

MINUTES OF THE REGULAR MEETING OF THE BOARD
PORT AUTHORITY OF ALLEGHENY COUNTY
9:30 A.M., FRIDAY, SEPTEMBER 24, 2010

The Regular Meeting of the Board of Port Authority of Allegheny County was held at 9:30 a.m., Friday, September 24, 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, Vice Chairman
Jim Dodaro
Charles Martoni
Joan Ellenbogen
Jeff Letwin
Eddie Edwards
Richard Taylor
Mavis Rainey
Joel L. Lennen, General Counsel

Media:

Walt Golden, KQV
Lauren Daley, City Paper
Jon Schmitz – Post Gazette
Jason Cato, Tribune-Review
Brenda Waters, KDKA TV

Port Authority Staff:

Stephen Bland, chief executive officer, Claudia Allen, chief financial officer, Tawnya Moore-McGee, assistant general management Human Resources, Winston Simmonds, Rail Operations/engineering officer, Wendy Stern, assistant general manager Planning and Development, Mike Cetra, Legal counsel, Tony Trona, director Purchasing and Materials Management, Judi McNeil, communications officer, Jim Ritchie, director Public Relations, Heather Pharo, Public Relations representative, Tom Noll, director Technical Support & Capital Programs, Rich Wojnar, director Road Operations, Harry Griggs, East Liberty operator, Noel Sheldon, East Liberty operator, Sam Martier, West Mifflin operator, Vance Jennings, Harmar operator, Jay Morris, Harmar operator, Towana Gatewood, director Service Delivery East Liberty, Bruce Grover, director Service Delivery Ross, Herschel Kirker, assistant to DSD, Ross, Dennis Parrish, director Service Delivery West Mifflin, Tim Mudrinich, director Service Delivery Harmar, Denise Henderson, director Bus Operations, Dan DeBone, director Government & Civic Affairs, Deborah Skillings, community outreach coordinator, Dotti Buchanan, manager Customer Service, Dave Gramc, controller, Kellie Kendall, manager Accounting, Audrey Snyder, director Customer Service, Dante Calderone, manager Marketing, Steve Borushko, route foreman, William Minney, Collier operator, Karen Bown, administrative assistant, Deb Roode, administrative assistant, Margaret Smith, administrative assistant, Diane Williamson, executive assistant

Others:

Jonathan Robison, ACTC

Jon Smith, ACTC

Bill Newland, President CAT

Annette Kroll

Joan Natter

Joe Catanese, County Council

Mark Piffer, County Council

Minoli Ratnatungo, Allegheny Conference

David Ortiz

John Wojtyna, GAI

Rossie King

Katrina Kilgore, Public Transit 4

Tony Campbell

Fran Hoffman

Andre Young, Clever Devices

Terry Matauszak

The Chairman called the meeting to order and recommendation was made for approval of the minutes of the July 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 this is the month we are faced with a very crucial decision relative to funding and service and fare levels in Allegheny County. He noted that this issue will be discussed under Mr. Mattola's report.

Coming off the public comment process, we received a huge amount of feedback from our riders and the citizens of Allegheny County, with well over 8,000 comments received and about 200 people testifying at the all-day public hearing. We have also heard from employers and the business community expressing their concerns about potential impacts not only on their individual employees, but on the overall level of business and activities in Allegheny County. Of course we heard from our riders who desperately want us to do anything we can to avoid the absolutely devastating impact of such a massive service reduction. We are still pouring through very specific comments amended by the general public, but the overwhelming theme is consistent. And that theme is that the level of these cuts would be devastating to the economy, the region, and largely irreparable.

Mr. Bland reported that as we've been preparing for the worst due to the statewide transportation funding crisis, we continue to try to make both efficiency and actual service improvements in the system. We undertook probably the single most massive change in route structure in the history of the Authority with the September 5 implementation phase our transit development plan. Along with our drivers, riders are adjusting to the new travel patterns. We continue to monitor the changes and are making adjustments where necessary. Mr. Bland noted that these changes are all part of the process [and will include the incorporation of things like smart cards in the future, and the placing of service along the North Shore Connector in a couple years] to create what we believe over the long term will be a significantly better system, particularly if we can avoid the devastating impacts of the major service cuts that we may be faced with.

