

PORT AUTHORITY OF ALLEGHENY COUNTY
MINUTES OF THE REGULAR BOARD MEETING
FRIDAY, APRIL 27, 2012

The Regular Meeting of the Board of Port Authority of Allegheny County was held on Friday, April 27, 2012 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
Guy A. Mattola
Joe Brimmeier
Constance Parker
Mavis Rainey
Eddie Edwards (via phone)
Joel L. Lennen, General Counsel

Media:

Walt Golden, KQV
Jon Schmitz, Post-Gazette
Lauren Daley, City Paper
Nick Jovonovich, Essential Public Radio
Brenda Walters, KDKA-TV
Adam Kirk, KDKA Radio
Jeremy Boren, Tribune-Review

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, Keith Wargo, project manager North Shore, Tony Trona, director Purchasing and Materials Management, Jim Ritchie, director Public Relations, Tom Noll, director Technical Support & Capital Programs, Deborah Skillings, Community Outreach coordinator, Chief Steve McCauley, Det. William Wagner, Det. Shannon King, Kim Henderson, Legal secretary, Heather Pharo, social media and communications representative, Brenda Fink, director Internal Audit, Dan DeBone, Community and Government Relations officer, Terri Landis, director Advertising Sales, John Beeler, manager Customer Service, John DeAngelis, manager Contract Administration, Fred Mergner, assistant manager, Scheduling & Service Planning, Robin Rochez, assistant manager Customer Service, Carolyn Shelton, Customer Service assistant, Virginia Sprowls, supervisor Customer Service, Karen Bown, administrative assistant, Diane Williamson, executive assistant

Others:

Jonathan Robison, Speaker, Patrick McMahon, ATU Local 85, Speaker, Glenn Walsh, Speaker, Ken Zapinski, Speaker, Chris Sandvig, Speaker, Bob Glidden, Pittsburghers for Public Transit, Speaker, Lucy Spruill, UCP, Speaker, Austin Davis, County Executive's Office, Jack Shea, AFL-CIO, Dean Monganis, PPT, Jon Smith, ACTC, Joe Bianco, M.E.C., Karen Hoesch, ACCESS, Bob Schmitt, transit rider, Felicia Thomas, Sci-Tek Consultants, Joyce Ann Blotzer, Joseph Astuh, Controller, Joan Natko, ACTC Board, James Love, ACTC, John Tague, CAT

ATU Local 85

Steve Palonis, Jeff DiPerna, Bob Michael, Jim Cavolo, Charles Farkas, Lanette Mitchell, Mel Brentley, Daniel Murray, M. Marks, Roy Young

Before calling the meeting to order, the Chairman introduced the Board's newest member, Ms. Constance Parker. Ms. Parker has been very active in this community for a number of years and he welcomed her to the Board.

Before moving to the public comment portion of the meeting, the Chairman wanted to remind everyone that Port Authority Board has established a written policy and procedures for members of the public who wish to address the Board. The policy can be found on Port Authority's website.

The policy has been adopted to ensure that all members of the public wishing to address the Board have time to do so and to make sure that the Board conducts its regular business in an orderly fashion. The Port Authority Board has always, and continues to, encourage members of the public to bring questions or issues first to the attention of Port Authority staff, and if the issue cannot be satisfactorily resolved by the staff, to the Board. However, if a member of the public wishes to address the Board, and continue to have the right to do so, he or she must conform to the policy.

If you wish to address the Board at a future meeting, a request must be made in writing and received at least five business days prior to the date of the meeting at which you wish to speak. Verbal requests will not be accepted. Please also remember that all presentations to the Board must be relevant to the concerns or work of Port Authority.

The policy also provides individuals with a maximum of three minutes to address the Board, or an organization which has more than one speaker with a maximum of five minutes. These time limits have been put in place to ensure that all individuals and organizations have a fair and reasonable opportunity to address the Board. If a speaker feels that they need more than the time allocated, then the person should register to speak at another future Board meeting, or put the additional comments and concerns in writing to my attention as Chairman of the Board.

