

ALLEGHENY COUNTY COUNCIL

REGULAR MEETING

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BEFORE:

James Burn, Jr.	-	President, District 3
Dr. Charles Martoni	-	Vice President, District 8
John DeFazio	-	Council-At-Large
Matt Drozd	-	District 1
Jan Rea	-	District 2
Michael J. Finnerty	-	District 4
Vince Gastgeb	-	District 5
John F. Palmiere	-	District 6
Nick Futules	-	District 7
Robert J. Macey	-	District 9
William Russell Robinson	-	District 10
James Ellenbogen	-	District 12
Amanda Green Hawkins	-	District 13

Allegheny County Courthouse  
Fourth Floor, Gold Room  
436 Grant Street  
Pittsburgh, Pennsylvania 15219

Tuesday, March 15, 2011 - 5:00 p.m.

SARGENT'S COURT REPORTING SERVICE, INC.  
429 Forbes Avenue, Suite 1300  
Pittsburgh, PA 15219  
OFFICE (412)232-3882 FAX (412)471-8733

IN ATTENDANCE:

James Flynn - County Manager  
Joseph Catanese - Director of Constituent Services  
Jared Barker - Director of Legislative Services  
Jennifer Liptak - Budget Director

PRESIDENT BURN: Good evening, everyone. I'd like to call this meeting to order of the Allegheny County Council. I would invite those in attendance from Cub Scout Pack 274, Nathan Reynolds, Miles Baldwin and Daniel Lyakhovich, to lead us in our Pledge of Allegiance after which we will pause for a moment of prayer and/or silent reflection. Gentlemen?

(Pledge of Allegiance.)

(Moment of prayer or reflection.)

PRESIDENT BURN: Thank you. Thank you, gentlemen. Well done. Please call the roll.

MR. CATANESE: Mr. DeFazio?

MR. DEFAZIO: Here.

MR. CATANESE: Mr. Drozd?

MR. DROZD: Present.

MR. CATANESE: Mr. Ellenbogen?

MR. ELLENBOGEN: Here.

MR. CATANESE: Mr. Finnerty?

MR. FINNERTY: Here.

MR. CATANESE: Mr. Futules?

MR. FUTULES: Here.

MR. CATANESE: Mr. Gastgeb?

MR. GASTGEB: Here.

MR. CATANESE: Ms. Green Hawkins?

MS. GREEN HAWKINS: Present.

MR. CATANESE: Mr. Macey?

MR. MACEY: Here.

MR. CATANESE: Mr. Martoni?

MR. MARTONI: Here.

MR. CATANESE: Mr. Palmiere?

MR. PALMIERE: Here.

MR. CATANESE: Ms. Rea?

(No response.)

MR. CATANESE: Mr. Robinson?

MR. ROBINSON: Present.

MR. CATANESE: Mr. Burn, President?

PRESIDENT BURN: Here.

MR. CATANESE: Twelve (12) members present.

PRESIDENT BURN: Thank you. Proclamations and certificates. My understanding is we're going to hold for a second on 6248-11 and 6249-11; is that correct?

MR. CATANESE: Correct.

PRESIDENT BURN: Okay. We'll proceed to 6250-11.

MR. CATANESE: Proclamation honoring the Boyce Park Ski Patrol for assisting in maintaining the safety and security of patrons of the Boyce Park Ski Slope. Sponsored by Councilman Futules.

PRESIDENT BURN: Councilman Futules?

MR. FUTULES: Okay. Well, today we have our ski patrol here from Boyce Park. We honor the volunteers from Allegheny County and how important it is for us to have volunteers in our parks. We have them in Friendship --- Friends of the Parks, who are the bikers that fix trails at Boyce Park. And there's people that work at Hartwood Acres for the Christmas display. And volunteerism in our parks is very important. And today we have the ski patrol here from Boyce Park. It seems like they got all famous this year, because they do their job every year and they do it selflessly. As volunteers, there's more of us unseen and unheard.

But as unfortunate as it was, we had some problems at Boyce Park this year, and the ski lift broke three times in a month. Needless to say, they are now experts at evacuating the ski lift, because they have practiced it, and they even taught the firemen how to do it this year. And we're really happy about the fact that you brought back the confidence of the people and you saved them panic during this event, because anybody dangling from the ski lift could possibly be afraid and actually jump in fear of their lives. And what you did by saving those people three times was heroic, in our opinion, and you were concerned about the safety of the people.

And after the third time --- you know, we just talked about the fact that we learned that the guide rail kept popping off the cable and it was a simple fix, and it was something that we probably never needed to do. But in the safety of those people throughout Allegheny County, I believe that it was the best thing to do, because people certainly are more important than the ridership of that thing. And the fact that you folks come out and you work in the evenings, daytimes for the people, as far as the ski patrol ---. I'm sure there's injuries out there with people hurting their legs in accidents and such, and of course, you're there for that, too. It's a great thing.

And there's something about volunteers in our county that we certainly promote. And I wanted to discuss this with my colleagues here, and of course, our staff.

But we have a volunteer program at Boyce Park, or at all the parks, for volunteer firefighters, EMTs. And I'm going to talk to them about volunteers like yourself who enter the same program with the volunteer firefighters and EMTs. What it is is parks giving you the right to do something with the parks, on the fact that we want to thank you so much for what you've done and what you do. And that's what an important part of volunteerism is here in Allegheny County. And I'm going to read the proclamation here.

At the bottom here it says now, therefore, be it resolved that Allegheny County Council, on behalf of the citizens of Allegheny County, hereby honor the Boyce Park Ski Patrol for its action during the January ski lift breakdown and for helping to maintain calmness and the well-being of the county's citizens in emergencies. Our county benefits from the professional and efficient demeanor of our responders at the Boyce Park Ski Lodge Patrol, and proves our residents will remain safe and secure in moments of insecurity. This is sponsored by myself on behalf of this Council on May 15th, 2011. And would you like to come up and say a few words?

MR. BOCCARDI: Sure.

MR. FUTULES: And maybe we can get some names of the people that you know of and if you could name them for us so we can recognize them on the record.

MR. BOCCARDI: Absolutely. Thank you very much. My name is Pat Boccardi. I'm the director of the Boyce Park Ski Patrol. I've been doing this for about 45 years, so either I'm very dedicated or a very slow learner. I would like to introduce some of the representatives we have. We have 30 people on staff this year at Boyce Park. Some of our staff: Maria Baracco, Patty Gilsack, Don Boccardi, my brother, Tim Matheny, Joe Miller, Karen Sworsen, Mr. Nox Wox.

And we represent --- actually, this year, the numbers for this season --- we represent over 2,000 man hours of volunteering. 2,000 man hours this season alone at Boyce Park. We train very hard. We are members of the National Ski Patrol. As members of the National Ski Patrol, we are charged with maintaining safety, along with handling incidents like this. We practice for mass casualties. We practice for lift evacuations like this diligently, hoping that our practice will not be needed. In this particular case, it was. We brought down 121

people from the chair, one at a time with ropes, with no incidents. People were cold. But as we say in the ski patrol, many are cold but few are frozen. So we brought them down safely without incident because of the training.

But I also want to thank the county, specifically the Parks Department under Mr. Andy Baechle and Clarence Hopkins. We get a lot of cooperation. We cannot do our job without the cooperation of the Parks Department and Public Works under Joe Olczak. And we really appreciate that they make our lives a lot easier. There's one thing, and one thing only, that the county is concerned about at Boyce Park, and that is it's a safe, enjoyable experience that the people that come out to ski, snowboard and tubing can have at Boyce Park. So we again thank you very, very much for this. We will keep up the good work.

(Applause.)

MR. FUTULES: I'd like to ask Andy Baechle to come on up and say a few words. He's a little on the shy side like me.

MR. BAECHLE: Key word: safety is the order of business for us, and I can't say enough about the ski patrol. We could not run our ski slope without them. Thank you, all.

(Applause.)

(Pictures taken.)

PRESIDENT BURN: Please allow the record to reflect that Councilwoman Rea is in attendance. Thank you. I understand that our honorees for 6249-11 are now with us. 6249-11.

MR. CATANESE: Proclamation honoring Community Human Services and its Walk to End Poverty for All for spreading awareness of the need to assist the less fortunate in our region. Sponsored by Council Members Robinson and Rea.

