

PORT AUTHORITY OF ALLEGHENY COUNTY
MINUTES OF THE REGULAR BOARD MEETING
FRIDAY, MARCH 25, 2011 AND SATURDAY, MARCH 26, 2011

The Regular Meeting of the Board of Port Authority of Allegheny County was held on Friday, March 25, 2011 at 9:30 a.m. 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
Walt Golden, KQV
Guy A. Mattola
Joan Ellenbogen
Richard Taylor
Eddie Edwards
Mavis Rainey
Jim Dodaro (via phone)
Joel L. Lennen, General Counsel

Media:

Jim Lokay, KDKA-TV
Bob Mayo, WTAE
Rick Wills, Tribune Review
Jared Stonesifer, Butler Eagle
Barbara Boylan, KDKA
Chris Young, City Paper
Charlee Song, WDUQ
Jon Schmitz, Pittsburgh Post Gazette
Tom Ruffolo, WPXI

Port Authority Staff:

Stephen Bland, chief executive officer, Winston Simmonds, Rail Operations/engineering officer, Wendy Stern, assistant general manager Planning and Development, Mike Cetra, Legal counsel, Judi McNeil, communications officer, Jim Ritchie, director Public Relations, Tom Noll, director Technical Support & Capital Programs, Dan DeBone, director Government & Civic Affairs, Heather Pharo, Public Relations representative, John DeAngelis, manager Contract Administrator, Eric Bilsky, assistant director Capital Programs, Rich Wojnar, director Road Operations, Don Palmer, assistant manager Road Operations, Tim Bach, AFCS program director, Dave Gramc, controller, Stacey Roessler, Engineering secretary, Sheila Winkfield, manager Internal Audit, Peter Schenk, manager Financial Planning & Reporting, Brenda Fink, director Internal Audit, Dave Zoeller, Harmar, John Ladasky III, SHVRC, Deborah Skillings, Community Outreach coordinator, Rich Marple, Tim Ott, Bill Henderson, Bill Nieser, Dorothy Lauterbach, Joel Feder, Tom Witner, David Lynn, manager Capital Programs, Kim Henderson, Legal secretary, Julie Leistner, administrative assistant, Diane Williamson, executive assistant

Others:

Jonathan Robison, ACTC, Neil McFadden, Marshall Township, Nicole Zimsky, Marshall Township, Sabrina Clark, Rider, Regis Sabol, FSC Marketing, Mark Pifher, County Council, Jeff DiPerna, ATU Local 85, Kevin Barrett, ATU Local 85, Bryon Shane, ATU Local 85, Patrick McMahon, ATU Local 85, Joseph Pass, Esq., Steve Palonis, ATU Local 85, Annette Kroll, Robbie Gouch, ATU, Local 85, Ronald Zawacki, ATU, Local 85, Oliver Montgomery, IBEW, Jack Shea, ACLC AFL-CIO, Joe King, Pittsburgh Firefighters, Jeff Rager, ATU, Local 85, James Love, ACTC, Jon Smith, ACTC, Donna Kaminski, ATU, Local 85, Jim Bonner, ATU, Local 85, Jim Haney, ATU, Local 85, Charles Farkas, ATU, Local 85, Jim Panik, ATU, Local 85, Sue Scanlon, ATU, Local 85, Bob Mazzei, ATU, Local 85, Dennis Metz, ATU, Local 85, Eric Kramer, ATU, Local 85, John Vallus, ATU, Local 85, Tim Murray, ATU, Local 85, John Bender, ATU, Local 85, Tiera Harris, ATU, Local 85, Rich Keating, ATU, Local 85, Tracy Harris, ATU, Local 85, Bob Michak, ATU, Local 85, Ryan McCurd, ATU, Local 85, T.

Roosevelt Butler, ATU, Local 85, Bob Becker, ATU, Local 85, Daniel Murray, ATU, Local 85, Dan Zangrilli, ATU, Local 85

The Chairman called the meeting to order and recommendation was made for approval of the minutes of the January 12, 2011 Special Meeting, January 28, 2011 Regular Board Meeting, and February 25, 2011 Regular Meeting. The motion was moved, seconded and passed.

The Chairman announced that we will be opening with public comment and called on Mr. Neil McFadden, Township Manager of Marshall Township.

Mr. McFadden reported that he was here this morning on behalf of the Marshall Township Board of Supervisors. Marshall Township is the host community to both the Bladerunners Park and Ride Facility and the PENNDOT Warrendale Park and Ride Lot, both of which currently serve the 13K Port Authority bus route. Marshall Township has enjoyed excellent service from Port Authority through this route. Our two park and ride lots are filled literally beyond their capacity on a daily weekday basis. Bus service from our community to Pittsburgh is obviously needed and is of importance in terms of access, congestion management and convenience to our residents. This route has become even more critical due to the fact that reconstruction of Route 19 through Wexford Flats area is now underway and will continue for the next 18 months. Commuter traffic detouring around the Route 19 corridor will place additional burden on the already congested 79/279 commute to the city.

Mr. McFadden concluded his report by saying that the Township recognizes that we are not in a position to select a transit provider. We are only interested in assuring a viable transit service option remains available to our commuting public.

The Chairman called on Mr. Jonathan Robison, President of the Allegheny County Transit Council.

Mr. Robison stated that whatever happens this morning, whatever happens March 27, we all must work together to obtain adequate funding for public transportation, courageously, creatively and together. This includes business owners, community leaders, transit riders, ATU Local 85, and Port Authority.

Mr. Robison continued reporting that he understands the reasons to spread the \$45 million from former Governor Rendell over the next 15 months, but he disagrees. Allegheny County Transit Council (ACTC) voted months ago to recommend against the cuts in service beyond the carefully researched transit development plan. We voted to continue in opposition of these cuts at our general membership meeting on March 16. We all agree, including Steve Bland, Port Authority staff, this Board, riders, environmentalists, community leaders, that the scheduled 15 percent cuts will harm whole communities and riders. We realize that canceling the proposed cuts is risky, but people and communities depend on public transportation. ACTC recommends that the risk is preferable to the certainty of harm. If you can't cancel the service cuts, Mr. Robison suggests, personally, that you at least temporarily sustain eliminating whole routes and give communities and affected businesses 30 or 60 days to come up with the additional funds for the more than average costs of these routes that are scheduled for elimination. This will help riders and communities who otherwise would be stranded.

