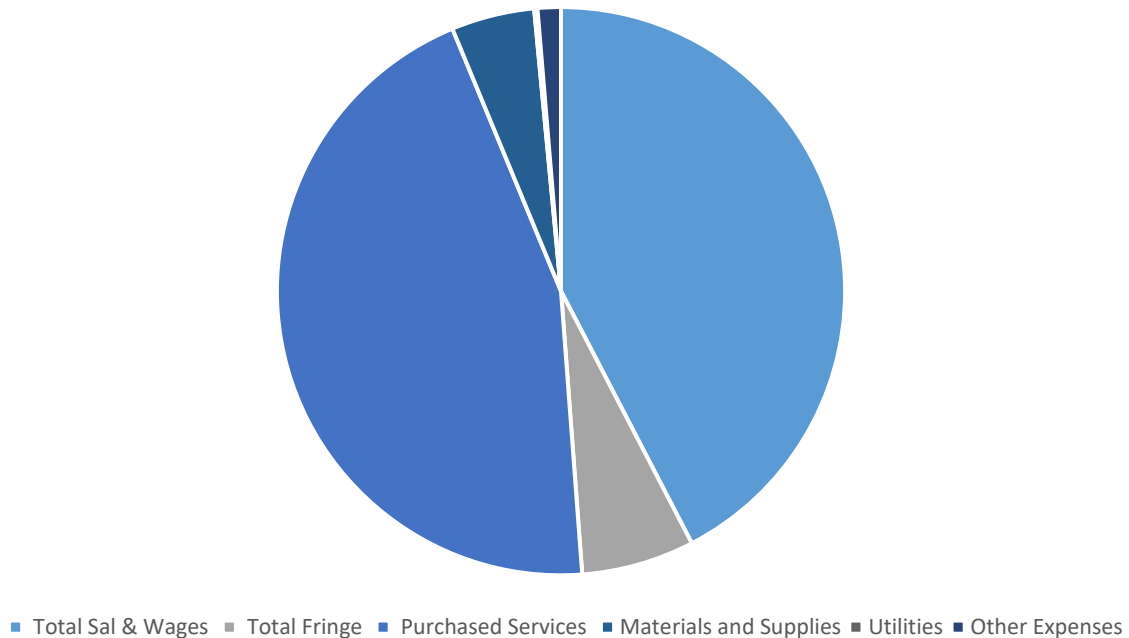
Marketing & Communications – Personnel (No. of Employees)

	FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Budget
Executive & General - Marketing	1	1	1	1
Community & Government Relations	3	3		
Creative Services	4	4	4	4
Marketing	1	1	1	1
Customer Service	25	25	35	38
Advertising Sales	3	3	3	4
External Relations			2	3
Public Relations	3	3	3	6
Community Outreach			2	5
Total Personnel	40	40	51	62

Marketing & Communications - Expenses by Category

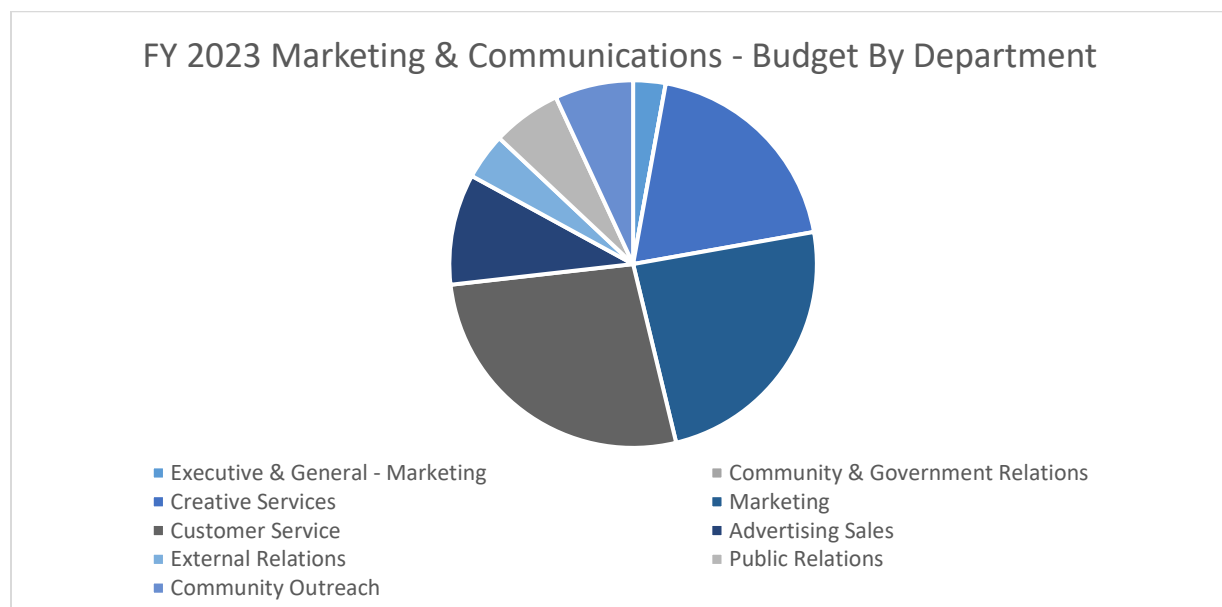
Marketing & Communications Expense Accounts	FY 2020 Audited	FY 2021 Audited	FY 2022 Unaudited	FY 2023 Budget	% Change '22 to '23
Total Salary & Wages	\$2,592,339	\$2,468,130	\$2,908,269	\$4,052,433	39.34%
Total Fringe Benefits	515,141	449,209	579,544	614,717	6.07%
Purchased Services	391,210	976,955	1,467,369	4,298,000	192.91%
Materials and Supplies	239,598	101,314	232,510	452,400	94.57%
Utilities	-	-	9,159	18,000	96.52%
Other Expenses	780,607	15,539	21,892	126,520	477.94%
Transfers and Capitalizations	(2,272)	-	(3,721)	-	-
Net Total Expense	4,516,625	4,011,147	5,215,022	9,562,070	83.36%

FY 2023 Marketing & Communications - Budget by Category



Marketing & Communications - Expenses by Department

Marketing & Communications Departments	FY 2020 Audited	FY 2021 Audited	FY 2022 Unaudited	FY 2023 Budget	% Change '22 to '23
Executive & General - Marketing	214,628	224,220	247,622	272,866	10.19%
Community & Government Relations	440,798	510,675	-	-	-
Creative Services	766,406	483,348	503,820	1,850,204	267.23%
Marketing	380,594	328,247	956,122	2,297,724	140.32%
Customer Service	1,602,984	1,501,422	2,041,139	2,579,096	26.36%
Advertising Sales	912,532	750,787	759,709	932,601	22.76%
External Relations	-	-	350,232	388,241	10.85%
Public Relations	198,682	212,448	248,088	581,688	134.47%
Community Outreach	-	-	108,291	659,650	509.14%
Net Total Expense	4,516,625	4,011,147	5,215,022	9,562,070	83.36%



Communications – FY 2022 Accomplishments

- ✓ Marketing department successfully launched a rebranding of the organization
 - Adopting Pittsburgh Regional Transit as the Authority's public "doing business" name
 - The rebrand not only adopts a new name, logo and style, but also better reflects and focuses our internal priorities and focal points, aligning alongside our Strategic Plan.

- ✓ Marketing and Public Relations teams worked collaboratively with other divisions to develop and launch a multi-channel marketing campaign
 - Aimed at recruiting job applicants
 - As hiring creates challenges for our organization - as it is nationally - this campaign, and future efforts, are a top priority.

- ✓ Our External Relations and Community Outreach groups collectively broadened our reach in local communities and enhanced our interactions with key state and national audiences
 - These advancements not only broaden the scope of these programs
 - Strengthened relationships through more frequent and meaningful interactions.

Communications – FY 2023 Objectives

- Improving the already-solid quality of customer service
 - Launching an enhanced customer complaint process
 - Supporting the implementation of disruption management technology
 - Cross training employees and expanding customer service hours

- Enhancing the ability of individuals who are non-English speaking to use PRT resources, including website, social media and other relevant documents.

- Implementing an improved internal communications program by producing and distributing information in a variety of forms, including video and employee-focused social media

Human Resources Division

The Human Resources Division includes the following departments: Employment and Development, Benefits, Compensation Services, Employee/Labor Relations, and the Office of Equal Opportunity. In FY 2020, the departments Training & Development and Employment were consolidated into a single department titled Employment and Development. This division provides a full range of human resources services to the Port Authority including the administration of healthcare, life insurance, unemployment compensation and other employee benefits programs, as well as training and organizational development.

The Human Resources Divisional goals are designed to enhance the productivity and performance by evaluation, recruitment, and fringe benefits support. Further, Human Resources will continue to ensure continued strong relationships with the three collective bargaining units.