PRESIDENT BURN: Council Members Robinson and Rea.

MR. ROBINSON: Thank you, Mr. President and members of Council. As Councilwoman Rea is joining me, let me mention that Diane McMahan, if she's here, to come forward, and Drew Miller. Okay. Let me just mention that certainly I'm one who believes that we can end poverty in our county. Unfortunately, we have pockets of poverty in Allegheny County. That's been documented over and over and over again.

If this county's going to grow, if it's going to prosper, and if we want to bring businesses and young people to our county, I believe we have to address this issue of poverty in our county. The people who are poor need our help. Our county has always prided itself on being able to find innovative ways to help people through the public service sector, the creation of jobs and provide the people with a good environment in which they can raise their families.

We're in some very difficult economic circumstances, and I think all of the skills and talents that we have in this community --- be it business, be it labor, be it ethnic groups, this service organization --- we need not forget that there are people in our county who are poor. They need our help.

The organization that we're recognizing today in their effort has consistently addressed the issue of poverty. Not just people who don't have enough money, but people who live in conditions that some of us would consider to be deplorable. We're a better county than that. We have better strengths than that. We have a better history than that.

And Community Human Services is leading the way to not only remind us of the poverty that exists in our community, but to suggest to us there are ways that poverty can be eliminated. I thank Councilwoman Rea for her interest in this subject and her support. As you know, Councilwoman Rea doesn't say very much, but she's well respected throughout our county. And when she joins you in an effort, you certainly have a great partner.

Whereas, non-profit organizations in Allegheny County provide exceptional support for citizens in need.

And whereas, Community Human Services Corporation, for more than 40 years, has provided care to our region's places and people by providing opportunities to develop potential and by delivering services to maximize the well-being of our area's residents.

And whereas, on Saturday, March 26, 2011, from 9:00 a.m. to 10:00 p.m. --- I'm sorry, 1:00 p.m., Community Human Services will host A Walk to End Poverty for All at Harmar Grove in North Park.

And whereas, A Walk to End Poverty for All seeks to benefit more than 5,000 very low income and homeless individuals and families that Community Human Services assists year round.

And whereas, the funds raised will benefit the organization's food pantry, emergency shelter, housing programs, in-home assistance program and health stations.

Now, therefore, be it resolved that Allegheny County Council, on behalf of the citizens of Allegheny County, hereby commends Community Human Services Corporation for hosting A Walk to End Poverty for All at Harmar Grove in North Park on Saturday, March 26th, 2011. This Council thanks the organization for raising awareness of the poverty in our region, and we hope it continues to serve the less fortunate as it has been for 40 years. This is sponsored by Councilwoman Rea and myself, and I'm sure expresses the sentiments of my colleagues that we have an obligation to serve all. And that says to me we have to serve those who, by most definitions, would be considered poor. I believe Mr. Miller has some comments that he would like to share with us.

MR. MILLER: Great. Thank you very much. Thank you for having us here. It is a pleasure to be here. Again, I am Drew Miller, a Board member of Community Human Services, a non-profit organization that helps the homeless and near-homeless individuals in the greater Pittsburgh area. On behalf of CHS and those who helped to organize the 2011 Walk to End Poverty for All, I'd like to thank Councilwoman Jan Rea, Council Member Bill Robinson and the rest of the Allegheny County Council for giving us this proclamation.

I'd also like to take this time to thank some of our sponsors, La Roche College, Sarris Candies, Keating Construction, First Commonwealth Bank in Cranberry, St. John's Lutheran Church of Highland, East Liberty Presbyterian Church, Community Care Behavioral Health. And without them, this event would not be taking place. I'd also be remiss if I did not thank the organizers as well. Tara Smith from La Roche College and Diane McMahon, the development director of CHS, who has been a tireless advocate for the homeless population.

As mentioned, all the funds from this walk will benefit more than 5,000 very low income and homeless individuals and families that CHS assists year round, for our food pantry, emergency shelter, support housing programs, in-house assistance for our food pantry and within our health stations. All of this will help those struggling with poverty on a daily basis.

Recently, Pittsburgh was again named the most livable city in America. We even beat Honolulu. And in nearly all respects, this region is the pinnacle of perfection. And yet even in this great city, we are faced with massive homelessness. Most of us are still ignorant about the homeless issue, and our only source of knowledge is derived from what we view of panhandlers in the streets at night. However, we are now in the worst recession most of us have ever seen, and many families are just one paycheck away from being homeless.

There are currently 2,468 homeless individuals in Allegheny County, and 875 of those individuals, which is the largest demographic, are children with the average age being seven and a half years of age. Luckily, most of these individuals have some sort of temporary or emergency shelter. But on any given night in Allegheny County, we have anywhere from 120 to 200 people that we allow to live, sleep and even die on our cold, dark streets.

On July 7th, 2005, Allegheny County Executive Dan Onorato implemented a ten year plan to end homelessness by 2015. We are now halfway through that plan. And while the county has made great strides, it is apparent that we all need to do our part. We all need to help everyone to accomplish this goal by 2015.

Many people believe this problem is just too big. They end up saying, what can I do, when I think people should be saying, what can't I do? Admittedly, it's much, much easier for us to turn our heads and ignore the elephant in the room. Homelessness will not be solved in a day. But as the old adage goes, the best way to eat an elephant is one bite at a time. One day, I pray that our advanced society will describe homelessness as a thing of the past. This Walk to End Poverty for All will help bring us one step closer to making that a reality. Feel free to check us out on our website, [walktoendpovertyforall.org](http://walktoendpovertyforall.org), to register. And I thank you very much again.

(Applause.)

(Pictures taken.)

PRESIDENT BURN: I understand our honorees for 6248-11 are now with us; is that correct? 6248-11.

MR. CATANESE: Proclamation honoring the Pittsburgh History and Landmarks Foundation for its continual efforts to beautify and maintain historic

buildings in Allegheny County. Sponsored by Councilman Robinson.

PRESIDENT BURN: Council Member Robinson.

MR. ROBINSON: Thank you, Mr. President and members of Council. It's always a pleasure to work with, to introduce and honor innovators --- people who have served our community in capacities that perhaps others would not want to accept. Mr. Arthur Ziegler, who is here today as head of the History and Landmarks Foundation, is a unique individual. Art has been able to take the past, link it to the future through the present. There are many projects that you've probably seen throughout our county where old buildings --- historically significant buildings sit idle, sit deteriorating. And probably most architects and engineers --- we look at them and say, let it fall down. Tear it down. Art Ziegler and the History and Landmarks Foundation, they look at those kind of buildings and say they have great potential. Let's fix it. Let's use it as a cornerstone for improving our communities.

There's a building in Wilkinsburg called the Crescent Building, and it's shaped like a crescent. And I'm sure the first time Art Ziegler saw it in its deteriorated condition, he smiled. Another challenge, another opportunity to take a historic landmark, a great architectural design, advanced engineering, and restore it. That's what Art does. He has a reputation for that.

Art also is a man of a few words. Great resources, though. Art can bring resources to projects. He can bring projects to life that others would shake their head at. If you ever have a chance to sit and talk with Art Ziegler, do that. He has a passion for the past that makes you feel excited about the future. Lots of projects. They're in most communities. He's got a lot more work to do.

Whereas, individuals in Allegheny County dedicate their efforts to restoring and preserving historic structures in our storied neighborhoods.

And whereas, the Pittsburgh History and Landmarks Foundation was founded in 1964 by Arthur Ziegler and James Van Trump. Both believed that preserving Pittsburgh's historic neighborhoods and structures would not only save buildings; would save and preserve the way of life of its citizens.

And whereas, the organization led one of the first successful urban development preservationist's

projects in our country's history, establishing a model of using development monies for preservation rather than demolition.

And whereas, Mr. Ziegler, the current president of the Pittsburgh History and Landmarks Foundation, spearheads many of the renewal efforts that occur in our region. His vital insight into saving our history has allowed neighborhoods that once were blighted to flourish.

And whereas, the foundation has beautified and restored hundreds of structures, preserved neighborhoods and stimulated local economy. It is the main contributor to the region's renewal and rebirth.