Mr. Robison then stated that he heard this morning that Pat McMahon, who will be speaking to the Board later, has offered additional concessions that have already been granted by the union to prevent service cuts and layoffs, noting that this would be courageous leadership.

Mr. Robison concluded his report by repeating that we must all work together to obtain adequate funding for public transportation.

The Chairman called on Mr. Pat McMahon, President and Business Agent of ATU, Local 85. Mr. McMahon asked to speak on two issues this morning. First of all, he addressed privatization. This Board voted on a motion that all of the cut service would come back if it could be fixed. Privatization is wrong for this county and it is wrong for this country. The second issue is cuts. The Board needs to make a motion today that will stop the actions you have authorized for this Sunday. Mr. McMahon gave a football analogy, that every time we are in the red zone and ready to make a goal, the goal post gets moved back. He explained that in January, 2010, the Board passed a resolution with a \$47 million deficit that clearly said that if the state bails us out, we will not have to do anything negative and will review it later. In August, we turn around and say guess what, we're not getting bailed out. We'll have public hearings for 35 percent service cuts. Okay, everyone understands that, there is no money. Then, in November, based on the state not bailing us out, you make the decision to go with the 35 percent cuts. Now, in December 2010, Governor Rendell and the state did their part for the fiscal year and provided Port Authority with \$45,000,000 with the intent to stop the cuts, stop layoffs, stop the closure of divisions, save jobs, save the economy and most importantly save transit for Allegheny County. Mr. McMahon added that the Board has decided to ignore that. In January, we move the goal post again when we were ready to score but decide to do the responsible thing and spread it out. Mr. McMahon said that, "Mr. Bland has continuously told legislation, him, the papers, everybody that if we do the alternative, there will be 35 percent cuts in July." Mr. McMahon added that this statement is misleading, just simply do exactly what you did last year; pass a budget with your deficit, give time for someone to fix it and move on to fight another day. Mr. McMahon believes that no one knows how far the money will take us, and no one wants us to know that it will get us at least until January, and probably further.

Mr. McMahon states that next, Mr. Onorato gets involved and asks if the union would open the contract. The answer was yes, we absolutely will open the contract, but what we would need from him is real numbers. The union was told by Mr. Onorato that its members must come up with \$20 million. Mr. McMahon said that when meeting with Mr. Onorato last night, he took a copy of the actuary evaluation of Port Authority's and Local 85's pension plans. This document is an official document signed off by the Pension Committee, which is made up of two people from the Union and two people from Port Authority. It is also signed off by Port Authority's and Local 85's actuaries. At the close of business on January 1, 2010, the annual payroll for all active participants in the ATU, Local 85 plan is \$136, 286,143. One percent of this number is \$1.36 million that his employees will be willing to give up. On January 1, which wasn't in this number, we experienced a three percent raise, which has to be added to this number. Somehow, Mr. Onorato in six hours yesterday afternoon in waiting to dissect these numbers has come back to Mr. McMahon and told him that the number is only 1.2 percent.

Mr. McMahon reported that the reason he is here today is because you, the Board, need to know that we have offered. Mr. McMahon stated, "We have a raise coming up of three percent. We will freeze that to help to pay for healthcare or legacy costs [wherever you want to do with it], and we will give you an additional 10 percent of wages right off the backs of his workers. We are doing the right thing for the citizens of this county and I hope you do the right thing."

Mr. McMahon continued reporting by saying that if his math was correct, that's about \$18.6 million that's on the table today. We are giving you an option to save transit for these citizens and we will help you, and this is historical in this county that we are willing to do this.

Mr. McMahon ended his report by urging the Board to take a motion here today, if nothing else, to delay this process. Give us a definitive date that you want to meet with Local 85 and whoever else you want to meet with to talk about real numbers. Mr. McMahon pleaded with the Board that he believes his plan will get us to June of 2012, with no cuts, giving Mr. Corbett all the time in world, so please take time to consider this.

The Chairman called on Mr. Bland for a report. Mr. Bland reported that unfortunately, in two days, public transportation in Allegheny County will take a big step backward as we are forced to reduce our services by 15 percent and also eliminate almost 200 Port Authority positions. It will be felt across the county by thousands of riders. As we all know, Port Authority riders rely heavily on the services we provide. These reductions, as Mr. Robison eloquently described, will impact individuals, neighborhoods, communities, employers, businesses; and as indicated by Marshall Township's Manager, traffic congestion, will be impacted. Generally, it will make it more difficult to get around.

Mr. Bland continued reporting that as you can tell today, nobody wants this to happen. Not the riders, not employees, not management, not our unions, certainly not our public officials, and not this Board. Mr. Bland said that he recognizes and appreciates that many of you here today have a very strong message in support of preserving service. It's become a very hot issue across the community. The public transportation system here isn't perfect. It never was, maybe never will be, but it's an integral part of the Pittsburgh region. It's the reason why this region thrives like other vital cities like New York, Chicago, and Philadelphia. Most cities, particularly cities our size, don't have the level of transit service that we do, but we do have it and want to protect it, noting that he gets that, and this Board gets that.

Mr. Bland continued reporting that he knows each of you on this Board over the last three or four months have soul-searched deeply on these issues. I feel comfortable only because I know we all believe in our hearts that we're doing what's in the best long-term interest of our customers. We're a public agency and we need to put the public first. Somehow, this situation has become twisted into a union versus management issue, but this issue is and will continue to be an issue of how Pennsylvania pays for transportation infrastructure. It's a simple equation. Less funding, less services and that's the base reason why these cuts will occur on Sunday.

Mr. Bland continued reporting that once we can move past this week, we have a real opportunity to look at the issues and work together with officials statewide again, as Mr. Robison said, with our business community, elected officials, riders, and with our unions to try to figure out how to solve these problems once and for all. He continued saying that it is his hope that we can put aside our differences, and to quote Allegheny County President, Jim Burn, we need to stop pointing the cannons inward and start pointing them outward to assure the long-term survival of this transit system and this region. He personally believes we all will achieve that if we start to work together.

