Allegheny County Airport Authority (ACAA)

# Autonomous Vehicle Shuttle Public Private Partnership Project

## Comment Summary Document

Pennsylvania Department of Transportation
Public-Private Partnerships

May 11, 2026

# Comment Summary Document

The Pennsylvania Department of Transportation (PennDOT), in consultation with the Allegheny County Airport Authority (ACAA), published a notice seeking public comment in the Pennsylvania Bulletin on March 14, 2026, for a proposed public-private transportation partnership (P3) project for an autonomous vehicle (AV) shuttle project at ACAA. Following the close of the public comment period on April 14, 2026, PennDOT's P3 Office, on behalf of PennDOT and ACAA, compiled and reviewed all comments received during the public comment period. In accordance with applicable statutory requirements, PennDOT is making both the submitted public comments and a summary of those comments available on its publicly accessible website.

This Comment Summary Document presents an overview of the public input received and includes: (1) a description of the proposed transportation project; (2) a copy of the notice published in the Pennsylvania Bulletin; (3) the dates during which the public was invited to submit comments; and (4) a chart or graphic depiction of all submitted comments, including both positive and negative input related to the proposed P3 project.

## 1. Proposed Transportation Project Description

The proposed project, to be pursued by the ACAA, is an AV shuttle system (proposed to include the potential purchase, operations, and maintenance of the AV shuttles) located within Pittsburgh International Airport's (PIT) landside campus as well as associated civil infrastructure necessary for shuttle implementation, proposed to include a new bridge, maintenance facility, and guideways (hereinafter referred to as the "Project"). The proposed Project would serve as the primary connector between airport parking areas – including shuttle-served lots – and the new landside terminal associated with PIT's Terminal Modernization Program (TMP). The concept replaces manually operated shuttle buses with a dedicated, fixed-guideway automated service operating at high frequency.

## 2. PA Bulletin Posting

The PA Bulletin Posting is attached to this Comment Summary Document as **Exhibit A.**

## 3. Public Comment Time Period

Public comment on the Project was available starting March 14, 2026, through April 14, 2026.

## 4. A chart or graph that accurately portrays all submitted comments, including positive and negative public input on the proposed Transportation Project

The list of all public comments that PennDOT received is attached to this Comment Summary Document as **Exhibit B**. **Figure 1** illustrates the flow of public comment analysis, from submission method, through relevance screening, to final sentiment categorization. Flow widths are proportional to the number of comments in each category, with comment counts shown at each node.

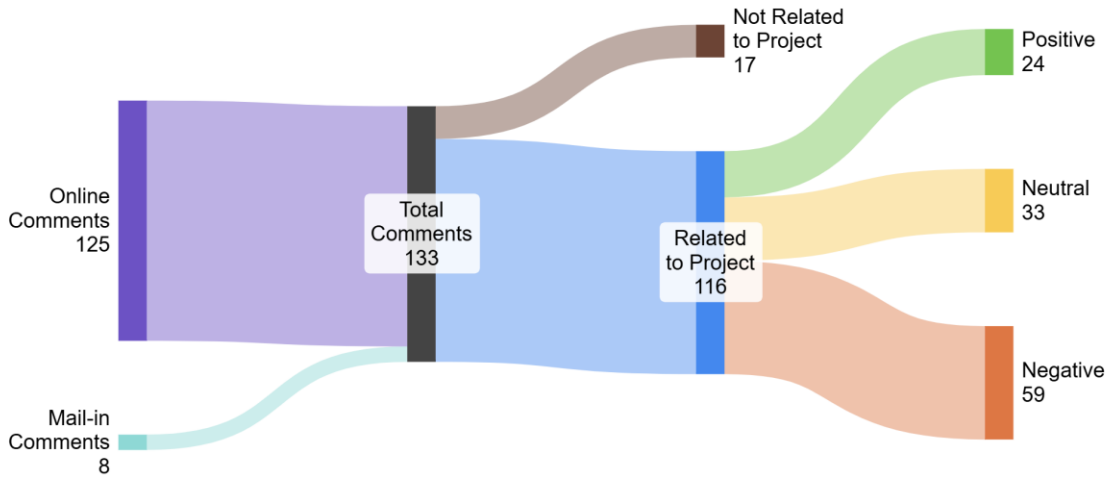
Comment origin (left) distinguishes between Online Comments submitted through the PennDOT portal and Mail-in Comments received by mail or email. All submissions feed into Total Comments (center-left), representing the full public comment count.

Comments were then screened for relevance to the Project (center-right). Comments deemed Not Related to Project are excluded from further analysis, while Related to Project comments proceed to sentiment categorization.

In the final stage (right), project-related comments are sorted by the sentiment expressed:

- Positive (green): expresses support, agreement, or favorable views.
- Neutral (yellow): informational, clarifying, or neither supportive nor opposed.
- Negative (red): expresses opposition, concern, or criticism.

**Figure 1: Comment Collection Chart**



A total of 133 public comments were received during the comment period, with the majority submitted online. Of these, 116 comments were determined to be related to the Project and were carried forward for sentiment analysis. General sentiment skewed negative, with approximately half of comments expressing opposition to the details of the Project. Roughly 28 percent of comments were deemed to be neutral, while 20 percent explicitly stated support of the Project.

ACAA appreciates receipt of the comments and will take them into consideration when continuing to plan for the future of PIT.

# Exhibit A – PA Bulletin Posting



## DEPARTMENT OF TRANSPORTATION

### Pittsburgh International Airport Autonomous Vehicle Shuttle Project; Public Comment Period

The Department of Transportation (Department) invites the public to review and comment on Allegheny County Airport Authority's (ACAA) proposed Pittsburgh International Airport (PIT) Autonomous Vehicle (AV) Shuttle Project, which is being evaluated under 74 Pa.C.S. Chapter 91 (relating to public-private transportation partnerships).

The ACAA is the project sponsor and implementing agency for the proposed AV shuttle system and associated civil infrastructure, which would provide automated passenger transportation along a dedicated guideway connecting landside parking facilities, landside amenities and the new landside terminal at the PIT.

The Department, in conjunction with the ACAA, has prepared a detailed project analysis addressing the anticipated location of the project; type of transportation facility and service; estimated costs; anticipated contract term; potential social, economic and environmental impacts; applicable Federal and State laws; and alternative delivery models to the proposed Public-Private Partnership (P3) delivery model. This analysis is posted for public review in advance of any consideration by the Public-Private Transportation Partnership Board.

The project analysis and supporting documentation will be available for public review during the comment period at www.pa.gov/P3comment.

The public comment period for the proposed PIT AV Shuttle Project will be held from March 15, 2026, through April 14, 2026, consistent with the requirements of 74 Pa.C.S. § 9105(b.1) (relating to operation of board).

Members of the public may submit comments in any of the following ways:

- *Online*: Submit comments through the online comment form at www.pa.gov/P3comment.
- *Email*: Send written comments to ra-pdpit enhancements@pa.gov.
- *Mail*: Send written comments to the Department of Transportation, Public-Private Partnership Office, 400 North Street, 6th Floor East, Harrisburg, PA 17120. Comments by mail must be received by the Department by April 14, 2026, to be captured.

Comments received during the public comment period will be collected, summarized and considered prior to any action by the Public-Private Transportation Partnership Board.

Individuals requiring special accommodations or assistance to review project materials or submit comments may contact the Department's Bureau of Equal Opportunity, beodot@pa.gov, (717) 787-5891, TTY (711).

MICHAEL CARROLL,
*Secretary*

[Pa.B. Doc. No. 26-385. Filed for public inspection March 13, 2026, 9:00 a.m.]

## FISH AND BOAT COMMISSION

### Boat and Marine Forfeiture; Maximum Amount; 2026

Chapter 53, Subchapter C of 30 Pa.C.S. (relating to boat and marine forfeiture) applies only to boats and related equipment with a resale value based upon established industry standards equal to or less than the maximum amount set forth in 30 Pa.C.S. § 5331(c) (relating to scope of subchapter). This section provides that for the year 2006, the maximum amount will be $5,000 and for each year thereafter, the maximum amount will be fixed annually by the Fish and Boat Commission (Commission) based upon the maximum amount in the prior year as adjusted to reflect the change in the Consumer Price Index for All Urban Consumers for the United States for all items as published by the United States Department of Labor, Bureau of Labor Statistics, for the previous 12-month period. The section further provides that the maximum amount as adjusted will be rounded to the nearest multiple of $5 and that the Commission will give notice of the new maximum amount by publication in the *Pennsylvania Bulletin*. The Commission previously fixed the maximum amount for 2025 at $7,965.

Under 30 Pa.C.S. § 5331(c), the Commission has fixed the maximum amount for 2026 as $8,170.

TIMOTHY D. SCHAEFFER,
*Executive Director*

[Pa.B. Doc. No. 26-386. Filed for public inspection March 13, 2026, 9:00 a.m.]

## FISH AND BOAT COMMISSION

### Proposed Special Regulation Designation

The Fish and Boat Commission (Commission) has approved guidelines with regard to encouraging public participation on possible changes to the designation of streams, stream sections or lakes for special regulation programs. Under 58 Pa. Code Chapter 65 (relating to special fishing regulations), the Commission designates or redesignates certain streams, stream sections and lakes as being subject to special fishing regulations. These designations and redesignations are effective after Commission approval when they are posted at the site and a notice is published in the *Pennsylvania Bulletin*. Under the Commission's guidelines, a notice concerning the proposed designation of a stream, stream section or lake under special regulations ordinarily will be published in the *Pennsylvania Bulletin* before the matter is reviewed by the Board of Commissioners.

At the next Commission meeting on April 27, 2026, the Commission will consider taking the following action with respect to waters subject to special fishing regulations under 58 Pa. Code Chapter 65, effective upon publication in the *Pennsylvania Bulletin*.