Another element of the plan, which we are very excited about, is the possibility of implementing what we refer to as Rapid Bus, what's commonly referred to as Bus Rapid Transit around the country. Although we here in Pittsburgh are familiar with an element of bus rapid transit through our three busways, what we've been talking about is on-street bus rapid transit. Mr. Bland reported that along with collaborating agencies, we were delighted to participate in a Bus Rapid Forum at Duquesne University this past week. We had well over 750 people from the community and various organizations participate. We had outside speakers from other cities as well as the National Bus

Rapid Transit Institute, and the overwhelming response we received from the audience was that this is too good of an idea for Pittsburgh to let pass by. Mr. Bland will continue to keep the Board informed as that efforts continue on this initiative.

Although Ms. Ellenbogen will be reporting on a few very positive things under the Stakeholder Relations report this morning pertaining to Port Authority employees, Mr. Bland recognized Operator Tom Bennett at this time. On August 26, 2010, Operator Bennett while driving a Route 12A bus toward the city around 11:00 a.m., he witnessed an accident, and in that accident, one of the vehicles flipped over. Without hesitation, Operator Bennett stopped the bus and helped pull two children out of the wreckage. Tom is a volunteer fireman, so this is probably not something he is unfamiliar with, but probably unfamiliar with it in the course of normal operation of the 12A. Mr. Bland thanked Tom for his efforts and thanked him on behalf of himself, the organization and the Board of Directors.

Mr. Bland then recognized Mr. Winston Simmonds who this year is being recognized as one of the New Pittsburgh Couriers 2010 Men of Excellence, and will be honored at a reception on September 30. Mr. Bland congratulated Winston as the Courier's place in the community is certainly well established over many, many years, and this is one of the biggest honors they bestow in the community.

Although Mr. Bland likes to end his report with good news, unfortunately for us, he announced the retirement of Ms. Claudia Allen. He noted that apart from being one of the top transit finance professionals in the country, Claudia is just an absolute delight to work with. He added that he always says one of the real legacies of leadership is not so much in what you did but in the folks that you leave behind, and the staff that she has reporting to her are among the best Steve has ever been around in the transit industry. Claudia has been widely recognized by our funding regulatory agencies as an expert in financial matter, but has largely done the work of the organization without a lot of formal recognition and public attention.

On behalf of himself, the organization and the Board, Mr. Bland thanked Claudia for her years of service and congratulated her on a well-earned retirement.

This concluded Mr. Bland's report.

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

Mr. Letwin reported that the committee met on Wednesday, September 15, and the notes from the July 21 meeting were approved.

In Ms. Allen's final meeting of the Performance Oversight Committee, she presented the operating budget results for the month of August. She reported that the total revenue for August and year-to-date was unfavorable primarily due to passenger revenues. Expenses for the month and year-to-date were favorable primarily due to employee benefits and purchase services.

There were five resolutions reviewed and recommended by the committee.

The committee reviewed five procurement actions in the amount of \$20,921,688.95. The awards are itemized and included in the Board packet. The committee found these bids to have been submitted in accordance with the Authority's procurement policy and procedures, the prices to be fair and reasonable, and the bidders to be responsive and responsible.

The Performance Oversight Committee recommends that these items be approved for a total award of \$20,921,688.95.

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

It was moved by Ms. Ellenbogen, seconded by Dr. Martoni and unanimously agreed that the resolution be approved as presented.

The next resolution authorizes the authority to enter into agreements to provide financial advisory services. Port Authority requires the services of a pool of firms to provide financial advisory services in the areas of financial planning and debt and investment management. The services will be issued on a work order basis. The agreements would be for a three-year period with the option to extend the term of the agreements up to an additional two years at the sole discretion of the Authority. A total not-to-exceed amount of \$550,000.00 is recommended for approval of services.

Before approval, Mr. Taylor stated that in the briefing materials, it was indicated that two of the firms in the financial planning services category had DBE participation of 19 percent, but apparently, one of the firms did not. He inquired as to which firm it was and at what level of DBE participation did that have. Ms. Allen responded that it was Vantage Point and has no DBE participation. Mr. Taylor stated that this is a requirement that if we take it seriously, we should take it seriously and suggested that the Board award the contract to all three firms but with respect to that firm, the final agreement be withheld pending an acceptable level of DBE participation, or the alternative that we strike that firm altogether.