Mr. Bland ended his report by announcing that today is the last Board meeting that we will have Judi McNeil as an active staff member. Judi is going to be retiring from Port Authority after 20-some years of service and leading the communications efforts, which has to be probably the toughest job in Port Authority. He continued saying that over the past couple of weeks, those of us who have worked closely with Judi and had the opportunity to hear the stories, the reminiscing of all of the crisis over

the last 20 years; some comical, but a reoccurring thing. This agency, this region, is no stranger to crisis. We have gotten through them before, and we can get through them again. I know I speak for everyone at this table when we both thank Judi for all of her service, her creativity, her positive attitude, her professionalism and wish her the absolute best in finding something a little bit more relaxing to do in her future.

This concluded Mr. Bland's report.

At this time, Ms. Ellenbogen stated that this morning we have received some information that potentially affects the terms of Port Authority's current collective bargaining agreement with ATU, Local 85. In accordance with Sections 708(a)(2) and (4) of the Pennsylvania Sunshine Act and Section 8 of Port Authority bylaws, Ms. Ellenbogen respectfully motioned that the Board recess its public meeting and enter into an Executive Session for the purpose of discussing these matters related to the terms of the collective bargaining agreement with Local 85. She further motioned that the meeting be re-convened immediately following the conclusion of this Executive Session and invited members of the public to remain present in the boardroom until the Board's public meeting was reconvened as soon as possible today.

Mr. Dodaro stated that we need to make it clear that we are not adjourning the meeting, we are recessing. We're going into an Executive Session and will reconvene subsequent to the Executive Session.

Mr. Taylor made an amendment to the motion stating that the information we have received has been verbal. For us to consider any potential change to the collective bargaining agreement, we must have something in writing from the leadership of Local 85. If the union leadership can provide that, it will give us a basis to consider in Executive Session.

Mr. McMahon stated that they are prepared to do that, but he wants it clear and on record that if we do this, what comes to us is that all these cuts get stopped. He wanted it clear that if the Board continues this meeting and votes on privatization, the deal is off. That's part of the deal that all of our services go back to exactly what it was and Lenzner is off the table because we'll be servicing Cranberry.

Mr. McMahon stated that we do have to go to our members. His Board recommended this, and if we get an agreement here today, we do have to take it to our members for ratification. We said we will get a hall as soon as possible. That's the only thing that would delay, since we normally do it on Sunday because most of our people are off on Sunday; we have two meetings and we need a hall big enough to accommodate 2,400 people. That will be the only delay. If we can achieve that by Sunday, we will do that on Sunday. Mr. McMahon then asked if we are unable to achieve this, would the Board be willing to wait until the following Sunday.

[A recess was taken for an Executive Session at this time.]

The Chairman called the meeting to order and called upon Mr. Steve Bland for a report.

Mr. Bland reported that he would like to summarize for the Board the conversations that we've heard over the last couple of hours or so.

First, he thanked Mr. McMahon and the rest of the leadership of Amalgamated Transit Union Local 85 for taking what's an obvious huge step toward recognizing the cost structure issues of the Authority with very real and very significant unprecedented concessions; historic, as Mr. McMahon had said.

He continued reporting that Mr. McMahon has agreed to provide us a written proposal of what he spoke to us verbally about, so we are anxious to review that proposal and we will absolutely review that proposal. Our intent once we have that information in writing is for our staff to convene with the County Executive's staff, who have been heavily involved in this, to review the union's proposal and to validate the numbers and projections associated with it.

In the meantime, we've been in conversation with County Executive Onorato and it's our understanding that the County Executive has provided union leadership with two options, two alternative proposals for amendments to the existing collective bargaining agreements and the numbers in those proposals that the County Executive offered have been validated by county staff, and confirmed by Port Authority staff, to be sufficient to prevent service cuts this coming week. What we're suggesting is that, assuming we can get a written proposal within the next hour or so, we will get back to Mr. McMahon, after county staff and our staff reviews those numbers and review that proposal, no later than 5:00 p.m., whether or not that proposal will work and will allow us to avoid these drastic cuts this coming week. But, we also leave on the table two options that County Executive Onorato provided. If Mr. McMahon can convene his membership to ratify either of the two options provided by County Executive Onorato, or if we find the option presented by the Union is acceptable in meeting the targets that we need to reach to assure the stability of service though June 20, 2012, then Mr. Chairman, it would be my suggestion that the Board recess its current meeting at this time, reconvene at 3:00 p.m. tomorrow afternoon [Saturday, March 26, 2011] after that union vote has taken place, and we'll know whether or not a real change in the collective bargaining agreement is possible and then we can act on the rest of your agenda.

Mr. Bland continued reporting that the County Executive wanted to make sure that the Union understands that if there is a need to get a hall of sufficient use to accommodate all voting members tomorrow, he would absolutely guarantee that hall would be made available, so the logistics of that are significant.

Mr. Bland stated that he would like to congratulate President McMahon on taking very difficult steps, as we all have, to address many of the issues facing the Authority. And, I think we would all be remiss without acknowledging the heroic efforts of the County Executive. There was no deal, there was no communications, there was no effort going on until Dan Onorato decided that riders and service are too important to just let this thing slip by. It has been his initiative, and the aggressive work of his staff, that have kept this thing alive and we will all take that very seriously and consider these proposals. I'm happy to know that all of us in this room are united around trying to save that service for this coming week.

Mr. Chairman, that would be our suggestion that, if we can get a full union ratification before 3:00 p.m. tomorrow afternoon, that the Board reconvene at that time and take up the rest of your agenda as it might be amended by the events of the next 24 hours or so.

The Chairman asked Mr. McMahon for comment. Mr. McMahon reported that ATU's bylaws say that we have to have a document notifying his members of the five days priors, but he does not have a problem with that. The one problem he does have has however is that we do it on Sunday because people are not working and are available to come. He stated that he will do whatever it takes to get

this done because he thinks it is that important, but he needs his people to understand what they are voting on. I'm not saying no, I'm just saying Sunday would be much better for us in order to make sure our folks can be there and understand what they are voting on. This is a very hard decision and is money out of their pockets.

The Chairman noted that we have 24 hours to reconvene.

Mr. McMahon reported that obviously the Board thinks there is something worth talking about and we appreciate that. Mr. McMahon then gave the Chairman, in writing, ATU's proposal for consideration.