*58 Pa. Code § 65.11. Panfish enhancement*

The Commission will consider adding the following water to its list of panfish enhancement waters regulated and managed under 58 Pa. Code § 65.11 (relating to panfish enhancement):

| *County* | *Water* | *Species* |
|---|---|---|
| Tioga | Hammond Lake | Crappie |

# Exhibit B – Comments Received*

*The following list are comments received by PennDOT and are reproduced below as received. However, PennDOT redacted personally identifiable information and vulgar or obscene language in the below reproduction.

| Comment ID | Comment |
|---|---|
| 1 | Please provide the "detailed project analysis" for public review as discussed in the PennDOT District 11 News: (3/12/2026 at 12:09pm) no link was provided in the email. |
| 2 | Autonomous shuttles could improve efficiency and accessibility within the airport, but safety and reliability must remain the top priority. Clear communication with passengers, strong backup systems, and integration with existing airport operations are essential. |
| 3 | Would like to know more but I think it's a good idea |
| 4 | An overhead tram system would be my recommendation on a continuous loop |
| 5 | I don't care what they do….. Connect the walking bridge from the hotel to security/ticket area |
| 6 | Contact Alstom Transport Pittsburgh location for a performance simulation. They will reccommend an automated technology for the application. The other option is to reconfigure the existing train from the landside terminal all the way out to the extended parking. There would be planned stations along the way. They could also do a loop system…see San Francisco Airport which has an inner loop and an outer loop which keeps secure foot traffic separate from unsecured foot traffic. It also has CBTC or communcation based train control. Alstom will have solutions. I know because I did the proposals for people mover systems all over the world. I also did the 3-car proposal for Pittsburgh Airport. Contact Alstom Pittsburgh location, West Mifflin. Alstom people movers run in tunnels or at grade or elevated in all kinds of weather. |
| 7 | We had a terminal that was connected to parking facilities. The multi-billion renovation project, which was a complete waste of taxpayer money, created the current problem. Why are we throwing more money away solving a problem that we should not have had in the first place? How about just having more shuttles to pick people up in the parking lots so we don't have to wait 10-15 minutes for a shuttle? We should be able to use autonomous shuttles anyway. |
| 8 | You already have a tunnel, guideway, central control, maintenance facilty and 2 peoplemover trains that can be retrofitted with new propulsion, train control and truck assemblies. Alstom has a rehab program for older C100 cars to modernize them. The car bodies were protected in the tunnel and |

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| | should need minimal refurbishment. Use the existing peoplemover infrastructure and reconfigure it. It has a 99.9% reliability rate. Also you would not mothball it in the tunnel. You would create jobs for local Pittsburgh workers. |
| 9 | due to the removal of the moving walkways past the hotel and into the old terminal as well as the tram, this is absolutely something the pittsburgh community has been wanting, requesting and asking for since those closures. the issue noticed on the diagram for the potential layout of the new system is the amount of extra track proposed to go entirely around the old terminal. why isn't it a possible plan to utilize existing space from the old walkways and tram and redesign them to work with the entirely new system? this way it can be an entirely straight shot saving a lot of extra track and construction work (including not having to build and additional new bridge). if the only 2 stops are the long term and hotel before making it to the new terminal, it would be more cost effective to continue in a straight path and reoutfit and upgrade the infrastructure/tunnel/walkways we already have in place for this new autonomous system |
| 10 | Hire Lea & Elliot as a consultant. The current plan is a huge mistake!!! Ask Lea & Elliot for help. |
| 11 | I would not use the shuttle if it was autonomous. I would always go for a honest and reliable pittsburgher to get me to the terminal in time and safe for my flight. Waymo's are already having trouble navigating Pittsburgh. It airport is stressful enough there's no need to add with an issue with the autonomous programming. |
| 12 | The newly built airport eliminated many parking places close to the new terminal. The new parking garage close to the new terminal is very expensive. We already had an airport with fairly close parking and a tram to take you to the airside part of the airport. Anyone staying at the Hyatt could also just walk out the door and be on a moving walkway that goes straight into the airport. Now with the new airport, staying at the Hyatt involves taking a shuttle bus to the new airport. We really didn't need a new airport. This new airport just created more issues for travelers. Reserect the old section of airport and fire up the old tram. Before the new airport, parking was plenty and affordable and staying at the Hyatt was a dream for travelers. Now, it's just wasted money and lots more walking, money and aggravation for travelers. |
| 13 | Needs it. Good project for connectivity. |
| 14 | WORRY ABOUT YOUR EMPLOYEES AND THEIR PARKING LOT WITH SINKHOLES. THEY ARE THE ONES THAT RUN THAT AIRPORT |

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| 15 | The current airport renovations is an ADA nightmare, I 1000% support the building of a parking lot shuttle system because the imbeciles in charge did not think about how it impacts their passengers from curbside to planeside, let alone customers that have to navigate the farthest points of the shuttle lots because they took away the handicapped parking discount for closer lots. Not to mention that the parking garage walk is still quite lengthy since they basically cancelled out the moving walkways to/from the airport hotel to landside terminal while adding a half mile more of land to cover with no safe pedestrian passage. |
| 16 | Bring back the option to walk to the terminal! I know it's significantly farther, but I'd rather walk 99 times out of 100 than take a shuttle. It's a nice option to get some exercise in before or after flying. |
| 17 | Losing the ability to walk from the economy parking to the terminal, even if now longer, makes me question parking at the official airport parking itself. Having to use the current shuttle system takes away the predictability of time from parking to terminal arrival that I appreciated before. While this shuttle project partially addresses that concern, it would be more cost effective and preferable to me to instead provide a walking option. |
| 18 | Instead of a tram, please create a route for travelers to walk to the new terminal. The bus shuttle works fine as is, but people want to have the ability to walk. |
| 19 | need to bring back the train/tram. |
| 20 | Great idea |
| 21 | Public Comment – ACAA AV Shuttle P3 Project<br><br>I support this project. The financial case is solid: Year 1 savings over current bus operations are real, the fixed capital payment structure provides cost certainty that a variable bus fleet cannot, and the DBFOM P3 model is the correct delivery vehicle for a system this technically integrated. That said, the project as scoped has a critical gap that undermines its own stated purpose. The AV shuttle must extend to all remote and extended parking areas currently served by shuttle vans. The report's stated goal is to replace manually operated shuttles with automated fixed-guideway service. If vans still run for extended lot passengers after this system opens, ACAA hasn't replaced anything — it's layered a new system on top of the old one. The $11.8M current operations figure used to justify the project also becomes suspect if van costs continue post-implementation, meaning the projected savings may be overstated. The infrastructure logic alone demands extension now rather than later. A new bridge is already being built and guideway track is going in. The marginal cost of extending the corridor to cover remote parking during initial construction is a fraction of what a future retrofit will cost once the system is operational and ACAA is locked into a |

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| | single vendor — a risk the report itself acknowledges. Build the full corridor during competitive procurement, not after leverage is gone. Specific request: Before procurement launches, ACAA should publish a supplemental cost analysis showing the incremental expense of extending the guideway to the furthest remote lots, offset against the operational savings from eliminating van service entirely. If that math works over a 20-year term, expand the scope now. A shuttle that doesn't reach all the parking isn't a replacement. It's a supplement. |
| 22 | Once again PA is almost making the right decision. Choosing a system that still uses rigid predetermined stops instead of rider chosen destinations among a dozen options. Use a smaller shuttle and have a dozen stops in the long term parking, parking garage, and hotel. This is almost a good idea but the current implementation is half [redacted] and grounded in a 1980s mindset. Also if you gotta build a new bridge to the terminal please just add a pedestrian walkway to it so we can walk to the terminal again. |
| 23 | I definitely want a safe and reliable way to get from the actually affordable surface parking to the new terminal. Though a brand new autonomous vehicle system seems extremely wasteful given that's what we already had that at the old airport. A dedicated path for pedestrians AND human driven shuttles is all we need and that should cost a fraction of the proposed cost. |
| 24 | An easier way to reduce parking needs at the airport would be to properly fund frequent public transit service to it |
| 25 | Ridiculous. You just built a $1.7 billion terminal to replace the tram and now you want to build another tram! Quit being so greedy and trying to capitalize all the parking. There are five off site parking privately run options. Your long term long is barely filled now. You're raking people $35 for garage and $25 for terminal lot and they are near full daily. Sell off that parking land to another hotel or two and tear down that ancient 7-11 and put a sheetz in. |
| 26 | Although I appreciate the novelty of the autonomous shuttle and the tie to Pittsburgh's reputation for autonomous vehicle innovation -- I do not see how this improves access to the airport from the shuttle lots for the general public. Since the change in terminal location, the shuttling system has received complaints. Current shuttles are not timely, do not fit all passengers waiting for transportation and are not easily accessible for the elderly, handicapped and/or parents with children. Current shuttle vehicles do not have enough room to store luggage for the amount of passengers on board - leaving passengers struggling with their luggage as they are transported to the terminal which is unsafe. Instead of adding less oversight to the existing system by removing drivers - PIT needs to rethink how to safely, reliably and efficiently transport the general public to its new terminal. It should consider vehicles that transport more people at a time (in fact I see no data in this proposal to support the number of passengers |

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| | accomodated on a shuttle or frequency of shuttles per X amount of time to ensure passengers are adequately accomodated). Also the type of vehicle being used needs to be reevaluated to ensure maxim space for people and their luggage without requiring lifting and tight turns within the vehicle. Overall, this proposal feels shortsided and unsupported for the investment being requested. It also does not seem to address the most important element - which is benefits to the people using the airport. |
| 27 | Yes, the AV Shuttle/ATn/APM should be built. But SHAME on the design team for not including it to begin with and now costing us all millions more in project fees! The insane choice for outdated shuttle busses, which create a worse travel experience, was so negligent and foolish. So now we have to spend money building a system we already had with the old airport. Start listening to people earlier--it's not like there was a shortage of those of us out there who said we should have kept the tram (or had either a similar system or at least a walkable setup for those of us who cringe at having to sit on a bus before we go on a trip that requires us to sit for extended periods of time). Do better! |
| 28 | This sounds like you are trying to recreate recently closed tram that was used to get passengers to the airport. Wasn't part of the project's purpose to realize savings from closing that? Why not just reopen it, or make it a hallway where people could walk to where they need to get to? |
| 29 | Why was this not considered during the design of the new airport? It just seems like we are spending more money than we need to, had this been included at the beginning. I agree that we need a good shuttle system but it should be done at the lowest cost possible. |
| 30 | Is this proven technology and does the passenger volume justify the expense? |
| 31 | I strongly support the proposed Autonomous Vehicle Shuttle project at Pittsburgh International Airport. PIT previously had a tram system that efficiently connected landside facilities to the terminal, and its removal left a clear gap that today's shuttle buses only partially address. This proposal thoughtfully restores that function in a modern way by providing a dedicated, high-frequency, fully accessible, electric people mover that improves reliability, reduces wait times, and enhances the passenger experience. The project is fiscally responsible, with projected costs comparable to or lower than current bus operations, while also advancing sustainability goals and supporting future Town Center redevelopment. Overall, this is a smart, forward-looking investment that strengthens PIT's mobility, competitiveness, and long-term vision. |
| 32 | Waste of money. Cage free eggs are a myth. |
| 33 | Waste of money. Didn't we just eliminate the people movers from the old airport? Why are we adding new ones? If we are going to add new shuttles, |

