

Minutes of the REGULAR MEETING OF THE TAAC COMMITTEE

Wednesday August 2, 2017

Committee Members Present: Chair Kjensmo Walker, Sam Jasmine, Christopher Bates, Lisa Childs, Ken Rodgers, Robert Platz, Kari Sheldon, John Clark, Heidi Myhre, Lukus Zuker, Bre Royer, Margot Imdieke Cross, David Fenley and Patty Thorsen.

Committee Members Absent: none.

Committee Members Excused: Dona Harris

Council Staff Present: Jan Dietrich, Pam Steffen, Adam Mehl, Mary Capistrant, Greg Tuveson, Shawn Walding, and Karyssa Jackson from Metro Transit, Nick Thompson, Michelle Fure, Claudia Fuentes, Mai Thor Cole Hiniker, Dana Rude and Alison Coleman.

Public Present: Emilie Hitch from RABBIT and MnDOT, Jason Staebell from Hennepin County, Charlene Doll, Amanda Swanson and Andrea Long,

CALL TO ORDER

A quorum being present, Committee Chair Walker called the regular meeting of the Council's TAAC Committee to order at 12:31 p.m. on Wednesday, August 02, 2017.

APPROVAL OF AGENDA AND MINUTES

It was moved by Fenley, seconded by Thorsen to approve the agenda. **Motion carried.**

It was moved by Bates, seconded by Platz to approve the minutes of the June 7, 2017 regular meeting of the TAAC Committee. **Motion carried.**

BUSINESS & INFORMATION

1. Fare Increase

Mary Capistrant, Supervisor of Retail Sales at Metro Transit and Nick Thompson, Director of Metropolitan Transportation Services, spoke to the TAAC committee. Capistrant said I am here to present a discussion we had on the Regional Fare Adjustment that have been approved and will take place on October 1st. The business item for Metro Transit and the Metropolitan Council was to approve a recommendation to adjust fares on October 1. It directed the staff to report back by the end of the year on several pieces. One was to look at options for determining future fare adjustments so that we can understand better what all future adjustments will, what will trigger that so that we have a standard. We don't have one of those right now. We are looking at creating a sustainable funding structure source for the future across the region.

As we know Metro Transit is funded by the Motor Vehicle Sales Tax, which is not a not a solid funding source all the way through. So, we are looking into that to see what we can do to make a difference for future budget constraints. We also want to look at how to further mitigate increases on fares for people for protected classes, low income communities, youth and people with disabilities.

For 2017 we had three goals that we were attempting to achieve. We wanted to generate additional revenues because of our funding situation that we found ourselves in. We wanted to promote equity. The set prices so that everyone could afford them and to simplify our fare structure. We feel that we were successful in many of these areas. Success factors included. Insuring all residents and communities are partners in the decision making process. We wanted to find out ways to mitigate the impact of the increase on those who are most reliant on transit. We want to simplify how do I pay my fare question.

The screen before you lists the adjustment amounts that we recommended. Local and express fares would both go up 25 cents. The projected impact would be \$6,530,000. That was for local and express fares. Metro Mobility would have a 50-cent base increase. Seventy-five cent distance surcharge for non ADA rides. That would generate \$1,300,000. Transit Link would go up \$1.60 on average and have 75 cents distance surcharge as well, generating \$265,000. The Transit Assistance Program (TAP) as people call it, was a new program that offers a \$1.00 fare. That would have a cost to the Council of \$3.5 million annually. Limited mobility pays 75 cents now. Their fares will go up 50 cents. That will generate revenues of \$370,000. Our transit school discount. It's a legacy program we've had with a few schools. This is the summer school pass program or the high school pass program or the college pass program. We want to eliminate the five and 10 percent discount. Impact of \$10,000 a year. Eliminate the stored value bonus. Right now, if you by \$10.00 Metro Transit gives you \$11.00. We propose that we eliminated that bonus that would generate \$1,900,000. That gives us an impact of \$6,875,000 to the bottom line for the next two years. Each year.