The Chairman also noted that when he advises a speaker that their time is up, the person must immediately discontinue speaking. If this request is not followed, you will be asked to leave the podium. If you fail to act in an appropriate manner, you will be escorted from the podium by Port Authority officers and security personnel.

Also, in prior Board meetings last year, we had an issue with members of the audience who were not scheduled to speak, or had exhausted their allotted time, disrupting the meeting and business of Port Authority or otherwise acting in a discourteous manner. He added that while the Board certainly understands and appreciates that this continues to be a very important, emotional time for public transit, this type of behavior is unacceptable and cannot be tolerated. If this should occur in the future, those who do so will be asked to leave the Board Room immediately. Any individual or organization adhering to the above procedures will be permitted to address the Board and continue to do so in the future. On the other hand, failure to follow the established procedures, or otherwise act in an appropriate manner, may result in further action that the Board deems reasonable and necessary to ensure that everyone has a chance to address the Board and that the business of Port Authority is carried out without disruption.

On behalf of the entire Board, we appreciate your cooperation with adhering to this policy and acting in a courteous manner.

The Chairman called the meeting to order and recommendation was made for approval of the minutes of the March 23, 2012 Regular Board Meeting. The motion was moved, seconded and passed.

The Chairman called on Mr. Glenn Walsh to begin the public comment portion of the meeting. Mr. Walsh reported that he is a regular light rail and bus rider that has chosen not to drive a vehicle since

1985 to help save energy, protect the environment, and reduce city traffic congestion. Mr. Walsh has been an active transit advocate for more than 30 years, including three terms on the Allegheny County Transit Council as a charter member, noting that today's comments are his own and do not reflect those of any organization.

He stated that a 35 percent cut in transit service would devastate many people in Allegheny County. Money must be found to reduce or eliminate these proposed cuts. With the great success of the North Shore Connector and feeder bus routes 14 and 18, Port authority costs could be reduced greatly by increasing feeder bus lines. With feeder bus lines, you could eliminate the time and money wasted when buses crawl through downtown traffic, particularly during rush hour. This could be a much more efficient means of providing the same transit service. Buses that circle Allegheny Center or Allegheny Commons Park could feed into the North Side Subway Station. Most West End buses could feed into the Allegheny Station. Route G2 would continue on Carson Street to serve the Duquesne Incline and terminate near the Gateway Station. The South Busway buses could feed into the T itself at the South Hills Junction. He continued suggesting that a consolidation of Routes 40 and 43 could circulate on Mount Washington and feed into the Monongahela Incline with free transfers to the T. Routes 48 and 51, and perhaps other South Side bus lines, could feed into the T at Station Square and East Hills bus routes could feed into the Wilkesburg Station on the East Busway.

Mr. Walsh continued reporting that this money could be used to preserve some bus service now slated for elimination. Even if some State money is eventually forthcoming, it may not be the entire \$64 million needed. Implementation of the feeder bus system could provide the additional funds necessary to keep more buses on the road. He concluded his report by saying that even if the Board votes today to approve the service cuts, please evaluate the financial viability of this feeder bus system proposal.

The Chairman called on Mr. Pat McMahon, president and business agent of Local 85 Amalgamated Transit Union.

Mr. McMahon reported that he represents the 2,300 dedicated workers who deliver the service every day in this County. He stated that the situation we find ourselves in is not the fault of this Board; it is not the fault of the workers of Local 85; and it is not the fault of the transit riders we serve. Unfortunately, public transit has been put in permanent crisis mode because the politicians in Harrisburg cannot summon the political will to take the responsibility to do the responsible action necessary to pass a transportation funding bill. Enough is enough. There has been enough said about where the problem lies and enough solutions have been put on the table to lay out a clear path to funding sustainability. The blame for the failure of Act 44 and the tolling of I-80, and the failure of the Governor and the State legislators to find a workable alternative, is not the fault of the transit workers.