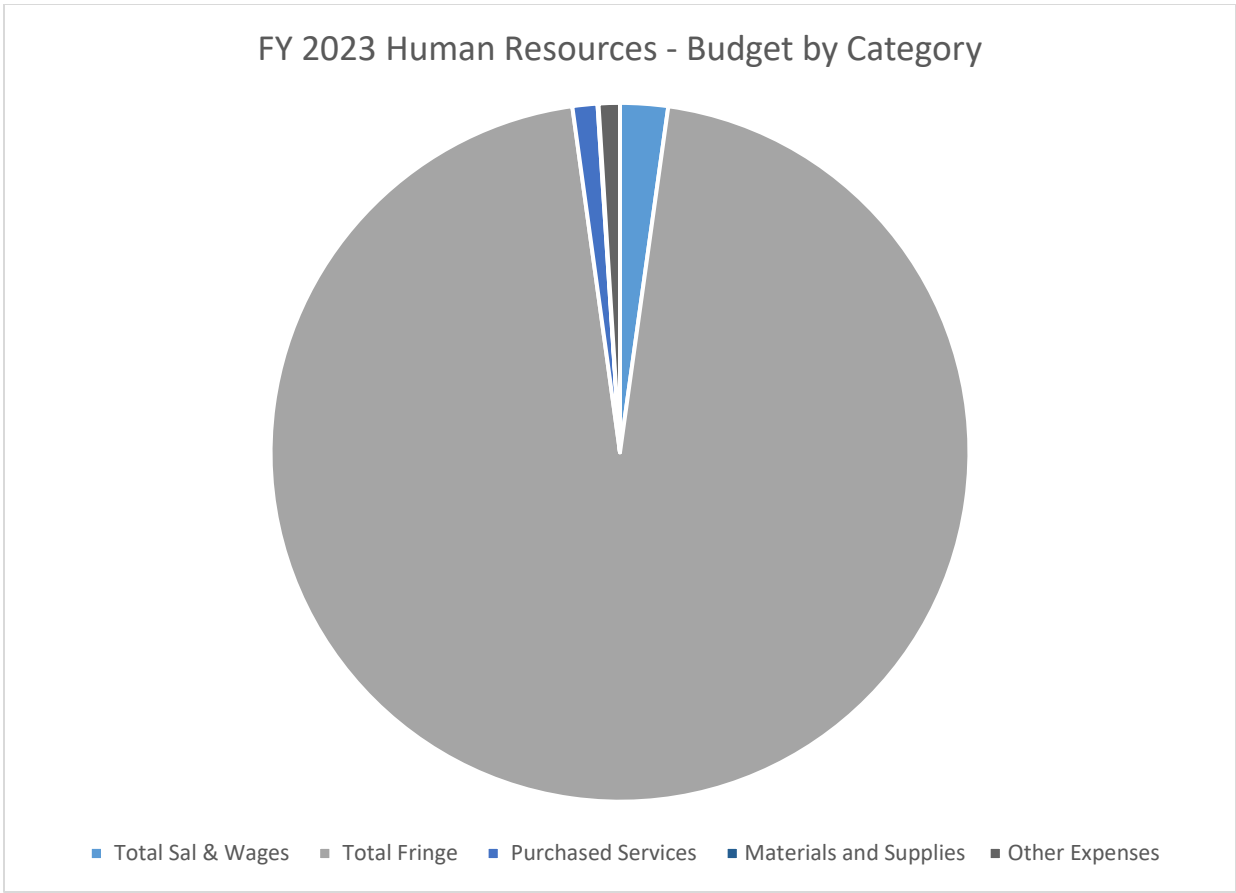
The fringe benefit expenses in the Human Resources Division include all of the company-wide fringe benefits. These include expenses related to the pensions, defined contribution plan, active employee health care and retired employee health care.

Human Resources – Personnel (No. of Employees)

	FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Budget
Executive and General - HR	1	2	2	2
Employment and Development	11	12	11	14
Employee Relations / OEO	9	9	10	10
Benefits	8	8	8	9
Compensation Services	4	3	4	4
Total Personnel	33	34	35	39

Human Resources - Expenses by Category

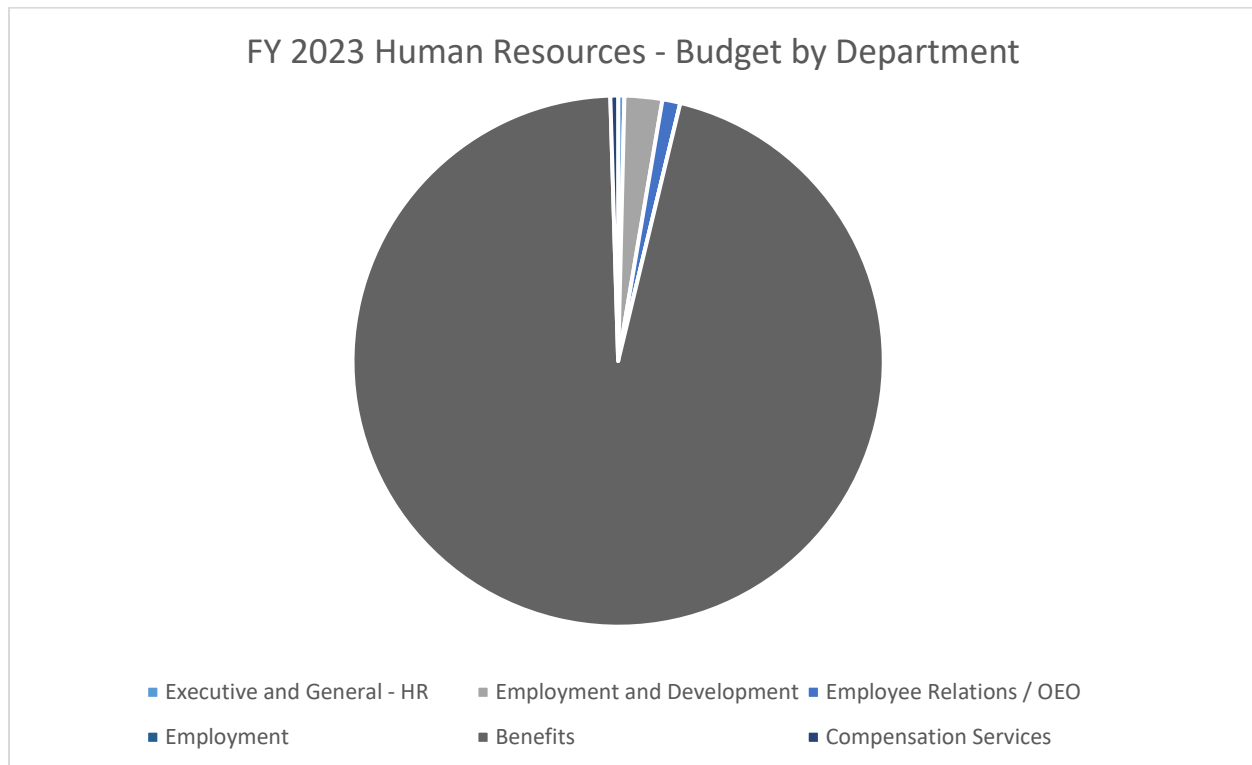
Human Resources Expense Accounts	FY 2020 Audited	FY 2021 Audited	FY 2022 Unaudited	FY 2023 Budget	% Change '22 to '23
Total Salary & Wages	\$2,154,497	\$2,375,745	\$2,576,885	\$3,015,336	17.01%
Total Fringe Benefits	121,210,159	124,429,142	119,437,536	130,423,336	9.20%
Purchased Services	949,267	978,226	1,128,764	1,575,000	39.53%
Materials and Supplies	29,837	12,401	29,372	62,700	113.47%
Other Expenses	336,830	377,099	386,337	1,339,150	246.63%
Transfers and Capitalizations	(1,134,734)	(1,384,084)	(1,269,050)	(1,481,865)	16.77%
Net Total Expense	123,545,856	126,788,529	122,289,843	134,933,657	10.34%



Human Resources - Expenses by Department

Human Resources Departments	FY 2020 Audited	FY 2021 Audited	FY 2022 Unaudited	FY 2023 Budget	% Change '22 to '23
Executive and General - HR	191,883	312,903	325,935	512,179	57.14%
Employment and Development	1,614,239	1,616,626	1,876,417	3,097,460	65.07%
Employee Relations / OEO	1,122,223	1,174,051	1,105,492	1,471,827	33.14%
Employment	185	-	-	-	-
Benefits	120,309,342	123,379,470	118,583,284	129,215,547	8.97%
Compensation Services	307,984	305,479	398,714	636,644	59.67%
Net Total Expense	123,545,856	126,788,529	122,289,843	134,933,657	10.34%

FY 2023 Human Resources - Budget by Department



Human Resources – FY 2022 Accomplishments

- ✓ Launched the new Performance Management Program
- ✓ Training Needs Assessment was completed
 - New training tracks were identified for first level supervisor, professionals, managers, and directors
 - Required trainings and new training courses were announce and are tracked
- ✓ Learning Management System was updated to a new platform with additional enhancements for employees
 - Employees can now access the LMS from outside PRT's network
 - A resource section was added to the LMS for training resources and recordings
- ✓ Digitized the Salary Recommendation form and Job Offer Worksheet
- ✓ Awarded the Age Friendly Employer designation for 2022

Human Resources – FY 2023 Objectives

- Automate the Drug and Alcohol chain of custody form
- Prepare and select a vendor to conduct a Compensation Desk Audit
- Automate the Performance Management Program
- Install an IVR System in Benefit
- Automate the Unemployment Compensation System
- Perform 360-degree assessments for all management personnel and provide training for identified areas of opportunity
- Develop and maintain programs that support process improvement throughout the organization
- Research best practices and launch development opportunities to promote process improvement strategies throughout PRT by December 2022.
 - Develop a plan by December 2022 to ensure that 8% of managers have participated in a process improvement training by 2027.
 - Track management training and report on process improvement trainings quarterly to the Chief Human Resources Officer.
- Provide and facilitate equitable opportunities for economic prosperity in our neighborhoods and communities. Attract, develop, and retain an agile workforce
 - Participate in community events and job fairs that provide equitable opportunities for economic prosperity. PRT will participate in twelve events by June 2023.
 - Develop opportunities to attract talented applicants to PRT by attaining researching requirements to become a top employer within the region, June 30, 2023

Planning and Service Development.

This Division is responsible for implementing service changes, monitoring bus and rail service efficiency, developing and distributing schedules and timetables, collecting data for both state and federal reporting, maintaining databases for bus and rail stops/stations, and steering the Pittsburgh Regional Transit’s long-range projects. It consists of the Planning, Service Development, and Engineering & Technical Support departments. The collection of Engineering and Technical Support departments provide engineering support on PRT projects, oversees capital investments, develop technical specifications for the procurement of services and materials, reviews and evaluates engineering conditions and environmental coordination, and provides ancillary operational support.

