

MINUTES OF THE REGULAR MEETING OF THE BOARD
PORT AUTHORITY OF ALLEGHENY COUNTY
9:30 A.M., MAY 28, 2010

The Regular Meeting of the Board of Port Authority of Allegheny County was held at 9:30 a.m., Friday, May 28, 2010 at the Authority's Administration Offices, 345 Sixth Avenue, Pittsburgh, Pennsylvania 15222-2527, pursuant to due public notice given as required by law.

Board Members:

John A. Brooks, Chairman
Guy Mattola
Jeff Letwin
Richard Taylor
Mavis Rainey
Eddie Edwards (via phone)
Dr. Charles Martoni (via phone)
Joel L. Lennen, General Counsel

Media:

Matthew Santoni – Tribune Review
Ross Guidotti - KDKA
Walt Golden - KQV
Noah Brode - WDUQ

Port Authority Staff:

Stephen Bland, chief executive officer, Claudia Allen, chief financial officer, Bill Miller, Bus Operations officer, Judi McNeil, communications officer, Tawnya Moore-McGee, assistant general management Human Resources, Winston Simmonds, Rail Operations/engineering officer, Wendy Stern, assistant general manager Planning and Development, Jim Ritchie, director Public Relations, Mike Cetra, Legal counsel, Steve McCauley, Port Authority Chief of Police, Shannon King, Port Authority Police, Tony Trona, director Purchasing and Materials Management, Heather Pharo, Public Relations representative, Jerry Marinzell, project manager North Shore Connector, Ed Typanski, director Grants & Capital Programs, Tom Noll, director Technical Support & Capital Programs, Jeff Woodrow, chief technology officer, Dan DeBone, director Government & Civic Affairs, Dave Gramc, controller, Brenda Fink, director Internal Audit, Karen Dorman, legal assistant, Karen Bown, administrative assistant, Diane Williamson, executive assistant

Others:

Jonathan Robison, ACTC, Jon Smith, ACTC, Glenn Walsh, Duquesne Incline, Joe Catanese, County Council, Annette Kroll, Joe Bianco, MEC, Dorothy Nill, Joan Natter, Carmen Cupelli, County Controller's Office, Ronald Mazza – Office Depot, Minoli Ratnatungo, Allegheny Conference

The Chairman called the meeting to order and recommendation was made for approval of the minutes of the April 23, 2010 Regular Board Meeting. The motion was moved, seconded and passed.

The Chairman called on Mr. Bland for a report. Mr. Bland reported that every year our capital budget truly is a balancing act as we're usually looking at about a \$40 to \$50 million capital budget deficit as to what we can really use to keep up with our state of good repair projects. So every year, it's an annual challenge to squeeze all of our work, repairs and maintenance into that very limited budget. He noted that in many cases, what our group is faced with is having to defer projects that we really should do in favor of the projects that we have to do, reiterating that one of our highest priorities is

always safety. So, we have very little room for surprises in that capital budget. Unfortunately, we had two pretty public surprises this past month. The first surprise was because in our regular testing of the cable on the incline, we found that portions of the cable had deteriorated to a point where they really needed to be replaced. Mr. Bland did announce though that at no time were any passengers or employees in any danger, but key that we get that done before that situation comes about. So as a result, instead of it being preventive repairs, which we had scheduled and deferred and actually had scheduled again for the upcoming year, it became an emergency repair that was conducted.

In addition to the incline, we had a highway bridge that we own on Center Avenue in Emsworth that showed signs of deterioration during a regular annual PENNDOT inspection. As a result, that bridge has been posted with a five-ton weight limit. So the irony is we own the bridge, we're responsible for the bridge, and now we can't operate our buses on the bridge.

Mr. Bland noted that a few months back, our Engineering staff reported to the Performance Oversight Committee that we have 80 bridges in total in our system, and 11 of them are highway bridges, similar to the bridge in Emsworth. Engineering is still doing an assessment of the bridge. We do not know the full depth of the repairs that will be necessary, but it does not look promising. Mr. Bland noted that if those repairs are extensive, we're not going to be in a position to be able to afford those repairs for quite a while in the foreseeable future. As a result, we may be faced with the decision in the future to actually have to close that bridge much like we closed the Negley pedestrian bridge on the East Busway a few years back. So these are a couple of good examples why the Authority's capital needs extend well beyond the obvious things of replacing buses and maintaining the busway to literally thousands of pieces of infrastructure that make up the system.