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| | why not just use the old system and infrastructure already built. Seems like a huge waste of money again. |
| 34 | An absolute wast of financial resources especially in view of the financial crisis facing multiple entities. There just seems to be no end of individuals who have much to much time on their hands |
| 35 | No. How many millions will you spend to be the first. Don't promote this as a cost savings. Please publish the total cost, not some made up number. How will this be economically better than the current system? |
| 36 | Sounds like a great idea. Hopefully with this system, it will decrease the wait times going to and from the lots |
| 37 | So this automated shuttle system is to replace the automated shuttle system that existed in the old airport. You've just moved where the automated transportation system is located. |
| 38 | DUMB. YOU JUST SHUT ONE DOWN AND NOW YOU REALIZED THAT IT WAS USEFUL SO YOU WANT TO BUILD A NEW ONE ??? GENIUS !!@ |
| 39 | The airport just completed a massive project to build a new terminal. One of the benefits if i recall correctly was the elimination of the previous people mover system (a driverless vehicle on a fixed guideway). Why would the airport want to install a new fixed guideway system? Sounds like a future maintenance headache. |
| 40 | I think autonomous shuttles are a bad idea at this time. I think the technology is not advanced enough and is unable to handle the chaotic challenges presented by airport pickup and disembark. I recently went thru the PIT airport and riding the parking shuttle was stressful enough without worrying about whether the shuttle was programmed properly. Please do not further degrade the parking experience by implementing. |
| 41 | Can you just call it a train? How did you spend $2B to remove the train to spend 3x on shuttle buses? Can this project also include a walkway? |
| 42 | All for it especially since you can no longer walk from extended parking to terminal. |
| 43 | The existing parking shuttles was such a terrible experience last month that took forever to get from the parking lot to the terminal and vice versa. These new shuttles would need to be more frequent than existing, have tracking features that actually worked, and definitely more than just one stop within the former extended/economy parking lots. |
| 44 | A shuttle is a fine idea, but really I think you should just increase the frequency of the already exiting shuttle buses along with creating a walking path. Taking away the walking option is a real problem. Potentially being stranded in a lot waiting for a shuttle is a problem. It would quickly decompress the existing buses if people simply had the option to walk again. I think that path should be prioritized then move along with this autonomous shuttle project. |

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| 45 | Best case: just make a pedestrian route from the parking lot to the airport. It's ok if it's long. Second best: add more shuttles; they work fine, they're just crowded. This proposal is third best. I guess it's better than nothing, but it sounds like a lot more expense than necessary and less good than a pedestrian walkway or more shuttles. |
| 46 | This is a bad idea and I oppose it |
| 47 | I strongly support allowing Autonomous Shuttles at PIT airport! This will not only make my experience smoother at the airport using the long term parking lot but it also supports the local autonomous vehicle economy and all of the jobs created by the robotics industry. I've experienced excellent autonomous vehicle rides in multiple cities across the US and it would be great to have this option at the airport. |
| 48 | Who would help load luggage onto the shuttle and also help people with disabilities on and off the bus. |
| 49 | If this is replacing the buses, it needs to go further into what was the extended term lot. You cannot expect people to drag luggage across the entire lot in inclement weather. |
| 50 | Autonomous shuttle vehicles would not allow for human intervention should there be some sort of emergency on board the bus. When transporting the numbers of passengers expected, medical emergencies should be anticipated as well as angry customers expressing frustration and potentially dangerous ways. I strongly object to autonomous vehicles shuttling passengers at greater Pittsburgh international airport. |
| 51 | We do not need this. Its a boondoggle. |
| 52 | As a frequent user of the airport—traveling two to four times per month—I am skeptical that deploying autonomous shuttle buses to connect parking lots to the terminal is the best use of public funds or in the best interest of the traveling public. Reliability and efficiency are essential to the airport experience, and travelers depend on a predictable and timely connection between their car and the terminal. Introducing an experimental transportation technology into this critical step risks undermining that reliability while inevitable operational issues are worked out. This concern is heightened by the fact that many airport users travel only once or twice per year and may be unfamiliar or uncomfortable with new technology, making the experience more confusing rather than more convenient. Additionally, operating such a system in a four-season climate with unpredictable weather extremes adds another layer of uncertainty. Testing and refining emerging technologies is important, but environments where the general public must depend on the system—and ultimately bear the cost of its implementation—are not the appropriate setting for early-stage deployment when reliable alternatives already exist. |
| 53 | Not needed. Waste of money. Would remove more jobs for humans to do. |

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| 54 | Interesting idea but why such a huge price tag? PIT is not a large airport by anyone's measure. Aside from mobility issues for certain travelers (disability or senior citizen), most would certainly be able to walk the distances proposed in the overhead drawings. This money could be better spent elsewhere. |
| 55 | PIT has always been a hub of future technology. With currently developing capabilities, focus should be placed on reusing the shuttle bus architecture but increasing capacity with many more autonomous buses. An airport is a great closed circuit proving ground for such development, and the civil infrastructure can be removed. With true autonomous vehicles the development cost may be lower without the need for additional infrastructure, and intelligent routing decisions could be made such as causing buses to pick up passengers from rapidly filling lot sections more quickly. |
| 56 | Please bring back the old people mover system. It was a much better system. Just modernize it and bring back the walkways between the terminals and connect them. It would cost less in the first place then building an entirely new system. Bring them back and just modernize them and renovate them like everyone wants. Thank you for reading this and understanding how I feel about the airport's future. |
| 57 | Apparently the ACAA has recognized the folly of the new terminal, which managed to spend $1.7 billion to make the parking layout exponentially worse. We were told the old airport was no longer tenable because the tram would cost $20 million per year to maintain, but now the people of the Pittsburgh region are so unhappy with the parking layout that the ACAA now wants to spend $200 million in total to rectify it. The entire new terminal project has been a complete farce. That said, I support the proposal, because while I hate to throw good money after bad, the current setup is so arduous for most customers that I'll accept any solution that does not require shuttle buses. I travel 30-40 times per year and refuse to park at the airport because the shuttle bus system is a farce and the garage is exploitatively expensive. If I'm going to have to board a shuttle, I would rather save money and park at one of the offsite lots. If this system is built, and it is predictable, reliable, and consistent, I will return to parking at the airport. |
| 58 | You haven’t actually quantified any of the potential benefits to this automation project. I know it costs a lot of money and will put people out of work who you absolutely won’t retrain for maintenance or operations jobs. So what are we actually gaining? Besides giving public money to tech company who makes big promises they can’t deliver on? Will the autonomous vehicles stop to let someone on who just missed the bus? Truly what is the point of this? |

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| 59 | I am a young adult who flies with PIT airport 5+ times per year. I have a disability and automated shuttles would make it much more difficult for me to access appropriate transportation to the airport! I have to travel with luggage, and my assistive devices. Nothing beats a real person who can see you and offer you compassion. It takes me time to get on a shuttle and I often need help. Automatic shuttles will take away jobs AND reduce accessibility for people like me. Pittsburgh has always been a blue collar city. Don't lose touch of that with these changes. This systemically isn't beneficial to the masses. If you have the slightest compassion for individuals with disabilities you would rethink this and keep real drivers for the shuttles. |
| 60 | These kill people and jobs :) |
| 61 | I am totally against the shuttle project. It is unconscionable to spend multiple millions on a service that coukd ve done cheaper and safer by hiring humans to drive shuttle buses. Shame on you for taking jobs away from people. Plus, I am 67 years old and have been throigh the new aurport several times. I don't think shuttles are even warranted! |
| 62 | No, no, no. I will never use this. Autonomous vehicles are NOT proven to be safe. This also takes away paying jobs of real humans who can and should drive shuttles. This is exactly what we mean when we say we don't want robots to replace humans. Just because the technology exists, doesn't mean it is ethically right to use it. What if there was an automated mail delivery system? No more Mr McFeely in Mr Rogers' neighborhood. Is that what we want Pittsburgh to be? |
| 63 | As with any autonomous vehicle system, my concern is with the safety of people who are outside the vehicle. As a pedestrian, I have found one of the most effective ways to prevent accidents is to call out to vehicle operators to make them aware of my presence. With autonomous vehicles, I have to trust that the system will detect my presence and not kill me. Can you offer some assurance. |
| 64 | Senior citizens like myself need a shuttle for long term and extended parking. Parking is expensive and we are on a limited budget. Plus it's hard to walk with a cane and a suitcase. Should run 24/7 |
| 65 | I like the direction of this plan. As a frequent user of the PIT parking facilities, I think replicating a "subway" experience would be most beneficial. Have clearly marked routes and stations. This would cut down on uncertainty of where the bus is and when it is arriving. This would enable the shuttles to increase capacity and reduce the uncertainty of waiting times that passengers face when having to rely on manned shuttles that take circuitous routes through the large parking lots that currently exist. |
| 66 | Please do not move forward with this. As we have all seen in the news, autonomous vehicles struggle with sharing the road with unpredictable |

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| | human drivers and things like snow or fog could mess with their sensors, leading to accidents. They are also vulnerable to hacking. |
| 67 | This is a horrible idea. The data centers running thesr are horrible for the environment, removes the safety of a human in the loop, and eliminates important jobs. Do not waste tax payer money on something so stupid. Fix the craters all over our roads that make them dangerous to drive on instead. The storm wrecked our roads! |
| 68 | I think it would be better to invest in better transit options (better frequency of 28X) from the city of Pittsburgh to the airport to reduce the need for airport parking in the first place. This proposal feels like an over-engineered solution to a problem that only those who drive and park will benefit from. |
| 69 | You have got to be kidding. $2.8 billion was spent to get rid of a conventional tram system between landside and airside, and now they want to spend money to build a completely unproven shuttle to get people between the old landside area and airside. This is just a joke, correct? I'm sure that this will end up costing more per year than the old tram. |
| 70 | As a frequent flyer out of PIT, I am vehemently AGAINST any autonomous shuttle project for the airport. It would mean a loss of jobs for the drivers & loss of a service for older passengers who require assistance getting their luggage on the shuttle. Why spend millions of dollars on a program that may get a fleeting bit of press, but takes away people's livelihood? Personally, I'd much rather see money spent of new shuttles that have at least some semblance of a suspension & a smoother ride between the parking lots & the terminal. |
| 71 | We had an autonomous tram that worked just fine! Frankly I think if you're going to do anything autonomous, keep it on rails. The tech just isn't there yet for autonomous cars and rail is much more reliable. |
| 72 | I think this is a worthwhile project to pursue. The main concern of mine would be if the costs would be exceeded by the net benefit. There are successful use cases, such as at WVU. |
| 73 | Please do not do this PIT autonomous shuttle project. I'm a taxpayer in Allegheny County and it often feels like I have no input on the airport even though it's a public agency. Who owns the airport if it's not the public? |
| 74 | A simple covered walkway would be enough to satisfy most people. The biggest issue with the new lots is that the buses are the only option. Optimal option in my opinion is to replicate the moving walkway system that went to the hotel from the old terminal building |
| 75 | The current bus setup is awful. Waits at the bus station can take 10+ minutes; that's additional time that customers have to budget into their busy travel day. In the old airport, everyone knew how long it would take to walk to security, and the train was incredibly reliable, arriving ever minute or two. Anything that can minimize the max possible wait time would be a |