Mr. Pass, ATU, Local 85's attorney, asked to address the Board. He reported that he has represented this Local for more than 40-some years now and he can tell you from his experience, a meeting on Sunday morning is a much, much better way to go simply because people are much more quiet, they are more subdued, more understanding and there's more people. I would just urge that we are able to do that on Sunday morning. I understand the service cuts are scheduled for Sunday, but I also understand the bulk of these service cuts are really going to be impacted on Monday morning. He further explained that he didn't hear the resolution since he was out of the room.

[Mr. Bland repeated the Board's summary at this time.]

Mr. McMahon stated that now that he fully understands, the first question is, would you consider Sunday instead of Saturday.

Mr. Bland responded that the only challenge is the service cuts would have already happened on Sunday.

The Chairman stated that we can't reconvene the meeting at that time.

Mr. McMahon responded that we'll do our best. The only other problem now is that we usually have to do two meetings; one in the morning and one at 8:00 p.m. [which he said he could probably move to 6:00 p.m.], so the 3:00 p.m. Board meeting would not work.

Mr. Bland responded that the challenge is that the later we go and nothing's able to occur, we will not be able to make service Sunday morning. We would need to get a lot of work done overnight Saturday to be in position for these service changes, noting that he had wanted the vote ratified earlier, but the County Executive pushed it back to 3:00 p.m.

Mr. McMahon commented on the resolution at this time. He stated that last night at 8:00 p.m., he got an email with two options that weren't even discussed. What we put in front of you was exactly what we talked about until Mr. McMahon received the email adding the two options with the retiree healthcare/legacy costs issue. If you read the union's proposal, we're giving you immediate relief. We have also proposed to immediately resume negotiations on a fair basis. We suggested that we collectively get a healthcare consultant to come in and break down the numbers. Our proposal says that we will do that and we are committed to doing that. There is too much involved and too complicated to do this overnight. Mr. McMahon suggested that the Board seriously consider our proposal, which does give an option to address the other bigger issues.

Mr. Pass reported at this time that he has done retiree healthcare and adjustments from the second largest transit system in this country to something much, much smaller and for employers both private

and public. He agrees that this takes a bit of thought and process to do it right. There's no sense doing something that you're going to fail at.

He continued saying that he also recognizes it doesn't take a genius to take a look at your budget to see that legacy costs is something that has to be adjusted. It will either be adjusted now or the next time you negotiate. There is no reason why we shouldn't do it seriously and adjust it sooner rather than later. I can make my commitment to you that I will certainly encourage our members to make those adjustments as soon as possible.

Mr. McMahon reported that we already had the discussion about the healthcare and pension issue, and his board did not want to entertain it if we didn't have to at this time.

Pertaining to the two options proposed by County Executive Onorato, Mr. Pass explained that we would have to go back to the Executive Board before taking it to our membership, and it becomes an impossible task. Mr. Pass also explained that what the County Executive gave us was a ballpark range. Regarding the number we came up with, we were about maybe \$800,000 short of what we were suppose to be. The figures that you see are applied to this bargaining agreement only, not everyone. We were told that whatever we would do, the rest would follow suit.

Mr. Taylor stated that he understood, but needed to clarify if option one and option two were off the table. Mr. Pass said yes, I do not think they are willing.

Mr. McMahon commented at this time that we have already made sacrifices for our legacy costs. You haven't even started to experience those savings. Our numbers will definitely get you to June 2012. Give Harrisburg the time. We all know if Harrisburg doesn't act by June of 2012, we're done. There's not going to be much negotiation. We need to get there and our proposal will do that. We will sit with you and continue to look at the additional savings in regards to legacy costs. You got our proposal and I think it is very reasonable. The number we gave you is real and that's what we're asking you to consider. We are confident that our members will accept that, but I can't speak for them until I take a vote.

A motion was made, seconded and passed that the Board go into Executive Session pursuant to Sections 708(a)(2) and (4) of the Pennsylvania Sunshine Act.

[A recess was taken for an Executive Session at this time.]

The Chairman called the meeting to order.

Mr. Edwards made a motion that in terms with the Sunshine Act, to reconvene and reschedule this meeting for tomorrow [Saturday, March 26, 2011], at 3:00 p.m. The motion was seconded by Ms. Ellenbogen and passed.

The meeting was adjourned until 3:00 p.m., Saturday, March 26, 2011.

On March 26, 2011, pursuant to public notice, the Chairman reconvened the meeting from yesterday, March 25, 2011, and the following were in attendance.

Board Members:

John A. Brooks, Chairman

Media:

Len Barcoucky, PG

Guy A. Mattola
Joan Ellenbogen
Richard Taylor
Dr. Charles Martoni
Mavis Rainey
Eddie Edwards (via phone)
Joel L. Lennen, General Counsel

Jon Greiner, KDKA
Ashlie Hardaway, WTAE
Jeremy Boren, Tribune Review
Tim King, KQV
Jackalyn Delach, WPXI
Ian Smith, KDKA-TV
John Hoffman, WTAE

Port Authority Staff:

Stephen Bland, chief executive officer, Wendy Stern, assistant general manager Planning and Development, Mike Cetra, assistant general manager Legal & Corporate Services, Judi McNeil, communications officer, Jim Ritchie, director Public Relations, John DeAngelis, manager Contract Administrator, Dave Gramc, controller, Tim Ott, Angelo Silvio, Bryan Campbell, Karen Bown, administrative assistant, Julie Leistner, administrative assistant

Others:

John DeFazio, County Council, Nick Futules, County Council, Rich Fitzgerald, County Executive Candidate, Jeff DiPerna, ATU Local 85, Kevin Barrett, ATU Local 85, Bryon Shane, ATU Local 85, Patrick McMahon, ATU Local 85, Joseph Pass, Esq., Steve Palonis, ATU Local 85, Annette Kroll, Susan Lithgow, PIIN, Stu Strickland, rider, Marianne Martoni, Buran Family, Cliff Hughes, Local 85, Paul Sullivan, Local 85, LaNette Mitchell, Local 85, Jim Cavolo, Local 85, Lois Campbell, PIIN, Tony Scafede, Local 85, Mike Davis, PIIN, Jerome Stoul, AOL/Patch.com, Robbie Gouch, ATU, Local 85, Daniel Murray, Local 85, Michael Devlin, Local 85, Donna Kaminiski, Local 85, Oliver Montgomery, IBEW, Jack Shea, ACLC AFL-CIO, James Love, ACTC
Bob Mazzei – ATU, Local 85, Ethan Smith, Ken Love, Joan Natko, ACTC, Eugene Scott, Local 85, Joe Mielcarek, Local 85, Rich Rebholz, Local 85, Eileen McMahon, Kathleen DeAngelis, Rich Keating, Local 85, Mark Colussy, Local 85, Kyle Baird, Local 85, Andrew Casciato, Local 85, Ron Arenth, Retired Local 85, Marty Marks, AFL-CIO, Mary Pat Nolan, Rider, Jason Huff, Local 85, Patrick Singleton, ACTC, Lisa Monahan, Rider

The Chairman called on Mr. Bland for a report.