Now, therefore, be it resolved that Allegheny County Council, on behalf of the citizens of Allegheny County, hereby commends the Pittsburgh History and Landmarks Foundation for its continued efforts to restore beauty, to revitalize historic structures and neighborhoods in Allegheny County. Because of the foundation, our area's history, economy and culture have been enriched and have been encouraged to grow. Sponsored by myself, but I'm sure reflects the sentiments of all of my colleagues who serve the community that Art and his associates are constantly revitalizing. Go to Wilkesburg. Find the Crescent Building. And you'll see why Art Ziegler smiled when he saw that building. It's a testament to his fortitude, to his ability and also his love for this region. Art Ziegler.

(Applause.)

MR. ZIEGLER: Thank you very much. Councilman, you were mighty nice to think of this for us. We very much appreciate it. I am, luckily, for all of you, a person of few words as he said. I'd like to make three links with the county. One is, some years ago, we formed the committee, an ad hoc gratuitous committee, on county historic properties. We've been going for over 20 years, meeting with the appropriate directors as you all think about your use of historic buildings. We helped in the design of the remodeling of this room, for example. And we are still meeting. We're still working. We're very much involved, of course, in the conversion of the jail and buildings in North Park, South Park, all around the town. It's an excellent relationship.

Second, the Councilman has mentioned Wilkesburg. The county has been our partner in that project more than in any other thing that we've done.

When we first went out there, we met with the neighborhood. We developed a program, got everybody to agree, and then we said, well, how are we going to do the Crescent?

But first, while we raised money for the Crescent, we thought, we also have to do some houses, as we did in Manchester, Mexican War, South Side and so forth over the years. And we were able to obtain a grant from one of Richard Scaife's foundations, and the county matched it. And we did some houses and we sold them to moderate-income people. All sold to very good people coming in or moving in Wilkinsburg. And then we got a second grant, and the county said, well, that grant --- the second grant was also \$500,000 from Mr. Scaife. The county said, well, we'll raise it, and they made it \$700,000 for their part. And we now have three more houses well under construction. We'll be doing a couple more.

In the meantime, we raised the money for the Crescent and a wonderful building up the street from the Crescent called the Wilson. Very, very difficult to restore buildings that we could not put any workmen in. We had to put up a boom and a crane and lower them down, and they worked out of the bucket until they could stabilize the building. I was told yesterday we are 66 percent finished. The county, in this \$8.5 million project, has over \$2 million, and we're very grateful for it. So the county has been a marvelous partner in Wilkinsburg as we're ongoing the right way now.

And last, I got a call from the district attorney not long ago. What does he want? You all are aware that we took a chance and really pioneered restoration downtown. Market at Fifth, we took three buildings the city owned, Tom Murphy wanted to destroy, and we restored them. And our goal --- our goals were to do it to the highest standards of the National Registry, to achieve the highest LEED rating that we could get, and to use all local vendors, architect, minority contractor, and finally, to bring quality retail into Fifth Avenue, which we did with Heinz Healey Men's Store and Nettleton Shoe Shop. Everyone said just what they almost always say to us when we start something. It will never work. Well, the men's store hit percentage rent the first month and has hit it almost every month since. And the District Attorney called me and said, do you know how much crime

there was at that corner before you went to work? And I said, well, I know it was pretty bad. And he said, well, it's almost all gone. And I have a couple of other corners I want you to work on. So thank you very much, and we'll be working with you.

(Applause.)

(Pictures taken.)

PRESIDENT BURN: 6251-11.

MR. CATANESE: Certificates of Recognition honoring the Webelos scouts of Pack 274 for making efforts to become proactive in our community. Sponsored by Councilman Burn.

PRESIDENT BURN: Thank you very much. I would invite our recipients to come up and join me at the podium. They're going to say a few remarks and then read the proclamation to you. First of all, thank you very much for doing the Pledge of Allegiance for us today. Thank you very much for --- it's not always easy to speak in front of a crowd. You guys did pretty well. And I assume the three of you have written a speech you're going to read for us tonight? That was part of the Merit Badge; wasn't it, a speech? Just kidding.

SCOUT: I wrote a big one.

PRESIDENT BURN: You did? You'll get your chance. You guys will get your chance. Every time we come up here and give a proclamation to a young person in this county, I always tell people that for every good story --- for every bad story we read in the paper, there's always 25 of the very good stories. You three are one of those good stories today. That's right. That's right.

There should be more stories about positive young men and women in this county than we read or see on TV. So thank you so much for coming here today. Thanks for being part of the Webelos Pack 274. It teaches you teamwork. It teaches you values, and it will help you become future leaders of not only this county, but whatever you choose to do here or beyond. So we wrote this up for you guys. I'm going to read it into the record. And if all the three of you want to say a few words, you are welcome to do that.

This Certificate of Recognition is awarded to the Webelos Cub Scouts Pack 274 in honor of their efforts to learn the process of government, of their mission to become active citizens of Allegheny County. The Webelos

seek the Citizenship/Character Connection Badge, an award acquired through learning their rights as citizens. The scouts have displayed determination while seeking this goal. And in this search, they have set a high standard of commitment and fervor that citizens of our great county may follow. The scouts serve as an inspiration to this Council and to all the citizens of Allegheny County. We wish each of them and the three of you luck as you continue to serve our community and seek to improve themselves as citizens. On behalf of my colleagues, on behalf of the residents of Allegheny County, thank you very much for your volunteerism and your leadership, and we look forward to seeing you again in the future. Congratulations.

(Applause.)

SCOUT: Thank you. You guys brought me one step closer to being a Boy Scout, and I can't wait. Thank you.

(Applause.)

(Pictures taken.)

PRESIDENT BURN: The remainder of the proclamations will be read into the record.

MR. CATANESE: 6252-11. Proclamation honoring Kevin Creagh for receiving the 2011 Government Engineer of the Year Award from the Pittsburgh chapter of the American Society of Civil Engineers. Sponsored by Council Member Burn.

6253-11. Certificate of Achievement honoring Adam Lawrence, Luke Lucas and Thomas (sic) Scott Johnston of Boy Scout Troop 4 for earning the rank of Eagle Scout. Sponsored by Councilman Gastgeb.

6254-11. Certificate of Achievement honoring Matthew Scott Martin of Boy Scout Troop 225 for earning the rank of Eagle Scout. Sponsored by Councilman Gastgeb.

6255-11. Certificate of Achievement honoring Colin McGrail, Garrett Holmes and Bruce Snyir of Boy Scout Troop 57 for earning the rank of Eagle Scout. Sponsored by Councilman Macey.

6256-11. Certificate of Recognition honoring McKeesport Police Department Assistant Chief Tom Greene for serving McKeesport for 25 years. Sponsored by Councilman Macey.

6257-11. Certificate of Recognition recognizing the 100th birthday of Evelyn Foremsky. Sponsored by Councilman Macey.

6258-11. Proclamation recognizing the community service of Bon-Ami Temple Number 49 and naming March 26, 2011 as Bon-Ami Temple Number 49 Day in Allegheny County. Sponsored by Councilman Robinson.

PRESIDENT BURN: Public comment on agenda items. Our first speaker is Katrina Kilgore.

MS. KILGORE: Good evening, ladies and gentlemen. My name's Katrina Kilgore. I live at 224 Boggs Avenue, Pittsburgh, 15211. Throwing in the towel, that's what the Port Authority, our state legislators and the governor are doing about public transportation in Pennsylvania. To quote a local reporter, what Corbett did in his budget presentation about transportation, zip, zilch, nothing, nada. Crisis? What crisis? It seems those sentiments are echoed by many of our elected officials. Aside from here within Council Chambers, little has been done about taking action on the issue. But the fact is that this is much larger than the story that I have told you about my need for a ride to work.

For the students, seniors and disabled who rely on public transit and even numerous people who will lose their job by the Port Authority's continued cuts, this is just the beginning of a domino effect that will hurt our entire transportation infrastructure and the state's whole economy. By cutting public transit, numerous neighborhoods throughout the city and county will be hurt. Businesses may reconsider bringing jobs for our area. Businesses will lose their accessibility. People will lose the ability to get to work. It will continue to hurt our entire area's infrastructure, including roads and bridges. This is just the beginning of the first repercussion that our area will face. Unless something is done, our entire area will slowly see our transportation infrastructure begin to crumble.

