

Minutes of the

REGULAR MEETING OF THE COMMITTEE OF THE WHOLE

Wednesday, March 4, 2020

Committee Members Present:

Johnson, Chamblis, Ferguson, Cummings, Atlas-Ingebretson, Lilligren, Zeran, Vento, Gonzalez, Fredson, Sterner, Wulff

Committee Members Absent:

Barber, Lindstrom, Muse, Lee

CALL TO ORDER

A quorum being present, Committee Chair Zelle called the regular meeting of the Council's Committee of the Whole to order at 4:05 p.m. on Wednesday, March 4, 2020.

APPROVAL OF AGENDA AND MINUTES

It was moved by Vento, seconded by Zeran to approve the agenda. **Motion carried.**

It was moved by Chamblis, seconded by Sterner to approve the minutes of the February 19, 2020 regular meeting of the Committee of the Whole. **Motion carried.**

INFORMATION

1. Information Item: ADA Self-Evaluation and Transition Plan Update (Guthrie Byard, 612-349-7762)

Guthrie Byard, ADA and Title VI Administrator for the Office of Equal Opportunity, gave a presentation on the Americans with Disabilities Act (ADA) Self-Evaluation report and priority rankings. The Metropolitan Council conducted an ADA self-Evaluation in 2019; this self-evaluation and transition plan is required under Title II of the Americans with Disabilities Act related to state and local governments. The self-evaluation was conducted from June until December of 2019 by JQP, Inc. They reviewed all Council facilities, both public and administrative and connected bus stops, totaling over 400 locations. These results will be used to write a transition plan that details results and work to be done to fix issues. This plan will be updated annually. Byard noted that the Met Council was not waiting for the results of the self-evaluation to improve the accessibility of services and to improve compliance under the ADA. Both Transit and Environmental Services dedicated resources to improve bus stop accessibility as well as facility and meeting access over the last few years. Reports were created for each facility, including number and types of barriers, priority level, initial cost estimates and photos. Recommendations were prioritized 0-4 based on the significance of the barrier. The priority levels are: Priority 0: Non-compliance with new construction; Priority 1: A barrier to participate, high public use, inexpensive and easy to modify; Priority 2: A barrier to a significant number, an area where there is a short period of time to accommodate; Priority 3: Convenience of accessibility, such as additional locations of drinking fountains, toilet rooms, entrances, etc.; Priority 4: Required for new construction, but in existing buildings do not critically affect the impact on program accessibility, such as employee-only work areas, maintenance or replacement, not technically feasible to modify at existing facilities. Byard provided a table of number or priorities and types for Metro Transit, Environmental Services and Regional Administration, as well as photos of examples. Council Members had questions and comments about weather-related issues such as snow, as well as opportunities available for employees to report ADA issues. Chair Zelle asked for clarification about what it means when an area is in compliance in one standard but not in another. Byard responded that it can depend on ADA design standards versus Minnesota Building Code. Council Members also had comments about the importance of accommodations for meetings, and the importance of creating a welcoming environment for both employees and guests.

2. Information Item: Orange Line Update (Derek Berube, 612-349-7560)

Derek Berube, Principle Engineer for Engineering and Facilities, Metro Transit, gave an Orange Line construction update. Orange Line Bus Rapid Transit is a 17-mile, 12-station route between Burnsville and downtown Minneapolis. It will provide all-day, frequent station-to-station BRT and express bus service along 35W. 26,000 daily rides are projected by 2040 and it will provide access to 56,000 jobs and 81,000 residents outside of downtown Minneapolis. This project is currently fully-funded and under construction, with plans to open in late 2021. Council Members had questions and comments about conflicts with other construction projects in the area, modes of transportation in the Orange Line tunnel under Interstate 494, as well as security in the Lake Street Station. Council Member Lilligren noted that he has been working on this project for two decades, and it is a model of interjurisdictional collaboration.

ADJOURNMENT

Business completed, the meeting adjourned at 5:42 p.m.

Bridget Toskey
Recording Secretary