On the screen before you is a list of what the current prices are for each pass price and product that we sell as well as the proposed price. So local off peak will go from \$1.75 to \$2.00. Local peak \$2.25 to \$2.50 for Metro Transit buses and trains. Off peak express \$2.25 will go to \$2.50. Express peak fares of \$3.00 will now cost \$3.25. Metro Mobility prices will go up a quarter. An off-peak ride on Metro Mobility will go from \$3.00 to \$3.50. Peak would go from \$4.00 to \$4.50. The distance surcharge. There isn't one here today but that would incur a 75-cent charge. Dial a ride services for Transit Link goes from \$2.25 to \$6.75. that will be increased to \$3.50 to \$4.50 plus the additional 75 cents surcharge. Northstar fares will go up the 25 cents as well. So, if you are riding a \$6.00 fare it would be \$6.25 up to the Big Lake station. The Fridley station would be from \$3.00 to \$3.25.

Youths, seniors, Medicare card holders, limited mobility customers now pay 75 cents. They will begin paying \$1.00. The Transit Assistance Program again was not in existence. Most folks will pay \$1.00 a ride. All of the rides include a two and a half hour transfer with Metro Transit.

Fare increase strategies. Really what we were trying to do was as we share this information with our customers we want to retain riders by emphasizing the benefits of transit. A lot of people are complaining already. It is too expensive. We heard that but there are a lot of other benefits to riding transit. We want to emphasize that in our communication plan. Emphasize the new payment options. We do have a mobile app available now where you can buy a pass and activate it when you are ready to use it. We have quite a few people joining us. It has been on for. Since November of last year the app has been available for people to download. It gives you route information as well as you can pay your fares. It will also be offering a state fair tool. You can download a state fair ticket and be able to use it to go to the state fair this year.

We also want to utilize outreach for staff to educate our groups. We have a large engagement team with Metro Transit that we plan to get out to the community to help people understand what their fare was and what it will be going forward. Michelle Fure and our Marketing Department have put together a plan on that.

Fare Increases Communications. To customers we are going to reprint our key materials. Our webpages and our online store. We are going to use social media because last time we did a fare increase was almost a decade ago and not too many people had cell phones back then and no Twitter and no Facebook back then. So, we found that that is a very good communication tool. We have a fleet of interior cards. Farebox cards and newsletters that will be going out. Informing customers of this upcoming change. The Transit Service Centers and GoTo card outlets and all Cub Foods where people can recharge their GoTo card will be receiving that updated material to post so that we can reach as many people as possible and not catch anybody off guard.

Our partners in our past programs, those folks that we already partnered with are getting that communication now so that they can pass that along and make adjustments as necessary. We will be printing up posters and putting some in shelters so that again, folks will be informed. And then our employees and operators will have a pocket guide to help them explain to customers as they board. We will have posters in all of our facilities. Are there any questions about the fare change?

Christopher Bates said Sam and I were talking about this earlier too is we kind of think that surcharge is discriminatory. Because we don't have. We live in an area Sam is in Plymouth or Maple Grove and I am in Excelsior. And there is no public transportation alternative. There is only an express bus and the people in my building would live with the 50-cent. I live in a senior building. They could live with a 50-cent increase but they feel the surcharge because it is 22 miles to downtown Minneapolis from where we are at. And they are strongly

opposed to that. And I think it does discriminate against people who live in Hennepin County or any of the seven-county area that don't have regular bus service.

Chair Walker said would you like to comment?

Nick Thompson said Chair Walker, members of the. The surcharge is allowed for the area that is not federally regulated. Non-ADA portion of Metro Mobility and Transit Link. We do not think it is discriminatory but it does clearly have an impact on riders that are traveling.

Christopher Bates said this is a follow up. For instance, I live in a low income. It is HUD subsidized. So that an increase makes a big difference if you have to use Metro Mobility or even Transit Link on a regular basis. That is the only thing because the express buses are at 6:30 in the morning. That is the only other alternative.

Chair Walker said are there any other questions? Sam, Ken, Heidi.

Sam Jasmine said I had a question about in regards to the surcharge. I do feel the same as Chris. It did really nail us more than everybody else but. When someone's going from an ADA part to a non-ADA does this mean that they are going to pay that 75-cent charge as well?

Thompson said Chair Walker, members. The surcharge, how it is structured is for all the trips that are designated non-ADA greater than 15 miles. So a trip that starts in a non-ADA and goes to ADA is a non-ADA trip. But if it is a trip that begins and ends in an ADA is not one that would have the surcharge. Approximately five percent of all trips on Metro Mobility are over 15 miles. So that is the scale for the amount of trips that are impacted.