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| | welcome change. As things stand, I probably won't rely on the airport's shuttles at all, and I'll switch to one of the off-site shuttle companies that are much more reliable for a similar cost. |
| 76 | This is an awful lose/lose idea. Drivers will lose their job. The public's life and health will be trusted to a bot who cannot and should not be trusted. People will suffer, they might even die. The only winner is some oligarch corporate techbro who has no ties to our community and no responsibility in the event of disaster. DO NOT DO THIS |
| 77 | Please also add capacity for passengers to walk to and from long term parking lots to the new terminal. I miss having that option and I don't like that choice being removed from the new terminal's design. |
| 78 | Imagine spending 1b+ in questionable renovations, just to require a multimillion dollar solution to a problem that the old airport was designed to fix. Unbelievable. |
| 79 | Stop wasting money. Build a covered sidewalk to the terminal from the parking lots. |
| 80 | I am in full favor of the autonomous shuttle project. I fly frequently - at least once or more a week - and generally have my airport process down. With the new bus/shuttle system, it has certainly thrown this for a loop. Due to concerns about increased traffic and attendance at the airport, and with longer wait times due to the DHS not paying TSA agents, I have extreme concerns about parking in the shuttle lot and getting to the gate on time. This has meant increased costs for parking, as it means parking in the terminal lot or terminal garage. Everyone passenger wants some control over their destiny, and allowing them the option to park, ride an automated system to the airside and then go through security to get to the gate is a huge win. Further, it will drive more individuals to want to use the shuttle lots because they know what to expect, as opposed to realizing the closer lots are full and causing panic. In all, it resorts in greater customer satisfaction and more individuals who want to use be a part of the New PIT airport experience. The other item I might add is that will also drive business for the Hyatt hotel on property, giving passengers another reason to stay for the convenience of early morning flights, traveling with kids, etc. Knowing they can get back to the airside quickly is a huge win. |
| 81 | There needs to be a dedicated level for shuttle drop-off and pickup for passengers. When I was there the shuttles were double parked and blocking private cars from reaching passengers waiting for pickup. Delayed at least 10 min. |
| 82 | I am 100% for the pit Autonomous Shuttle Project |

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| 83 | I strongly support approval of this project. The current shuttle bus system is extremely ineffective and inefficient and has caused nothing but problems for those using the former long-term parking lots (now shuttle lots). The autonomous shuttle proposal will strongly improve usage of the former long-term lots (and short-term garage, which has not been used since the opening of the new terminal), and will also significantly reduce emissions and environmental impacts from a fleet of buses. |
| 84 | You just spent 1.7 Billion dollars to build a new airport using the justification that the tram was too costly to maintain, and now you are proposing an automated shuttle because the current shuttle bus system is unpopular; in essence you are proposing another tram. Please just relocate the T-Rex and demolish the existing landslide terminal and move the parking within walking distance of the new terminal. |
| 85 | Will shuttle buses continue to operate from the parking lot station at the far end of the fixed guideway system or will people who park in the far lots have to walk from the end station to their vehicle? In homage to Pittsburgh's transportation history I do think the new fixed guideway system which I think is a good idea, should be named "Sky Bus". |
| 86 | Please install several emergency stop pulls or stop buttons in every unit so they are accessible to passengers. It is crucial to be able to stop the unit if human eyes and minds detect a problem. Thank you. |
| 87 | How about just extending the underground shuttle? Make it a loop with stations in each of the lots. |
| 88 | What the [redacted] is this [redacted] Why spend all that money on removing the tram just to spend more to add it back with extra steps? The [redacted] who proposed this and the [redacted] who proposed the first waste of infrastructure money should just [redacted] T[redacted] |
| 89 | I do not like this at all as a Pittsburgh resident who has used this airport so many times over the years. Do not put expensive, self driving cars ok the roadway until they are safe. They've consistently shown that they are dangerous, require a human last resort driver 24/7 anyway, do not move for emergency vehicles and hit parked cars all the time. If you should pay a human bus driver a [redacted] wage and put a human driver on it 24/7 instead. They are safer and often good jobs who I would trust more in cases of drivers and safety. Someone assaulted isn't going to be comforted by the security camera of their corpse, they need a human driver who can intervene, contact 911, or at least deter by their presence violent crime in an enormous empty parking lot that people will have to go through to get to their car into the late hours of the night. Do not do this. |

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| 90 | I am concerned about the high cost of this proposal and lack of alternatives considered. The project documents suggest that the 20-year amortized cost is lower than the current operation cost of the bus fleet. However, this implies that the bus fleet would be entirely discontinued, which I suspect is inaccurate; a bus fleet would need to be maintained for employee shuttles, to provide a backup if the AV system is broken or under maintenance, and perhaps other purposes. The analysis also only evaluates alternative financial structuring options, but does not consider the alternative of not doing the project at all or other ideas, such as building a covered walkway or moving walkway system (indoors or outdoors), or demolishing the old landside terminal and placing parking closer to the new terminal (I am skeptical of claims the old landside terminal will be used for office space). |
| 91 | As a long term solution for our investment in the new airport, I believe some sort of Tram or Shuttle Train would be the best solution. We do not need to re-invent the wheel on how many airports do this, including our previous tram used to go between the old terminals. |
| 92 | This is a bad idea. I think we should be creating jobs for real humans instead of taking them away to give to robots. I want people in my community to be employed. I like human interaction and I think it's good for society. I also wouldn't trust an automated vehicle. I would never ride in one. For these reasons I think we should keep humans driving the shuttles. |
| 93 | That you're using Microsoft 365 for this survey greatly undermines any faith you could successfully install and manage autonomous vehicle technology. |
| 94 | Please don't do this. Why take jobs away from people? What is gained in our obsession with new and "innovative" technology? The automated robotic future is stupid and inhumane. |
| 95 | If you are going to do an autonomous vehicle why not extend it further into the long term parking areas to reduce walking. Also, how will these vehicles deal with snow and ice in winter season? |
| 96 | While it may be more efficient than the current bus loop. What would be ideal is some form of overhead rail loop that visits all the outer parking areas and loops back to a platform on the airport terminal. |
| 97 | Why not just buy 50 Teslas and run them in Full Self Driving mode? You could buy 1 Tesla and do some testing and probably get Tesla's free help in making it work. Spending millions? to build a special road with special pickup spots sounds so 1975. Really. Waymo and Tesla are driving around cities without special roads. Let's leverage the tech and do this quickly and inexpensively. Otherwise it starts to look like a fraud (ala Minnesota). Pittsburgh is better than that. Let's rewrite the rules. Get CMU involved and drop the spend on union paving. I think this approach should have been built into the design of the new airport. Thank you for listening. [redacted] Good Luck! |

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| 98 | Please do this! I want the parking shuttle to be cheap, fast, and flexible. I pay for off airport parking mostly because the hassle of the airport shuttle isn't worth the cheaper prices |
| 99 | I work with SAE on Autonomy. The AV industry is misleading the public about their capabilities and the issues. If the shuttle avoids classification, planning and the resulting AI/ML/DL like the 2 Getthere shuttle in Europe, becasue the paths are object restricted, fine. If not and those capabilities and the associated development approach and engineering is needed, this tech cannot be safe at this time for the reasons that follow. The AV makers are misleading the public about this. No one in the industry is using a viable development approach. No one can spend the lives, money or time to get near L4. (Which is why we see misleading test data) Each of these need to be resolved to reach L4: -No General Learning/inference. Results in an untenable pattern recognition effort. Also, "pixel" or micro level classification is often wrong when only a few pixels are in contention - Use of needless human Guinea pigs. It is virtually impossible to regain situational awareness in time critical disengagement scenarios like crashes. - Relying on the real-world vs simulation for most development - Use of inadequate gaming sim tech and sensor modelling vs what aerospace uses - The 360 deg fused sensor design needs to be=Cameras, LiDARs and imaging radars. Each providing classification, localization and tracking to assure primary and secondary modal operation through the ODD, especially as conditions degrade. (And sound localization) |
| 100 | I believe that the tax money being used by PennDot could be better spent by repairing our Road infrastructure across PA. The State maintained road i live on has busted shoulders and berms, potholes and side of road erosion. And yet nothing has been done to fix this or many other road issues across the State for years. The money spent on this would surely benefit a working PennDot that fixes problems before starting unneeded projects like this. This also would create more jobs not only within PennDot but also its material suppliers. |

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| 101 | Allegheny County Airport Authority Autonomous Vehicle Shuttle Public Private Partnership Project<br>March 14, 2026, Detailed Analysis Final Report Public Comment<br><br>I appreciate the opportunity to offer my public comments on the above-referenced mentioned Report. I offer the comments as a resident and taxpayer of Allegheny Conty who is very familiar with the recently opened Greater Pittsburgh Airport Landside terminal, transportation project development and also a Registered Civil Engineer in the Commonwealth of Pennsylvania. The following comments track in-order the sections of the Report.<br><br>Section1. Detailed Analysis Final Report<br>It is not clear what the next steps and responsibilities will be if the Report is approved by the Public-Private Transportation Partnership Board ("P3 Board"). What are the next steps and associated costs? The Report suggests it .."could involve a contract between the ACAA (Allegheny County Airport Authority) and a private partner". As will be discussed later, given the estimated costs of the Project, it is very questionable if such an arrangement could be executed. It is strongly recommended that other possible arrangements be discussed before moving forward, along with providing examples of other similar Projects where a private partnership has worked. Transit systems simply are not self-supporting and absent a profit motive, private investment is very unlikely.<br><br>Section 1.1 Anticipated Location of Proposed Project<br>Elsewhere in the Report, it cites a benefit of elimination of manned, fuel consuming shuttle vehicles. Very likely this will not occur. Figure 1 shows a proposed shuttle route that bisects the active Airport property and terminates in the general middle of the Long Term Lot, i.e. the Long Term Lot Station. This lot is very big and shuttles will still be needed in the Lot. Otherwise, users will be forced into making extremely long walks, with luggage, to the central pick-up point. As a user of the new Landside Terminal, I believe a much better Project alternative would be the installation of a people mover from the new parking garage to the new landside terminal. The walk from the new Garage to the Terminal is much longer than the old parking garage that was directly adjacent to the old landside terminal. Also, the walk from the new garage is an extreme burden for ADA and Senior Citizens.<br><br>Section 1.3 Estimated Costs of Proposed Transportation Project |