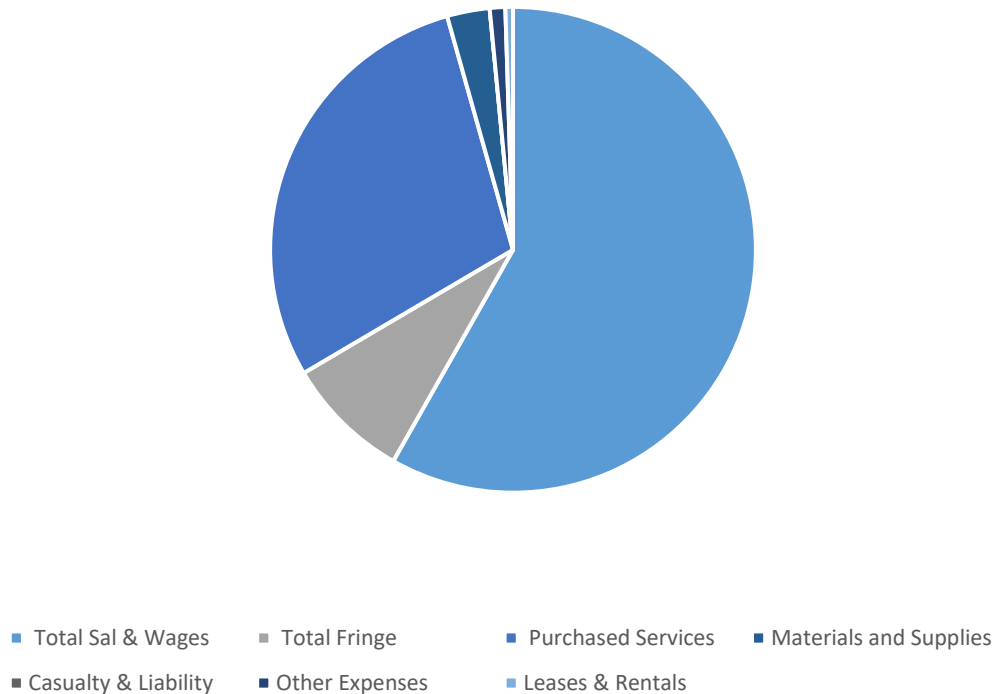
Planning and Service Development – Personnel (No. of Employees)

	FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Budget
Executive & General - Planning & Svc. Devel.	1	1	1	1
Service Development	16	16	15	5
Technical Support	0	28	30	37
Planning	8	9	11	24
Total Personnel	25	54	57	67

Planning and Service Development - Expenses by Category

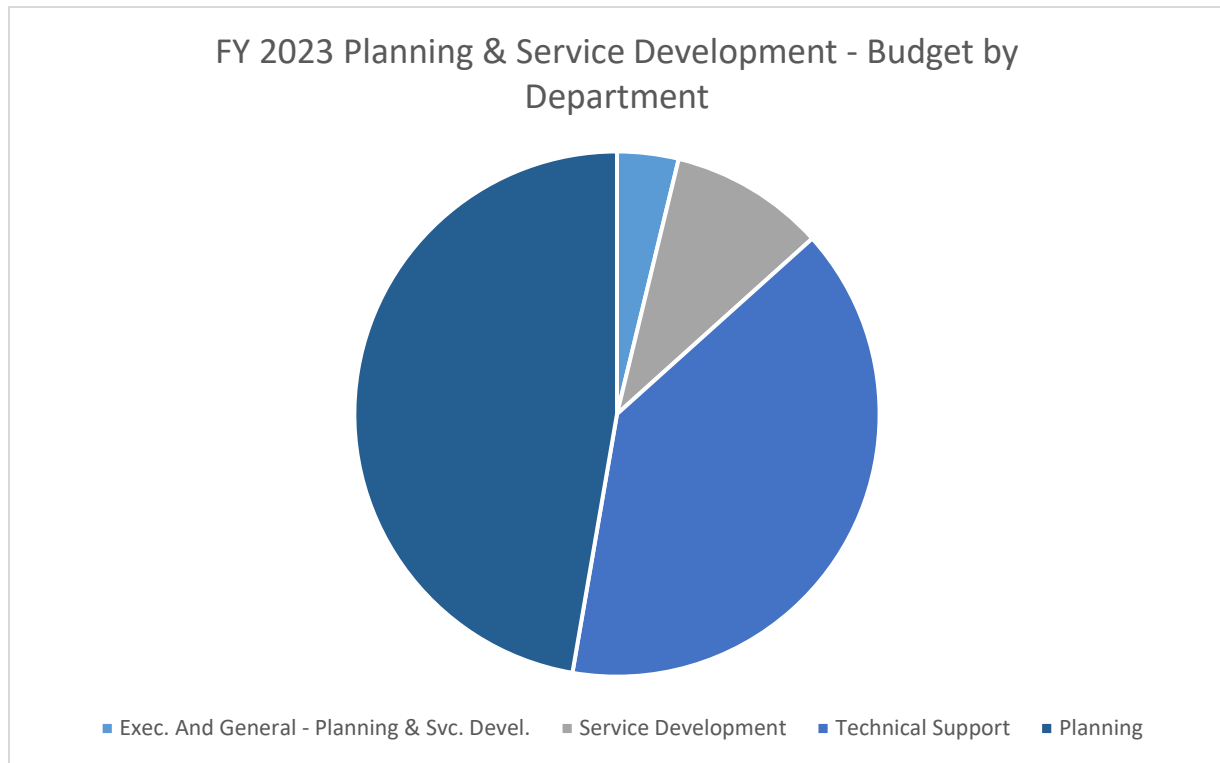
Planning & Development Expense Accounts	FY 2020 Audited	FY 2021 Audited	FY 2022 Unaudited	FY 2023 Budget	% Change '22 to '23
Total Salary & Wages	\$1,413,725	\$4,027,335	\$4,125,646	\$5,747,836	39.32%
Total Fringe Benefits	201,010	455,266	720,753	821,872	14.03%
Purchased Services	2,771	1,757,145	1,780,109	2,873,000	61.39%
Materials and Supplies	151,810	381,951	264,359	280,208	6.00%
Provision and Injury	-	(962,737)	-	-	-
Other Expenses	90,061	88,555	104,087	101,860	-2.14%
Leases & Rentals	-	-	-	50,000	-
Transfers and Capitalizations	(82,585)	(1,558,684)	(1,678,049)	(2,808,000)	67.34%
Net Total Expense	1,776,792	4,188,831	5,316,905	7,066,776	32.91%

FY 2023 Planning & Service Development - Budget by Category



Planning and Service Development - Expenses by Department

Planning & Development Departments	FY 2020 Audited	FY 2021 Audited	FY 2022 Unaudited	FY 2023 Budget	% Change '22 to '23
Exec. And General - Planning & Svc. Devel.	222,561	243,849	267,621	267,189	-0.16%
Service Development	1,069,988	1,451,337	1,407,955	675,926	-51.99%
Technical Support	-	1,144,668	2,311,088	2,782,204	20.39%
Planning	484,243	1,348,977	1,330,241	3,341,457	151.19%
Net Total Expense	1,776,792	4,188,831	5,316,905	7,066,776	32.91%



Planning and Service Development – FY 2022 Accomplishments

- ✓ Advanced Downtown-Uptown-Oakland bus rapid transit project to respond to review from the Federal Transit Administration and their Project Management Oversight Consultant
 - Coordinated with project partners to revise the project scope and phasing to allay concerns
 - Performed public outreach to keep stakeholders informed and engaged with the bus rapid transit project's progress.
- ✓ The Long-Range Transportation Plan, NEXTransit, was adopted by the Board in September 2021
 - Defines values, vision, prioritizes future projects, and explore funding mechanisms to support those projects
 - Sets the long-range direction for the PRT Strategic Plan
- ✓ In response to the changing needs of the region during the COVID-19 pandemic, as well as other resource constraints due to the pandemic, Planning developed a significant service change effective June 2022 that resulted in immediate improvements in service reliability
- ✓ Completed numerous capital projects designed to enhance the customer experience and improve reliability of the system, such as McKeesport Transit Center
- ✓ Completed numerous capital projects designed to enhance the customer experience and improve reliability of the system, such as improvements the Wood Street and Steel Plaza stairs and sidewalks

Planning and Service Development – FY 2023 Objectives

- Maximize efficiency of existing resources:
 - Working with Operations, continue to plan for and implement service and infrastructure changes and policies that support the safety and reliability of our staff and customers in a pandemic and post-pandemic world
 - Develop a plan for the overhaul or replacement of the light rail fleet
 - Deliver capital program to work to ensure our system is in a state of good repair, while looking for efficiencies to deliver more projects using existing resources.
- Support the development of a Bus Fleet Electrification Plan to reduce operating costs and provide sustainability benefits.
- Support Customer Experience in the Strategic Plan by advancing the Downtown-Uptown-Oakland BRT project
 - Executing a Full Funding Grant Agreement with the Federal Transit Administration for a Small Starts Grant.
 - Issue Notice to Proceed on Phase 1 construction of the project (Downtown Loop)
 - Perform a Title VI Analysis of the proposed BRT service changes in advance of construction.
 - Perform numerous other stakeholder outreach efforts.
- Develop a service plan which improves on-time performance of transit service, while also improving reliability.
- Advance the Building on the East Busway (BOTEB) project, which will study the feasibility of adding infill stations along the East Busway between Neville and Wilkinsburg.
- Initiate a Facilities Master Plan study, examining PRT needs for maintenance and operations over the next 25 years, matching those needs to existing facilities, and identifying necessary projects to address any gaps.
- Rebuild Community Support and Trust
 - Complete and externally share NEXTransit, PRT's 25-year long- range transit plan, to prioritize projects and funding mechanisms for corridor and infrastructure investment in Allegheny County transit for the next 25 years.
 - Advance agency efficiency and external transparency through the better use of and sharing of data.
 - Develop a communications process plan for public-facing projects to ensure broad and participatory engagement on projects throughout project development.

Legal and Corporate Services

The Legal and Corporate Services Division includes the following departments: Claims and Workers' Compensation, Legal and Consulting Services, Internal Audit, System Safety, and Transit Police & Security. This Division provides legal and risk-management advice and representation; reviews and processes all liability, property, and workers' compensation claims made against the Port Authority; examines and evaluates the Authority's system of internal controls; serves as a liaison with the Federal, State and Local courts, funding, and oversight agencies; supervises the maintenance and development of Port Authority's real estate assets and ensures the safety and security of the Port Authority's passengers, employees and facilities.