Here within Council Chambers, we have had action taken, but we need to continue to force the hand within Harrisburg and the Port Authority to have something done. Only by continuing to put influence upon those who take action and have something done will we be able to continue to have a viable transportation system within our area. A viable transportation system is a necessity to continue to have Pittsburgh be the most livable city within the country. Our elected officials of the County Executive and the Mayor will be glad to stand in front of you with their towels whenever there's something to cheer for. But

they won't do it and continue to cheer whenever there is something that needs to be stood for. This is why we all need to rally together right now and do something to be able to keep the towels gold.

(Applause.)

PRESIDENT BURN: Tara Marks, followed by Hillary Bright.

MS. MARKS: I'm Tara Marks, 732 Summerlea Street, 15232, Shadyside. Good evening. I want to follow up on Councilman Robinson, your remarks you said about poverty being in pockets in suburbs in our area. And I know that for a fact because with my job, I am a co-director of Just Harvest. We represent low income people every day. But I know personally because I know what it's like to go hungry for a whole weekend. I know what it's like to not to have a way to and from school, as I was a graduate of CCAC-Boyce Campus.

I know that because I was on cash assistance, just like a lot of other people that were single parents trying to get through school, trying to pull ourselves up by the proverbial boot straps. Well, I did it, and I'm really proud that I did. But one way that I was able to do it was the Department of Welfare gave me something called a special allowance and it paid for transportation for me to get to and from school so that I would no longer ever have to rely on public assistance for myself or my son.

I was one of the 98 percent that graduated that never returned back to the Department of Welfare for assistance, and I know that this county's a much better county than to cut people off with their needs and delays so that they cannot get to school. I say that because part of that special allowance can also provide folks with a bus pass to get to and from school, to job-training programs, so they, too, should never, ever, ever rely on the system because they can do it themselves, to have their own self-sufficiency program that they can provide for their family.

So I ask you to take your influence and go to Allegheny --- excuse me --- go to the Port Authority and say, do not do these cuts. We are a much better county. We are better than being able to take money away from folks that are just trying to better themselves. That bus pass is a golden pass. We live in an amazing county that we have a bus system that we can get almost anywhere we

want to go. And so, coming up on the 27th, well, there's going to be people that are in poverty that aren't hidden in the suburbs, hidden down long driveways and side roads and not in the obvious places in an urban area. But now we're going to isolate them even more.

So again, when you think about cutting bus routes, I want you to look at me. I want you to think of me and those other single parents that needed that transportation to get to community college to support ourselves and to never, ever, ever return to a system. I did it, and there's so many others that want to do it, too. So please think of them. Don't take that golden pass away from them. Do not isolate them any more. And tell Mr. Bland, do not cut those bus routes come the 27th. There are way too many people that depend on it to get to work, to get to school, to be self-sufficient. And I thank you for your time.

(Applause.)

PRESIDENT BURN: Hillary Bright, followed by Carol T. Balance.

MS. BRIGHT: Hi, everybody. I'm Hillary Bright, 740 South Negley, 15232. I just want to take a second. I'm here speaking for the BlueGreen Alliance, which is a national organization representing environmental and union partnership. And the Port Authority and the transit issue in Pittsburgh really encompasses kind of the mission of the BlueGreen Alliance. One thing it provides --- it supports family-sustaining jobs. Public transit can do that. Reduces greenhouse gas emissions that are reliant on foreign oil. Public transit does that. Creates green jobs that are much needed to continue the development of our clean energy economy. Public transit can do that.

The benefits of public transit far outweigh some of the issues we're dealing with now. And the plan that currently exists really needs to be reevaluated, because you're taking away jobs from people, taking away the ability for people to get to their jobs ---. And a lot of these jobs aren't just your everyday job. They're family sustaining jobs that allow people to prosper, and in turn, Allegheny County can prosper, and in turn, the nation. And that's really what we need at a time of just massive economic downturn.

Additionally, with transit, when one person gets on a bus a day, it cuts 4,800 pounds of car emissions a year --- times a year. I'm sorry. And by doing that,

we're also heading off one of the largest environmental catastrophes that we've come in contact with.

So we're looking at helping to promote growth in the economy through public transit, helping to improve the environment and our economy through public transit. And this is just a time that we just can't afford to cut. We need to maintain the jobs. We need to make sure people can still get to work and that we're maintaining the amazing county that we have with an environmental standard and an economy. We need to be the leaders in this and not taking away what people really count on every day. And I think there are ways to do that. It really needs to be considered. And I hope that everyone in this room --- that we all need to work together to do that. Thank you.

(Applause.)

PRESIDENT BURN: Carol Balance, followed by Barney Ousler. Carol?

MS. BALANCE: Thank you, Mr. President and members of County Council. I'm Carol Balance, 190 Kildee Drive, 15090. I'm here today representing PIIN, P-I-I-N, which is the Pittsburgh Interfaith Impact Network. It's a faith-based social justice organization with roughly 40 member congregations in this area. And I'm the Chair of PIIN's Transit Task Force.

PIIN is gravely concerned about the impact of the Port Authority's cuts in service on the quality of life by members that need the economic survival of our members. I am hearing stories of people who can't get to church, can't get to a doctor's office, won't be able to visit a friend, can't get to school or get their children to their Head Start program, and people who can't get to work. Some people may be forced to quit their jobs when they can no longer get there. For those who can afford to drive, the bus cuts will greatly increase commute times, poor air quality and probably roads in worsening conditions. This hardly sounds like the most livable city in the country.

We understand that the funding crisis is mainly a state issue. But since Harrisburg doesn't seem to be looking after us, we at PIIN can only commend that the Council take action to keep the buses running in Pittsburgh. The local impact of the reduction of PAT's services will have a terrible impact on the economy of Allegheny County, so local action is necessary. We need

good family supporting jobs for all the residents of Allegheny County. Thank you.

(Applause.)

PRESIDENT BURN: Barney Ousler, followed by the Reverend Richard Freeman.

MR. OUSLER: Good evening. My name is Barney Ousler. I'm executive director of Pittsburgh United, located at 841 California Avenue, Pittsburgh, 15212. I've been to visit with you all a couple of times in recent months, and there's a reason. You all are nice people, but we're fighting for our lives outside of this building. And given the high salaries that you all don't have, you know that firsthand, since you all have to either be retired or working to support yourselves. But what's happening with the Port Authority is something you stood up for, all of you, and opposed the cuts. But I want to say a few words about where this is going, because this isn't the first set of cuts, and this isn't the first time that privatization has been done by the Port Authority.

Everyone knows that a growing economy depends upon public transit. The Port Authority people aren't stupid, but they have proposed cuts now for years. 2007, we were going to right size of the Port Authority by eliminating more than half the routes that ran. Privatization began before that period of time. Paratransit, for example, is done in private contracts by the Port Authority. Our money is going to private industry to be able to run the Paratransit system.

Well, why is that being done? The theory behind it all is that things were better if private companies get rich from our money or production or whatever means by which private companies can get rich. Somehow that's going to benefit all of us. Privatization not only creates really bad jobs, unless there's a strong union to fight, but privatization also does not provide the best service. We are still going to run --- the public is still going to pay for a lot of routes if we want them to exist, because private companies will not operate if they can't make money off the routes. So what we're seeing right now is the beginning of the process. You saw in the paper Lenzner Transit is going to pick up some of the profitable routes. It's going to cost more money for people. A lot of folks won't be able to afford it. And as I mentioned, the jobs are going to be very difficult to try to organize.

Really, what I would ask you to do is go back and ask, where did the Port Authority come from? The Port Authority came from 26 privatized entities that were going bankrupt that couldn't operate transit in Allegheny County. So we created the public entity, the Port Authority, because privatizations fail. It's going to fail again, and we're all going to pay for it. Thank you.

(Applause.)

PRESIDENT BURN: Reverend Richard Freeman, followed by Barbara Gaston. Reverend?

REVEREND FREEMAN: Good evening. I'm Richard Freeman. I'm the pastor of the Resurrection Baptist Church in Braddock, Pennsylvania, and I'm also the esteemed president of the Pittsburgh Interfaith Impact Network. We are here tonight simply to, first and foremost, say thank you for your continued effort to retard the transit cuts that are coming our way on the 27th. However, my other procedure tonight is to help us understand that the reality of these cuts are going to hurt the very people that you and I represent.