Jasmine said sorry if I missed it but my question was from ADA to non-ADA.

Thompson said Chair Walker, members. That trip is eligible for the surcharge if it is greater than 15 miles in length.

Chair Walker said Ken.

Ken Rodgers said yeah, do you have at your disposal to share with us now? I know Met Council had some public opportunities to accept comments and written comments were accepted as well. Can you give us the breakdown of the comments that you received? The total number. The number of pro increase comments and the number of negative increase?

Capistrant said Chair, members, I would like to invite Michelle Fure up to field that question.

Michelle Fure said I am Michelle Fure. I work here at the Council in Communications and Outreach. To your question. We received more than 6,000 pieces of feedback. Over the course of the 10 weeks that have the comment open. There were very few comments that included support without some sort of other qualifying statements. No one came out and said this is fine no matter what. They said this is fine if there is improved service. They said this is fine if it is balanced with other things. There were people that indicated support for small increases if they were paired with other situations. We did receive in response to your question about the breakdown. We received 1,600 surveys. About 4,400 emails, written comments, voicemails and other comments from the public hearings. And during the public hearing process we probably had about 150 people come and give us their in-person comments. So that is kind of how it broke down. There was primarily feedback that was not in favor of the increase.

Rodgers said so my question then is what good was that public feedback?

Fure said Chair Walker, members. The importance of the feedback was that the value that was also provided in terms of the other pieces that people made sure to include when they gave us feedback. Nobody just gave us feedback about the increase. So for example the TAP program. We got overwhelming support from all people who commented for a low-income fare for them on the regular route transit. That is something that the Council members then prioritized. Service related feedback was incredibly important and is something that the Council members are prioritizing. Ultimately, we did not make this decision. So, we cannot tell you exactly how the Council members felt but we would be happy to pass along that you are interested in that information and perhaps the Council members would be willing to give some sort of either written report or other summary for you about how they weighed that feedback.

Rodgers said I would like that move forward. And also, my last question is so there's low income but that is for regular ridership. What about low income people with disabilities that are relegated to using Metro Mobility?

We don't have a low-income program. So, we're stuck not only with a 50-cent increase. That's twice as anybody else. But no opportunity for low income program with Metro Mobility.

Fure said Chair Walker, members. Nick Thompson did address that to the Council last week.

Thompson said Chair Walker, members. We did consider the TAP program and what services it would be considered for. Some of the struggles and the hard choices the Council made were around what could we move forward with based on feedback from public and also what we are trying to do, accomplish with the fare structure. The fact is that in the next four years we are facing quite a large deficit. And so they had to balance the fare increase, the public comments with the need to really maintain service and operate. So the thought was the TAP program was one that will cost, have an impact for the system, and so at least at this time that should be limited to the fixed route system. But the Council also said that this is the program that we piloted in a pretty small scale. We learned from that is now being rolled out to the region. Available to anyone who meets the income requirements. We need to evaluate that at a regular consistency how it is being used and where it can be expanded or changed. And so that is one portion of that that could be maybe be considered going forward. But at this time because of the difference in cost to deliver different services they limited the TAP program to the fixed route system.

Chair Walker said Heidi, then Margot.

Heidi Myhre said well, again, my friends are doing a better job explaining this to me. When you come to the table I am still very confused about how this all works. And all the different. You know because earlier we were talking about this before the meeting and they had to break it down in a way that, you know, anybody can understand it. Because you just throw out numbers and certain things. And you just expect us to understand that. Are you going to be very clear with your advertising when you roll this out? Because we are stuck with it. We don't have a choice. And so we do understand so you don't have a lot of people complaining. Because you got it all over the board and I have to remember a million things. And you don't ride Metro Mobility or the city bus. So, you don't know the different kinds of people and disabilities and how they understand. Some of them have other people taking care of their business. They don't handle Metro Mobility. They just know they take Metro Mobility. So, when you say one price, it is not going to click because they are so used to a different way of thinking. You know, so I don't know how you are explaining this to the community. Because I am still confused every time you come to the table.

Chair Walker said thank you for your comment Heidi. Margot?