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| | The actual arrangement between the ACAA and the Private entity is not clear. E.G. Is the ACAA expected to provide a specified annual amortized payment to the private party? Related, what would be the ACAA source of money to provide the annual payments? Similarly, are the estimated costs and payments based on current 2026 Dollars? This should be defined, along with a projected timeline for actual operation of the Project and associated cost increases. To illustrate, a 5-year horizon for the Project will significantly increase project costs and payments and in turn further decrease the likelihood of the Project moving forward. The Project and related equipment description suggests the system will be very high tech and require significant maintenance. The sensitivity of these costs to the overall Project cost should be discussed. Nowhere is the anticipated ridership and costs per-ride specified. The $ per-ride figure may be a real, cost prohibitive “eye-opener”. This section states ”the Project is projected to result in net financial savings to (the) ACCA”. This clearly has not been defined and seems inconceivable. Transit Projects are “money losers”.<br><br>Section 1.5.1 Social Impacts<br>The sections suggests beneficial social impacts or improvements. These individual items should be specified. As noted previously, the termination of the route in what amounts to the middle of the Long Term Lot will require in-lot shuttles and ADA riders to transfer to the AV shuttles. This is not an improvement and may be a detrime |
| 102 | The current manually operated shuttle bus passenger transportation system for landside-to-terminal transportation is the most disappointing part of the new PIT airport experience. I am in favor of modernizing this transportation system and the proposed autonomous shuttle appears to be a viable option. However, I do not believe any passenger transportation system design should move forward until the future of the old landside terminal is established. It is inefficient to design around such a large unknown since it could result in substantial rework and potentially negate the feasibility of the project. I would also be in favor of a walking path from new landside terminal to long term parking to provide the option to avoid the shuttle altogether. Thank you |
| 103 | I don't have any strong feelings on the shuttle project. However, I do on airport mobility. I think it was a mistake to not include a walking option for customers using the parking lots and attempting to get to the terminal. It's been widely reported the shuttles - the only option - have had quite a few problems. I urge the project developers to consider including a parallel walking option between those locations if feasible. Thank you. |

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| 104 | In reviewing the proposal, with the options we have available to us, now, I have to say that advancing our technology into modern times is one of the best solutions we have at our disposal. However, I must say I am also terribly disturbed that this is the plan. I have always regarded the airport revitalization project goals with immense skepticism and I can now see with this proposed plan that my skepticism was warranted. The idea of the new terminal was sold partly because of the expense of the continuing operating costs of maintaining the moving sidewalk and underground train from landside to airside terminals. The original plan was to move the parking closer. Have more security checkpoints for less clog and all of this sold on the back of the information that our outdated infrastructure would be more expensive to maintain. All we had done with the taxpayer money is move security to airside. We are now seeking solutions to connect landside facilities and parking to the new building. The outdated underground train from a financial perspective suddenly doesn't seem so expensive. Wouldn't it have been more prudent to update or existing infrastructure and modernize it rather than selling a whole new building construction on the idea that it would be cheaper in the long run? Assuming retention of the existing parking lot and landside amenities, I agree this is our best option, but I am still disappointed ion the original plan that didn't address this gap and glossed over the plans for the landside structure and current parking lot. Clearly the truth is not that the new revitalization of the airport is cheaper, because there is no way the cost of the new buildng, new and modern proposed automated shuttle, and the cost to maintain these was any cheaper than revitalizing our current infrastructure with modern technologies is any less expensive than the current plan. This proposed plan mentions job creation when the original build project was sold on removing jobs and the high cost of the associated salaries! In addition, I felt more secure with the separation between landside and airside. Having the campus be more open, allows for more opportunities for people to circumvent security measures. None of this can be changed with the revitalization already underway, but I feel a little cheated in what was sold to us on the original project initially. |
| 105 | To help industry assess whether to participate, can ACAA clarify whether the future procurement will be open to alternative industry teams and technology platforms, or whether a specific autonomous shuttle supplier or system architecture has already been identified? |
| 106 | There was some talk early in the new airport planning that due to autonomous automobiles and Uber, lift, and taxis, that the need for parking lots could be eliminated this building cycle. There might be ways to incentivise flyer drop offs from Uber, Lift etc rather than providing parking. What a statement of leadership Pittsburgh would make by leveraging |

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| | Pittsburgh assets like: CMU, Tesla, Uber and Waymo to eliminate parking garages. Change the world 🌎. Thank you for listening. [redacted] Cheers! |
| 107 | You idiots sure do know how to reinvent the concept of a train don't you? Perhaps a tram that already exists with in the airport, that used to be in service after the old security line? way to go with removing the one good reason to park in the long term parking lots from before to "modernize" your airport for [redacted] Taking away the ability to walk to your vehicle in the long term parking is a bone-headed move but not surprising from your corporate car-manufacturer bribery-ridden shills. The current bus system sucks, way to cram everyone into the shuttles like sardines and god forbid you bring any suitcases that go on the racks. You [redacted] took a decent airport, removed the long conveyor walkway by the hotel, discontinued use of the tram past security, and caused your own problems that you are now trying to fix. Good luck with an autonomous shuttle, at least make it bigger than the current [redacted] you call shuttles. Absolute disgrace what you greedy [redacted] did to the old airport. Walking after a flight back to your vehicle was a GOOD thing and you [redacted] sized car lovers took it away. |
| 108 | Great idea assuming there are no issues. |
| 109 | The relocation of the Landside Terminal created this need and it should have been addressed as part of the planning process for the new landside terminal. Allegheny County Airport Authority, FAA, and their consultant team missed the mark on not addressing this critical connection required by its patrons. A private entity (P3) should not be addressing this major deficiency for an O&D airport. This should be addressed by the Airport Authority at no cost to the patrons. |
| 110 | To be considering this after the new terminal has just been opened indicates very poor planning. Just like the "new" bus system serving the shuttle lot. It seems stop No 2 has now been judged unnecessary and the "next bus" live indicators are useless. No plan was in place to stop the congestion of traffic at the arrivals level or neat the 376 exit where motorists still park at the side of the road. Awful planning and implementation. Make what you have work properly and there is no need for an autonomous shuttle system - that will probably take 5 years to complete, cause more access road upheaval and come in way over budget. |
| 111 | Document [56 Pa.B. 1526] says that emails can be sent to ra-pdpit enhancements@pa.gov - however this does not look like an allowed email address as it contains a space. I want to send a longer comment so please confirm the correct email address. |

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| 112 | System Redundancy and Service Gaps<br>The proposal to build an "Automated Transit Network" (ATN) is noted for its irony, as it essentially reinstates a fixed-guideway people mover after the Terminal Modernization Program (TMP) shifted functions away from the historic landside terminal and its existing transit links. However, the recognition that current manually operated shuttle buses are "woefully inadequate" is accurate. The existing fleet is poorly designed for passengers with luggage, and the current hotel shuttle capacity fails to meet demand during peak travel periods.<br><br>Technical Design and Propulsion<br>The emphasis on "autonomy" appears to be a marketing choice that oversells the functional benefits of the technology. A traditional train system—whether metal or rubber-wheeled—would solve the mobility gap with equal efficacy and proven reliability. Furthermore, the choice of battery-electric propulsion is questionable for a dedicated, fixed-guideway system. Infrastructure Efficiency: Rather than managing heavy, expensive battery systems and charging intervals, the project should utilize direct electrification (overhead wires or third rail). Cost Management: Permanent electrification would significantly reduce per-vehicle costs while achieving the same "zero-emission" environmental goals stated in the report.<br><br>Bicycle and Pedestrian Connectivity<br>The project offers a much-needed improvement for non-motorized access. Because the regional bike trail network connects at the long-term parking lot, the current airport design leaves a gap for cyclists attempting to reach the new terminal. Utilizing this guideway to bridge that gap is a positive step toward inclusive, sustainable mobility.<br><br>Governance and the P3 Model<br>There is significant skepticism regarding the Public-Private Partnership (P3) approach for infrastructure this critical to airport operations. Oversight: Competent, direct construction and operational oversight by the Allegheny County Airport Authority (ACAA) would better ensure long-term stability. Risk Transfer: While the report suggests a P3 is necessary to transfer "systems integration" and "technology performance" risks, this reliance suggests that ACAA lacks the internal expertise to manage its own core transit infrastructure.<br><br>Long-Term Liability:<br>If ACAA is unable to manage this project directly, a P3 is a secondary alternative, but it introduces "vendor-lock-in" and long-term financial |

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| | obligations that may limit future flexibility. Summary: While the move toward a dedicated, fixed-route system is a necessary fix for a failing bus service, the project should prioritize proven rail technology and direct electrification over "novel" autonomous battery systems and private-sector dependency. |
| 113 | This is a really well thought out idea that I support. The technology is available to make this reality at the airport and will greatly help. |
| Mail-1 | Hello my name is [redacted] I am a local to the area of the PIT airport [redacted] I love the new terminal and am very excited about the prospect of the ACAA's Autonomous Vehicle Shuttle Project, for several reasons. Pittsburgh is known as a tech hub, home to several robotics and AV companies. Applying AV technology to make a real world and local impact thrills me. I am especially interested in this project because I work in the AV space. I came to [redacted] from [redacted] to [redacted] robotaxi group as an autonomous engineer. Since then, I have worked for [redacted] and now work for a lesser-known AV company, Glydways. This technology brought me, my family, and many of my friends to the [redacted] area.<br>What's special about Glydways, and why I work for them is that it takes the AV technology and uniquely applies it to one of the biggest challenges facing municipalities and regional authorities: providing mobility for as many people as possible. Glydways is different from both open-road autonomy and traditional public transit in that it combines the convenience and benefits of a personal ride with the scale of public transit at an affordable and sustainable cost.<br>Now enough of the Glydways pitch. I'm writing to you because I think we both have a great opportunity here. As a [redacted] I would love to be working for the technology provider that is behind such a local icon as an autonomous transit network at the airport. Additionally, one of the stated values of your project is to stimulate local economic and job growth. How better than to partner with a local technology company to make it happen? I noticed the analysis report described a certain proposed vehicle type and mentions Oceaneering as a technology provider. It seems that a vehicle size requirement narrowed the field of options and maybe prematurely excluded Glydways from consideration. That's a missed opportunity. I know Glydways can meet or exceed the requirements of this project to meet the ridership demands and service level targets for the proposed system. I know this because one of my principal responsibilities at Glydways is system sizing analysis from an engineering perspective.<br>I understand that supporting a local company is not enough to justify the award of a contract. I'm not asking for a handout. I'm asking you to seriously |