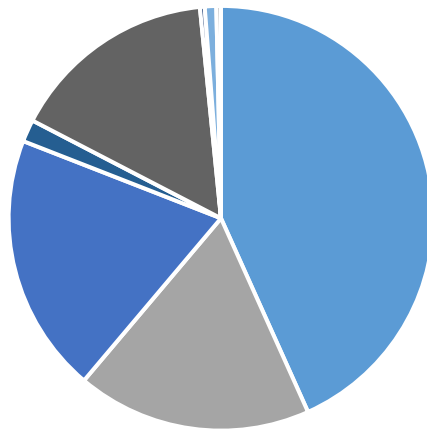
Legal and Corporate Services – Personnel (No. of Employees)

	FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Budget
Legal and Consulting Services	10	9	9	11
Claims and Workers Compensation	11	12	10	13
Internal Audit	4	5	5	6
System Safety	8	8	8	9
Transit Police and Security	59	58	55	62
Total Personnel	92	92	87	101

Legal and Corporate Services - Expenses by Category

Legal and Corporate Services Expense Accounts	FY 2020 Audited	FY 2021 Audited	FY 2022 Unaudited	FY 2023 Budget	% Change '22 to '23
Total Salary & Wages	\$5,903,556	\$6,110,700	\$6,300,695	\$7,423,410	17.82%
Total Fringe Benefits	2,090,706	2,121,972	2,875,482	3,067,111	6.66%
Purchased Services	2,140,831	2,591,805	2,268,784	3,389,500	49.40%
Materials and Supplies	129,294	117,893	213,125	289,950	36.05%
Provision and Injury	1,975,472	1,155,395	2,101,834	2,710,000	28.94%
Other Expenses	44,686	43,213	69,365	62,300	-10.19%
Leases & Rentals	118,404	99,969	82,487	150,000	81.85%
Transfers and Capitalizations	(177,137)	(119,881)	(70,303)	(60,000)	-14.65%
Net Total Expense	12,225,812	12,121,067	13,841,469	17,032,271	23.05%

FY 2023 Legal and Corporate Services - Budget by Category

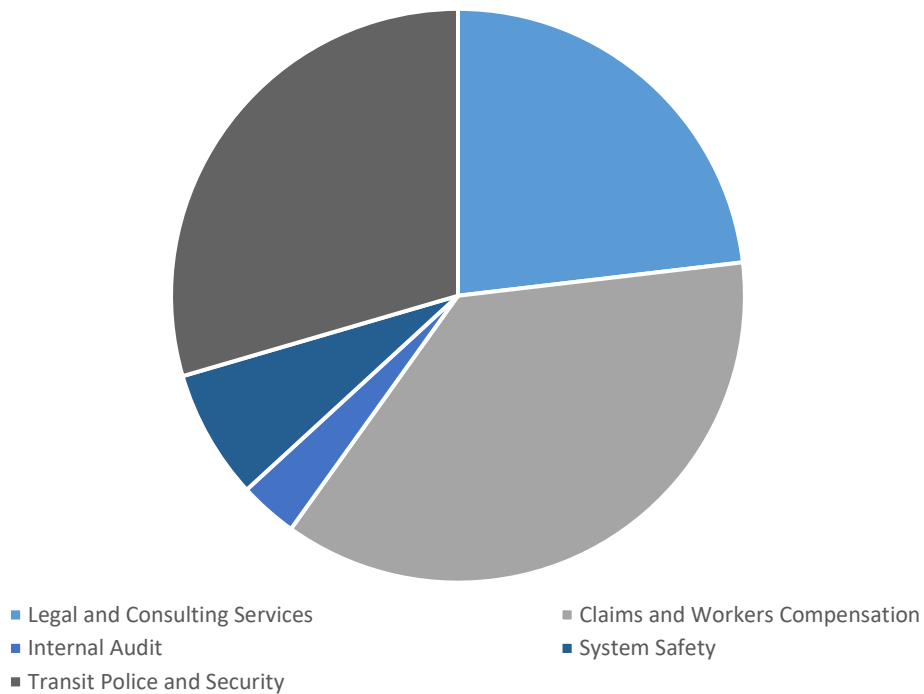


- Total Sal & Wages
- Total Fringe
- Purchased Services
- Materials and Supplies
- Casualty & Liability
- Other Expenses
- Leases & Rentals
- Transfers and Capitalizations

Legal and Corporate Services - Expenses by Department

Legal and Corporate Services Departments	FY 2020 Audited	FY 2021 Audited	FY 2022 Unaudited	FY 2023 Budget	% Change '22 to '23
Legal and Consulting Services	2,854,882	2,834,147	2,769,440	3,941,217	42.31%
Claims and Workers Compensation	4,480,811	4,008,402	5,420,515	6,259,980	15.49%
Internal Audit	289,069	341,049	382,511	559,583	46.29%
System Safety	743,444	798,154	790,042	1,243,213	57.36%
Transit Police and Security	3,857,606	4,139,315	4,478,962	5,028,278	12.26%
Net Total Expense	12,225,812	12,121,067	13,841,469	17,032,271	23.05%

FY 2023 Legal and Corporate Services - Budget by Department



Legal and Corporate Services – FY 2022 Accomplishments

- ✓ Continued to manage Pittsburgh Regional Transit's COVID-19 Monitoring and Response Working Group
 - Revising case reporting and tracking procedures and other protocols as federal, state and local health authority guidance evolved with the further roll-out of vaccines and more effective treatments for COVID-19.
 - As of this report, approximately 97% of PRT's active workforce is vaccinated

- ✓ Completed acquisition of 116 license agreements for sidewalk work and 54 temporary construction easement agreements for roadway, station and utility work for the Oakland-Uptown-Downtown Bus Rapid Transit Project
 - Amended BRT Project Cooperation Agreement with the City of Pittsburgh, Allegheny County, and the Urban Redevelopment Authority of Pittsburgh
 - Phase I BRT Project Cooperation Agreement with the Pittsburgh Water and Sewer Authority

- ✓ With support from PRT's contracted safety consultant, continued development and roll-out of Safety Management Systems agency-wide
 - Working with Human Resources to incorporate a safety-specific goal into all non-represented position performance management forms for FY 2023
 - Continuing training and multiple table-top exercises focused on cyber security and disaster responsiveness; and 2021 annual review of PRT's Agency Safety Plan

- ✓ Finalized and obtained PRT Board approval for PRT's 18-month Internal Audit Work Plan for the period January 1, 2022 through June 30, 2023.

- ✓ Completed a full overhaul and roll-out of the Port Authority Police Department's Policy and Procedure Manual utilizing a national law enforcement policy development and training support service.

- ✓ Coordinated with Technical Support for completion of additional security camera installations at PRT's Gateway, North Side and Allegheny light rail stations.

Legal and Corporate Services – FY 2023 Objectives

- Produce a public-facing “State of the Police Department” report for FY 2023 to provide PRT customers, employees and other stakeholders an overview of crime trends, officer deployment and community-oriented policing activities.
- Identify a technology solution and framework for implementing an internal Safety Reporting and Improvements Dashboard to support implementation of agency-wide safety policies and procedures and incident prevention throughout PRT.
- Identify and begin implementation of an electronic process to replace current paper-based reporting of worker’s compensation claims with an electronic reporting method.
- Begin drafting a Standard Operating Procedures Manual for the PRT Legal Department, with the FY 2023 focus on key insurance administration procedures and functions.
- Complete the FY 2022 - 2023 Internal Audit Work Plan to a minimum level of 80% consistent with government auditing and industry auditing standards. Complete finalization and seek Board approval for the FY 2024 – 2025 Internal Audit Work Plan.
- Complete a Peer Review for the Internal Audit Department.

Information Technologies

This Division at Pittsburgh Regional Transit is responsible for the management of the Agency’s software licensing and enterprise components, project management for software implementation and upgrades, software development and the administration and maintenance of PRT’s technology related systems and equipment. The I.T. Division is an integral member of Pittsburgh Regional Transit as each division and department increases their reliance on information & technology to gain efficiency and provide the customers with enhanced service features. Part of new enhanced service features is the development and implementation of the Agency’s new mobile payment application that began in FY 2020. The departments included in this division are Executive, Customer Engagement, I.T. System Development, I.T. Transportation Technology, and I.T. Infrastructure and Support.

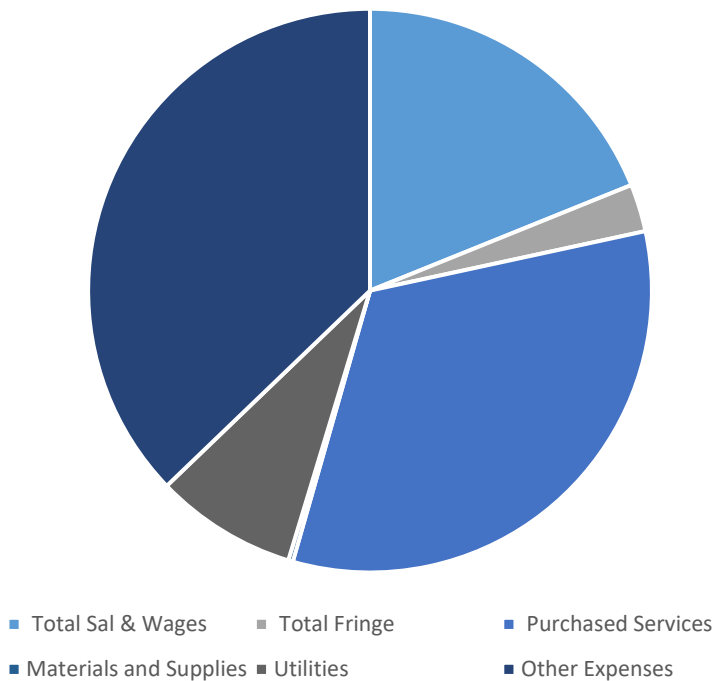
Information Technologies – Personnel (No. of Employees)

	FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Budget
Executive & General - I.T.	1	2	2	2
Customer Engagement	0	3	3	3
I.T. Transportation Technology	5	4	6	7
I.T. System Development	16	16	14	19
I.T. Infrastructure & Support	13	12	13	13
Total Personnel	35	37	38	44

Information Technologies - Expenses by Category

Information Technologies Expense Accounts	FY 2020 Audited	FY 2021 Audited	FY 2022 Unaudited	FY 2023 Budget	% Change '22 to '23
Total Salary & Wages	\$2,637,626	\$2,881,341	\$3,018,328	\$3,714,351	23.06%
Total Fringe Benefits	354,720	351,930	504,468	535,466	6.14%
Purchased Services	2,565,060	4,445,330	5,065,982	6,451,200	27.34%
Materials and Supplies	18,272	3,520	8,766	52,100	494.33%
Utilities	1,361,660	1,535,348	1,599,968	1,600,000	0%
Other Expenses	2,847,946	3,353,058	3,542,154	7,311,385	106.41%
Transfers and Capitalizations	(6,194)	-	-	-	-
Net Total Expense	9,779,088	12,570,528	13,739,665	19,664,502	43.12%