He continued saying that in recent weeks nearly everyone in authority, from local officials to the Governor, has said, or implied, that critical to solving the transit funding is wringing concessions out of the union workers. If you truly believe the future of public transit in Allegheny County depends on putting the financing on the workers who are simply and reliably doing their jobs, then you are sadly mistaken. The men and women of Local 85 are members of this community. We are moms and dads; we are little league coaches and church elders; we are volunteer fire fighters and regulars at the neighborhood coffee shop. We are this community. We are not ATMs who can be wrung for more cash every time politicians somewhere failed to live up to their responsibilities. I am not saying

that workers of Local 85 are not willing to do our fair share to keep public transit alive and healthy. We have done our part. In contract negotiations, we made historic concessions which saved Port Authority over \$93 million. In March of last year, we came forward willing to invest \$10 million in wage and benefit concessions to avoid cuts in transit service and transit jobs, but Dan Onorato and this Board, at the time, turned their backs on us and turned their backs on the citizens, adding that the Governor simply ignored them and let 15,000 people lose their transit lifelines.

Mr. McMahan said, "Here is the bottom line, we cannot negotiate in a vacuum. We will not even consider any more concessions without guarantees that bring about a sustainable funding strain and job security for 2,300 people directly responsible for driving 200,000 people every day to their jobs. Every concession we have made in the past has only led to more demands and more concessions. This has to end. The State has to do its part and put a transportation transit funding solution on the road to sustainable funding. We need reliability, responsible partners with whom we can negotiate with. We cannot make a deal with Port Authority on a labor contract not knowing what the State is going to do."

Mr. McMahan added that the Governor has to be party to our talks. We have to know the Commonwealth can be part counted on to do its fair share before we can strike any kind of a deal going forward. The transit workers have made concessions; Allegheny County has done their part; and Port Authority management has made painful cuts. The local elected officials have passed legislation and very controversial taxes to support transit, and the riders have contributed to successive fare increases to do their part. It is time for the Governor and legislature to summon the political will and do their part to protect this vital public service. The men and women of Local 85 will not be wrung. The leadership of Local 85 will not let that happen. Rather, we will be partners in finding real solutions that respect workers, respect riders, and respect the taxpayers of this County. We just need other partners whose word can be counted on.

Mr. McMahan concluded his report by saying that maybe it is time to draw the line in the sand and put it on Harrisburg and say if you want to cut funding we will continue to run our service until the money runs out and then let the State shut the place down if that is what they think is the right thing to do for Allegheny County and the Commonwealth of Pennsylvania.

The Chairman called on Mr. Jonathan Robison for a report. Mr. Robison started his report by saying that he cannot say it enough, but call the Governor. Then he noted two stories in the paper one regarding Pittsburgh Downtown Partnership and the growth of downtown and the other story regarding CMU's 10-year plan. This is important, significant progress for all of us, but it depends on a viable transit system, and this is incompatible with the planned 35 percent service cuts and we have got to prevent this from happening. Mr. Robison concluded his report by once more urging everyone to call the Governor.

The Chairman called on Mr. Chris Sandvig from the Pittsburgh Community Reinvestment Group. Mr. Sandvig reported that he is the regional policy manager for Pittsburgh Community Reinvestment Group and runs the Go-Burg initiative, which focuses on transit issues with the City and Allegheny County. He reported that, as we all know, the day that none of us wanted, but most of us expected, is upon us. The vote the Board is about to take will have disastrous consequences to those who rely on transit to be productive members of society. And, for the first time ever, our vaunted ACCESS service faces an even more disastrous loss. What may not be obvious to some is what this means for those who don't use transit, regardless of where they live in Southwestern Pennsylvania. For our fellow Allegheny County neighbors, you will have to set that alarm earlier for commuting, and coming

home to dinner later. You will also be buying more gas because you'll be sitting in traffic longer. For parents of college and tech students, you may just need to find another car for your children or they will have to incur the enormous costs of a vehicle for themselves adding to an already tenuous situation. All of this is also true for our friends who live outside the County, who work or have children that go to school in Pittsburgh. This also matters for our friends in the rural areas, maybe not right away, but eventually. With increased traffic on rural roads, perhaps there will be more accidents, strains on municipal facilities and potential tax increases to pay for those services, not to mention construction would threaten the peaceful quality of life that they enjoy as development moves further out. These are just some of the impacts from these cuts.