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| | consider what Glydways can provide and allow us to prove to you that we are the right choice. |
| Mail-2 | The plan document doesn't include any comparison of current and projected numbers of people using the shuttle parking lot so it is hard to see whether this would be an improvement - considering the high cost.<br>The "new" bus system that currently services the shuttle lot is very badly planned. First problem is that it drops off at the arrivals level - which historically has been plagued by drivers parking to pick up passengers - who aren't there yet. Having police move people on just means that they do a loop of the airport and come right back to do it again.<br>Personally, I pick up visitors at the departures level - because vehicles are generally dropping off and arent parked there for 15 minutes.<br>When the airport is busy the buses take ages to do the last 400 yds of the trip.<br><br>The original plan was to have 5 pick up points - now there appear to be only 4. Changing that to 1 will mean that passengers have to wheel their luggage a long way - and the pick up point will get crowded. There was no mention of the AV shuttle frequency.<br>The current buses are supposed to be visible on a real time display - which is either not working or inaccurate - and the 10 minute "journey time" depends on where you get on the bus. If it's pickup No 1 then it can be 10 minutes before you get out of the shuttle lot because of all the people (from the next 3 stops getting off and on - with luggage. This means people will try to park near stop No 4 (or 5 but I haven't worked out how to do that yet) to minimize the journey time. Bad planning again.<br>What happened to stop No 2?<br><br>The document only shows costs for year 1 - with a saving of $400k over the present transportation for a 20 year amortization. It would be helpful to have lifetime project costs because if the saving is only $400k a year then it would 150 years to recover the "cost" of a $62 million project. If that $11 million a year cost is flat over the 20 year timescale - that would be a $220 million cost for a $62 million project and 550 years to recover the cost. Obviously more data is needed to judge whether the project cost is anything like sensible.<br><br>The document needs to have more detail and the whole concept should have been considered at the time the new terminal was designed. Poor planning. |

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| Mail-3 | Good afternoon, I am writing on behalf of Plenary Americas to submit comments regarding the proposed Pittsburgh International Airport Autonomous Shuttle Project currently under public review. Please find our comments below.<br><br>Plenary Americas supports the proposed project to provide an automated shuttle system utilizing autonomous vehicle (AV) technology along a dedicated guideway connecting landside parking facilities, landside amenities, and the new landside terminal at Pittsburgh International Airport. This type of connection is critical to the overall passenger experience and getting it right will have a meaningful impact on how efficiently and easily people move through the airport.<br><br>Ensuring seamless connections between parking facilities, airport amenities, and the new terminal is essential to delivering a high-quality passenger experience. An automated transit system of this nature is well suited to achieve this, providing reliable, high-frequency service that can move passengers efficiently across the airport.<br><br>A future AV shuttle system is particularly effective in this setting, as it can deliver consistent, high-frequency service along a defined corridor while adjusting to real-time demand. This helps reduce wait times and improve passenger flow, particularly during peak periods. With the ability to integrate with systems such as parking reservations or flight schedules, the system can respond dynamically without requiring manual intervention.<br>This type of system also presents an opportunity for a true net-zero transportation solution if vehicles are charged using the airport's micro-grid. With an unmanned system that also relies solely on support from the microgrid, capital operating and maintenance costs will be a fraction of a shuttle and/or bus systems.<br><br>As noted in the Detailed Analysis report, relying on proprietary technology can create long-term risks by limiting flexibility, making it difficult to integrate new technologies, and reducing competitive options for future upgrades or replacements. A vehicle-agnostic system architecture can help mitigate these risks by allowing different vehicle technologies to be integrated over time, avoiding vendor lock-in and enabling the system to evolve as innovations in autonomous mobility continue to advance.<br>Plenary supports the airport's preferred availability payment, performance based, long-term DBFOM delivery approach and views it as the most appropriate structure for a system of this nature. By integrating design, construction, financing, operations, and maintenance under a single |

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| | accountable partner, the model promotes a whole-of-life approach to system performance. An availability-based structure also provides predictable, stable payments that are not dependent on ridership, while maintaining strong accountability through performance-based deductions. In addition, it enables the use of cost-efficient private financing, introduces private capital at risk, and transfers key delivery and long-term maintenance responsibilities to the private partner. Together, these features incentivize high-quality service delivery and helps ensure the system operates reliably and efficiently over time.<br><br>Plenary acknowledges and appreciates the airport's effort in preparing the Detailed Analysis report and meaningful public outreach. This commitment to transparency, community engagement, and due diligence provides confidence to the market and demonstrates a thoughtful approach to selecting the solution that best serves passengers, stakeholders, and the broader region. Plenary looks forward to continued engagement as the project advances and remains committed to supporting the successful delivery of this transformational initiative.<br><br>Thank you for your time and consideration. |
| Mail-4 | Thank you for the opportunity to share our thoughts on the proposed P3 Autonomous Vehicle Shuttle Project at Pittsburgh International Airport. We are excited about the vision you've outlined and respectfully offer the following recommendations to support its long term success. Encouraging a Competitive P3 Selection Process. We respectfully recommend that PennDOT and ACAA pursue an open, competitive P3 procurement process rather than a sole source approach. A competitive process is in the public interest because it:<br>• Drives Innovation: Encourages creative, cost-effective solutions from the industry.<br>• Ensures Top Safety: Promotes rigorous adherence to federal and state standards.<br>• Supports U.S. Jobs: Maximizes the use of American-made technology and manufacturing.<br>• Fits the P3 Model: Aligns with the goal of evaluating the best private-sector capabilities.<br><br>Considering our FMVSS Compliant Solution. We respectfully recommend that our autonomous shuttle system be included in your evaluation. Our solution aligns closely with the project's goals and offers several key advantages: |

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| | • Purpose Built for Airport Operations: Our high capacity shuttles are specifically engineered for airport operations, with high-frequency service, easy luggage handling and reliable all-weather performance.<br>• FMVSS Compliant: Our shuttles are designed and built to meet Federal Motor Vehicle Safety Standards (FMVSS), ensuring they meet the same rigorous safety requirements as any other vehicle on public roads (per 49 CFR § 571.3).<br>• Proven and Mature Technology: Our Level 4 autonomous platform, with redundant safety architecture, is already operating successfully in multiple passenger service deployments.<br>• Manufactured in the United States: Our vehicles fully support "Buy America" objectives and strengthen domestic industry.<br><br>We kindly ask that PennDOT and ACAA open this project to a competitive P3 procurement process and include our FMVSS compliant autonomous shuttle system in the evaluation.<br><br>Thank you for your time and for inviting public input. We would welcome the opportunity to provide additional technical details about our High Capacity Autonomous Vehicle Shuttle System. |
| Mail-5 | Driverless shuttles could be a viable mode of transportation. But not if it's the only one. Not too long ago Pittsburgh decided to update its public commuter transportation ripping out the passé trolly system for bus. Now it is unable to afford the gas to keep reasonable public transportation a true choice. Not exactly the same idea but choice has got be considered. Pittsburgh can not expect every person to embrace driverless vehicles at the loss of other reasonable choices. This new wave of AI and technology needs to be coupled with keeping other choices to move around and do business. If not we'll all be stuck with just one way to do things and not necessarily the most convenient, time efficient or cost worthy. |
| 114 | Driverless shuttles are premature. Autonomous vehicles are still experimental; much more experience with them is required before implementation at the airport. Airplane travel is stressful enough for many people. What happens when a rare incident occurs that the "alogorithms" haven't conceived of? Recently, a shuttle was not able to lower itself to allow a wheelchair-bound passenger to board, and the driver had to physically assist the passenger. How would an autonomous shuttle respond to such a situation? |
| 115 | I urge you to reject any plans to implement autonomous shuttles at PIT. I only approve of this work being performed by living humans. We should maintain quality careers for real people. Autonomous shuttles strike me as a way to strip good jobs from people, period. This would not be worth it in |

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| | any way, and would be a stain on our region. Again, please reject this idea and keep people working. |
| 116 | NO!!!!! |
| 117 | Absolutely not! There is enough stress involved with flying, including getting from the parking lot to the terminal by Shuttle whereas I would prefer to walk, but it's too expensive to stay in the closer lot. I absolutely do not want to have to deal with an autonomous shuttle and not be able to Speak to a driver if necessary. It is not a scenario to test such a system. Some people may be fine with it and even welcome it, but you should not do that at the expensive those who are opposed to it. This is not a thing that you vote on Even if the majority wanted because it is too detrimental to those who don't. |
| 118 | This is a terrible idea. It is taking jobs away from people. Leave it the way it is, there is no reason to go away from the current process. Only reason is the cut costs. The current shuttles are fine as is! |
| 119 | I don't like getting rid of jobs of people who need to make an income. Please just keep it how it is now. What is the benefit of this project outside of eliminating positions? Let the individuals keep their jobs. |
| 120 | I am not a fan. I do not feel safe with autonomous vehicles, being alone, and not having anyone to assist with luggage if needed. I vote no on autonomous vehicles and yes to staying with manned shuttle buses. |
| 121 | I do not want to be on the road in the airport with an autonomously driven vehicle of any kind, and especially not a bus. So many people drive incorrectly in the airport roads- they stop randomly, backup where they shouldn't, people get lost and confused and I have not seen autonomous vehicles that can deal with the type of idiotic driving that happens at the airport. At night, and especially when it rains, you can't even seen the drive lanes. You would be taking away jobs from the area. Electric vehicles are not as environmentally friendly as you think and they have not been tested thoroughly enough to prove they can handle this type of environment. Can you even imagine people who are trying to get to the bus- running to catch it and it takes off because it doesn't see them coming because there's no driver? People will be even more angry than they already are about the changes at the airport. If the bus breaks down, how are the people supposed to handle that if there is no driver? How are people supposed to ask questions or get help finding their way if there is no driver when the get on/off the bus? People do not want to have to connect to the airport wifi (if it even works) to try to search a FAQ section to hopefully get an answer to their question. This is a terrible idea and I really hope you do not go through with this plan |
| 122 | I have not seen enough to appreciate how it actually will work. I personally will not get into a vehicle without a driver unless it is on rails. I would be |