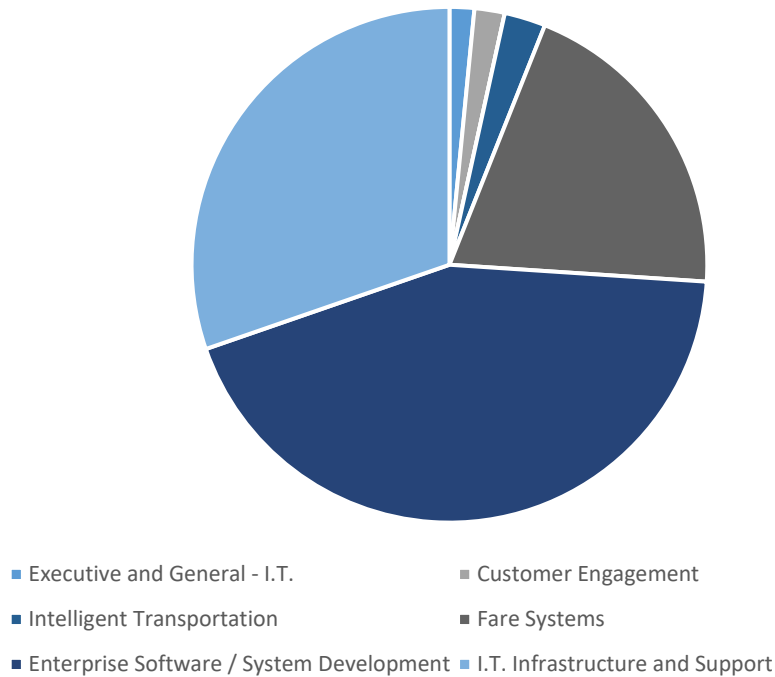
FY 2023 Information Technologies - Budget by Category



Information Technologies - Expenses by Department

Information Technologies Departments	FY 2020 Audited	FY 2021 Audited	FY 2022 Unaudited	FY 2023 Budget	% Change '22 to '23
Executive and General - I.T.	186,747	242,376	263,490	305,048	15.77%
Customer Engagement (Formerly IT Operations)	6,330,371	249,309	283,068	373,266	31.86%
I.T. Transportation Technology	661,020	3,182,569	-	-	-
Intelligent Transportation	-	-	390,383	509,185	30.43%
Fare Systems	-	-	3,395,618	3,934,295	15.86%
Enterprise Software / System Development	1,604,151	6,371,308	5,062,600	8,584,508	69.57%
I.T. Infrastructure and Support	996,799	2,524,965	4,344,506	5,958,200	37.14%
Net Total Expense	9,779,088	12,570,528	13,739,665	19,664,502	43.12%

FY 2023 Information Technologies - Budget by Department



Information Technologies – FY 2022 Accomplishments

- ✓ Completed installation of validators on all buses and rail platforms. Mobile Ticketing Services activated on bus lines
- ✓ Phase 1, Design, for digital communications design at bus & rail stations underway
- ✓ Critical systems tabletop executed (testing of system readiness)
- ✓ Clever Devices' Disruption Management service for detour & event routing software implemented and piloted
- ✓ Learning Management System 2.0 activated
- ✓ New Wi-Fi activated across all office, bus, and rail locations

Information Technologies – FY 2023 Objectives

- Complete planning phase for Digital Signage implementation
- Activate Automatic Passenger Counters (APC) on rail system
- Activate Mobile Ticketing across rail lines, including UPass, and cash digitization for all modes
- Activate new software to help support capital planning and tracking
- Activate core module(s) of software for managing maintenance work orders

Pittsburgh Regional Transit

Modal Budget

FY 2023

Pittsburgh Regional Transit’s modal budget is presented as a component of the Operating and Capital Improvement Budgets. The purpose of the modal budget is to present the revenue and expense levels related to the modes of service provided by the Port Authority. The modes of service provided are bus, light rail, inclined plane, and the ACCESS Program. The ACCESS program, or ACCESS, is a demand response, paratransit service provided for elderly and handicapped persons. ACCESS is operated on behalf of PRT by the management firm Transdev. Each of the modes will be discussed individually in this section. A table is provided for each mode that indicates total ridership, revenue, and expense levels for the FY 2020, 2021, 2022, and 2023. In addition, graphs illustrating revenue, expense and ridership amounts are presented for comparative purposes.

Modal ridership data for FY 2020 through 2022 were calculated using monthly ridership reports. Anticipated ridership levels for FY 2023 were developed by Pittsburgh Regional Transit’s Service Planning and Schedules department in collaboration with Financial Planning and Budgets for the bus, light rail, and inclined plane modes. Transdev (ACCESS) furnished detailed ridership information for the FY 2020 through 2022 and developed the FY 2023 projections for the demand response service.

Passenger revenue distributions were allocated based upon the ridership and average fare analysis for each of the service modes. Senior citizen amounts were calculated separately and are shown independently from non-senior citizen passenger revenue. "Other Revenues" includes Advertising and Concession income and other non-transportation revenues such as Real Estate and Investment Income. These revenues were allocated based upon each mode's percentage of ridership relative to total Pittsburgh Regional Transit ridership. Modal expenses for bus, light rail, and inclined plane were distributed using a combination of direct cost and indirect cost allocations. The distribution of expenses is allocated utilizing and adapting accepted methods of allocation for federal reporting purposes. The ACCESS Program is a purchased transportation service, and the expenses are identified and shown separately.

The table on the following page represents a comparative summary of Pittsburgh Regional Transit’s revenues and expenses by each of the modes for FY 2020, 2021, 2022, and 2023.

COMPARATIVE SUMMARY BY MODE

FY 2020 Actual, FY 2021 Actual, FY 2022 Actual, and FY 2023 Budget

	FY 2020 ACTUAL	FY 2021 ACTUAL	FY 2022 ACTUAL	FY 2023 BUDGET
Operating Revenues:				
Bus	\$66,296,000	\$30,600,000	\$ 45,237,000	\$ 53,895,000
Light Rail	8,465,000	2,302,000	3,491,000	4,809,000
Monongahela Incline	542,000	338,000	558,000	761,000
ACCESS Program	8,607,000	6,339,000	7,721,000	9,310,000
Subtotal	\$ 83,910,000	\$ 39,579,000	\$ 57,007,000	\$ 68,775,000
Operating Grants	265,978,000	269,601,000	288,472,000	310,704,000
Capitalizations	97,602,000	136,738,000	106,820,000	139,496,000
Total Revenue & Grants:	\$ 447,490,000	\$ 445,918,000	\$ 452,299,000	\$ 518,975,000
Expenses:				
Bus	\$332,292,000	\$ 342,750,000	\$ 348,434,000	\$ 402,062,000
Light Rail	70,105,000	71,182,000	73,090,000	84,280,000
Monongahela Incline	1,425,000	1,229,000	1,338,000	1,567,000
ACCESS Program	24,346,000	24,879,000	27,766,000	31,066,000
Total Expenses:	\$428,168,000	\$ 440,040,000	\$ 450,628,000	\$ 518,975,000
Excess Revenue over Expense:	\$ 19,322,000	\$ 5,878,000	\$ 1,671,000	\$ -

Bus Mode

Bus service is the largest of the transportation services provided by the Pittsburgh Regional Transit. The active bus fleet as of June 2022 consists of (30) 35-foot vehicles, (571) 40-foot vehicles, (8) Electric Battery 40-foot vehicles, and (125) 60-foot articulated buses. The four bus garage locations where service originates are located in the following communities: Ross Township, Collier Township, West Mifflin Borough and Pittsburgh (East Liberty area). Pittsburgh Regional Transit's Main Shop, located in the Manchester neighborhood of the City of Pittsburgh, is a large facility where component rebuilding and major bus repairs are performed.



For this mode of transportation, FY 2023 ridership is expected to increase by about 11.5% compared to FY 2022 levels with additional recovery from COVID-19 levels and more business moving towards more in office work hours. The contractual transit agreements between the Pittsburgh Regional Transit and the University of Pittsburgh, Carnegie Mellon University, Chatham University, Duquesne University, and Carlow University will aid in a slight increase in ridership. Pittsburgh Regional Transit actively pursues partnerships with local

businesses and institutions, such as the highly successful transportation programs with the local universities, to increase services provided.

For FY 2023, total bus revenues are projected to increase by 19.1% above FY 2022 actuals. This increase in revenues is due to a projected increase in passenger ridership. Other revenues consist of Advertising and other non-transportation related revenues. PRT continues to explore partnerships with institutions in the region that will improve utilization of the current fleet. Also, the Pittsburgh Regional Transit has placed an increased emphasis on customer service and the rider's experience. Importance was placed on Pittsburgh Regional Transit making a positive impression on first time riders as well as improving the experience for existing customers. Retaining existing consumers, while attracting those who are contemplating making a permanent switch to public transportation, will lead to increased ridership and revenue into the future.

Overall, expenses are expected to increase over FY 2022 levels by 15.4%. Contractual increases in salaries and wages, increases in diesel fuel costs, and increased staffing levels make up a large portion of these additional expenses. However, there are projected increases in materials and supplies, utilities, purchased services, and other expense. Within the category of other expenses, the estimated increase is due to the additional costs associated with the expansion of technology to enhance the service provided to our riders.