Margot Imdieke Cross said I too am confused. This whole discussion of fare increases came about because you anticipated a funding cut this past session. Well, you didn't get the funding cut. In fact, you got more than you requested. So, we're operating in what might be considered a surplus. But still there's this discussion about anticipated deficit. Could you enlighten us a little bit because as you were earlier this session concerned about deficits, that never materialized. Would you in fact be jumping the gun here and what's to say that your anticipated deficits will again not materialize and what's happening to our community is we are being burdened with fare increases which will ultimately lead to an increase in revenue, which will be at your disposal. And so are we really reacting to possible service cuts or are we just creating an additional funding stream for your discretion? And so, what is actually taking place here? And what proof do you have that there is going to be an actual real deficit in the future?

Thompson said Chair Walker, Members. So just a little, I will try to minimize the amount of budgeting talk we have. Explain it but we budget our transit system on a four-year cycle. And so, we did go into the legislative session with a projected deficit and the legislature, in their final budget, approved a budget that created no deficit for the first two years. But in their approval of our transit budget, they said that the money that was provided to the Council for transit, is only for two years. So, the following two years of a four year budgeting cycle, we have a \$110 million budget deficit in the following two years. Between now and then the legislature will meet again. We will be actively trying to resolve that deficit through additional funds for transit from the state. But we must be prudent in looking out in four years. Fare increases is one of the tools that we have to try to manage that budget risk. In the future as the chart shows there is about \$7 million revenue that the new fares will generate. That is nowhere near what that deficit is in the years three and four of the budget cycle.

I totally agree that the next two years, they did solve that. We are thinking about term two. What we can do to resolve it because to protect the service that is provided. So that is one of their thinkings of the decision.

Imdieke Cross said Chair Walker. I could ask a follow-up. When are these increases anticipated to go into effect?

Thompson said Chair Walker, members. October 1st. That is the vote that was taken by the Council.

Imdieke Cross said so you are clearly implementing fare increases when there is no financial need to.

Thompson said for this biennium there is not a financial need. However, fare increases, that is not the only reason. We also need to manage the system, protect the services that we have. We have not had a fare increase in eight years. Prior to that we did fare increases every two to three years. There is an expectation that fares increases cover a certain percentage of transit trip costs. And that percentage has been declining for eight years because we didn't have a fare increase. So the deficit has been solved for the short term. But the operating costs and the rider's contribution to the ridership costs are another factor that was part of the consideration.

Chair Walker said thank you. Are there any other questions? Kari?

Kari Sheldon said do you currently have any information for the people who have workers that pay for services? Do you have any information to share with us to give to our workers? Or are they mailing the information to those workers?

Capistrant said Chair, council members. We are working with, we know the people that buy Metro Mobility tickets from us today are buying the GoTo cards. We are beginning the communication process with them so that if you are supported by an organization, they will be aware of those and they will acquire the change in the cost so that you will not be left without that. We have a master list of all those who have purchased from us in the last year. We are in the process of reaching out to those organizations.

Chair Walker said we are over time. Bob, quickly.

Bob Platz said I don't have a question as much as a comment. I would personally prefer to see a slow creep verses eight year stretches with nothing and then big plunks.

Capistrant said Chair and council member. As part of the approval they asked us to figure out at what point and when in the future do we plan to do fare increases. So that everyone understands whenever it gets hit, it would be time to do a fare increase. So, we do want to do that as well as we are going to come back within this year and let people know what we think we can do in the future.

Chair Walker said Heidi, very quick we are over time.

Myhre said just so you know, Human Services, because I asked this question many times, you guys don't go to Human Services. And me and Kari get services. And Human Services pays for our Metro Mobility and city bus. You need to do more work with them because I can't do certain things with my GoTo card because Metro Mobility doesn't know how to handle it or you guys don't know how to handle it. So you need to do more with Human Services because I know tons of people where other services pay for it. I just wanted to pass that on.

Chair Walker said thank you Heidi. Nick and Mary, thank you for joining us today.