Mr. Bland responded that to take into consideration that the work is on a task order basis. Also, the only caution he would give, is that in some cases, we may be dealing with a very specifically unique issue that may become problematic if we don't have the expertise available because that expertise is present only in one of the firms. He explained that this is one reason for the pool of firms as some firms are strong in certain areas and some are not as strong. He reiterated that we are very clear on the direction and will certainly pursue this with Vantage Point. He noted that Vantage Point does a lot of specialty work with the state.

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

It was moved by Ms. Ellenbogen, seconded by Dr. Martoni 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 information technology consulting services. Port Authority requires the services of a pool of firms to provide information technology consulting services in the following categories:

1. Business Applications, PeopleSoft;
2. Business Analytics;
3. Intelligent Transportation and Vehicle Systems;
4. Communications, Networks, Servers;
5. Temporary Consultants;
6. Business Process, Infrastructure, Security and Related Information Technology Reviews and Assessments and General Advisor to Authority's Information Technology Steering Committee.

These agreements will each be for a three-year period with the option to extend the term of the agreements up to an additional two years at the sole discretion of the Authority. Agreements for services in the total not-to-exceed amount of \$4,550,000.00 would be allocated on an as-needed basis through task specific work orders.

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

It was moved by Ms. Ellenbogen, seconded by Dr. Martoni and unanimously agreed that the resolution be approved as presented.

The next resolution authorizes the Authority to extend and amend agreements for professional marketing services. In September 2007, the Authority Board authorized an award of agreements to Campos, Inc., and John J. Clark and Associates to provide professional marketing services. The initial three-year term of agreements expires on October 14, 2010. The Authority has determined that it is in its best interest to exercise its option to extend the term of agreements for two additional years to October 14, 2012, with no increase to the previously authorized total not-to-exceed amount of agreements.

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 Dr. Martoni and unanimously agreed that the resolution be approved as presented.

The final resolution authorizes the Authority to enter into an agreement with Clever Devices for the upgrade and purchase of software and related services. The Authority has previously implemented Clever Devices software and hardware modules. Clever Devices software is copyrighted and proprietary to Clever Devices. The Authority desires to procure additional software and licenses from Clever Devices to improve its monitoring capabilities and provide supplemental functionality that will result in additional cost savings. The additional software will also provide the foundation necessary to monitor and enhance the Authority's Transit Development Plan. The total not-to-exceed amount recommended for approval is \$350,000.

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

It was moved by Ms. Ellenbogen, seconded by Dr. Martoni and unanimously agreed that the resolution be approved as presented.

The committee then received the quarterly updates of the Authority's pension plans. Ms. Allen reviewed the investment performance results as of June 30, 2010. She reported that while the equity managers reported negative quarterly results, the performance results for the one-year period were positive and consistent with the relevant indices. Total assets for the ATU plan were \$546,988,000, and total assets for the consolidated plan were \$68,737,000.

The committee then received an update on the progress of the North Shore Connector project. Overall, construction is 79 percent complete, on schedule, and within budget. Mr. Letwin noted that this project has been managed so efficiently with such phenomenal oversight, that we're actually going to be under budget and gave kudos to not only Winston and his staff, but to the entire organization. Mr. Letwin added that for all the criticism that this project has undertaken, when this is done, not only are we, but this city is going to be very proud of this project.

The committee next received an update of the Automated Fare Collection System from Tim Bach. The farebox installation was put on hold due to reliability issues, and the Port Authority is currently working with Scheidt & Bachman on a recovery plan to address the issues. Development of the work to support the smart card phase of the project continues. The smart card launch is scheduled for March 2012. Overall, the project is 16 percent complete.

Finally, the committee received an update on the East Busway Reconstruction project by John Pisula. The project scope includes crack and seat of existing concrete pavement with an asphalt overlay, full depth concrete pavement replacement, and sidewalk and concrete barrier repairs. Overall, construction is 70 percent complete, and again, on schedule and within budget.

That concluded the report of the Performance Oversight Committee.

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

Mr. Mattola reported that at our recent public hearing and comment process, we were listening to our ridership, our business leaders, and concerned stakeholders who were asking us to exhaust every possible opportunity before us to work with the state legislature on finding a solution to the statewide transportation funding crisis. In that regard, we want to do all that we can to give everyone who is serious about finding a solution more time to do so, but to balance that with our responsibility as a board to manage in a fiscally responsible way.