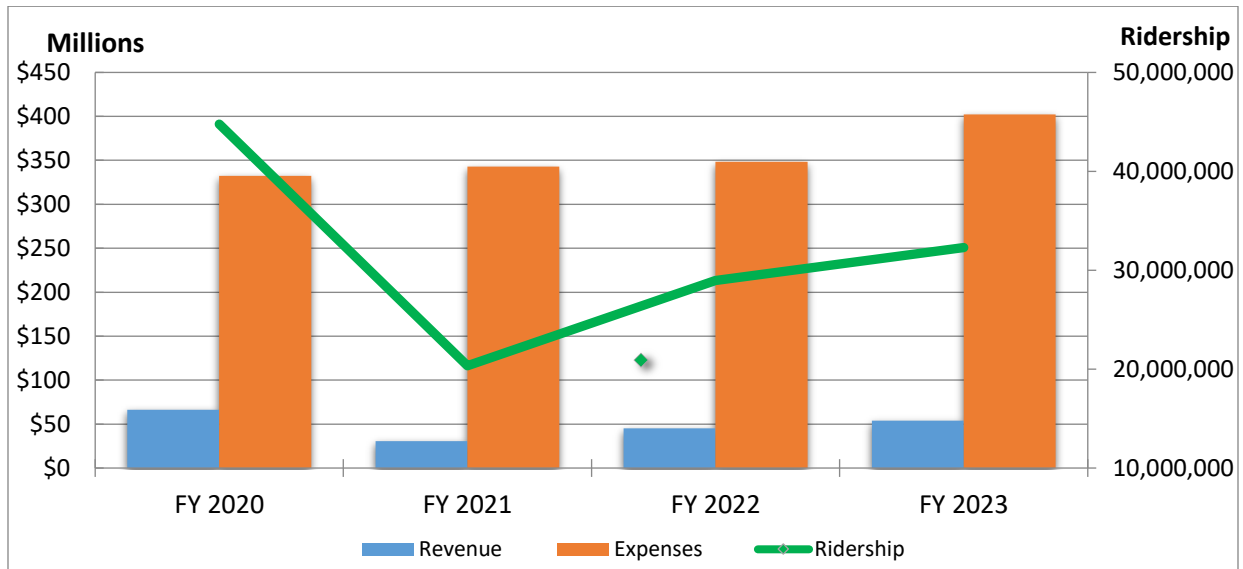
The financial data, along with ridership figures and a graphical illustration for the bus mode, can be found on the following page.

BUS MODE

	FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Budget	FY23 Inc/Dec
<u>RIDERSHIP</u>					
Non-Seniors	41,107,000	17,692,000	26,532,000	28,811,000	
Seniors	3,665,000	2,652,000	2,414,000	3,468,000	
Total Ridership	44,772,000	20,344,000	28,946,000	32,279,000	11.5%

	FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Budget	FY23 Inc/Dec
<u>REVENUES</u>					
Passenger Revenue	\$ 61,048,000	\$ 28,281,000	\$ 42,466,000	\$ 50,895,000	
Sr Citizen Reimbursement	0	0	0	0	
Other	5,248,000	2,319,000	2,771,000	3,000,000	
Total Revenue	\$66,296,000	\$30,600,000	\$45,237,000	\$53,895,000	19.1%

	FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Budget	FY23 Inc/Dec
<u>EXPENSES</u>					
Salaries & Wages	\$ 143,353,000	\$ 149,047,000	\$ 152,091,000	\$ 164,444,000	
Fringe Benefits	133,328,000	137,016,000	135,123,000	148,277,000	
Materials & Supplies	35,872,000	33,197,000	35,235,000	47,255,000	
Prov for Inj & Damages	(418,000)	2,138,000	4,753,000	7,142,000	
Purchased Services	10,045,000	11,393,000	11,089,000	18,588,000	
Utilities	3,538,000	3,673,000	3,239,000	4,287,000	
Other Expenses	6,574,000	6,286,000	6,904,000	12,069,000	
Total Expense	\$332,292,000	\$342,750,000	\$348,434,000	\$ 402,062,000	15.4%



Light Rail Mode

Pittsburgh Regional Transit's Light Rail Transit (LRT) System includes 51.2 miles of track and 81 light rail vehicles (LRVs). The LRT system includes a downtown subway system that provides service from Pittsburgh's South Hills to the downtown area. In March 2012, the Authority's 2.1 mile extension to



the light rail system opened for revenue service and now connects the downtown area to Pittsburgh's sports and entertainment venues located on the north shore of the Allegheny River. The LRT system now goes from the Gateway Subway Station underneath Stanwix Street and the Allegheny River – in twin bored tunnels below the river - to the North Shore. While remaining underground along the North Shore, the alignment travels adjacent to Bill Mazerowski Way accessing a station near PNC

Park. Continuing below grade adjacent to Reedsdale Street, the alignment transitions to an elevated alignment near Art Rooney Avenue to a station along Allegheny Avenue near Heinz Field, before terminating near the West End Bridge. This project gave the Authority the capability to extend the LRT system in the future to either the North Hills or Pittsburgh International Airport. Service and maintenance for the light rail mode takes place at the South Hills Village location in Upper St. Clair and Bethel Park Townships.

The ridership projections for FY 2023 are expected to increase by 27.3% from FY 2022 and 91.6% over the FY2021 levels total light rail ridership was low due to the pandemic. This increase is projected due to the continued additional weekday travel and as more riders use the LRT system to travel to and from special events in downtown Pittsburgh. These include sporting events, concerts, and Light Up Night.

Total expenses in FY 2023 are expected to increase by 15.3% over FY 2022 levels. Similar to bus mode, the majority of the increase is due to the contractual increases in salaries and wages, continued escalation of pension costs, and increased staffing levels. There are also projected smaller increases in materials and supplies, provision for injuries & damages, purchased services, utilities, and other expenses. The 67% increase in Purchased Services is mainly due to maintenance cost increases.

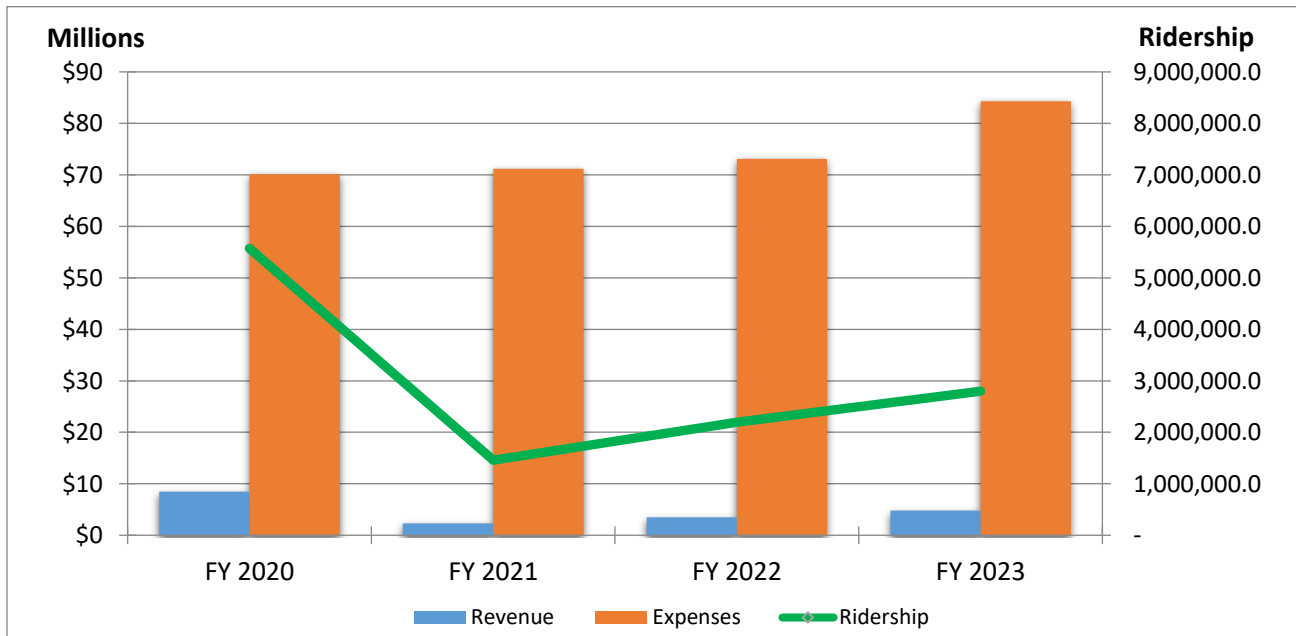
The financial data, along with ridership figures and a graphical illustration of revenues and expenses pertaining to the light rail mode, can be found on the following pages.

LIGHT RAIL MODE

	FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Budget	FY23 Inc/Dec
<u>RIDERSHIP</u>					
Non-Seniors	5,249,000	1,331,000	2,047,000	2,570,000	
Seniors	323,000	127,000	148,000	225,000	
Total Ridership	5,572,000	1,458,000	2,195,000	2,795,000	27.3%

	FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Budget	FY23 Inc/Dec
<u>REVENUES</u>					
Passenger Revenue	\$ 7,795,000	\$ 2,128,000	\$ 3,277,000	\$ 4,541,000	
Sr Cit Reimbursement	0	0	0	0	
Other	670,000	174,000	214,000	268,000	
Total Revenue	\$ 8,465,000	\$ 2,302,000	\$ 3,491,000	\$ 4,809,000	37.8%

<u>EXPENSES</u>					
Salaries & Wages	\$ 29,227,000	\$ 30,358,000	\$ 31,370,000	\$ 33,918,000	
Fringe Benefits	27,715,000	28,088,000	28,094,000	30,829,000	
Materials & Supplies	5,636,000	5,935,000	6,010,000	8,060,000	
Prov for Inj & Damage	(22,000)	107,000	242,000	364,000	
Purchased Services	2,443,000	2,546,000	2,833,000	4,749,000	
Utilities	4,185,000	3,503,000	3,716,000	4,919,000	
Other Expenses	921,000	645,000	825,000	1,441,000	
Total Expense	\$ 70,105,000	\$ 71,182,000	\$ 73,090,000	\$ 84,280,000	15.3%



Incline Mode

Travel by the incline mode dates back to the 19th century. The opportunity to experience incline travel remains an attraction for both lifelong residents as well as visitors to the area. Two inclines, the Duquesne and the Monongahela, remain in operation connecting Mt. Washington with the South Side of Pittsburgh. While both are owned by Port Authority, the Duquesne Incline is leased and operated by a non-profit organization, the "Society for the Preservation of the Duquesne Heights Incline".



Pittsburgh Regional Transit operates the Monongahela Incline. The "Mon Incline" is the oldest continuously operating funicular railway in the U.S and opened on May 28, 1870. Since its opening, the Mon Incline has had multiple renovations. In 1935, electrical equipment replaced the original steam engines. The lower station and the incline's two cars were rehabilitated in 1982 and in 1994 the upper station was restored along with many additional upgrades performed to the electrical, motor and braking systems. In September of FY 2016, the incline closed to

riders for 12 weeks so that the two cars could be removed for rehabilitation. The Mon Incline travels a length of 635 feet at 6 miles per hour with a passenger capacity of 23 per car.

