

| A | B | C | D | E | F | H | I | J | K | L | N | O |
|------------------------------|-----------------|--|---------------------|------------------|-----------------------|-----------------------|---|---------------------------------------|--|------------------------|--------------------|--|
| Contributing Project Segment | Proj. Pkg. Code | Project Package Title | Initial Proj. Score | Initial Ranking | New Bus Garage Req'd? | Public Input Category | Public Input Alignment vs. Data Notes | Interim Ranking Based on Public Input | Feasibility/Logistics Notes (Reasons to study sooner/later) | Feasibility Adjustment | Draft Ranked Order | When do we start planning? |
| 1 | | | | | | | | | | | | |
| 2 | NC12 | G East/Central Pittsburgh River to River Connection | 0.93 | 1 | No | HIGH | | 0 | | | 0 | NEXT Corridor |
| 3 | G01 | PR01 Bus Garage Location/Capacity Study | NA - System Wide | NA - System Wide | Yes | N/A | | 2 | | | 1 | NEXT Facility |
| 4 | H12 | PR02 Downtown Transit Center | 0.52 | 11 | No | HIGH | Not aligned - bump up above next medium project | 11 | Need to study now - Oakland BRT moving to construction in near term and requires a re-design of the Downtown bus network | Raise to NEXT list | 2 | NEXT Hub |
| 5 | BU01 | D Library Line Best Use Study | 0.39 | 17 | No | HIGHEST | Not aligned - bump up above next medium project | 14 | State funding relies on system modernization and increasing efficiency on rail systems. The Library Line is one the few opportunities PAAC has in this regard. | Raise to NEXT list | 3 | NEXT Study |
| 6 | SU13 | R Homestead to McKeesport Upgraded Transit | 0.61 | 6 | Possibly | LOW | Not aligned - Public input not well distributed Southeast for equity / pandemic reasons. Maintain priority. | 7 | Additional reliability and improvements to this route will add to the success of BRT | Raise to NEXT list | 4 | NEXT Upgrade |
| 7 | N01 | H Allentown/Downtown/Strip District LRT Best Use Study | 0.81 | 2 | No | HIGH | | 1 | Only one new corridor study at one time. | Lower to 1-5 Year list | 5 | 1-5 Years |
| 8 | BU02 | F East Busway to Monroeville Rapid Transit | 0.73 | 3 | Yes | HIGH | | 4 | | | 6 | 1-5 Years |
| 9 | NC11 | M McKnight Road Upgraded Transit | 0.70 | 4 | Possibly | HIGH | | 5 | | | 7 | 1-5 Years |
| 10 | SU01 | J Allegheny Valley Rapid Transit | 0.52 | 10 | Possibly | HIGHEST | Not aligned - bump up above next medium project | 10 | This project should be studied sooner to give Port Authority the opportunity to join property acquisition studies that will likely begin in the next year. | Raise to top 10 | 8 | 1-5 Years (unless acquisition of Brilliant Line is imminent) |
| 11 | FG07 | E East Busway Phased Extensions | 0.57 | 9 | Yes | MED | | 15 | Key economic development opportunity. | Raise to top 10 | 9 | 5-15 Years (unless earmark received) |
| 12 | FG08 | A Airport Corridor Rapid Transit | 0.46 | 14 | Possibly | HIGHEST | Not aligned - bump up above next medium project | 12 | | | 10 | 5-15 Years |
| 13 | FG02 | S Brownsville Road and Route 51 Upgraded Transit | 0.62 | 5 | Possibly | MED | Not aligned - Public input not well distributed Southeast for equity / pandemic reasons. Maintain priority. | 6 | | | 11 | 5-15 Years |
| 14 | SU16 | B Ohio River Light Rail Extension | 0.60 | 7 | No | HIGH | | 8 | | | 12 | 5-15 Years |
| 15 | SU04 | C Northside Light Rail Extension | 0.59 | 8 | No | HIGH | | 9 | | | 13 | 5-15 Years |
| 16 | SU05 | K North Hills Rapid Transit | 0.45 | 15 | Possibly | HIGHEST | Not aligned - bump up above next medium project | 13 | | | 14 | 15-25 Years |
| 17 | FG01 | U Mon Valley to South Hills Upgraded Transit | 0.51 | 12 | Possibly | MED | | 16 | | | 15 | 15-25 Years |
| 18 | SU17 | N Freeport Road Corridor Upgraded Transit | 0.49 | 13 | Possibly | LOW | | 17 | | | 16 | 15-25 Years |
| 19 | NC07 | L West Busway Extension to Bridgeville | 0.17 | 18 | Possibly | LOW | | 18 | | | 17 | 15-25 Years |
| 20 | H18 | PR03 Bus Network Redesign | NA - System Wide | NA - System Wide | Yes | HIGH | | 3 | Lasting effects from the pandemic will likely continue to cause significant ridership shifts into 2022 and potentially beyond. | Lower to 1-5 Year list | Was #5, moved to | 1-5 Years |