Mr. Mattola added that although recent legislative activity in Harrisburg does not suggest an immediate solution, parties in both chambers agreed that the need for a comprehensive solution to the statewide transportation funding crisis is a top priority. This message is encouraging, and we believe pushing back our decision a little longer gives everyone more time to work towards a solution.

Also, it would be irresponsible to our riders for us to move forward with our current plan of significant service cuts without taking advantage of the opportunity this heightened interest provides to work with all our lawmakers to solve this funding dilemma. That said, there is clearly a risk in delay if no solution ever comes. However, with our enhanced understanding of the timing in Harrisburg, I believe there is a bigger risk if we permanently damage public transit in this region and a solution comes after we do so. Mr. Mattola reiterated that much of the damage would be irreversible.

At this time, Mr. Mattola said that he would like to use the format of this committee as a whole to have the entire Board discuss postponing our decision on the proposed fare increase and 35 percent service cuts until November.

If a solution does not appear to be in the making by the November Port Authority Board Meeting, the Board will have little choice but to move forward with the fare increase and service actions. Mr. Mattola noted that if we do act in November, the fare increase can be implemented as planned on January 1, 2011, however, service reductions would be pushed back until March 2011.

At this time, Mr. Mattola requested the Chairman open the floor and invite members to discuss this issue and consider the Planning and Development Committee's recommendation.

Ms. Ellenbogen asked Mr. Bland if he could talk about the costs associated with closing a garage, as well as the cost of reopening it again. Mr. Bland responded that in closing any facility there's obviously a one-time cost of relocating equipment and the costs associated with a major reduction in staff, but until we would actually dispose of the facility there would still be some level of ongoing expenses just to keep it safe from the elements and maintaining the facility. But until you would actually sell it off, it becomes very difficult to get that full impact of savings.

Mr. Mattola asked Steve to talk about the irreversible damage of the proposed service cuts. Mr. Bland explained that there was a lot of discussion in the community after the 15 percent service reductions we did in 2007. He noted that these cuts were done with a scalpel. The Service Planners had to go in with a hatchet when looking at the proposed 35 percent cuts. He said that he would never argue that routes that are proposed to be eliminated should be eliminated. They are viable routes and absolutely should not be eliminated. He also explained that we just went through a comprehensive service route design process, so anything that was remaining out of that process is a positive route and should be kept.

Mr. Bland continued reporting that lots of experiences around the country with temporary and semi-permanent service reductions to this magnitude is that you just never get that ridership back. Probably the best example recently is St. Louis going through a similar issue a couple years ago. They temporarily cut somewhere between 30 and 40 percent of their service and the ridership impact was devastating. It would probably take them a full year to reinstate that service, and they'll be lucky to get 60 percent of the ridership back. So even though that loss of service is quote, temporary, the impact on that region will be permanent. It is much easier to keep what you have than it is to try to put it back in place after it's been taken away. That's why Mr. Bland knows this has been a real tough issue for staff to deal with because we know what's at stake to the region, to the City of Pittsburgh, to the Port Authority as an organization, and to thousands of individual riders and dozens of neighborhoods which would essentially be cut off from service entirely.

Mr. Bland added that if we end up having to do this level of service reduction, he does not know that transit in Pittsburgh can recover from that, even if there is an effort subsequent to try to restore it.

Ms. Ellenbogen asked how we are going to balance our budget if the Board postpones the decision to do the proposed service cuts and we do not end up getting the funding.

Mr. Bland stated that we do have some advantages. As Mr. Letwin reported, expenses are performing better than budget, and we are cautiously optimistic that we'll continue to perform in that manner. Another advantage would be that if we were to end up having to enact these service reductions and put them in place in March, that's our normal system wide pick. If we were to have done this in January, it would have caused us to do a special pick, and there are significant expenses associated with doing a special pick. Even if we were to do it in January, we would be spending some of the reserves that the Authority has to get through this period, and that is how we would look to get through the year. Obviously, if no solution comes, it will make the planning process for next fiscal year that much more difficult.

Mr. Bland added that he does not think there's been a huge amount of focus on the pending service reduction proposal, but given the structure of the state funding program as it exists, if something isn't done at the state level to address the statewide crisis, this isn't a one-time issue.