2. State Fair

Adam Mehl, Market Development Specialist at Metro Transit and Greg Tuveson, Assistant Manager of Street Operations at Metro Transit and Manager of State Fair Services, spoke to the TAAC committee. The changes and overview of the State Fair express service that will be running through the duration of the State Fair this year. Looking back, we are going to set the tone by what it looked like last year. The State Fair service is a major part of Metro Transit's yearly ridership and also provides a very large portion of rides for all of the attendees of the State Fair. 16.3 percent of all people who went to the State Fair used Metro Transit's service to get to the fair. That does not include the charter service that the State Fair runs from their free lots. So that is exclusively on Metro Transit's service. So, we have seen that grow 16.2 the year before so we are seeing incremental growth in that market share.

We had over 632,000 rides last year. That is a nine percent increase after the previous year, which was very good. We try to keep our goals modest. This year we have a three percent goal for 2017. We are hoping to get to around 700,000 rides this year. Looking at the service this year the round-trip cash fares will remain at \$5.00. It has been that way for awhile. It will stay that way this year. We are offering, as in previous years, discounted purchases on digital devices including the new mobile app. As we have done in the last two years

we will be offering online tickets through our interactive ticketing system where customers who purchase tickets between now and the day before of the fair, which would be August 23. They can purchase tickets. A single ticket is \$4.50 versus that \$5.00 cash fare. Two tickets are \$9.00. Four tickets are \$15.00, saving 25 percent. We will also be offering that same discount on the new Metro Transit mobile app. This is the first time we will be using it for the State Fair. We are going to be offering those discounts through the entire fair. So you will be able to buy those discount fares digitally throughout the fair. The idea being we will get more and more people using digital transactions rather than cash. We have a very high cash usage at the fair. It is expensive and challenging for Metro Transit to collect. The more we do it digitally the better we can provide the service.

Greg will do the overview of the sites themselves.

This year we have a new site change. This is due to the National Sports Center having an agreement with Spring Lake Park Schools to have a school built on most of the lot we had our service on last year. We did meet with National Sports Center to try to find an alternative there. Unfortunately, that was not able to be accomplished due to there is no lighting north of 105th. They are looking at future improvements to that property so we had to make a decision on where we were going to go. The decision was made that we were going to use our 95th Avenue Park and Ride, which is on the same routing to National Sports Center. It is right off of I-35W and 95th. The challenge with that would be they have 700 to 800 weekday spaces with 1,500 weekend spaces available there.

Along with that we are going to have our A-Line service. Routes 3 and 84. Both of those will be enhanced with extra buses, particularly when the grandstand show lets out. And we have the Route 960 local through downtown Minneapolis.

He showed a picture of what the 95th Avenue park and ride looks like. They will have the fair goers to go from the south to the north on the other side of the platform, which would be the west side to separate Route 250 commuter customers so no one gets on the wrong bus. The tent will be close to the ramp and we will have an outdoor facility to use if somebody needs it. The accessibility of the 95th Avenue park and ride. Along the west platform it is curb level access to the platform in the reserve parking spots for accessible people. And in the ramp on each level there is designated parking on each floor. The main floor has a lot of designated parking.

All Metro Transit service is ADA accessible. We have ramps and level boarding where possible to make sure that they have the easiest boarding. The ramp has three levels all with accessible parking on the east side near the elevators.

The area along the street level is a non-curb accessible boarding ramp. This will be along the same side as we queue the passengers for state fair service. There is an elevator accessible ramp with automatic sliding doors to the platform. It is lit and cooled. Each level has the accessible parking closest to the elevator ramps on each floor. There is a canopy along the platform to keep customers covered in the elements.

The state fair transit center. All gates remain in the same locations as last year. Route 960 remains in the front nearest the entrance for service every 10 minutes.

In addition to the standard service we provide to the state fair will also be present the Grandstand where we will have transit information representatives who are able to speak to customers. There will also be some SouthWest Project Office staffers who will be there to answer questions about the up and coming Green Line Extension. Then again, this year we will have people in the Eco Experience building where we are part of the Kick Gas exhibit to help people learn about sustainable modes of transportation. Along with some partners like Nice Ride, a pollution control agency, and others.

The marketing we are doing for the state fair service. There are the 65,000 State Fair brochures throughout the region, skyway ad panels in both downtown Saint Paul skyways and downtown Minneapolis skyways, direct mail, email, sidewalk clings along the light rail lines, online ads, transit fleet advertising and digital billboards. There will be directions to the A-Line via the Green Line to get direct service to the state fair.