I pastor in the community of Braddock, Pennsylvania. The average income in Braddock, Pennsylvania is just a hair below \$10,000 a year. We're down to one bus in Braddock now, as of the 27th. Most of the persons that I represent have no cars. They have no way to get to the jobs that we are creating in the service industries outside of Braddock, Pennsylvania. Be it known to you there is not a restaurant in Braddock. There's not a store in Braddock. There is not even an ATM in Braddock, Pennsylvania.

If we're going to make a difference in the lives of the people that I serve and you represent, we're going to have to make sure that they have transit access to the very services that you and I probably take for granted. The reality is that if we don't do something, it won't just be a matter of economics, it will be an issue of lives. You are very aware that the hospital in Braddock has been closed. And the reality is we now don't have access to healthcare. Transit was a part of the plan to get us from Braddock to McKeesport Hospital. It's gone.

So if these things begin to stand and are allowed to stand, people that I know, people that I serve and people you represent literally will die because they can't get to the hospital. Yes, jobs are important, and I agree that we need to do something about the jobs. But I

also don't want you to forget that we are talking about lives, lives of people who, literally, in Braddock, Pennsylvania and other impoverished communities, literally will die. Please do something. Tell Steve Bland he's wrong. Thank you.

(Applause.)

PRESIDENT BURN: Barbara Gaston, followed by the Reverend Ken Love.

MS. GASTON: Good evening, ladies and gentlemen. My name is Barbara Gaston. I live at 2829 Bethel Avenue in the Hill District. I'm a member of Grace Memorial Presbyterian Church. I'm also a member of PIIN, Pittsburgh International (sic) Faith Network. I've been living in the Hill District all my life. I also use public transportation to get around, to go to my doctors' appointments. I just had both of my knees removed and surgically replaced. Without transportation, I can't get back and forth to my doctors. And I am speaking for hundreds of seniors that have the same complaints. We can't go to grocery stores. We can't do things that we need to do.

We need you as well as you need us. We are asking for --- we're just asking for help to get something back. We can't afford the additional cuts that's going to happen here. Who's going to take us to the outskirts of town and do anything that we need to do? We can't service our own self. Some of us are handicapped with our eyesight as well as walking. We can't see to drive. We can't afford cars because we're on a fixed income. And if you can see it in your heart and your mind to help us, we appreciate it. Thank you.

(Applause.)

PRESIDENT BURN: Reverend Ken Love, followed by Jack Shea.

REVEREND LOVE: I'm Pastor Ken Love, Kerr Presbyterian Church in Penn Hills, proud graduate of Allegheny County Boyce Campus alumni. I'm preaching to the choir here. I know that. We have great support here. I just want to point out I work at the Light of Life Mission on the North Side, and I get on the parkway in Monroeville. As I come out of Plum Borough, I see these ladies, these men, these young people, walking along the street in the wintertime. It's dark, 6:30, quarter to 7:00 in the morning, snow. And I'm thinking, what is this? And then it dawns on me. They're walking up Center

Road and up past the Executive Building to get to the one bus stop at the mouth of the parkway there to catch their bus.

I work with a young lady, May. She's a graduate of the Pittsburgh Art Institute. She moved into --- she lives in Edgewood, right at the parkway entrance there at Edgewood. She works two jobs. She picked that apartment because it's right across the street from a bus stop. She takes the bus. She doesn't drive. May had two jobs. She works at the Light of Life with me. She's an hour and a half late for work every day. She gave up her second job because there's no longer a bus to take her to her second job. So she had to give up her second job. She walks from the Edgewood Station where she lives into Squirrel Hill to catch her bus. Many times at the bus stop, the bus will come. After waiting a half hour, 40 minutes, it's too full for her to get on. So she has to wait for the next bus to come.

These are sad stories. They're tough. So these are people out there doing this. And I know you people care. I know you care about the people that you represent in Allegheny County. Pittsburgh, the livable city, absolutely, bar none. In my heart, Pittsburgh is the lovable city. I worked for General Motors. They closed my plant down in West Mifflin. In 2005 they said, Ken, don't worry. We have a job for you. We're going to move you to Indianapolis. I resigned from General Motors. This is my hometown. This is my hometown. I would rather resign from General Motors and live in Pittsburgh working for Light of Life than to move to Indianapolis, because Pittsburgh, not only the livable city, is the lovable city. Please do the right thing. Thank you.

(Applause.)

PRESIDENT BURN: Our next speaker is Mr. Jack Shea.

MR. SHEA: Good evening. I'm going to be brief tonight. I know you can't believe that, but I'm going to be. I came for two reasons tonight. First was I just thought I had to come up to thank you all for supporting the workers at ATU 85 that work for the Port Authority. That's so important, it really is, to see a group of elected officials really stand up for the middle-class worker.

And then I think you believe, like I do, that the original intent and purpose of that \$45 million was to

save the routes, save the transit, and to try to stop the layoffs as long as you can. It seemed like that didn't work out so well as the original intent of that. I think it was extrapolated. And I think if you look into that, you'll see that I'm right.

But after reading the paper the last couple days, there's some figures that are really bothering me. They're cutting transit, some routes. And the routes --- at least, some of the routes that they're cutting, the ones we read in the paper, are overloaded with people who want to ride transit. I mean, they're so important that the folks who would be riding them from north, where I live, to town are willing to pay almost three times what they're paying now. Why would the Port Authority cut those kind of routes where they're moneymakers, to try to help the transit authority succeed and go on through the whole county? So I guess I came to that conclusion after reading the paper this morning. So I had to come down to see you to say something ain't right. I don't know if anybody has thought this through. I certainly did, and I have not come to a conclusion, because I don't know all the facts. That's a short three minutes.

Something is the matter. Whoever's making these decisions --- and I don't know who it is at the Port Authority --- it's upside down. And if this is the beginning of what we're going to see here in our county, I submit to you, there's something that a lot of us don't want to see coming. So I think that more questions got to be asked. But I also think that maybe --- and I don't know if you have the authority to do this --- but something ought to be looked into. Some people call it an investigation, but why is this completely upside down, because we all know, whether it's in private industry or whether it's in municipalities, you don't get rid of the things you're making money from. So I just thought I had to come in tonight and say to you, thank you. And very honestly, I wasn't as brief as I thought I was going to be. Thank you.

(Applause.)

PRESIDENT BURN: Thank you, Mr. Shea. Approval of minutes.

MR. CATANESE: 6259-11. Motion to approve the minutes of the February 15th, 2011 regular meeting of Council.

MR. MACEY: So moved.

(Chorus of seconds.)

PRESIDENT BURN: All those in favor, signify by saying aye.

(Chorus of ayes.)

PRESIDENT BURN: Minutes approved. Presentation of Appointments.

MR. CATANESE: 6150-11. Approving the appointment of Kurt A. Kondrich to serve as a member of Children, Youth and Families Advisory Committee for a term to expire on December 31st, 2013. Sponsored by the Chief Executive.

PRESIDENT BURN: Mr. DeFazio?

MR. DEFAZIO: Yeah. I'd like at this time to make a motion for approval of this reappointment.

MR. PALMIERE: Second.

PRESIDENT BURN: Moved, second. All those in favor, signify by saying aye.

(Chorus of ayes.)

PRESIDENT BURN: Opposed? Appointment approved. 6153-11.

MR. CATANESE: Approving the reappointment of Stuart Neil Fisk to serve as a member of the Drug and Alcohol Planning Council for a term to expire on December 31st, 2013. Sponsored by the Chief Executive.

PRESIDENT BURN: Is there a motion?

MR. DEFAZIO: Yes.

PRESIDENT BURN: Mr. DeFazio?

MR. DEFAZIO: Yes, there's a motion to go along with this reappointment on 6153.

MR. MACEY: Second.

PRESIDENT BURN: Moved, second. All those in favor, signify by saying aye.

(Chorus of ayes.)

PRESIDENT BURN: Opposed? Appointment is approved. 6156-11.

MR. CATANESE: Approving the reappointment of Walter H. Smith, Jr. to serve as a member of the Allegheny County Mental Health/Mental Retardation Advisory Board for a term to expire on December 31st, 2013. Sponsored by the Chief Executive.

PRESIDENT BURN: Mr. DeFazio.

MR. DEFAZIO: Yes. At this time, I'd like to make a motion for this reappointment, 6156.

(Chorus of seconds.)

PRESIDENT BURN: Moved, second. All those in favor, signify by saying aye.

(Chorus of ayes.)