Mr. Bland reported that with the recess of yesterday's meeting, we were hopeful that concessions in our collective bargaining agreement with ATU Local 85 could have meant a restoration of the service scheduled to be reduced tomorrow until at least June of 2012. Mr. Bland wanted to bring the Board up-to-date on what's transpired since they recessed.

First, Steve commended Pat McMahon, Joe Pass and other ATU, Local 85 leadership for presenting a very serious and historic offer of concessions. Their efforts were very real, are appreciated and I hope it's an indication of an ongoing approach to help the Authority to grapple with our long-term structural cost issues like legacy costs.

Mr. Bland then wanted to particularly thank County Executive Dan Onorato and his staff. Any hope of restoring these service cuts and assuring the Authority's long-term sustainability were the direct result of the County Executive's intervention and willingness to investigate creative solutions to help transit riders. He has spent many hours personally over the past several weeks on this effort and has extended many other resources of his office to help solve this crisis.

Mr. Bland continued reporting that at yesterday's meeting, this Board offered to consider the proposal presented by the Union, after the Board meeting had begun, if analysis by county and Port Authority's financial staff showed that it met the necessary financial savings needed to hold off these service cuts. Unfortunately, this analysis, confirmed by county finance staff, found the results, though very significant, to be well short of the necessary savings that were communicated to the Union by the County Executive. You will remember that we needed to generate \$30 million annually from any combination of expense reductions and revenue increases to avoid the 15 percent service reduction. Mr. Onorato had sought \$20 million from annual savings from the Union's collective bargaining agreements; \$3 million in revenue from a fare increase that the Authority would implement on or about July 1 of this year; and \$7 million in additional funding each year from Allegheny County. The shortfall in the Union's proposal, as per your meeting yesterday, was communicated to President McMahon by the County Executive at 5:00 p.m. yesterday afternoon, along with a reintegration of our intent to stop the service cuts if the union could see fit to agree to either of two options presented to them by the County Executive.

At yesterday's Board meeting, Mr. McMahon raised concerns that he would have insignificant time to explain these proposals to his membership and organize a ratification vote by 3:00 p.m. today. In recognition of this concern, the County Executive offered that if Mr. McMahon would simply agree to either of the two options, sign the term sheet associated with the option of his choice in an unaltered form, and present it to Port Authority at any time prior to 3:00 p.m. today, Mr. Onorato would ask Port Authority Board to delay the service changes for one week to allow Mr. McMahon time to get the necessary ratification vote. If Mr. McMahon would successfully gain ratification of either option, the cuts would be stopped. If Mr. McMahon could not get the ratification of his membership, the service changes currently scheduled for tomorrow, March 27, 2011, would instead be initiated on Sunday, April 3, 2011. Mr. Bland noted that as of this deadline, we have not yet received either term sheet from Mr. McMahon. As a result, it is staff's recommendation that you move forward with your agenda as originally scheduled yesterday.

He noted that he would however, like to tell the leadership of ATU Local 85, on the behalf of Port Authority and Mr. Onorato, that we sincerely appreciate the hard work and the effort that you put into working toward a solution of this issue. I would hope we can keep the spirit of dialogue open as we move forward toward a permanent solution to Pennsylvania's transportation funding crisis to avoid a repeat of this unfortunate time in our history. Although it is unfortunate that we must move forward with tomorrow's service reductions, the history of patchwork solutions that get the Port Authority to limp by month by month needs to stop and permanent lasting solutions need to be found. First and foremost, we all need in working together to communicate to Harrisburg that our problems lie on the revenue side with a faulty state transportation funding system that needs to be created.

This concluded Mr. Bland's report.

The Chairman then called on Mr. McMahon. Mr. McMahon reported that he had prepared a statement, and his plan was to stay with it, but he wanted to respond to Mr. Bland's comments to set the record straight.

First, Mr. McMahon thanked everyone who has helped us in the past three months, including thousands of transit riders, the public, community group leaders for all of the efforts that they put out to stop this. Mr. McMahon said that he is so proud of the members that he represents who are willing to sacrifice for the right reasons, the transit riders we serve. He is proud to stand by his officers, his Executive Board members that definitely stood up and did the right thing. He thanked all of the other

labor leaders that are here today in support and all the many, many labor leaders who have reached out to him in the last two or three days. He also wanted to thank every local government, state, municipality, legislators, U.S. Congressmen, who are all tremendous people, for their efforts. He noted that labor leaders from Richard Trumka, Leo Gerard, John DeFazio, Jack Shea and many, many others who know what this real issue is about, have supported him and he couldn't have ask for more.

Mr. McMahon reported that he wanted to make a few comments about what has transpired since yesterday. "I was told, I think, and I'm not going to sit here and point fingers; we all know everyone's position." He was told yesterday by Chairman Brooks and Mr. Bland that they will notify him by 5:00 p.m. and possibly earlier. About 4:30 p.m., a meeting was called to find out what was happening. Mr. McMahon did not hear anything and was waiting for his phone call. He turned on the news, and it was reported that the deal was done. He said, "Pat McMahon and Local 85 didn't know and that's a fact."

He continued reporting that at 5:01 p.m., after the 5:00 p.m. deadline by the way, he received an email from a guy named Derek Uber, who works in the County Executive's office, that simply said you're proposal doesn't meet the bar and we have two other proposals.