Ridership on the Mon Incline is anticipated to increase in FY 2023 compared to actuals from the prior three years. The increase is projected as there continues to be a rebound from pandemic lows with more business moving towards a hybrid work schedule and also the desire for people to get back to traveling and enjoying special events throughout the city.

As with the other modes of transportation, expenses for the Mon Incline are also expected to increase. Pittsburgh Regional Transit has budgeted for a 17.1% increase in expenses, primarily due to increases in salaries & wages, fringe benefits, purchased services and Other Expenses costs. Purchased services are driven by the increased outside contracting work for the Incline and its systems. The increase in utilities is due to the additional costs associated with the propulsion of the incline cars.

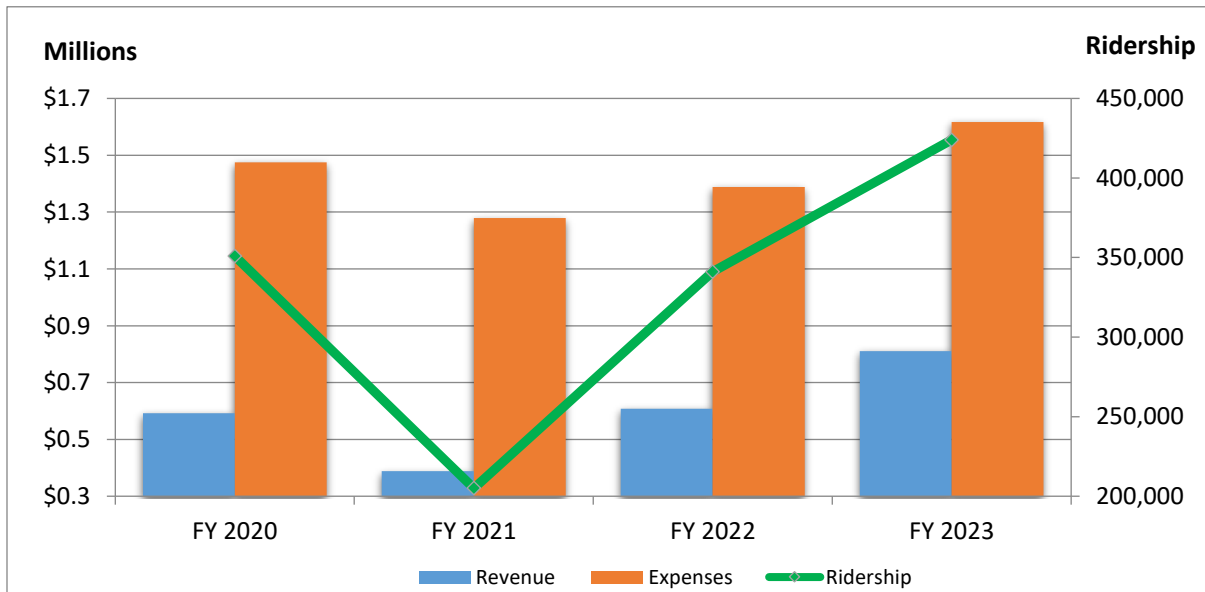
The financial data and ridership figures and a graphical illustration for the Inclined Plane Mode can be found on the following pages.

INCLINED PLANE MODE

	2020 Actual	2021 Actual	2022 Actual	2023 Budget	FY23 Inc/Dec
<u>RIDERSHIP</u>					
Non-Seniors	336,000	195,000	327,000	407,000	
Seniors	15,000	10,000	14,000	17,000	
Total Ridership	351,000	205,000	341,000	424,000	24.3%

	2020 Actual	2021 Actual	2022 Actual	2023 Budget	FY23 Inc/Dec
<u>REVENUES</u>					
Passenger Revenue	\$ 499,000	\$ 312,000	\$ 524,000	\$ 719,000	
Sr Cit Reimbursement	0	0	0	0	
Other	43,000	26,000	34,000	42,000	
Total Revenue	\$ 542,000	\$ 338,000	\$ 558,000	\$ 761,000	36.4%

<u>EXPENSES</u>					
Salaries & Wages	\$ 602,000	\$ 609,000	\$ 597,000	\$ 645,000	
Fringe Benefits	542,000	535,000	512,000	562,000	
Materials & Supplies	63,000	31,000	46,000	62,000	
Prov for Inj & Damages	0	1,000	2,000	3,000	
Purchased Services	179,000	13,000	144,000	242,000	
Utilities	30,000	28,000	27,000	36,000	
Other Expenses	9,000	12,000	10,000	17,000	
Total Expense	\$ 1,425,000	\$ 1,229,000	\$ 1,338,000	\$ 1,567,000	17.1%



ACCESS Mode

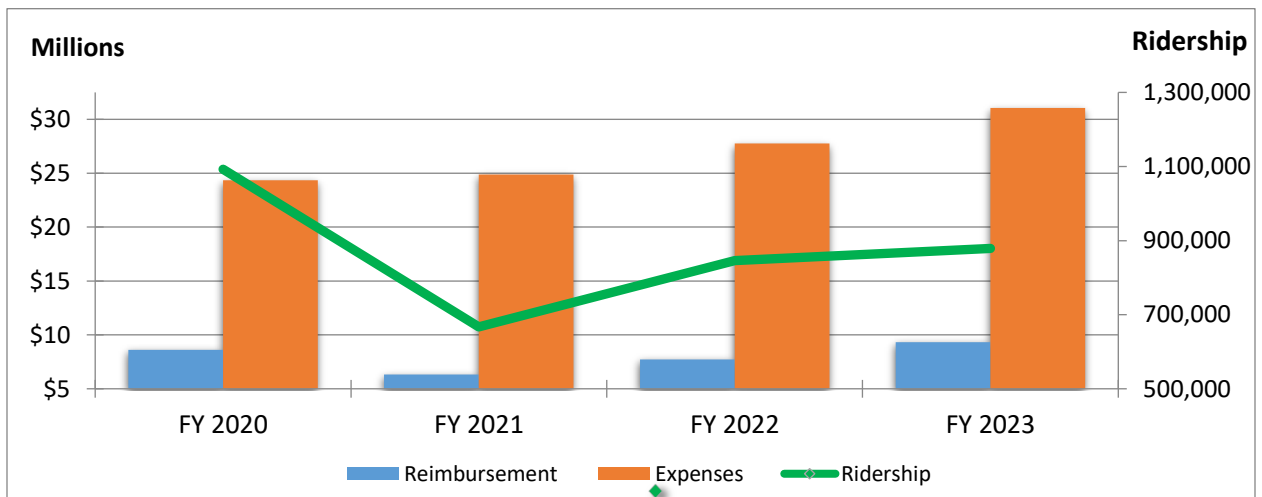
The ACCESS Program provides door-to-door service at reduced fares for older persons and those with disabilities in Allegheny County. This program is operated by Transdev, a management firm engaged by Pittsburgh Regional Transit. The actual transportation is provided by a combination of commercial carriers and non-profit community agencies under contract to Transdev.

Since ACCESS is a contracted carrier for PRT, only \$31 million of expenses is expected to pass through Port Authority's budget. Likewise, only \$9.3 million is reimbursed to Pittsburgh Regional Transit from the Commonwealth's Senior Citizen Fare Assistance Program for ACCESS senior ridership.

In FY 2023, ACCESS ridership is projected to increase compared to FY 2022 figures. The financial data and ridership figures, along with a graphical illustration of revenues and expenses pertaining to the ACCESS mode can be found below.

ACCESS MODE

	FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Budget	FY23 Inc/Dec
<u>RIDERSHIP</u>					
Sr. Citizen Passengers	420,875	292,963	360,895	366,415	
Other Originating Pass.	671,667	374,138	484,973	512,249	
Total Ridership	1,092,542	667,101	845,868	878,664	3.9%
	FY 2020 Actual	FY 2021 Actual	FY 2022 Actual	FY 2023 Budget	FY23 Inc/Dec
<u>REIMBURSEMENTS</u>					
ACCESS Prgm Reimbursement	\$ 8,607,000	\$ 6,339,000	\$ 7,721,000	\$ 9,310,000	20.6%
<u>EXPENSES</u>					
ACCESS Prgm Expense	\$ 24,346,000	\$ 24,879,000	\$ 27,766,000	\$ 31,066,000	11.9%



Pittsburgh Regional Transit

Physical Plant

FY 2023

Administrative Headquarters

Heinz 57 Center
345 Sixth Avenue
Pittsburgh, Pennsylvania 15222-2527

Administrative Offices occupy the third and fifth floors and house the Operations and Technical Support, Human Resources, Finance, Planning and Development, and Legal and Corporate Services Divisions and the Office of the Chief Executive Officer.

A portion of the first-floor houses Customer Service personnel and the store front Service Center, which is accessible from 623 Smithfield Street.

Operating Divisions

Operating Divisions are located within Allegheny County and supply transit service to the County, the City of Pittsburgh and minor portions of Beaver and Westmoreland Counties. Each division is staffed by a Director of Service Delivery, an Assistant to the Director, a Manager and Assistant Manager of Maintenance, and a secretary. First line supervisors at the division level include dispatchers, instructors, maintenance foremen, and route foremen. Levels of hourly maintenance employees and operators vary depending upon the size of the division and service area.

Ross Division

The Ross Division opened in March of 1968 and services areas to the North and East of Allegheny County.

Collier Division

The Collier Division opened in June of 1969 and services areas to the South and West of the County.

East Liberty Division

The East Liberty Division opened in July of 1972 and is located on the Martin Luther King, Jr. East Busway. It is the largest of the Port Authority divisions.

West Mifflin

The West Mifflin Division opened in November of 1969 and is the second largest division at the Port Authority.

Manchester

The Main Shop is located at Manchester and is comprised of eight shop sections where heavy bus maintenance work and signage is performed for the system. Shop Sections include the following: Engine Overhaul, Electrical Units, Sign Shop, Transmission Overhaul, Body and Paint, Upholstery Shop, Miscellaneous Units, and Vehicle Overhaul.

South Hills Village Rail Center

The Rail Center houses all rail transportation and heavy and running repair maintenance services for the Light Rail vehicles. It opened in April of 1984.