PRESIDENT BURN: Opposed? Appointment is approved. Committee on Budget and Finance, second reading. 6240-11.

MR. CATANESE: A resolution of the County of Allegheny amending the Grants and Special Accounts Budget for 2011, Submission 4-11. Sponsored by the Chief Executive.

PRESIDENT BURN: Council Member --- Mr. Chair, Bill Robinson.

MR. ROBINSON: Thank you, Mr. President and members of Council. Move for approval.

(Chorus of seconds.)

PRESIDENT BURN: Moved, second. All those in favor --- do I need a voice vote? Okay. Very good. Voice vote. Mr. DeFazio?

MR. DEFAZIO: Yes, sir.

PRESIDENT BURN: Mr. Drozd?

MR. DROZD: Aye.

PRESIDENT BURN: Mr. Catanese, please proceed. Different type of meeting. I'm sorry.

MR. CATANESE: Mr. DeFazio?

MR. DEFAZIO: Yes.

MR. CATANESE: Mr. Drozd?

MR. DROZD: Aye.

MR. CATANESE: Mr. Ellenbogen?

MR. ELLENBOGEN: Aye.

MR. CATANESE: Mr. Finnerty?

MR. FINNERTY: Yes.

MR. CATANESE: Mr. Futules?

MR. FUTULES: Yes.

MR. CATANESE: Mr. Gastgeb?

MR. GASTGEB: Yes.

MR. CATANESE: Ms. Green Hawkins?

MS. GREEN HAWKINS: Aye.

MR. CATANESE: Mr. Macey?

MR. MACEY: Yes.

MR. CATANESE: Mr. Martoni?

MR. MARTONI: Yes.

MR. CATANESE: Mr. Palmiere?

MR. PALMIERE: Yes.

MR. CATANESE: Ms. Rea?

MS. REA: Yes.

MR. CATANESE: Mr. Robinson?  
MR. ROBINSON: Aye.  
MR. CATANESE: Mr. Burn, President?  
PRESIDENT BURN: Yes.  
MR. CATANESE: Ayes 13, noes 0. The bill

passes.

PRESIDENT BURN: Liaison reports. I had wanted to mention at the last meeting about the reappointment of the chairs and the members of the various committees that had been appointed by Council President Fitzgerald. A memo was sent and an email was sent to my colleagues that the appointments and the chairmanships remain the same. I also took the opportunity to thank my colleagues for the opportunity to finish Mr. Fitzgerald's term, which I only intend to do through the remainder of Rich Fitzgerald's term, at which time we will reorganize. Again, I very much thank you for the opportunity to do this for the remainder of the year. Are there any other liaison reports? Yes, Mr. Finnerty.

MR. FINNERTY: Thank you, Mr. President. I'd just like to mention that the Western Pennsylvania Laborers Joint Apprenticeship and Training Program is accepting applications for their apprenticeship in the Building and Heavy Highway Program for 2011. And if you are interested, you can go to their website, which is [www.laborpa.org](http://www.laborpa.org), or you could call 800-442-8868. Thank you, Mr. President.

PRESIDENT BURN: Thank you, sir. Mr. DeFazio?

MR. DEFAZIO: Yes. On a point of special privilege, I'd like to say something, if I could.

PRESIDENT BURN: Yes, sir.

MR. DEFAZIO: Okay. Just for the benefit --- most of the people have left, but there's still a few here. I would just like to say --- I mean, I know Jack Shea and the Reverend Ken Love. They more or less said they know they're talking to the choir up here. A lot of people are saying, you have it in your heart. You try to do this. You try to do that. I'd like to let people know we have met with Bland on several occasions. We have met with some of the key people on the Port Authority Board. We're continuing to work with these people, trying to get ---. Everyone made a good point here this evening. We're trying to help the situation. It isn't like anyone has to convince the people up here. We are really trying.

But you know what? Sometimes their heads are pretty hard. You know, you just can't get people to agree with our opinion, but we didn't give up on it. We're still going to keep on working. I know it's like they say, Pittsburgh is the most livable city, and all that. If you look at what's going on now, it just don't make any sense. I mean, look. You've got to do some things that make sense around here. And like Jack Shea said, and he's right, some of this stuff don't make sense to all of us up here. Thank you.

PRESIDENT BURN: Thank you, Mr. DeFazio. Anything under liaison reports or any points of special privilege? Mr. Ellenbogen?

MR. ELLENBOGEN: Thank you, Mr. President. You know, sometimes --- there's two points that were made in a speech here. One was that the hospital was closed but yet people are supposed to go to another hospital but have no way to get in there. I mean, that --- and that's terrible in 2011 to even think that thought. And something that Mr. Shea had said that really resonates with me. Business people are in business to make money. Now why would businesses want these routes if there's no money to be made there?

That being said, why are our people --- well, I won't even call it our people. I don't know what to call the Port Authority. But why would the Port Authority not have the right people in place to be making that money? That's what bothers me more than anything. And Mr. President, I don't know if you have the subpoena powers or not, but I think it's about time that maybe we have a little bit of a face to face with --- not Mr. Bland, but with some of those Board members that seem to be hiding behind us while we get all the emails and we get all the phone calls, and they're the ones that have the authority. I think we need to put a little bit of light on that. Thank you, sir.

PRESIDENT BURN: Points well taken, Mr. Council Member Ellenbogen. Any other liaison reports or any other special privilege anyone wants to discuss before we move ahead with the remainder of our agenda? New business. Ordinances and resolutions. 6260-11. 6260-11.

MR. CATANESE: An ordinance of the County of Allegheny, Commonwealth of Pennsylvania, amending and supplementing the Administrative Code of Allegheny County, Article 405, entitled County Solicitor, through the

creation of a new Section 5-405.04, governing political activities undertaken by the County Solicitor and/or all Assistant County Solicitors. Sponsored by Council Members Gastgeb and Drozd.

PRESIDENT BURN: Mr. Gastgeb and Mr. Drozd?

MR. GASTGEB: Thank you, President Burn. I would simply ask this to be placed in committee.

PRESIDENT BURN: This would be referred to Committee on Government Reform. 6261-11.

MR. CATANESE: An ordinance authorizing the County of Allegheny to convey two parcels of land in the City of Duquesne to the Regional Trail Corporation. Sponsored by the Chief Executive.

PRESIDENT BURN: Refer to Committee on Parks and Recreation. 6262-11.

MR. CATANESE: A resolution of the County of Allegheny amending the Operating Budget for 2011. Sponsored by Council Members Burn, DeFazio, Futules and Robinson.

PRESIDENT BURN: Thank you. Before I refer this to committee, which I am going to do tonight, there were some issue as to whether or not there would be a request to ask for a waiver of the second reading. I can assure my colleagues that it's not something I'd want to do tonight. I'd really like to get to this, albeit relatively quickly. I have the assurances of the Chair of Budget and Finance that that would be done.

To touch on something that Council Member Ellenbogen said about the Port Authority and the questions that need to be answered, this gets back to conversations that my colleagues and I have had on both sides of the aisle about the apparent disconnect on some occasions with respect to the authorities and those of us up here who are elected to serve as the county. Once we --- we, this body, make the appointment approvals to put the Board members on these various authorities, I am sometimes concerned, as are my colleagues, that there appears to be a disconnect when that happens. And things take place at these various authorities that we're not cognizant of, that we don't find out about until we pick up the newspaper. That has been troubling to many of us from time to time, and I know that I've co-sponsored legislation with colleagues from both sides of the aisle on efforts by this body to bring the authorities here and make them more accountable to us and to the constituents

with whom we are elected to represent and with whose taxpayer dollars fund those authorities.

6262-11 is, in a nutshell --- and we'll vent this much further in Budget and Finance --- a requirement or an attempt by us to simply make our 15 percent match requirement under Act 44 consistent with actual numbers, actual numbers. The numbers that we are currently using are based on numbers we received from the Authority which, quite frankly, do not exist. They're based in part on numbers we received from the Authority for I-80 tolling, which does not exist. Some people say, well, how are you trying to help the routes and help to avoid cuts by making this? We believe that by doing this and having this conversation, we're acting in a fashion that is consistent with our statutory requirements.

However, having said that, as we sit here, and as this bill goes into committee, we're still paying more than our required match. And why are we continuing to do that? We're doing that because we believe that this Authority must exist and must exist in a successful fashion for the 200,000-plus riders who so desperately depend on it, especially in light of the most recent economic downturns, as evidenced by the increased charge for gas. These are not times to be making cuts.