Mr. Sandvig said that he has to be careful because we do still have time. We are hopeful that a resolution can be resolved before transit sees the beginning of the end. We are encouraged by recent efforts to convene parties to reach a solution. It is clear that everybody must come to the table and be ready to offer whatever it is that they can. This solution will require everyone to make sacrifices to save transit for the region. We are encouraged by Governor Corbett's recent statements and desire to craft a comprehensive solution that does not rely on more one-time fixes. We thank the ATU for coming much earlier than required, and County Executive Fitzgerald's making good on a campaign promises to solve our transit crisis. And, perhaps, more than ever, the community stands behind Port Authority and together we can find a way out of this. He added that no one wants these cuts to be approved today, however, given what we face now, there really is no choice. We all hope that a solution will be found that will reverse this horrific course in the near future.

The Chairman called on Mr. Ken Zapinski from the Allegheny Conference. Mr. Zapinski reported that over the past five years, this Board has made a number of decisions to help reshape and improve Port Authority. They were hard decisions, but they were right and necessary. You have cut employees, cut benefits, cut routes and raised rates all in an effort to reform the system to make it more efficient, more cost-effective and to meet the needs of the Pittsburgh region, its residents and its businesses. Today's action is the only one within your control that you can take to address this problem in a responsible way. One hopeful note is that there is an answer to this problem that will not require cutting service 35 percent. The right combination of increased County match, sufficient Union concessions from short-term expenses to long-term legacy costs, and State action will create a stable financial foundation for the future.

Mr. Zapinski continued reporting that the recommendations from Governor Corbett's Transportation Funding Advisory Commission provide the framework for this three-part solution. He concluded his report by saying that the Allegheny Conference stands ready to help Port Authority work with ATU Local 85, elected leadership here and in Harrisburg, and the people of the Pittsburgh region to craft the solution that will stabilize Port Authority's finances and ensure the kind of public transit system that is critical for the people and the economy of this region.

The Chairman called on Ms. Lucy Spruill, director of Public Policy for United Cerebral Palsy of Pittsburgh. Ms. Spruill reported that she is here this morning to ask the Board to do something very difficult, but believes it is extremely necessary and important, or she would ask. She asked the Board to defer voting to make the cuts in the ACCESS Program and give us more time to come up with the \$5.5 million that will be needed in order to keep this life-sustaining service available to people with disabilities throughout Allegheny County. As everyone knows, and has heard over and over again, these cuts will cause irreparable harm to approximately 1,800 people, harm that will not be reversible. About 500 people will stand to lose jobs. At least half will lose their ability to obtain healthcare. You are talking about people not being able to leave their home at any time, ever, for any reason. We

know that even human contact is necessary to sustain life and there is plenty of research that supports that. So these cuts, as bad as the cuts are for everyone, people with disabilities support a viable transit system for the entire County. Those of you who have been here know that we have been here year after year and we will continue to be here in future. So we are not asking you to cut anyone else's service, but what we are asking is to please give us more time to work with Port Authority staff, with State officials at PENNDOT, with the elected officials at the State and local levels, to come up with a solution for what is a relatively a small part of the \$64 million that is needed.

Ms. Spruill concluded her report by saying that we really need your show of commitment to keep those life-sustaining services available to people with disabilities throughout the County.