South Hills Junction

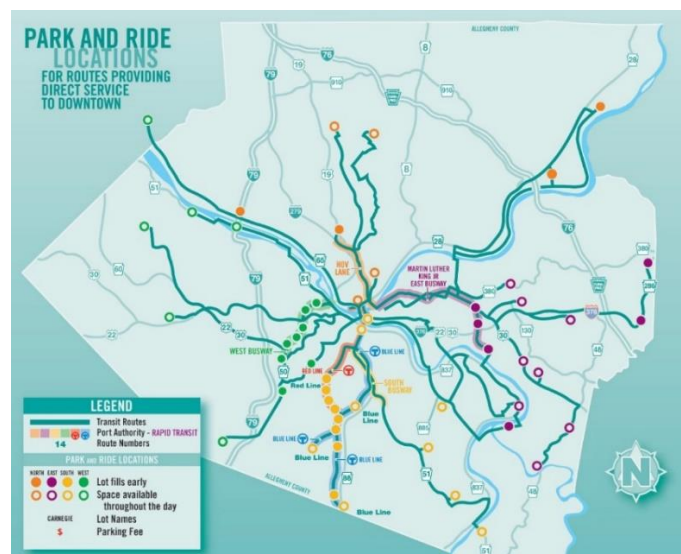
The Junction is comprised of five buildings which house the Non-Revenue Vehicles, Facilities, LRT Systems and Power, and the Way Departments. These departments are responsible for maintaining the fixed assets of Port Authority: fixed guideways (rail, incline, busways), power and signaling operation, and non-revenue vehicle maintenance. Port Authority also owns and maintains an extensive network of transit properties and right of ways throughout Allegheny County.

Busways

1. South Busway, 4.3 miles
2. Martin Luther King, Jr. -- East Busway, 9.1 miles
3. West Busway, 5.0 miles

Park and Ride Lots

Lots are located throughout Allegheny County with many locations along busways and T lines. We offer 53 lots with over 13,000 spaces.



Light Rail (T System)



The T is a 52.4-mile light rail system that runs from the North Shore and Downtown Pittsburgh through Pittsburgh's southern neighborhoods and many South Hills suburbs.



Monongahela Incline

The incline is a popular tourist attraction that also serves daily commuters. The upper station is in the city's Mt. Washington neighborhood and the lower station is located at Station Square, where riders may transfer to the T.



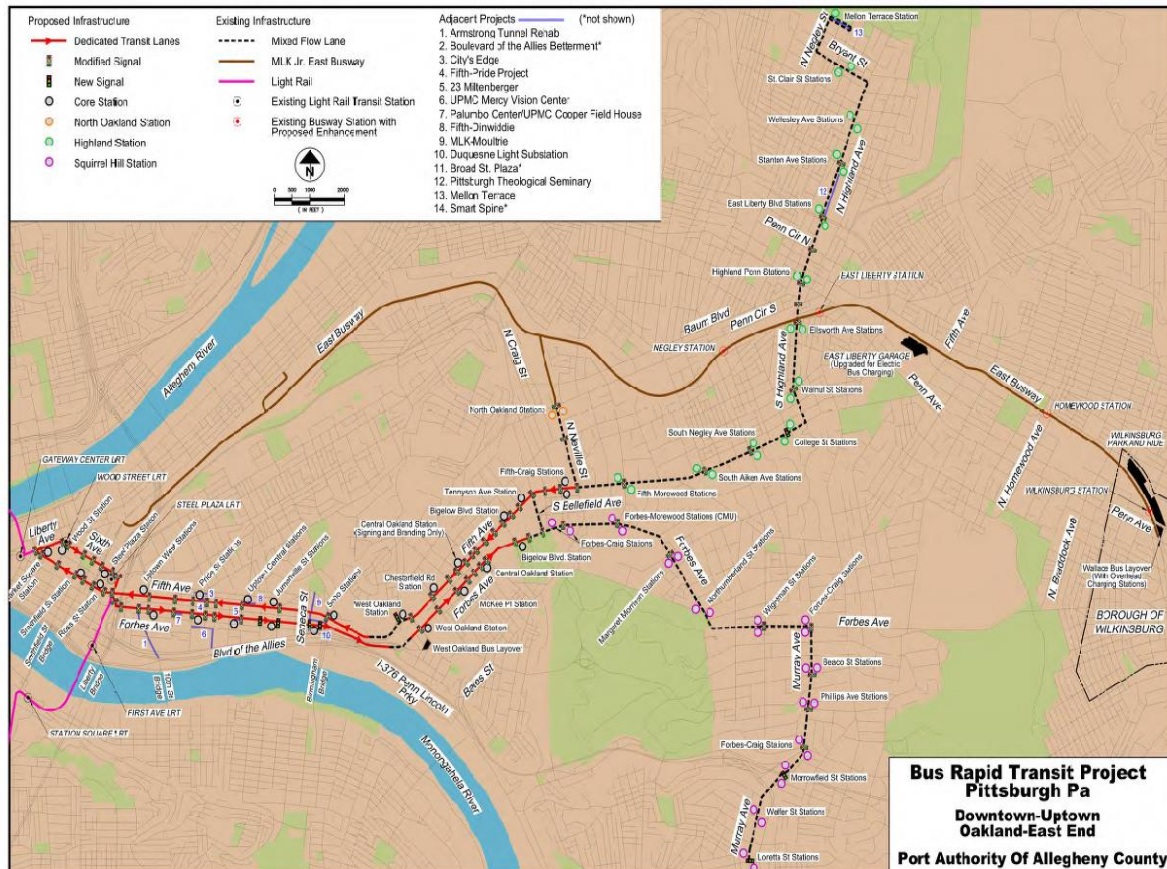
Bus Rapid Transit (BRT)

Allegheny County, the City of Pittsburgh, Pittsburgh Regional Transit, and the Urban Redevelopment Authority of Pittsburgh have proposed a Bus Rapid Transit (BRT) system that connects Downtown Pittsburgh with Uptown, Oakland, and East End communities.

Bus Rapid Transit (BRT) is a high-quality bus-based transit system that delivers fast, comfortable, and cost-effective services via dedicated lanes and fast and frequent operations.

While BRT often looks different in each area it's implemented, it generally contains features similar to a light rail or metro system and is therefore more reliable, convenient, and faster than regular bus services. With the right features, BRT is able to avoid the causes of delay that typically slow regular bus services, like being stuck in traffic and queuing to pay on board.

The Downtown-Uptown-Oakland- East End Bus Rapid Transit (BRT) Project will provide a vital east-west connection between downtown Pittsburgh and the Uptown, Oakland, and East End neighborhoods. The project includes changes to both physical infrastructure and transit operations along the Downtown-Uptown-Oakland portion of the corridor (the "BRT Core") along with changes to transit operations in the East End portion of the corridor – Highland Park, Squirrel Hill, and the East Busway.



ACCESS Program – A program that provides subsidized door-to-door, advanced reservation transportation services for the elderly and handicapped residents of Allegheny County. This is the Port Authority’s demand response service.

Balanced Budget – A budget in which expected revenues equal expected expenses during a fiscal year. It is required that the Port Authority’s Board of Directors adopt a balanced budget before the beginning of the fiscal year.

Base Fare – Cash fare that is charged to an adult for regular local transit service.

Budget – An estimate, often itemized, of expected income and expenses for a given period of time.

Bus – A transit mode comprised of rubber-tired passenger vehicles operating on fixed routes and schedules over roadways.

Capital Improvement Program – A financial plan for the allocation of Capital Project funds necessary to acquire, improve, or maintain the Port Authority’s fixed assets.

Debt Service – The payment of interest on and the repayment of principal on long term borrowed funds according to a predetermined payment schedule.

Deficit – The amount by which revenues fall short of expenses during a given period.

Demand Response – A transit mode comprised of passenger cars, vans or small buses operating in response to calls from passengers or their agents to the transit operator, who then dispatches a vehicle to pick up the passengers and transport them to their destinations. Vehicles do not operate over a fixed route or on a fixed schedule except, perhaps, on a temporary basis. Typically, the vehicle may be dispatched to pick up several passengers at different pick-up points before taking them to their destinations. This is the Port Authority’s ACCESS program.

Farebox Revenue – Revenues obtained from passengers and other fare subsidies. Also referred to as Passenger Revenue.

Fiscal Year – The Port Authority’s fiscal year runs from July 1 through June 30.

Fixed Guideway – A public transportation facility using and occupying a separate right-of-way or rail for the exclusive use of public transportation vehicles.

Fixed Route – An established route where transit vehicles stop to pick up and deliver passengers to specific locations following a repetitive, fixed schedule.

Funicular Railway – A cable railway ascending a steep slope, one in which an ascending car counterbalances a descending car. Also known as an Inclined Plane.

Incline – A fixed facility that is comprised of two (2) vehicles operating in opposite directions on angled, parallel tracks.

Inclined Plane – A transit mode that is a railway operating over exclusive right-of-way on steep grades with powerless vehicles propelled by moving cables attached to the vehicles and powered by engines or motors at a central location not onboard the vehicle.

Light Rail – A transit mode that typically is an electric railway with a light volume traffic capacity compared to heavy rail. It is characterized by passenger rail cars operating individually or in short, usually two car trains on fixed rails in shared or exclusive right-of-way; low or high platform loading; and vehicle power drawn from an overhead electric line via a trolley or a pantograph.

North Shore Connector -- The 1.2-mile extension of Port Authority's Light Rail Transit System of which the centerpiece is a tunnel underneath the Allegheny River.

Operating Budget – Combines the financial plan for the allocation of projected revenues and expenses consumed in the daily operations of the transit system and specific programs to support achievement of the Port Authority's mission statement.

Paratransit – Types of passenger transportation which are more flexible than conventional fixed-route transit but more structured than the use of private automobiles. Paratransit includes demand response transportation services, shared-ride taxis, car-pooling and vanpooling, and jitney services. Most often refers to wheelchair-accessible, demand response service. This is the Port Authority's ACCESS Program.

Passenger Revenues – Revenues consisting of farebox collections, ticket sales, school permits and pass sales, weekend fare receipts, weekly permit sales, monthly pass sales, and special event fare receipts.

Ridership – Each passenger counted each time that person boards a Port Authority vehicle

Subsidy – Funds received from another source that are used to cover the cost of a service or program that is not self-supporting.

Vehicle Improvement Program – The terminology used by the Port Authority for rehabilitation of its revenue vehicle fleet.