We understand when the authorities come to meet with us that they say they've exercised due diligence. We have some questions. Mr. Shea and my colleagues brought up some great points about where and why are you making certain route cuts. We want to have another conversation with them. We know we're getting up on the deadline of the 15 percent cuts.

And it troubles me, as it troubles many of my colleagues --- we've had this conversation --- that the \$45 million to \$47 million flex request was made for and asked for and received in order to make no cuts whatsoever. As soon as the money was received, they continued to make cuts. And based on some of the fictional --- what appear to be fictional numbers in the Port Authority's budget, I would suggest to my colleagues, and we hope to find this out in Budget and Finance, that the situation is even more dire than we were led to believe.

So arguendo --- assuming arguendo that even if the Port Authority were acquiesced to what we're asking them to do and use this money in a fashion consistent with

what they initially asked for, they still may be in a worse situation than they had led us to believe. We need to have that conversation with them. But they must, in our opinion --- at least, based on the purpose of this resolution --- is act in a fashion consistent with what they asked that money for in the first place.

I believe that my colleagues and I will be willing to put a skin in this and keep this funding at its current levels if the management would be willing to keep their word and the conversation that we've had, some of us, with the ATU, if they're willing to put a skin in this as well and step up and work with management on how they can be part of this solution. We still believe that there's time to effectuate that, and we still believe there is time that this can be righted without having to make any cuts.

And quite frankly, I am concerned that, you know, this crisis is much worse than we were led to believe, which gets back to the point that ---. I know the Authority tells us they want 18 months so that they can have time to negotiate. I would suggest that time is up. I would suggest that the time has been up for a long time. And whether it's the Democratic Administration or Republican Administration in Harrisburg, the debate must be brought to Harrisburg now. If we can get on the same page with management and with union, which I suspect and am optimistic will happen, and on the same page with us, we who fund this authority --- then the debate will properly be shifted to Harrisburg, where it belongs, for the right solutions.

How can any of us up here, our Executive or our Mayor, our senators or our reps, our Council and the city, as leaders of this region, successfully market this community, southwest Pennsylvania, if we can't point to a stable and funded public transit system? I would suggest we can't. And unless we bring this to a head now, we are not going to be able to market this region and have an amenity in public transit to help us make those selling points. So I look forward to the conversation with my colleagues in committee. Council Member Robinson, Chair Robinson, thank you for your press release, thank you for your co-sponsorship, and thank you for your willingness to put this on your next scheduled meeting on Tuesday. We will invite members of the Authority to come up and answer some questions we have, which are of concern to us, and

hopefully move this bill quickly in one fashion or another. I will refer it to the Committee on Budget and Finance. Do any of my colleagues have any comments? Mr. Gastgeb?

MR. GASTGEB: Thank you, President Burn. Under remarks, I think it's a relative --- a relevant term to ask, is there an option or was there an option on the \$45 million that was brought into this region? You know, we might disagree how it was or if it was in the first place. But the fact remains it's here. And this body did not enter into the option process of where and how it was to be used. But now we find ourselves squarely in the middle.

If there is an option, I think we should weigh in. And you know, Mr. Burn has crafted a bill that, quite frankly, we don't see enough of. And that's the power of this body to appropriate. He has an idea, a bill, whatever you want to call it, as it goes into committee, that we're going to look at how we fund the organizations that are under county government. And let me remind everybody that we fund at a matching level, and I think every single entity, including the Port Authority, including CCAC --- it goes on and on --- is getting an appropriation over that funding level. I'll repeat again, over that funding level.

So this is an appropriate --- I believe, an appropriate ordinance that Mr. Burn and the co-sponsors are bringing forth. It will provide a couple things I want my colleagues to be aware of. I talked to Mr. Burn about this, as he was kind enough to share his thoughts with me. You know, the drink tax and rental car tax that we're collecting, some of us feel that we're over collecting. This will certainly really make it more of an over collecting because of our appropriation level dropping. So I just want to bring that out there.

The other thing is, what could we do long term? Okay. If we're successful at taking this money and putting it into a six month window that some of us feel it should be in to really answer the question of the speaker tonight, what do we do after that? I mean, it's going to happen as time goes on, months, maybe a year. We saw Harrisburg's budget. The money's less than anybody could ever imagine. You know, to come back to this body to say, help us out --- you know, be likeable, be lovable, show the compassion --- you know, the money isn't here in

county government. We're doing everything that we can. And I think the bill that Mr. Burn puts forth addresses that.

But really, what needs to be done in a 12 month window, in my opinion, somehow the Port Authority, between management and labor, has to find that money. Do we really think that Harrisburg's going to be, you know, the golden bullet or the County of Allegheny's going to be the golden bullet? I don't think so. Maybe through our delegation, as Mr. Burn says, we have some ideas that help. But the amount's staggering of the deficit. So this six month window, I hope, if all goes well, will allow the due diligence that really has to happen, because we are in the ninth inning. Thank you.

PRESIDENT BURN: Thank you, Mr. Gastgeb. Mr. Ellenbogen?

MR. ELLENBOGEN: If I may, Mr. President. Mr. Gastgeb has, for a long time, supported using our authority, and it's nice to see, Mr. President, you taking a side in this. One of the things I would ask. It's getting to the point where I can't get a loaf of bread without getting stopped and being asked about this. I would ask you to give considerable thought, when you do bring members back over here, to do some of this under the public eye in this room, with the camera, to allow the public to see what's really going on, because I think there's a misconception among the public that some of these decisions, sir, belong to us, and they aren't. We're in there fighting for --- to get this solved. And I think a lot of the public is confused because, with all due respect to the media, you know, people are just reading sketches of what happened.

I would prefer, and I would ask the rest of Council, to do this under the public eye so that the people can see what really is going on here. I think it's their right. I mean, this is the most --- probably one of the most serious issues that we've faced. I mean, everything from our kids going to school and going to colleges and people going to hospitals and getting to their jobs, I can't think of anything that's more important right now, sir. So I would ask you and this Council to give considerable thought to that and maybe ---. You know, it's real easy to make those kind of decisions when nobody knows what you look like. Let's at least let the people see what the Board looks like. Let

them get stopped for an hour to get a loaf of bread.  
Thank you, sir.

PRESIDENT BURN: Well put, sir. Yes, Mr. Gastgeb.

MR. GASTGEB: Yeah. I apologize. There's something I wanted to say and Mr. Ellenbogen reminded me. Just about ten minutes ago, we approved, under unfinished business, year 37 of the CDBG law. It's over \$16 million. It's probably the biggest appropriation we have. Now, if I would kind of paraphrase what Mr. Ellenbogen said --- I don't want to put words in his mouth, but for years I'm thinking, well, why don't we do half of it and keep the other half in this body for things like this? Maybe a CDBG project with infrastructure between Braddock and --- so folks can make it to the hospital.

As a Council, we --- you know, again, and not that the Administration --- that doesn't affect the way we do it, whoever that administration may be, and I've been here for both on both sides of the aisle --- why do we turn the whole amount of money over? I mean, I could guess. But I mean, you know, this Council --- and when you get the loaf of bread, the conversation we need to have in the supermarket is, you know what? We are the purse strings of the county. We make the appropriation, and we need to be somewhat smarter in how we do it. And again, I compliment Mr. Burn because his bill speaks to the heart of the matter. We're not beseeching. We're not recommending. We're not doing this purely --- he's actually putting a pencil and paper, black and white numbers. Thank you.

PRESIDENT BURN: 6263-11.

MR. CATANESE: A resolution of the County of Allegheny, Commonwealth of Pennsylvania, requesting that the Commonwealth of Pennsylvania authorize the Port Authority of Allegheny County to assume debtor status and file for protection under the terms of Chapter 9 of the United States Bankruptcy Code. Sponsored by Councilman Drozd.

PRESIDENT BURN: Refer to Committee on Government Reform. Mr. Drozd?

MR. DROZD: I'd like it to go to committee, and I have some comments, Mr. President and my fellow Council members. First and foremost, I want to point out that Chapter 9 does not mean that the Port Authority would not continue to operate. It's like any entity. It operates

under protection to be able to reorganize, to better serve what the main mission was in the first place, and that is to serve the people of Allegheny County.