Mr. Bland noted that so next month when the Board is considering the budget, knowing that the operating budget will be front and center, the capital budget is certainly as important and we will continue to try to do that balancing act.

Mr. Bland pointed out that today is the 140th anniversary of the opening of the Monongahela Incline and is believed to be the oldest funicular still in operation in the United States, actually North America.

Mr. Bland then reported on the collapse of Act 44, which occurred this past April. Last month, we had that indication and he reported that we'd soon be grappling with the statewide transportation funding crisis, and the time has now come.

Mr. Bland continued by saying that since he arrived at Port Authority in 2006, this Board has made some very difficult decisions to improve the long-term sustainability of this system, for instance trimming routes, eliminating positions, and curtailing benefits to employees. These decisions, however, are paying off. Since the original enactment of Act 44 in 2007, we've estimated that we are saving on an annual basis, not a one-time thing, \$52 million per year, noting that the Governor's Transportation Funding and Reform Commission, who originally identified an \$820 million annual need for public transportation in the Commonwealth, said that they believed \$60 million a year could be achieved through efficiency and reform. Port Authority alone has carried out \$52 million of those \$60 million in savings, and we doing it every year, stating that it's a credit to this Board and certainly a credit to the 2,750 employees and all our customers.

He continued by saying that our riders have had to go through two fare increases and they're adjusting to new commuting patterns with some service reductions back in June of 2007. Today, we continue to make changes through the Transit Development Plan on routes in the long term which will make the system much better and stronger and generate additional ridership, but in the short term are causing people to have to rethink old habits on how they commute.

Although our actions to increase efficiencies have been widely recognized around the Commonwealth, and certainly in Allegheny County, unfortunately, ACT 44 has not lived up to the intentions of its creators. Mr. Bland wanted to make it perfectly clear that the intention of the legislature, the governor and all of those involved in putting Act 44 together had good intentions. Act 44 has collapsed and transportation funding, not just transit, not just Port Authority, but highways, bridges, and transit systems all over the state are back in crisis.

Although Mr. Bland reported a \$52 million projected deficit, thanks to Claudia and her staff, he reported that today we face a projected \$50.6 million operating budget deficit for our next fiscal year which begins on July 1. He noted that we would not be in the position that we're in today if Act 44 had delivered on its original intent. Our state lawmakers did the right thing in 2007 by adopting the law. It was a bold and historic move to carve out a dedicated funding source for public transportation. It was intended to be an adequate, reliable, predictable, and probably most important, growing source of funds for the upkeep of our extensive road and bridge network, as well as Port Authority, SEPTA in Philadelphia, and the dozens of transit agencies in the Commonwealth.

The reality is now, three years after its passage, the intentions of the legislature and governor haven't panned out. First, the contrast with other areas in the state which saw significant increases in funding in operating assistance when Act 44 was originally passed, Allegheny County has actually seen an initial reduction in the level of assistance we received compared to the period just prior to the passing of Act 44. Since that time, annual growth in Act 44 operating income has grown at an average annual rate of about a quarter of a percent. Given the current recession and heavy reliance on state sales tax proceeds to partially fund the Act, frankly we see that rate of growth dipping even lower and possibly even shrinking next year. [Mr. Bland noted that the state is very concerned about the level of funding in the Public Transportation Trust Fund]. When you couple the lack of growth in that funding sources with above inflationary trends in major areas of our budget that are beyond our control (i.e., healthcare, fuel, etc.), clearly our funding status was already precarious. Finally, and most recently, in April of this year, one of the most crucial financial underpinnings of the law, the tolling of Interstate 80 was disapproved by the federal government. So in one day, total funding under Act 44 for public transportation statewide declined by 37.5 percent. The message we're giving to the state legislature is that you didn't cause the current situation that we find ourselves in, but you are the only ones who can fix it. Governor Rendell, Secretary Biehler and their entire administration have been very clear in their support for a fix of whatever type the legislature deems appropriate in terms of addressing this problem. We are asking them to finish what they've started. It was the right move back in 2007. Without a solution, we'll be forced to consider various scenarios to balance our budget, noting that none of these will fall into the category of what he would call efficiency or what some folks have called right-sizing. They'll all fall into the categories of draconian, damaging and possibly irreversible. We will be providing the Board and the community more details over the next couple months of proposals that we would have to balance that budget if the statewide funding crisis isn't addressed. This will

involve significant service reductions, significant fare increases, significant layoffs and reductions in staff, as well as numerous other changes in our patterns.