The Chairman called on Mr. Bob Glidden, representing Occupy Pittsburgh and Pittsburghers for Public Transit. Mr. Glidden reminded everyone that Pittsburghers for Public Transit has been working to increase awareness of this throughout the public, talking to thousands of people that are bus riders. He would like to reiterate on behalf of all of the people they have spoken to, these people really depend on this service. He would also like to reiterate the calls to defer this decision until a time period that it can be done in a manner that actually benefits people. He also wanted to make sure everyone is aware of the demonstration that was across the street this morning and announced that when the meeting is over this group will demonstrate in front of Governor Corbett's Pittsburgh office.

He concluded his report by saying that we need to remind everyone that the workers of Local 85 are standing aside the workers that rely on the bus service to get to work. Hopefully, we can do whatever it takes to resolve this important issue.

The Chairman called on Mr. Bland for a report. Mr. Bland reported that unfortunately today the financial and funding issues that threaten public transportation in Allegheny County have put everyone in an extremely horrible position, If you didn't get it from the seven speakers who have spoken previously, no one in this room supports cutting half the routes used daily by nearly a quarter of a million riders. Who really thinks that making the Pittsburgh region's roadway congestion and parking issues worse is a good idea? And why do we want to cut vital connections to jobs? None of it makes any sense and the missing piece of the puzzle is a lasting, permanent solution to the way we fund public transportation in this Commonwealth.

Mr. Bland continued reporting that Board members have before them today, as will be presented by Mr. Mattola, resolutions that will drastically slash service in this County, increase fares, and as Ms. Spruill highlighted, irreparably harm ACCESS service to the most vulnerable people in this community. On a positive note, we have seen an overwhelming show of support by this community, in all sectors, to preserve and even improve upon this crucial public service. This is not an issue that is unique to Pittsburgh. It is an issue that is spreading and will grow larger around the rest of the State as we go through the next months and years.

As Mr. Bland reported last month, and over the last couple of months, they did have meaningful conversations with Governor Corbett on this issue, and honestly, Mr. Bland stated that he has the sense that the Governor does not want to see this service go away either.

Mr. Bland stated that he still believes very strongly that we can prevent this drastic occurrence from coming about. But it is time for all of the interested parties to come together in earnest with good will to find lasting and permanent solutions that will prevent this from being a yearly occurrence at Port

Authority. So despite the vote today, it is an impetus for all of us, State, County, Port Authority, and everyone involved in this issue to get very serious with the deadline looming to resolve the issue once and for all.

Mr. Bland wanted to be clear that the vote today, the damage of these cuts, if they come about, is likely irreversible, but the decision today is very reversible. If we come up with a lasting solution in the next couple of months, all it takes is three days' notice to schedule a special meeting of the Board to reverse these cuts. So our work, the work of Port Authority, the Board, our partners, and, of course the advocates who have been extremely effective this time around, does not end today, and he hopes that this will serve as a wake-up call that it is time to solve this once and for all.

On another note, it has been one month today of the opening of the North Shore Connector. Mr. Bland echoed Mr. Walsh's comments that it has been a resounding success so far and we are very pleased and encouraged by not only how smoothly the operation has been working, but how well-received it has been by the community. We are taking rider counts and doing detailed analysis, and in the coming months, we will give the Board a full report on how the Connector is operating. Mr. Bland then reported some encouraging external indicators, as reported by the Tribune Review recently. They reported that the 1,300 space West General Robinson Garage is filling to about 95 percent capacity. That is the garage that is located on top of the North Side Station. When doing a spot-check of cars, it showed just 33 open spaces out of 1,300. This is even more reason to come up with a lasting funding solution so we just don't hold that line, but can begin to work toward the enhancements in transit service that this region truly needs going into the future.

This concluded Mr. Bland's report.

The Chairman called on Ms. Mavis Rainey for a report of the Performance Oversight Committee. Ms. Rainey reported that a meeting of the Performance Oversight Committee was held on Wednesday, April 18, 2012, and the notes from the previous meeting were approved by the committee.