As far as the numbers not being enough, the union's number was to get in the ballpark of \$20 million. When we started to get there, Dan pulled the cart. As far as he is concerned, someone doesn't want this deal. They don't want it; they want what's going to happen here. I was told to have a meeting today by 3:00 p.m. with a ratified answer. By the way, the fact of the matter is I have a letter from an International President saying that if you violate your bylaws of the International Constitution of Bylaws, that vote would probably be ruled null and void, but that doesn't matter at this point. For the record, that's what you would've been doing if you would have forced me to take a vote yesterday, but that doesn't even matter because you didn't give me that opportunity.

Mr. McMahon then presented his prepared statement. He reported that we are deeply disappointed that County Executive Onorato does not agree with the proposal that Local 85 has put forward on behalf of the members, and we think it is the best path we could take now for the future of transit and our union. Leaving our proposal, regardless whose numbers you want to believe, is irresponsible to leave that proposal on the table.

The two take-it-or-leave-it proposals Mr. Onorato tried to force on us in the 11th hour were disingenuous at best. I'll conceive, and most importantly, Mr. Onorato was well aware, would have been unacceptable to my membership. When the Chief Executive presented these proposals to us, we told him that it would fail. We told the Chief Executive that the two specific issues would be deal breakers to our members during what we thought were in good faith negotiations that went on nearly a week.

Mr. McMahon said that he had his 20-member board, along with Mr. Pass, went item by item and broke it down. Would you recommend it, number one, and if you recommend it or not, do you think our members would vote for it. The two items Mr. Onorato clearly knew would be deal breakers, my Executive Board wouldn't even let me take them to the members.

If you, as this Board, have the authority to override Mr. Onorato, it is your decision now to do the right thing. You have at least \$16 million off the backs of the workers who desperately want to keep this

running; not only for themselves, but for the city and this county that we live in that we want to be successful. That's what we want and we did the hard thing.

We are serious about trying to prevent these cuts. No one who seriously cares about this system and the people we serve, would leave 16 to 18 million dollars sitting on the table and present options they knew were unacceptable. When notified that our proposal did not meet the financial goals needed to prevent the cuts by email, after the 5:00 p.m. deadline, no explanation or analysis was offered as to how we fell short in these calculations. In fact, no one even had the courtesy to make a phone call. Our proposal offers a simple, undeniable calculation of a percentage of a fixed number. Our math works and our proposal works.

Mr. McMahon continued reporting by asking, what is the real reason Dan Onorato is walking away from \$18 million and 225,000 transit riders? We strongly believe there is another agenda in play. Mr. Onorato has manufactured a budget crisis that is worse than it needs to be to push off the political agenda of privatization and union busting. We are not morons. The people of this county are not morons. We know that this Board has the power to delay these cuts for one week or possibly two weeks while a good faith negotiations proceeds. Delaying the cuts one to two weeks will result in far less inconvenience than we'll be experiencing if the cuts go through.

Mr. McMahon urged the Board to postpone the cuts today, give us an opportunity to stop the cuts for the next 15 months and keep this transit system operating at levels the riders, workers and taxpayers deserve. I hope you take it as serious as I do and I hope no one is dictating to you. If you go through with these cuts, you are mistaken if you think that our coalition and our body of support will stop.

Mr. McMahon made one last appeal to the Board. You should do the right thing. You should make a motion to stop those cuts for at least a week to sit down and to take our proposal and get the real numbers. I'll work with you together whatever it takes to get to the \$20 million benchmark. We are asking you to do the right thing for the citizens of this county to keep mass transit running as long as you can with what you have, with our assistance. The fact of the matter is if you just take what we put on the table yesterday, you will get to the ultimate benchmark of June of 2012, what everyone is trying to do.

Once again, Mr. McMahon appealed to the Board to do what is right and he hopes you are not being dictated to. He would appreciate if the Board would do the right thing, and so would the rest of Allegheny County.

The Chairman called on Dr. Martoni. Dr. Martoni stated that personally, he does not see any harm delaying for one week and all of us sitting down and working something out. Dr. Martoni stated that he wanted to clarify that he is talking as an individual. He continued saying that he has peers out there from County Council and we had a talk about it this morning. I promised Port Authority, I promised the union and I promised the 224,000 people that use our system that the members of County Council, at least the members that I worked with this morning, will do everything humanly possible as a council to make this thing a go. Again, Dr. Martoni wanted to clarify that he was speaking as an individual Board member, noting that he usually sits saying nothing because he knows so little about mass transportation. I know nothing about it, but I know one thing; there are 220-some thousand people a day using transit in Allegheny County. To me that's the most important thing that I have to know. What am I saying? I'm not even sure what I'm saying to be totally honest with you, but I do agree that we have to keep the dialogue open; we have to put limits on it and we all

have to be ready to give and take something. We all want something out of it; we should all give something for it.

Dr. Martoni continued by saying that he does not have a political agenda. I'm a member of County Council Citizen's Group and I am not running for anything or trying to make points with anybody. He continued saying he works hard for a living. I can hardly walk right now and I was in a situation that I couldn't walk and I got help from your union. They were very good to me and I am thankful for that.

Dr. Martoni said that he personally would like to delay this for one week and all of us sit down and work out a solution.

Ms. Ellenbogen asked Dr. Martoni if he could get County Council to give Port Authority a \$15 million annual increase because that's what we need to make up the difference between Mr. McMahon's proposal. Dan Onorato said he would get \$7 million, so we would need \$15 million.

Dr. Martoni replied that he has no idea what he can do. He continued saying, I got to be honest with you, I can't go out and get \$15 million, but what I could do is everything we can. I have peers from County Council with me that know more about those kinds of things than I do.

Mr. John DeFazio, member of County Council, requested to speak. He said that whatever is humanly possible that we could do, we will give. Noting that he didn't hear anyone from the Board saying what they are going to give.

Mr. DeFazio continued saying that, seriously, he is not trying to put on a show here, but when you are in these types of situations, everybody has to sacrifice. I don't see that coming up, so you better look at that. All of us, as Dr. Martoni said, should get together and do whatever we can do. I know we were holding money. Naturally we'd give that extra. Whatever we can do, we'll do. He would like to hear from other people sharing in this sacrifice. If everybody gets together, we should be able to solve this problem.