Going back to the capital budget, some very crucial state of good repair projects will again have to be deferred. And we'll keep our fingers crossed and hope that those assets hold up for another couple years. Mr. Bland added that whatever options we choose, they'll touch every aspect of the community; workers, schools, universities, businesses, medical centers and all corners of Allegheny County. The cuts will impact the shape of Port Authority and public transportation in Allegheny County forever because in many cases, once these assets are gone and services go away, they can't simply be turned back on with the flip of a switch.

Mr. Bland continued by saying that for a city its size, Pittsburgh enjoys one of the most extensive public transportation networks in the county and one of the highest levels of per capita transit ridership. Our sisters in Philadelphia could say the same thing for a city its size, in terms of a very extensive transit network and a very high level of ridership. Many other smaller cities in the Commonwealth can say the same thing. But unfortunately, whether or not we're able to maintain these distinctions within the Commonwealth now rests in the hands of the state legislature. We recognize that the legislature has many critical issues on their plate, but in our opinion, and not just on behalf of Port Authority, but on behalf of transportation users though the Commonwealth, it's one of the most important.

Mr. Bland reported that we are running out of time. The Board will act on a budget next month, and in all likelihood the Board will have to decide in June if they haven't addressed this issue about future levels of services, fares and employment levels.

Next Mr. Bland reported on an incident that occurred at our Sheraden Park and Ride facility recently when 24 vehicles parking in the park and ride lot were damaged by vandals. Mr. Bland recognized Detective Shannon King and on behalf of Sergeant Bill Wagner, Chief McCauley. He continued by saying that the most important thing we can offer to our riders and our customers is not only real safety and security, but an absolute sense of safety and security. The safety and security not only of our customers and employees, but the property that they entrust with us, is absolutely crucial.

Mr. Bland was happy to report that largely due to the efforts of Detective King and Sergeant Wagner, the investigation has been proven successful and three juveniles were arrested in connection with this incident. Although Port Authority Police took the lead on this, the successful investigation really was the result of great cooperation from the City of Pittsburgh police as well as Councilwoman Theresa Kail-Smith, who was also very helpful in the investigation.

Mr. Bland ended his report by recognizing Mr. Jerry Marinzel. Mr. Marinzel has prime responsibility for fundraising for some of our art efforts connected with the North Shore Connector, the most visible one of those being the restoration of the Romare Bearden mural, Recollections of Pittsburgh. Mr. Bland announced that Jerry was successful with another grant application in the foundation community. We were notified this month of a \$100,000 grant award from "Save American Treasures" grant program under the National endowment for the Arts.

Mr. Bland noted that one of the controversial issues, excluding the art community, when we started the North Shore project, was that we would spend over a million dollars to restore the Romare Bearden mural. Thanks almost entirely to Jerry's efforts, we are now well over 90 percent of the way to raising these funds.

This concluded Mr. Bland's report.

The Chairman called on Mr. Letwin for a report of the Performance Oversight Committee.

Mr. Letwin reported that the committee held a meeting on Wednesday, May 19 and notes from the previous meeting were approved.

First the committee reviewed the operating budget for the month of April. Total revenue for April was unfavorable to budget primarily due to ACCESS and interest income. The year-to-date revenues were unfavorable to budget primarily due to reduced passenger revenues. Expenses for the month were unfavorable primarily due to amounts capitalized and materials and supplies. Year-to-date expenses were unfavorable primarily due to amounts capitalized and purchased services.

There were five resolutions discussed. The following resolutions were recommended by the committee:

The committee reviewed six procurement actions in the amount of \$8,165,191.60. The committee found these bids to have been submitted in accordance with the Authority's procurement policies and procedures, their prices to be fair and reasonable, and the bidders to be responsive and responsible. The Performance Oversight Committee recommends these items for award for a total cost of \$8,165,191.60.

On behalf of the Performance Oversight Committee, Mr. Letwin respectfully requested approval of this resolution as presented.

It was moved by Mr. Taylor, seconded by Mr. Mattola and unanimously agreed that the resolution be approved as presented.