The operating budget was reported to the committee. It was reported that total operating costs for the month of March was \$382,226, below the total from March of 2011. Total operating income for the Third Quarter of FY 2012 is \$2,599,118 above budget. Total expenses for March are down \$644,673 compared to last March, reflecting workforce reduction. Total expenses are below budget through March 2012. The operating subsidies through March of 2012 are \$23 million below the total of March 2011. In March of 2011, Port Authority received \$26.3 million in one-time flex dollars from the Commonwealth of Pennsylvania. Through the Third Quarter of FY 2012, operating subsidies are \$1.8 million below budget. For the month ending March 31, cash-on-hand totaled \$38.4 million of which \$10 million was a draw on reserves and \$14.1 million was on the line of credit.

There were five resolutions discussed and are being recommended by the Performance Oversight Committee for approval.

The committee reviewed four procurement actions listed in the Board packet in the amount of \$4,535,079.75. The committee found these bids to have been submitted in accordance with the Authority's procurement policies and procedures, the prices to be fair and reasonable, and the bidders to be responsive and responsible. The Performance Oversight Committee recommends these items for award for a total cost of \$4,535,079.75.

On behalf of the Performance Oversight Committee, Ms. Rainey respectfully requested approval of the resolution as presented.

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

The next resolution authorizes the Authority to extend the agreement with TranSystems Corporation Consultants for fare model development services. In April of 2010, the Board authorized the award to TranSystems Corporation Consultants to provide services for a total not-to-exceed amount of \$98,500. The agreement provided for an initial term of one year with the option to extend the term up to an additional two years at the sole discretion of the Authority. In April 2011, the Board authorized to extend the agreement for one additional year for an increase of \$50,000 for a total not-to-exceed amount of \$148,500 for the agreement. The Authority has determined that it is in its best interest to exercise its option to extend the term of agreement an additional one year to May 14, 2013, with no increase to the previously authorized not-to-exceed amount.

On behalf of the Performance Oversight Committee, Ms. Rainey respectfully requested approval of the resolution as presented.

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

The next resolution authorizes the Authority to enter into an agreement with the Department of Homeland Security for FY 2012 Transit Security Grant funding. The FY 2012 Transit Security Grant Program is providing funding for transit projects which meet national goals that strengthen the security of the nation's transit systems. The Authority is developing proposals to request a total of approximately \$300,000 to further ensure security of the Authority's bus and rail system. These projects include Police Emergency Services Unit training and contract maintenance reimbursement costs for the Authority's laser intrusion and chemical detection system. Federal funding is providing 100 percent of the total project cost requiring a zero non-federal match.

On behalf of the Performance Oversight Committee, Ms. Rainey respectfully requested approval of the resolution as presented.

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

The next resolution authorizes the Authority to adopt a new advertising policy. On March 27, 1998, the Authority's Board adopted an advertising policy providing the types of advertisements that the Authority would accept on the designated space available for third-party advertising while making it clear that the space would not be a public forum. Based upon a review to determine if the policy should be amended, management recommends that the 1998 policy be repealed and replaced with a new policy as Exhibit A in the Board packet.

On behalf of the Performance Oversight Committee, Ms. Rainey respectfully requested approval of the resolution as presented.

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

The final resolution authorizes the Authority to enter into a ConnectCard retail sales agreement with Giant Eagle, Inc. The Authority is in the process of implementing an automated fare collection SmartCard, commonly referred to as ConnectCard. The Authority has been actively seeking a retail sales outlet for ConnectCard products throughout Allegheny County. Giant Eagle has served as its primary outlet for its current fare system since October 1989. Pursuant to discussions and negotiations, the Authority and Giant Eagle negotiated an agreement that Giant Eagle would continue to serve as the primary outlet when the Authority converts to ConnectCard. The terms and conditions of the outlet agreement can be found in Exhibit A in the Board packet.

On behalf of the Performance Oversight Committee, Ms. Rainey respectfully requested approval of the resolution as presented.

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

Ms. Rainey then reported that the Performance Oversight Committee also received an update from the Internal Auditing Department regarding an audit of ACCESS Transportation System's redeemed and refunded scrip covering various periods from November 2007 through June 2011. It was reported that audit results indicated that in general, passenger revenues reported by ACCESS are reasonable and adequately supported by the redeemed scrip count estimates and that scrip refunds are being processed appropriately. No recommendations for improvement in the processes were made.