The Chairman asked Mr. McMahon if he would work to the number that we're trying to reach and that they would all agree to.

Mr. McMahon replied that there were items that we were already talking about and told him we would still talk about on the two options provided to us by Mr. Onorato, noting that there are two items that are absolutely deal breakers and that's beyond our control.

Mr. Taylor asked Mr. McMahon what are the two deal breaker issues. Mr. McMahon replied healthcare and post-retirement healthcare. In his proposal, he stated that the union is willing, if we get to where we need to be to buy time, we will continue to sit fairly, get an actuary in here, a healthcare consultant and get some real numbers. We will continue to work with you and as we discover things that we may be able to get back from the retirement healthcare and shift it back to his employees' wages, we'll give it to you.

Mr. McMahon continued by saying that the two options that were put on the table both come up to \$20 million when in truth, that number is larger because the union extended five years last contract to get full healthcare, noting that was \$93 million.

The Chairman at this time stated that everybody on this Board is looking out for transit whether you believe it or not.

Mr. McMahon replied that he is not debating with him, he is appealing to him. If we did either option that was presented to us from Mr. Onorato, it would be much more than \$20 million. He also said that Dan promised the union to give an additional two percent from his drink tax [a million a year], and he also said that he would raise fares again. Referring to Ms. Ellenbogen's comment about getting an additional \$15 million from County Council, Mr. McMahon noted that we wouldn't need that \$15 million to get to June of 2012.

The Chairman asked Mr. McMahon if he is willing to move forward from the plan that you already showed us. Mr. McMahon replied yes. Mr. McMahon wanted to be perfectly clear. They're deal breakers, but there are other things in his components that we can work on. I believe we can get there.

After more debate, Mr. McMahon wanted to say something for the record. He said, "I for the first time publicly to Mr. Onorato, agreed that the retiree healthcare needs fixed." He added that we know where we have to go regarding legacy costs. He also stated publicly that his proposal will give us time to start working this out. Adding that the union is absolutely committed to working to keep this system going and we'll do whatever we have to do including that.

Dr. Martoni requested from his peers an extra week. He realizes that week is going to be expensive, as he was already told that from Port Authority in many ways. He continued saying that he is probably out of line with some members because he is deviating from them now and he has listened to both sides including sitting here listening and seeing a lot of his friends out there that he has known for a long time. Dr. Martoni wanted to clarify again that he said a week because he thinks we can't let this thing fester on and on without something happening. Dr. Martoni wanted to be clear to Mr. McMahon that it is one week and Mr. McMahon said yes. Dr. Martoni said that means some of us, certainly Mr. McMahon, if this goes through certainly some people here will have to work day and night probably to get this thing resolved in a week. Mr. McMahon replied that he is here and he won't go home until this thing is done if that's what you need.

Dr. Martoni replied that he knows it is a big sacrifice and at this time wanted to say that referring to the Board this is a very good group of people and no one is here for any investment interest at all. These are just good American citizens trying to make things better. I don't want to hurt these people. They're doing the right thing from their perspective.

Mr. Jack Shea, ACLC AFL-CIO, asked to speak at this time. He reported that Mr. McMahon's numbers are there and we are so close to not ruining transportation in our community. We cannot let this slip through our fingers. I've been negotiating for 40 years all over the country. I've been in situations like this where it takes this kind of a crisis to get it done. That's where we are at. I'm not speaking from prepared notes. I'm speaking not only from a lot of hard, hard bargaining, but a lot of passion because he was born and raised here. He noted that one week would be tough and he knows it will cost the Port Authority, but if we can complete it in a week, let's try it. Nothing comes easy. We have to try to save the transit here in Allegheny County.

The Chairman called on Mr. Richard Fitzgerald. Mr. Fitzgerald said that he has been talking to a lot of his colleagues in Harrisburg, as well as a lot of folks locally. First of all, he wanted to applaud Mr. McMahon and his workers because not only have they gone more than half way, I think they have

gone more than half way. I think they have stepped up and in the 12 years that I've been on County Council, I can't remember any working group whether they be labor, union or non-union that have stepped up with the kind of concessions and give backs that they have. I think they should be applauded for what they did.

Secondly, he thinks everything has to be on the table. He believes Dr. Martoni and Councilman DeFazio said it well. Councilman Nick Futules has been working on it as well. This is something where we have to put everything on the table, fare increases, zone changes, worker concessions, management, workers, and state and drink tax money. Whatever it has to be, we got to sit down and he would implore to wait the week.

The unfortunate situation that we are all under is we still know it's that \$50 million shortfall that has landed on all of us. When the tolling I-80 fell apart, the legislature and the Governor have not stepped up to replace that money. Here we are fighting amongst ourselves. I think they got us all playing a shell game by taking that money away. We have to go back there and that's got to be part of the solution.

Mr. Fitzgerald added that for this week and this short-term solution, what Pat and his members have done really is to be applauded. I would just implore the Board to give a week. You have my commitment and all of the folks on Council that we will roll up our sleeves, work around the clock and do everything that we can do to find the money.

Mr. Ken Love gave a brief comment at this time. He said to come back to the table. If we don't, then the wall behind us we [he pointed at the Port Authority dedicated to the gold standard of service sign] will have to take a hammer and chisel and take it off the wall. Let's come back to the table.

The Chairman continued the meeting and gave the Performance Oversight Committee report. A meeting was held on Wednesday, March 16, 2011, and notes of the February 16, 2011 meeting were approved by the committee.

The operating budget results for the month of February were presented. Total revenue for February was unfavorable to budget primarily due to advertising, interest and other income. Year-to-date revenue was favorable to budget primarily due to advertising revenue and other income. Expenses for February were unfavorable to budget primarily due to wages and salaries, provisions for injuries and damages and amounts capitalized. Year-to-date expenses were favorable primarily due to Purchased services, employee benefits, and amounts capitalized.

There were seven resolutions discussed at the meeting. The following resolutions were reviewed and are being recommended by the committee.

The committee reviewed one procurement change order in the amount of \$700,000 for the purchase of unleaded gasoline. The committee found this change order to have been submitted in accordance with the Authority's procurement policies and procedures and the price to be fair and reasonable. The Performance Oversight Committee recommends approval of this change order in the amount of \$700,000.