The next resolution authorizes the Authority to establish a four-year budget with Veolia Transportation, Inc. The Authority had previously entered into a contract with Veolia Transportation, D/B/A ACCESS Transportation Systems, to manage the coordinated paratransit system for a period of four and one-half years. The contract requires that the budget for each contract year be negotiated by the parties and approved by the Board. For the fourth year, the contract extends from July 1, 2010 through June 30, 2011. As a result of negotiations, the Authority determined that it is in its best interest to continue the management of the coordinated paratransit system by Veolia Transportation for the not-to-exceed amount of \$2,267,000 for the fourth contract year.

On behalf of the Performance Oversight Committee, Mr. Letwin respectfully requested approval of this resolution as presented.

It was moved by Mr. Mattola, seconded by Mr. Brooks and unanimously agreed that the resolution be approved as presented.

The next resolution authorizes the Authority to enter into an agreement with a pool of firms to provide investigative services. These services will be utilized for substantiation and verification of both work-related and non-occupational injuries and illnesses. The highest rated proposals were received by Specialty Private Investigators, Inc., Corporate Security and Investigations, Inc., Investigations by King, LLC, Pittsburgh Information and Research Company, and C. Lee International.

The agreements for services with the proposers, in the total not-to-exceed amount of \$300,000, will be allocated on an as-needed basis through task-specific work orders. The agreements will be for a three-year period with the option to extend the term up to an additional two years at the sole discretion of the Authority.

On behalf of the Performance Oversight Committee, Mr. Letwin respectfully requested approval of this resolution as presented.

It was moved by Mr. Mattola, seconded by Mr. Taylor and unanimously agreed that the resolution be approved as presented.

The next resolution authorizes the Authority to complete an application and enter into an agreement with the Federal Emergency Management Administration (FEMA) and the Pennsylvania Emergency Management Administration (PEMA) for reimbursement of snow removal costs. In February, significant costs were incurred for snow removal due to the heavy snowstorms that affected the county. The Authority submitted a request to FEMA and PEMA seeking reimbursement of these incurred costs. They have indicated that a percentage of these costs are in fact eligible for reimbursement subject to the Authority completing the necessary applications and entering into an agreement to receive these funds.

On behalf of the Performance Oversight Committee, Mr. Letwin respectfully requested approval of this resolution as presented.

It was moved by Mr. Taylor, seconded by Mr. Mattola and unanimously agreed that the resolution be approved as presented.

The next resolution authorizes the Authority to amend Contract #NSC010/011/012E for Allegheny, Gateway and North Side Station finishes for the North Shore Connector project. During the course of construction, it was determined that the contract specifications did not fully comply with the requirements of the National Fire Protection Association for the standard for fixed guideway transit passenger rail systems for wire and cable construction. As a result, the contract specifications were revised and issued to the contractor which included removal of the installed noncompliant wire and cable and the purchase and installation of compliant wire and cable. An amendment in the amount of \$1,200,000 is required to complete the work for a revised not-to-exceed contract amount of \$4,996,520.

Mr. Letwin pointed out that we are going to pursue our claims for the design errors and are seeking reimbursement for the amounts that we're entitled. He also noted that before the Board votes on this resolution, he pointed out that with a \$500 million project, this is a very small amount that has to be dealt with, and we are 70 percent through this project. He continued saying that he thinks it is a real testament to the leadership of the project that we're not over budget on this project. In fact, it looks like we may end up either on or under budget on such a significant project.

Mr. Taylor commented that most of the change orders that we get on this project are reductions in the contract. Mr. Simmonds responded that through various changes, to date there is about \$11 million in change order credits on the project.

Mr. Bland reiterated that there is a contingency fund to cover this. As Mr. Letwin pointed out, we will be seeking maximum recovery from the design firm. But to the extent that we are responsible for some of those changes, there are ample contingency funds to cover this.

Mr. Bland reported at this time that about a month ago, Port Authority hosted the Federal Transit Administration Construction Roundtable, consisting of people like Keith and Winston from around the country on all of the major projects. Both the FTA, as well as their peers, continue to be amazed by the lack of change order volume on a project of this magnitude.

On behalf of the Performance Oversight Committee, Mr. Letwin respectfully requested approval of this resolution as presented.