Although Act 44 was a pretty visionary piece of legislation, unfortunately, it hasn't played out as it was designed, and if something isn't done to correct the deficiencies in the Act, and not just for Port Authority, but for transit agencies statewide, and roads and bridges, then we face some very difficult choices moving forward.

At OTMA's annual meeting, PENNDOT's district executive gave people a sobering piece of news with the Road and Bridge Program. They're asking for zero engineering contracts for design in the upcoming year. So that means there are ongoing road and bridge projects going on in District 11 here, but in the next year or two, those will start to dry up, and there won't be any work going on, and that will lead to a deterioration of that network.

We cannot make it any clearer that if this overall issue isn't addressed at the state level, Port Authority will certainly be in a state of decline.

Mr. Taylor stated that what Mr. Mattola and the Planning and Development Committee is proposing to the Board today is prudent and wise, even though there are risks associated with postponing our decision.

Mr. Taylor said, "When I came on this Board six years ago, there were some very real significant issues that we as an authority had to grapple with, and there were some very difficult decisions we had to make to help the Authority get to a place of being on sound footing and to be as efficiently run as possible. We've gone through public hearings, and we've heard the pain that those decisions caused. But as a Board member, it's easier to make those decisions when you know that they are being made for the greater good; for the long-term benefit of the community; and for the long-term benefit of the riders and the region as a whole. We've done that hard work and made those hard

decisions and the Authority is in a very different place than it was six years ago. I think we all recognize that the choices before us today are not like the ones of the past five years. This is not one that would be for the greater good and long-term benefit of our community. We are going to be trying to have the least negative impact as opposed to doing something that has the most positive impact long-run because we don't have the resources to make the best long-term decisions without a comprehensive long-term resolution of the state's transportation funding crisis. Timing is everything, and to the point that Steve has made, once we pull the trigger, there's going to be damage that cannot be redone. And I think at the end of the day, it is in the best interest of this community to give our elective leaders more time to grapple with the hard issues like we've had to grapple with them as a Board of volunteers. They're paid to deal with these issues, and frankly it's time for them to do their job.

And so, in the interest of serving our community, I support the recommendation to give them more time. I just hope that they take that time and do that hard work because if they don't, people throughout this state are going to suffer."

Mr. Bland highlighted what was reported earlier by Mr. Mattola. If you wait until November, there would be no impact on the timing of a fare increase. Anything beyond that, the fare increase is impacted. If you were to act in November, any service reductions would go into place in March. Staff will continue in this direction and will convey your message to legislators. We'll report back to you on any progress at your next meeting, and we'll be ready for a November decision.

Mr. Mattola moved for a delay of the vote until the November meeting and the Board concurred.

The Chairman added that now we need the legislators to do what they have to do and hopefully they come up with a source of funding that is permanent so that we do not have to go through this scenario every year.

The Chairman called on Ms. Ellenbogen for a report of the Stakeholder Relations Committee. Although the committee did not meeting, Ms Ellenbogen had several items to report.

Ms. Ellenbogen reported that, as everyone knows, we rolled out changes to about 75 routes on September 5, including several service improvements as part of our Transit Development Plan implementation. The magnitude of these changes required a comprehensive public outreach and education effort that involved virtually every Port Authority department. Staff from Marketing, Community Outreach, Public Relations, Government Affairs, Media Relations, Operations, Service Planning and Development, IT, Advertising Sales, Creative Services and Customer Service Departments worked collectively to communicate the changes to our customers.

Education and outreach efforts included detailed information on our web site homepage, information brochures, community meetings, street teams, news media stories, interior and exterior bus advertising, newspaper advertising, Customer Service phone lines, and other electronic and print media tactics.

Although there were pockets of confusion here and there on the first few days, there was not the mass confusion that could have ensued with such dramatic service changes, thanks to our

coordinated communications efforts. The Planning and Development Department staff is working to address a few issues that our customers have brought to our attention. Ms. Ellenbogen thanked all those responsible for these efforts.