As Mr. Bland reported earlier, Ms. Rainey called the first commercial ceremonial ride through the North Shore Connector tunnel, which was held on Friday, March 23, a tremendous success. A lot of people were very encouraged and welcomed the opening of the project. The Connector was open for revenue service on Sunday, March 25.

Ms. Rainey further reported that a brief update on the Fare Collection System was also given to the Performance Oversight Committee.

This concluded the report of the Performance Oversight Committee.

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

Mr. Mattola began his report by saying that we need the State to understand the gravity of this 35 percent cut in service. Mr. Mattola said that it is his regrettable duty to present two resolutions that would increase fares in July and reduce service by 35 percent in September. He continued reporting that the numbers are jaw-dropping. The Zone 1 fare would increase by \$.25 cents and Zone 2 fares by \$.50 cents. A total of 46 routes would be eliminated. All but 13 routes would lose all service after 10 p.m., and about 25 percent of our ridership, roughly 40,000 trips a day, would be lost. A total of 18 park and ride lots will no longer be served, and 400 to 550 operators, mechanics and administrative staff will lose their jobs.

Mr. Mattola continued reporting saying that it is a dark day indeed for Port Authority, but we have not given up hope. To Chris' remark, the clock is ticking. Now is the time to roll up our sleeves and get down to business. It is pretty hard to deny the need for public transportation in Allegheny County when more than 50 percent of the downtown workforce gets there every day using buses and the T. The demand is there, the riders are there, the workers are there, the funding needs to be there, once

and for all. To Lucy's remark, Mr. Mattola wanted to address the need for swift action by State leaders to fix the Persons with Disabilities, or PWD, Program. Individuals with disabilities in Allegheny County should have the same access to transportation services as residents in all other counties, but that is not the case today. Many individuals with disabilities have no choice but to use ACCESS. The cuts in September would cause great hardship to these individuals. About 1,800 individuals with a disability will lose basic mobility. Beyond that, Allegheny County will take a huge step backwards in terms of providing basic service for our most vulnerable population. But the State can fix this by adding Allegheny County to the PWD Program. Allegheny County is the only county in Pennsylvania that is excluded from this State program. This program has nothing to do with our budget or our funding issues. Let's not abandon those who have no choices. This can be fixed and should be fixed today. Ultimately, we all want the same thing here. We all want a public transit system that works; one that isn't threatened year in and year out because of funding issues. We want Pittsburgh and Allegheny County to be a great place to live and work. So even though this Board will now vote on cutting service and increasing fares, it's time for everyone, the State, the Union, the Authority, the riders and the non-riders alike to step up. Let's do what is right for the community. Let's avoid more congestion by thousands of additional cars burdening our roads and bridges, many of which are all in seriously deteriorated condition. We can't just sit back and wait for someone else to magically fix the issue. We need to work together to fix these issues.

On behalf of this Board, Mr. Mattola said that we will do everything that we can to stop these cuts from taking place in September. We will support the efforts to reach that solution.

As Mr. Mattola introduced these resolutions for consideration, he directed staff to also plan for the best outcome. Make sure we are prepared to sustain the current service levels so that the Board could later convene on short notice to reverse these cuts, if and when an adequate funding solution is found.

On behalf of the Planning and Development Committee, Mr. Mattola requested approval for authorization to implement the fare increases to take effect on July 1, 2012.

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

On behalf of the Planning and Development Committee, Mr. Mattola requested approval for authorization to implement the service reductions outlined in the Board packet to take effect on September 2, 2012.

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

That concluded the report of the Planning and Development Committee.

There was no meeting of the Stakeholders Relations Committee or Governance Committee and nothing to report.

There being no further business, the meeting was adjourned.

The next Regular Meeting of the Board will be Friday, May 25, 2012.