It was moved by Mr. Taylor, seconded by Mr. Mattola and unanimously agreed that the resolution be approved as presented. [Mr. Eddie Edwards abstained]

Mr. Letwin continued his report by saying that the committee received an update on the North Shore Connector project by Mr. Wargo. It was reported that overall construction is 70 percent on schedule and within budget.

The committee then received a summary from the Internal Audit Department of an audit of Port Authority's Downtown Service Center working funds. The audit found that the working funds were maintained with an accuracy rate of 99.99 percent, and that no significant errors or irregularities were identified. Several recommendations were made to improve business processes, including the sale of parking passes in the imprest funds, improve the security over storage of unsold instruments, record gift card serial numbers and other information on the invoices for gift cards, and improve the security of fare instruments as they are transported to and from the Service Center. Mr. Letwin noted that management has in fact already implemented all of these recommendations.

The committee then heard from Robert Bright, president of Talson Solutions, who provided an update on the quality assurance audit of the North Shore Connector project quality activities. Mr. Bright reported that significant improvements have been made by Trigold and the contractors to be compliant with project quality guidelines. The project areas of reporting, scheduling and quality assurance/control were at risk after the March 29 readiness review and are now performing at the highest level. Staff accepted these observations and recommendations made by Talson who will continue to monitor the quality activities throughout the duration of the project. Mr. Letwin believes

that one of the reasons the North Shore Connector project is doing as well as it is doing is because we have so many layers of oversight.

This concluded the Performance Oversight Committee report.

The Chairman called on Mr. Mattola for a report of the Planning and Development Committee.

Mr. Mattola reported that although it wasn't necessary to have a Planning and Development Committee meeting this month, he felt obligated to expand on the status of Port Authority's budget and funding situation, which is of grave concern.

He continued by saying that in 10 years that he has been on this Board, he has never used the words "grave concern" to describe what public transportation will be faced with if a funding solution is not reached. As Steve reported, Port Authority faces a \$50.6 million budget deficit in the coming year. As Steve also explained to us earlier, this is the result of statewide shortfalls in the Act 44 transportation funding law. No transit system could be as negatively impacted as Port Authority if a solution is not found because the Authority has not seen funding increases as other transit agencies in Pennsylvania have experienced. As a matter of fact, Allegheny County is the only part of the state that has seen a decrease in transit operating funding since the inception of Act 44, despite the fact that we have fulfilled our obligations set by state leaders. Even worse, the potential service cuts we now consider to plug the gap come about as we're in the midst of the biggest systemwide improvement since Port Authority's inception. We cannot sit back and let three years of hard work, analysis and community impact go to waste. The long-term improvements offered by the Transit Development Plan are crucial to establishing the Port Authority of the future.

Mr. Mattola continued by saying that public transportation affects so many parts of this community. It's vital to businesses, employers, medical centers, universities and seniors. Port Authority has done its part; Allegheny County has done its part; and ridership has done its part. It is now up to our legislators to do their part.

Mr. Mattola concluded his report by saying that we urge all those who benefit to stand with us as we search for a solution from our state legislators.

In Ms. Ellenbogen's absence, the Chairman called on Mr. Taylor for a report of the Stakeholder Relations Committee. Mr. Taylor reported that although the Stakeholder Relations Committee did not meet in May, he has a few items to report.

Port Authority hosted a job shadowing day for Pine-Richland High School students on May 4. The day was coordinated through Junior Achievement of Western Pennsylvania. Student, Tim Skillen, who is a junior and a prospective engineering student, shadowed four of our engineers [Eric Bilsky, Greg O'Hare, John Pisula and Mark Mitchell]. They discussed the engineering field in general with him and specifically the different education and career paths that are available in engineering. Mr. Mitchell and Mr. Bilsky also took Tim on a street-level tour of the North Shore Connector project. Mr. Taylor read the following letter from Tim Skillen, who apparently learned quite a bit from the shadowing experience.

“Dear Mr. Bilsky, thank you very much for the time you and your coworkers spent with me for my job shadowing experience as well as providing breakfast and lunch. I really appreciated the experience and the information I gained from it. The information regarding the different paths through which school to become an engineer and the different projects engineers work on was very interesting and useful to me. I also enjoyed looking through the various aspects of the Connector project, which also aided my understanding of what an engineer’s responsibilities are. Thank you once again for this wonderful opportunity. I look forward to applying the information you have shared with me in my future endeavors.”