Drastic times calls for drastic measures. Trying times call for drastic measures. We can't put the blame on Mr. Bland or the existing Board. They inherited what they have, just like we do. Ninety (90) percent of our obligations within the county are contractual obligations which we inherited, and so did they. So we keep pointing the finger at them, or maybe we should point the thumb and point the thumb at us and other elected officials throughout this Commonwealth.

First and foremost, though, however, it lies with the state legislature and our new governor to provide the answers and solutions to the problem, not with this Council and not with that Board. It can only work and operate within the parameters that they've been given and the monies that they've been given. First and foremost, let's face reality. There is no more money. There's no more money coming down from that state level or from that federal money --- federal level. It is gone. The monies are dried up. They have their own problems and their own solutions. They're sticking to their problems. They're not at hand, and neither are ours.

I'd like to point out that when you talk about what's going on within the Port Authority, what I'm talking about here is, if you ask Mr. Bland, he'll say, if you look and see ---. I contend that with the existing monies that are there now, by reorganizing the Port Authority, that that Port Authority could not only maintain the services it now has, it could enhance them. And one point in case is by using smaller buses. It's always brought up.

If you look during the days, my fellow Council members, and watch during the day, you'll see those empty buses. Walk with me to the shopping centers. Empty buses burning diesel fuel, expensive diesel fuel. High peak hours, they're full. Off peak, they're not. What we need is smaller buses. Mr. Bland says, I can ride smaller buses. We'll save some fuel. But what I can't do under the existing contracts --- I cannot operate those buses without paying the same contractual obligations.

And I say it's time that they are able to do so. These people in Braddock and the people that appeared before us today, we can provide that service with the

monies we now have. Believe me, we can. And I believe we can preserve whoever's in the pipeline where those transit workers are, and I think it's a new ballgame for new hires.

Let me point out one thing that was pointed out today. And even some parts of those lines may need to be privatized. But at the same time, maybe we have to look at ways where some of those lines could be operated by the Port Authority at maybe a higher fare rate. I don't know. But they have to have the flexibility to do that. My neighbor, a long time ago, was Diebold. Diebold operated a line that ran from Homestead to the Steel Valley that I rode, and my family and my friends and my neighbors and steelworkers rode into other parts of the county. When he was asked to sell his line to the Port Authority, he says --- and this is quoted from his son. He said, here's the million dollar check. I don't want to sell my line. You take my check. I want to keep it. It's profitable. So it can be operated profitably in whatever it can be.

You know, I want to point out this. All corporations reorganize during trying times. The government's even reorganized. You saw throughout this world where Russia and other countries have reorganized when it need be. And you know what? So did the Port Authority. The Port Authority came together and was organized as it was because there was a need to do so at that time. Well, now there's a need to do it, and it takes drastic measures.

And there's a saying, if it's not broken, don't fix it. Well, this Port Authority's broken, and it needs to be fixed. We're going to have the same discussions year in, year out that we had year in and year out in the past, and it will continue to go. So it's time to really get and unleash the hands --- if we so say that we want Mr. Bland and his Board to be held accountable, then we have to give him the tools to be held accountable and untie their hands to do what they need to do, and part of it is reorganization. They have to have that opportunity to reorganize.

We checked the law. It can be done this way. It gives them the opportunity to do what's necessary, what he needs, and he has the vision. He said it to us many times. But what he doesn't have --- he doesn't have the tools to do that, and his hands are tied. He can't do any more the way it's structured. So we need to give him

that. And that comes from the state legislator. Make no mistake about that, people. Make no mistake. It doesn't come from this Council. The Council can only provide so much funding, and we've done all we can. The state, they have no more. The federal has no more. It's gone. So there's only one other way. And make no mistake about that. It's through reorganization and restructuring.

And I say to you it's time that we do this. It's time that we look at this. It's time that we realize one thing and one thing only, the Port Authority does not exist ---. Like any government entity, this county, any government entity that serves the people, its people and its constituents, does not exist to --- simply for its employees or the people that serve those constituents. It exists for those they serve. And that's what we have to bring the mission of the Port Authority back to.

The Port Authority's not there and does not exist for those that drive the buses or work on the buses. Yes, we've got to be cognizant of them and their families. And we've got to be fair to them. Yes, we do. At the same time, you may not lose sight of its mission, and that's to serve the people of Allegheny County. I think it's gotten out of track and out of sight of its vision. I really believe that. I heard the other day, people said what we've done, we've given back. What have you given back? What have you given back? I've had to give back and you had to give back. People in this county not only had to give back, but our workers in this county have now taken raises. You know that and I know that.

So I'm not saying --- again, I believe in respecting whatever units there are, that they need --- their hands need to be unleashed. They need to be untied, and this is the way to do it. So I would like this to go to committee. I'd like it to be given serious consideration. I would like the Authority to come in and discuss it and look at it and see what they think, too, and see if this is not a good, positive way ---. Take out all politics. Let's take it out. Let's take out any undue influence or whatever it may be from whoever, any special interest groups. Let's do what's right for the people of Allegheny County. Let's not lose sight of that ourselves, like we say and we claim that the Authority has. And I don't believe they have. I believe they've done all they can, just like we can.

When I was on school boards, 90 percent of those costs were fixed. There's contractual obligations. I couldn't go any further. There's only that ten percent. So we've got to get more than that ten percent, and this is the way to do it. Thank you, Mr. President. Thank you, my Council members. I look for discussion of this in committee.

PRESIDENT BURN: Thank you, Councilman Drozd.  
New business. Motions.

MR. CATANESE: None.

PRESIDENT BURN: None? Thank you, Mr. Catanese.  
Notification of contracts. 6264-11.

MR. CATANESE: Communication from County Manager Jim Flynn submitting Executive Actions related to contracts for the month of February 2011. Sponsored by the County Manager.

PRESIDENT BURN: Do I need a motion to receive in file?

MR. MARTONI: Yeah. Move to receive in file.  
(Chorus of seconds.)

PRESIDENT BURN: All in favor, signify by saying aye.

(Chorus of ayes.)

PRESIDENT BURN: Opposed? Received in file.  
Public comment on general items. We have two speakers. First speaker, Dinesh Verma. Melina Brajovic. Good evening.

MS. BRAJOVIC: Thank you, Mr. President Burn, for letting me address Council today on Marcellus Shale investments and county expenses. I am a cancer survivor and a free market environmentalist. My name is Melina Brajovic. I am from Blawnox.

Protection of all things environmental can be done through property rights. You know, if we live on a river, you are not allowed to pollute my part of the river. You are also not allowed to pollute my air. And you can do all this through protecting property rights.

Indeed, if increasing domestic energy production was really a priority, the Obama administration would direct the EPA to remove its many roadblocks and barriers to energy production. In fact, abolishing EPA altogether would do much more to improve our country's economy. Instead of protecting the environment as they are supposed to do, most of what they do simply chills the economy. Polluters should be directly liable in a court to any and

all parties they harm, rather than bureaucrats of the EPA and DEP. They don't support the demands of the people and decisions of private investors.

We need the DEP to expose what chemicals are used and where the waste is going to create more transparency and less regulations. The result only wastes the money and time. If the market were left alone --- free market was left alone, private investors would put their own capital into the most promising alternative fuels, provided that we have transparency.

I believe the free market, prosperity rights and tort --- property rights and tort law provide the best tools to preserve the health and sustainability of the environment. This is in contrast to the most common modern approach of legislation by which the government invests in the market to protect the environment. Education, healthcare and energy are all unfortunate examples of industries that are, in my opinion, far too important to be left to government control when it is the market that has the golden touch. Thank you, President.

PRESIDENT BURN: Thank you, Ms. Brajovic.

Motion to adjourn?

(Chorus of motions.)

PRESIDENT BURN: Second?

(Chorus of seconds.)

PRESIDENT BURN: All in favor, signify by saying aye.

(Chorus of ayes.)

PRESIDENT BURN: Meeting adjourned. Thank you, everyone.

MEETING ADJOURNED AT 6:30 P.M.

CERTIFICATE

I hereby certify, as the stenographic reporter, that the foregoing proceedings were taken stenographically by me, and thereafter reduced to typewriting by me or under my direction; and that this transcript is a true and accurate record to the best of my ability.

Handwritten signature of Kayle Good in cursive script, positioned above a horizontal line.