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| | walking the roadway to the terminal if this is the new way of transport. Eliminating more jobs is what the county and airport seem to be about these days. |
| 123 | This would be a great solution and much better transportation option then the current bus shuttles. This would allow easy transfer between the lots and the terminal. Additionally it would invoke the old trains between the old terminal and airside terminal. |
| 124 | I think the idea of a tram shuttle is vital for the airports future. The bus transit is abysmal in its current state and a big negative for the new airport. Clean, efficient, rail transit is how most of the worlds state of the art airports function. For Pittsburgh to be efficient and modern, and for passengers to move about the parking lots with ease, a shuttle tram is of the utmost importance. I waited for the buses once in the extended lots, I dread having to do it again. It was a terrible experience being left in an open air shelter in the dead of winter waiting for a miserable bus driver to holler at everyone on where luggage was to be stored, all before even getting to the new terminal. We arrived cold, frustrated, and wishing we had the income to park and walk. So please, for us common folk, ditch the buses and get the rails! |
| Mail-6 | Below please find Tesla Robotaxi, LLC (Tesla)'s comments in response to the Pennsylvania Department of Transportation (the Department) and the Allegheny County Airport Authority's (ACAA) proposed Pittsburgh International Airport (PIT) Autonomous Vehicle (AV) Shuttle Project, which is being evaluated as a potential public-private transportation (P3) partnership. Tesla appreciates the opportunity to provide the Department and ACAA with feedback on this important topic. Tesla commends the Department and ACAA for their initiative and leadership in promoting the advancement of AVs at PIT. The rate of traffic collisions and fatalities continues to be a staggering statistic that takes a tremendous toll on our families and communities. Tesla believes AVs hold enormous promise for ensuring that Pennsylvanians and visitors to the Commonwealth have access to safe, equitable, reliable, and affordable passenger-carrying transportation. Tesla is generally supportive of the Department and ACAA's proposal and agrees that the AV Shuttle Project has great potential to enhance operational efficiency at the airport, improve mobility for disabled individuals, and reduce greenhouse gas emissions. With that said, we respectfully request that the Department and ACAA make explicit that the AV Shuttle Project will not prohibit or otherwise foreclose future curbside AV operations at PIT by private carriers. When thoughtfully paired in the airport ecosystem, passenger-carrying AVs can complement the AV Shuttle Project by solving critical first/last-mile connectivity gaps and easing curbside congestion. A layered approach to PIT's landside campus access would not only maximize overall transportation system efficacy but also optimize |

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| | customer experience.<br><br>Accordingly, Tesla strongly encourages the Department and ACAA to ensure the eventual P3 agreement does not contain any exclusivity language that would prevent or restrict third-party AV carriers from operating on airport property. This clarification is essential to ensure continued progress and innovation are not inadvertently hindered at PIT.<br><br>We appreciate the opportunity for engagement as we work toward a common vision for the safe and responsible deployment of AV technologies at PIT and the Commonwealth at large. We trust the Department and ACAA will shape the P3 agreement in a manner that allows both the P3 AV Shuttles and other AVs to be appropriately integrated into PIT's ground transportation network. Should you have any questions, please contact me at [redacted] |

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| Mail-7 | We appreciate the opportunity to comment on the Allegheny County Airport Authority (ACAA) Autonomous Vehicle Shuttle Public-Private Partnership proposal. As researchers based in the Pittsburgh region with expertise in automated systems, mobility, and public-interest technology, we note that autonomous vehicle (AV) systems are often positioned as a means to improve transportation outcomes. However, evidence from real-world deployments and findings from disability rights research, indicates that these systems introduce significant and recurring challenges related to reliability, accessibility, workforce impacts, and long-term governance.<br><br>Because the proposed system would replace an existing, functioning shuttle service, the relevant standard is not innovation alone, but whether it can demonstrably meet or exceed current performance across these dimensions. This includes not only technical performance, but also the institutional and human systems that support it (e.g., maintenance capacity, accessibility practices, and workforce integration). At present, available evidence does not provide a sufficient basis to make that determination.<br><br>The following comments highlight key risks and unresolved issues in the current proposal, including the need to incorporate workers and other directly impacted stakeholders as participants in system design and governance.<br><br>1. Reliability, Maintenance, and Operational Readiness Risks<br>The proposal emphasizes predictable headways and continuous operation. However, evidence from real-world AV deployments suggests that these performance characteristics remain difficult to achieve in practice. The WRTA fixed-route AV pilot, for example, documented persistent reliability challenges rooted not only in vehicle performance, but in maintenance complexity, supply chain constraints, and vendor dependency.<br><br>Observed issues included:<br>• Frequent service interruptions tied to specialized component failures<br>• Extended downtime due to limited availability of replacement parts and constrained supply chains<br>• Dependence on vendor-specific expertise, limiting the ability of local staff to perform maintenance<br>• Reduced system availability when vehicles were offline for diagnostics or repair<br><br>These challenges are structural rather than incidental. Compared to |

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| | conventional bus systems, which rely on standardized components and widely available maintenance expertise, AV systems introduce tighter coupling between hardware, software, and proprietary systems.<br><br>In an airport context, where reliability is mission-critical, these risks are particularly consequential. As currently structured, the proposal does not demonstrate how these risks would be mitigated, particularly with respect to maintenance capacity, parts availability, and long-term system operability.<br><br>2. Accessibility, Human Assistance, and Fully Automated Operations<br>The proposal highlights ADA compliance and infrastructure-based accessibility improvements. However, both empirical research and disability advocacy analyses (including DREDF) indicate that accessibility in AV systems cannot be reduced to vehicle design and station geometry, particularly in the absence of onboard staff.<br><br>As currently structured, the proposal's reliance on fully unattended operations introduces a gap between nominal accessibility and real-world usability.<br><br>Users frequently require human assistance for:<br>• Boarding and securement under non-ideal conditions<br>• Wayfinding and trip confirmation, particularly for blind or low-vision users<br>• Navigation of unfamiliar systems by individuals with cognitive disabilities or limited English proficiency<br>• Response to service disruptions, system faults, or emergency scenarios<br><br>In addition, AV systems introduce new accessibility risks, including:<br>• Inconsistent perception of mobility devices<br>• Interfaces that are not universally accessible<br>• Overreliance on digital interaction modes (e.g., apps, touchscreens)<br><br>These issues are amplified in the airport environment, which is inherently complex, time-sensitive, and cognitively demanding. Pittsburgh's demographic profile, including a substantial older adult population, further increases the importance of accessible, human-centered system design. Peak travel periods, such as early morning departures, create conditions where even minor usability barriers can have outsized impacts.<br><br>The proposal does not demonstrate how accessibility would be ensured under real operating conditions, particularly in the absence of consistent, |

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| | immediate human assistance or validated user testing across a range of disabilities.<br><br>3. Workforce Impacts, Unionized Labor, and the Need for Worker Participation<br>The proposed transition from a driver-operated shuttle system to a fully automated system represents a significant workforce shift. Existing shuttle operations are staffed by drivers, roles that are unionized and provide stable wages, benefits, and worker protections.<br><br>This represents a structural workforce displacement, not a marginal adjustment. As currently structured, the proposal does not meaningfully account for these impacts or incorporate worker participation into system design.<br><br>From a labor economics and systems perspective, this transition is not merely a technological substitution; it is a restructuring of the workforce. Evidence from automation in transportation and adjacent sectors suggests that such transitions typically result in:<br>• A net reduction in total jobs<br>• A shift toward more specialized roles that are not accessible to displaced workers<br>• Erosion of labor standards when operations are outsourced through long-term contracts<br><br>While the proposal references workforce upskilling, it does not provide sufficient detail to assess how such transitions would occur, whether displaced workers would be able to access these roles, or whether job quality would be maintained.<br><br>At the same time, workers—particularly those currently operating and maintaining the existing system—possess critical operational knowledge about reliability, passenger needs, safety, and service delivery under real-world conditions. This expertise is directly relevant to many of the risks identified elsewhere in this comment, including maintenance reliability, accessibility in complex environments, and system performance under disruption. As currently structured, the proposal does not describe mechanisms for incorporating this expertise into project design, procurement, or evaluation processes.<br><br>In addition, the proposal does not address how the shift to a P3 model may reshape labor relations over the life of the contract. Long-term outsourcing |

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| | arrangements can alter accountability structures, reduce public-sector oversight of frontline operations, and affect the applicability of existing labor agreements. The absence of detail regarding how collective bargaining relationships, wage standards, and worker protections would be maintained makes it difficult to assess the full scope of workforce impacts.<br><br>Finally, the proposed system design—particularly the move toward fully or largely unattended operations—has implications not only for employment levels, but also for the presence of human support within the system. Roles such as onboard attendants, station-based staff, or roving personnel are relevant both to accessibility and to service quality. The proposal does not clarify whether such roles would be incorporated, how they would be staffed, or whether existing workers would have pathways into them.<br><br>Taken together, these gaps limit the ability to evaluate how the proposed system would affect both the workforce and the quality of service delivery over time.<br><br>4. P3 Structure, Vendor Dependency, and Long-Term Public Risk<br>The proposed DBFOM P3 model is intended to align incentives and transfer risk. As currently structured, however, it introduces risks associated with vendor concentration and long-term dependency on proprietary systems.<br><br>Evidence from other AV deployments suggests that:<br>• The vendor market is limited, reducing competitive pressure<br>• Systems are highly proprietary, complicating interoperability and future replacement<br>• Long-term contracts can reduce public-sector flexibility and responsiveness<br><br>The proposal does not clearly demonstrate how these risks would be mitigated, particularly with respect to preserving public control, ensuring interoperability, and maintaining flexibility over the life of the contract.<br><br>5. Project Benefits Are Conditional on Execution<br>The proposal identifies potential benefits including emissions reduction, improved passenger experience, and enhanced connectivity. Failure modes observed in prior deployments—such as reliability issues, usability challenges, and service disruptions—can negate these benefits. As currently presented, the proposal does not provide sufficient evidence to support the realization of these benefits under real-world conditions. Projected benefits should therefore be understood as contingent, rather |

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| | than assumed.<br><br>Conclusion<br>From a research and systems perspective, the proposed AV shuttle represents a significant technological shift that introduces unresolved and interrelated risks across reliability, accessibility, workforce impacts, and long-term public control.<br><br>Because this system is intended to replace an existing, functioning shuttle service, the relevant benchmark is not innovation alone, but whether the proposed system can demonstrably perform as well as or better than the current system across these dimensions. This includes not only technical performance, but also the strength of the institutional arrangements that support it including maintenance systems, accessibility practices, and workforce integration. At present, available evidence from real-world deployments does not provide a sufficient basis to make that determination.<br><br>As currently structured, the proposal does not sufficiently address these issues. In particular, it does not demonstrate:<br>• How reliable service will be maintained given known maintenance and supply chain constraints<br>• How accessibility will be ensured in a fully or largely unattended system<br>• How workforce displacement and job quality impacts will be addressed<br>• How worker expertise will be incorporated into system design and governance<br>• How long-term public control will be preserved in a proprietary, vendor-dependent system<br><br>These gaps are material to evaluating the proposal and its potential impacts. Without clearer evidence and stronger alignment between the proposed system and these core requirements, the project risks delivering a system that is less reliable, less accessible, and less equitable than the one it replaces.<br><br>We appreciate the opportunity to provide input and would welcome continued engagement. |