Mr. Taylor thanked Junior Achievement for facilitating such a rewarding and informative day, and thanked Eric, Greg, John and Mark for taking time out of their busy schedules to mentor this soon-to-be engineer.

Port Authority recently participated in another mentoring experience with “Take our Daughters and Sons to Work Day.” This program serves as an opportunity for boys and girls to see firsthand what their parents or mentors do during the workday. It is also intended to encourage kids to stay in school and work hard. More than 125 youths, ages eight to 18, attended the events held at Port Authority’s Heinz 57 Center offices, the Manchester Main Shop, Pitt Tower and South Hills Junction locations. Mr. Steve Bland provided opening remarks to the students with the theme “One Youth, One Dream, Tomorrow’s Leaders.” Attendees then learned about a multitude of career opportunities available at Port Authority. Some of the most popular activities included a K-9 demonstration by Port Authority police officers Rob DiPippa and Ron Fukas; a tour of the mechanical rooms of the Mon Incline and Glenbury Station; a tour of the Manchester Main Shop; and a ride on the subway. The participants also experienced the wind tunnel at Steel Plaza Station and driving the test bus simulator.

Mr. Taylor then read a letter from Miss Danielle Ecker to Ms. Moore-McGee:

“Dear Ms. Moore-McGee, I would like to thank you for the invitation to “Bring your Daughters and sons to Work Day” at Port Authority. I attended the event at the Manchester Main Shop with my father, Ray Ecker. I thought the day was full of fun and interesting things to do. Although I’m not planning to be a bus driver in the future, I enjoyed practicing driving on the simulator. I mostly enjoyed learning about what my dad does at work and the company that supports him. I never knew exactly what my dad did at work and being able to visit him helped me understand what he does. I did not realize how important his job is and how much it truly benefits the community. I also never realized how many different types of job there are to do at Port Authority. Thank you again for letting me spend a wonderful day with my father. It is a memory I will never forget.”

On behalf of the Board, Mr. Taylor thanked all of our employees who participated in this activity. Not only is it a great opportunity for young people to connect with their families and mentors, but it’s also an opportunity to introduce a new generation of potential workers in the transit industry to the wide range of opportunities that are available.

Mr. Taylor concluded his report by giving a few updates on our community outreach efforts, noting that our teams are continuing to move full steam ahead. In May, Port Authority participated in the Junior Achievement Bowl-a-Thon at Princess Lanes in Whitehall, raising \$5,000 for JA. The Collier Outreach Committee continues the recycling program of newspaper, plastic and cans. The East

Liberty Outreach Committee started to promote its bench press contest that is scheduled for September 2010. The Ross Outreach team held its food drive for the Greater Pittsburgh Food Bank in April, and the South Hills Village team is collecting supplies for its "Treats for Troops" program.

That concludes the report of the Stakeholder Relations Committee.

The Governance Committee did not meet this month.

The Chairman called on Mr. Jonathan Robison, president of Allegheny County Transit Council for the following report:

Mr. Robison stated that he strongly recommends Port Authority not adopt a budget in June, but operate on a continuing resolution. You've done it before; you didn't like it then; you don't like it; nobody likes it, but it's a lesser of two evils. This is my recommendation. I am going to propose it as an ACTC recommendation at our Executive Committee. The idea is to operate on a continuing resolution for some months while the legislature hopefully gets its act together. As has been said, due largely to the turndown of I-80 tolling, we have about a \$50 million deficit. Despite the marvelous work that Director Bland, CFO, Claudia Allen, and other staff has done, this \$50 million cannot be nickel-and dimed away. The only way a balanced budget could be adopted without the substantial state funding is a 30 percent cut in service, maybe a little less if you combine it with another fare increase. But we're looking at a 30 percent cut in service. That would drastically change the Port Authority much for the worse. Don't adopt a budget that cuts 30 percent from our service or equivalent. I urge everyone, individually and collectively, to do whatever it takes to mobilize support to deal with the problems in transit in Allegheny County, SEPTA, the other 36 transit properties around the state, as well as fixing our roads and bridges. We strongly urge everyone to ask our County Chief Executive, and we will do what we can to help mobilize support. But don't undercut everything we've done, especially in the Transit Development Plan. Don't have a devastating affect on riders with a 30 percent service cut.

The next regular meeting will be Friday, June 25, 2010.

The meeting was adjourned.