In other news, our partnerships with community organizations continue to grow. This summer, Port Authority became the latest community partner of the Center for Economic Development (CED) at the H. J. Heinz III College of Public Policy and Information Systems at CMU. As a CED partner, the Authority joins eight of the Pittsburgh regions most influential and innovative institutions involved in economic community and technology-based development. This new partnership allows us to tap into the faculty and graduate students at the Heinz College on synthesis projects related to current issues facing Port Authority. Specifically, the first research project will attempt to uncover the experiences of varying levels of investment in on-street Bus Rapid Transit services in other cities as well as evidence of impacts of these varying levels of investment on issues such as cost, service quality, ridership, and neighborhood impact.

Mr. Bland and Ms. Stern are working with Heinz students on future projects relative to the community aspects of developing Rapid Bus Transit, which is a key component of our Transit Development Plan. We look forward to hearing about future activities with CED.

Next, Ms. Ellenbogen reported that preparing the next generation for careers in transit, Ms. Moore-McGee's staff has been busy helping youth in the area determine what their careers may be. The Employment and Development staff participated in several programs aimed at helping junior high and high school students plan for their future, including participating in post high school planning simulations for 11th grade students at City Charter High School, and meeting with an 8th grade teacher from Brashear Middle School as part of the Educators in the Workplace Program. Staff also served on a mock interview panel as part of a job readiness training sponsored by Youth Works, and these student outreach efforts are really an excellent example of how Port Authority and its employees contribute to our community. Ms. Ellenbogen thanked Tawnya and her staff for the great work in that area.

Ms. Ellenbogen continued by reporting that our community outreach teams are also continuing their good work. West Mifflin, Ross, Collier and South Hills Village continue their outreach projects. The Harmar Division held two fundraisers benefiting the Juvenile Diabetes Research, raising \$770.00 for the foundation.

And, finally, last Saturday, East Liberty held its second annual bench press contest for ALS. Ms. Ellenbogen was pleased to report that more than 60 employees from various locations participated in the event and raised nearly \$6,000 for ALS, more commonly known as Lou Gehrig's disease. The event attracted print and broadcast news media. East Liberty Operators Harry Griggs and Noel Sheldon interviewed with KDKA radio talk show host Rob Pratt on Saturday morning.

Along with Operators Griggs and Sheldon, Steve Borushko, route foreman, Sam Martier, West Mifflin operator, William Minney, Collier operator, Jay Morris and Vince Jennings, Harmar operators, and Ms. Towana Gatewood, director of Service Delivery at East Liberty, presented the Board with t-shirts from the event to thank them for their support.

Ms. Ellenbogen ended her report by thanking everyone who participated in this very worthwhile event.

That concluded the report of the Stakeholder Relations Committee.

There was no report of the Governance Committee.

The Chairman reported that we have two speakers addressing the Board under new business.

The Chairman called on Ms. Rossie King for a report. Ms. King reported that she is a federal employee at the Bureau of Mines on Carpenter Road. She pleaded with the Board to reinstate the 46D service to her job. The 46D service has been replaced with Y45 and the bus only comes twice a day, once in the morning and once in the afternoon. Due to health reasons, Ms. King cannot walk the 1.8 miles to her job if she would miss the bus. She ended her report by saying that we're not big in numbers, but we do supply a service to the community. We bring heat to your homes, and we protect the coal miners.

The Chairman called on Mr. Jonathan Robinson, president of ACTC for a report. Mr. Robinson started his report by saying that Port Authority will be hurt by the threatened 35 percent cut in PAT service, even if you never ride. If the legislature does not vote for a new source of funding before the end of this year, everyone who reads this or hears this will be hurt. Traffic will be worse; parking will be worse; the environment will be worse; business will be worse.

He asked, "Can you do anything about this?" Yes. You can call, write or email your own legislators. You can call Representative Joe Markosek, majority chair of the House Transportation Committee. You can call John Pippy, member of the Senate Transportation Committee. You can join us at Rodef Shalom at a public action meeting on October 21, from 6:45 to 8:30 p.m. at 4905 Fifth Avenue. The Pittsburgh Interfaith Impact Network (PIIN) plans to have 1,000 citizens and will ask elected officials to make public commitments on transportation funding as well as immigration and education.

Mr. Robinson ended his report by saying that we only have three months to save southwestern Pennsylvania from an economic and environmental disaster. "We ordinary citizens are not powerless!!"

The next regular meeting will be Friday, October 22, 2010.

The meeting was adjourned.