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

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

Mr. Lennen, general counsel, noted at this time that all resolutions the Board passes today should be re-dated with today's date.

The next resolution authorizes the Authority to convey real property to the Urban Redevelopment Authority of Pittsburgh (URA).

The Authority owns an approximately 20,100 square foot parcel of property located on the northern side of Butler Street near the intersection with the 62nd Street Bridge in the city of Pittsburgh.

The URA has requested the Authority to convey the property to assist in the efforts to advance the development of the Allegheny Riverfront Vision, a community-driven plan for the Allegheny riverfront extending from the convention center to the eastern border of the city. The Authority staff has determined the property is not required for ongoing or future transit purposes provided the URA agrees to certain conditions prior to the sale.

These conditions include conveying an approximately 220-foot long by 20-foot wide easement area for bus layover purposes and URA agrees to assist the Authority in its efforts to locate a suitable space for, and development of, a park and ride lot in the Lawrenceville area.

An appraisal and review appraisal were conducted by PENNDOT and the fair market sale value of the property has been determined to be \$93,500.00. Additionally, the URA has agreed to reimburse the Authority in the amount of \$3,500.00 for the costs that the Authority will incur to stripe and sign the new bus layover area.

This resolution will allow the Authority to complete the proposed conveyance of the property from the Authority to the URA for the total price of \$97,000.00.

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

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

The next resolution authorizes the Authority to enter into an agreement with Maher Duessel to provide financial audit and pension plan audit services. The Authority requires a contractor for the performance of the annual single audit and financial audit for the fiscal years 2011, 2012 and 2013, and an annual audit for the Authority's three pension plans for the calendar years 2010, 2011 and 2012. The agreement will be for a three year period with options to extend the term agreement up to an additional two years at the sole discretion of the Authority.

As a result of the Authority's Evaluation Committee, Maher Duessel was identified as a proposer with the highest rated proposal to perform the services. This resolution will authorize the Authority to enter into an agreement with Maher Duessel to provide these services for a total not-to-exceed amount of \$343,500.

On behalf of the Performance Oversight Committee, the Chairman 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 establish a seventh incremental work program with Tri-Gold for the North Shore Connector project. The Authority entered into an agreement in February of 2001 with Tri-Gold to provide project management and construction management services for the North Shore Connector project. The current term of this agreement expires on April 20, 2011. The Authority has determined that it is in the best interest to extend this term of agreement to June 30, 2012 for a not-to-exceed amount of \$5,000,000, increasing the total not-to-exceed amount of the agreement to \$45,500,000. The Chairman noted that this revised amount remains within the overall budget for the North Shore Connector project.

On behalf of the Performance Oversight Committee, the Chairman 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 amend the agreement for the light rail transit system contract services with LTK Engineering Services (LTK) and Hatch Mott MacDonald, LLC. The Authority entered into an agreement with LTK and Hatch Mott MacDonald in May of 2009 to provide professional engineering services in support of the light rail transit system projects. The agreements are for a three-year period with an option to extend up to an additional two years. In June 2010, the Board approved an increase in the agreement by \$2.3 million to the current combined not-to-exceed amount of \$4.3 million.

The Authority has determined that it is in its best interest to increase the total not-to-exceed dollar amount of the agreements by \$2,500,000.00 to a combined total of \$6,800,000.00, in order to continue to utilize the services of the contractors to perform contract services on an as-needed basis through task-specific work orders.

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

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

Ms. Ellenbogen then proposed a recess to be taken to go into Executive Session pursuant to Sections 708(a)(2) and (4) of the Pennsylvania Sunshine Act and Section 8 of the Port Authority bylaws.

The Board recessed at this time to go into Executive Session.

The Chairman reconvened the meeting and presented a resolution authorizing the Authority to issue a fixed route shuttle permit to Lenzner Coach Lines/Coach USA. On or about February 23, 2011, Lenzner Coach Lines filed an application with the Authority seeking a permit to

allow it to operate a private, fixed route shuttle service in Marshall Township and downtown Pittsburgh beginning on March 28, 2011.

A public hearing was held on March 8, 2011, where a committee received testimony and documentary evidence from Lenzner, along with testimony from the Authority's director of Service Planning and Scheduling, president of Local 85, Marshall Township officials and several members of the public. The committee deliberated and considered the merits of Lenzner's application and rendered an opinion recommending that Lenzner be granted a permit for the reasons set forth in the opinion attached to the resolution.

Overall, the committee determined that the application filed by Lenzner documented strong capabilities of the operator. Further, the proposed service does not compete with services operated by the Authority as of March 28.

This resolution will permit Lenzner Coach Lines to provide private, fixed route shuttle service between certain locations in Marshall Township and downtown Pittsburgh beginning on March 28, 2011.

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

It was moved by Ms. Ellenbogen, seconded by Mr. Taylor and agreed that the resolution be approved as presented. [Resolution opposed by Dr. Martoni and Chairman John Brooks.]

The next resolution authorizes the Authority to issue a fixed route shuttle permit to Lenzner Coach Lines/Coach USA. On or about February 23, 2011, Lenzner coach lines filed an application with the Authority seeking a permit to allow it to operate a private, fixed route shuttle service in the borough of Franklin Park and downtown Pittsburgh beginning on March 28, 2011.

A public hearing was held on March 14, 2011, where a committee received testimony and documentary evidence from Lenzner, along with testimony from the Authority's director Service Planning and Scheduling, Franklin Park's mayor and several members of the public.

The committee deliberated and considered the merits of Lenzner's application and rendered an opinion recommending that Lenzner be granted a permit for the reasons set forth in the opinion attached to the resolution.

This resolution will permit Lenzner Coach Lines to provide private, fixed route shuttle service between certain locations in the borough of Franklin Park and downtown Pittsburgh beginning on March 28, 2011.

Overall, the committee determined that the application filed by Lenzner documented strong capabilities of the operator. Further, the proposed service does not compete with services operated by the Authority as of March 28, 2011.

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

It was moved by Ms. Ellenbogen, seconded by Mr. Taylor agreed that the resolution be approved as presented. [Resolution opposed by Dr. Martoni and Chairman John Brooks.]

There was no new business.

The next Regular meeting will be Friday, April 29, 2011.

The meeting was adjourned.

Approved