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| Mail-8 | Amalgamated Transit Union Local 1743 represents the drivers who operate shuttle services at Pittsburgh International Airport ("PIT"). Local 1743 appreciates the opportunity to comment on the Autonomous Vehicle Shuttle Public Private Partnership Project ("the Project"). This comment responds to the Detailed Analysis Final Report ("the Analysis"), which contains no citations.<br><br>The Analysis proposes to build a guideway, including a bridge, for an autonomous vehicle shuttle system ("AVSS") that would connect the PIT terminal to parking facilities and areas that are planned to be developed into the PIT Town Center. The Analysis contemplates that Oceaneering vehicles will be used for the AVSS, which would replace existing bus operations with AVSS service along a single guideway. The Analysis claims that the Project would provide first-year savings to the Allegheny County Airport Authority ("ACAA"), improve passenger services, anchor further development of the PIT Town Center, and attract the attention of the aviation industry.<br><br>Local 1743 strongly opposes the Project. It is not in the best interests of the Commonwealth of Pennsylvania, Allegheny County, or the ACAA. The Project's claimed savings collapse under slight scrutiny, which reveals an ongoing need for services the AVSS cannot provide as well as tremendous downside risks for ACAA. The Project's claimed non-financial benefits—for passengers, the PIT Town Center, and the airport more broadly—can be achieved far more cost effectively by investing in existing bus services rather than gambling on untested technology. Finally, the Project makes no serious provision for the workforce of the existing system or its proposed replacement; the interests of the workforce affected must be both understood and respected amid any transition.<br><br>**1. Savings Claims Are Based on Naïve Accounting**<br>The Analysis states that "the Project could achieve approximately $0.4 million in yearly savings in its first year." This claim is based on the difference between the asserted year-one cost of the Project (between $10.8m and $11.4m) versus the cost of current bus operations ($11.8m). No source was provided for any of these numbers. ATU staff asked Director Bonini to provide a source for the cost claims about current the current system by email of April 1, 2026 but did not receive a response as of April 14, 2026.<br><br>The rosy savings estimate is based on the fiction that this untried and as-yet-undeployed AVSS can fully replace the services provided by the current shuttle service and its human operators. For at least as long as it takes to |

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| | construct and prepare the Project, ACAA must continue to pay for existing bus operations. As a result, the Project does not provide first-year savings but promises to double ACAA's transportation costs for some time before any AVSS begins to operate.<br><br>Even after the AVSS becomes active, ACAA will have to make further expenditures—not yet accounted for—to provide the services passengers currently rely on. The AVSS cannot provide the assistance that some passengers need in boarding and disembarking the vehicle. The AVSS cannot secure passengers' mobility devices, assist with luggage, or direct customers that might be unfamiliar with the airport layout. A cautious accounting of the AVSS should include costs for ambassadors, wayfinding, and meeting other passenger needs currently met by shuttle operators.<br><br>Even if ACAA found a way to meet these passenger needs, the AVSS would need ongoing support from conventional bus services to keep the airport moving. Most obviously, not all of the airport's transportation needs can be satisfied by travel along the inflexible guideway that will constrain AVSS operations. Conventional bus operations will be required to service these areas unless ACAA wishes to spend the millions and wait the years required for the AVSS to achieve comparable abilities.<br><br>Conventional bus services will also be required to fill the gaps left by the downtime of this untried system. No data currently supports the contention that these untested Oceaneering vehicles are capable of continuous twenty-four-hour, all-weather operations. Substantial downtime can be expected, and conventional bus services will be required to fill the gap. If the AVSS were constructed, ACAA would, at a minimum, need to provide AVSS replacement services when temperatures drop below the lower battery operating limit of 5°F of the Oceaneering vehicles currently proposed for use. Since January 1, 2021, temperatures at PIT have dropped below 5°F on thirty-one days. (Oceaneering, REVO-GT System, https://oceaneering.canto.com/download/document/7b8iop04up0e97ssjmm37o273h/original.pdf)<br><br>Finally, no one should expect savings based on a projected $0.4m margin in a project like this. Costs in public-private partnerships ("P3s") dealing with less complex technology and infrastructure than that proposed here regularly cost much more and take much longer than initially expected. ACAA need only look at Maryland's Purple Line P3, a light rail project, for an example of what the future might hold if it embraces the Project. Originally planned to open in 2022 with construction costs of $2.2 billion, the Purple |

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| | Line is likely to open in 2028 at a construction cost of approximately $4 billion. The Project, with its proposed use of completely untested technology, should be expected to throw up similar complications, delays, and budget overruns, which will rapidly eat up and reverse any potential savings. (Louis Peck, The Purple Line: Why Aren't We There Yet, Bethesda Today (Sept. 18, 2025) https://bethesdamagazine.com/2025/09/18/the-purple-line/. )<br><br>2. The Analysis Overlooks Downside Risks<br>The Analysis makes little mention of the very substantial downside risks to the Project, which amounts to a $75m, multidecade bet on an untested protype from a volatile and fast-evolving industry.<br><br>The Analysis relies on naively optimistic claims about the cost system that has not yet entered commercial operation. The Analysis projects that the autonomous vehicles will have a twenty-year useful life, with the HVAC system having a twelve-year useful life. These are extremely optimistic assumptions, especially for untried technologies. Further, no evidence exists to assure ACAA that uptime, maintenance costs, and operating costs will be consistent with ACAA's expectations, leaving the Project's real cost unknown. (Compare Federal Transit Administration, Minimal Asset Useful Life Standards for FTA Grants, https://downloads.regulations.gov/FTA-2024-0004-0004/attachment_2.pdf)<br><br>Beyond the costs that come with operating and maintaining such new technologies, ACAA's gamble will put it at the mercy of an unstable industry. Assuming that this technology will be supported 20 years from now is not wise. The Jacksonville Transportation Authority ("JTA"), for example, found that Oxa, which provided the automated driving system for an extremely expensive automated system, decided to stop supporting the technology in passenger transportation less than two years after first providing it to JTA. Has ACAA accounted for the possibility that it will need to procure new vehicles, technology, or vendors over the course of a 20-to-30-year P3? Ric Anderson & Joe Lister, Autonomous NAVI transportation system could face dead end with future city funding pulled, Jacksonville Daily Record (Nov. 21, 2025), https://www.jaxdailyrecord.com/news/2025/nov/21/navi-could-face-dead-end-with-future-city-funding-pulled/)<br><br>To guard against these risks, ACAA should, at a minimum, undertake an extensive request for information (RFI) process to collect information from vendors and conduct a peer review to better understand what it can expect from this multidecade project. This is basic due diligence for a project of this |

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| | scope.<br><br>3. The Project Reduces Service Quality at Great Expense and Overlooks Cheaper Alternatives<br>Fundamentally, the Project proposes reducing the quality of service PIT passengers can expect at great expense to ACAA. Currently, PIT passengers are moved between PIT destinations by busses that stop throughout the airport. Drivers help passengers board, disembark, stow luggage, and find their way through their airport. These busses can change routes as necessary. The Project proposes replacing this service with an AVSS that far fewer stops in clustered in the narrow portion of the airport along the proposed fixed guideway. The proposed AVSS, which has only one stop in the long-term parking area, would leave drivers with walks from the station to their cars longer than 2,000ft. Passengers and their luggage would, apparently, make this journey without any assistance.<br><br>To compensate for these obvious disadvantages, the Analysis claims, without evidence, that the Project will deliver reduced headways and more efficient service. These benefits could be realized at much less expense and risk by investing in existing services. Headways could be improved by operating additional busses, by providing signal or lane prioritization, or by building level-boarding stations. Environmental goals could be achieved by using zero-emission busses. These upgrades would cost far less than the Project's $75m budget, while maintaining the flexibility and scalability of a bus network that can service the PIT Town Center as it develops. There is no need to reach for a completely untested system to achieve benefits that can be had through cheaper, tried-and-true methods. Locking into an inflexible and capacity constrained service while attempting to develop the surrounded land is simply shortsighted. A service with limited stops and vehicles with a maximum capacity of twenty-two will not be able to service a growing community and airport.<br><br>Finally, the proposal claims that, somehow, adding an additional road that is inaccessible to pedestrians will make PIT Town Center more pedestrian friendly. Adding concrete to an area does not, as a general matter, make it more livable or pedestrian friendly. ACAA should focus on maximizing the effectiveness of its existing road network through robust bus service. This leaves more land for development and provides transportation services that can adapt to changing development patterns without massive additional capital investment.<br><br>4. The Workforce Cannot Be Ignored |

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| | The Analysis notes that the Project "expected to stimulate job creation during construction and throughout the system lifecycle." The Analysis makes no mention of the jobs that will be eliminated and provides few assurances about the jobs that will be created, beyond noting temporary construction-related work. A job impact study, skills gap assessment, and worker transition plan (for affected ACAA and contractor employees) should be completed prior to any procurement process so that the community understands the impact this project will have on local employment opportunities. |
| 125 | Subject: Clarification Questions – Pittsburgh International Airport Autonomous Vehicle Shuttle Project<br><br>After reviewing the Detailed Analysis Final Report, LILEE Systems respectfully seeks the Authority's guidance on the following requirements: Technical Requirements & Project Timeline<br><br>1.System Capacity & Demand: The Report refers to a "high-frequency system" (page 4). Could the Authority clarify the specific capacity requirements to accommodate the projected on-peak and off-peak demand from the new TMP terminal? Specifically, is the Authority targeting a capacity in the range of 1000~1500 PPHPD (passengers per hour per direction)?<br><br>2.Station Safety: Figure 1 indicates the Project includes four stations. To ensure passenger safety, could the Authority please confirm if platform screen doors (PSDs) or passenger & guideway safety systems are required at these stations?<br><br>3.Timeline: Could the Authority provide a high-level timeline breakdown or an estimated duration for the following phases: (1) civil infrastructure completion, (2) AV shuttle deployment and commissioning period, (3) system integration and testing, and (4) the revenue service demonstration<br><br>4.Infrastructure Maintenance Boundary: Given the anticipated 20- to 30-year concession period, could the Authority clarify the maintenance boundary between the active autonomous systems and the fixed civil infrastructure (guideway/stations)? Specifically, will the private partner be responsible for long-term capital repairs to the guideway structure, or only for routine surface and systems maintenance? We appreciate your guidance and look forward to gaining a clearer understanding of the Project requirements. About LILEE Systems LILEE Systems specializes in mission-critical safety and autonomous operations, leveraging rail-safety expertise |

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| | (PTC) to deliver turnkey autonomous airport shuttles and people movers (SafeART™) designed for high-reliability terminal operations. |