The estimated number of buses we will have this year. Weekdays there will be a total of 66 buses in the a.m., 80 buses in the p.m. and 62 are articulated buses. On weekends and the holiday there will be a total of 69 buses in the a.m., 84 buses in the p.m., and 65 are articulated buses.

Support staff. It takes a lot of effort for operators, office personnel and management to staff this event over the 12 days. The total estimated hours for Metro Transit staff is 5,316. There will be internal flaggers in four

locations. The total estimated hours for bus operators are 11,939. Express service costs are covered by collected revenues. No subsidy is required.

3. I-94 Project Update & Engagement Update

Mai Thor, Outreach Coordinator at the Metropolitan Council, and Emilie Hitch, Partner, Applied Anthropologist at RABBIT and MnDOT, spoke to the TAAC committee. They are both working on the Rethinking the I-94 project. Hitch will give an update on what that project is and their objectives. Rethinking I-94 is a corridor project that is a MnDOT project called a study of the corridor. She calls it a listening to the corridor before we begin working in the corridor. There is work going on there currently. This is a particular project that has some time line boundaries that begin in the mid 2020's. So, they are thinking about construction projects and other types of outreach and programming from a MnDOT perspective that may begin in 2022/2023 also always contingent upon the realities in which we work being funding and what types of projects might take priority. We are trying to build some resilient relationships within the corridor that are going to help us as we move forward to incorporate community voices and to any of the work that is going to be done in the corridor from that point forward.

We are currently in the visioning phase. In this visioning phase, we have come up with some really big guiding principles on how we want to do engagement. How we want to rethink engagement with community and with all stakeholders moving forward. Our goals are to engage more voices in transportation planning than have been engaged in the past to focus particularly on those who will be impacted by the projects that have not yet been programmed moving forward. That means the folks who live in the area. Those who have impacts to their daily lives while the projects are going on. Include diversity. Inclusion of underrepresented voices. A really big focus on that piece of underrepresented voices. The definition of inclusion is everyone. So, making sure that we are bringing as many voices, participants and partners along with us. Whether that is local partners, the counties, the cities, the Council, regional stakeholders as well as folks who live in the corridor or who travel along it. Engage those folks earlier in the process. One of the biggest messages that we have right now is that we don't actually have the tangible project. We are not talking about a bridge or a ramp. We are thinking about the corridor as a whole. Trying to better understand what that corridor is and means to the lives of people who live there before we start anything.

Then engage with purpose to builders in our relationships. The corridor timeline of rethinking I-94 really goes through 2040 and beyond to try to think about how MnDOT and their staffing in the way that this project office works, how they can continue to build resilient relationships that last over time and not just in the time of the relationship funding cycle.

To give a quick overview with what we have been engaged with so far. About the last year or so we have done what we call a baseline survey. This is a quantitative survey where we were asking a lot of questions about what types of media people are using currently, how involved or engaged do they feel they are currently and if they have heard anything yet about this project. Engage this project. We have done some listening sessions. I have spoken with over 100 people at this point and close to 70 organizations. Most of those are one on one. I spent a lot of times in coffee shops throughout the corridor. I spend a lot of time going to meet people who are working in their neighborhoods.

We are doing some cultural mapping in historical overviews. So, one of those big goals are underrepresented voices. Thinking through the history of those populations of people. We have six that emerged from our census data that have emerged as pretty strong within the corridor. American Indian, Euro American, African American, Asian American, Latino and Recent African. We try to go beyond this census definition of who people are and think about how they may identify themselves. And then try to think about the spaces for them in the corridor, where the gathering places are. Different types of events that are going on. The history of those people along the corridor.

Those cultural maps and historical overviews have a couple of purposes. One is a tool to help MnDOT folks become more aware of who they are going to be encountering in their projects. And understand the whole cultural and historical context there.

We also did a very large quantitative study. We called it a segmentation study in marketing language but we did a lot of questioning about values, what people find to be important, how civically engaged they are. We had a lot of open ended questions that got a lot of open ended responses. To date they had over 800 interviews by telephone of people who live in the corridor. To date, there were over 1,200 completed online surveys of those

who live or drive in the corridor. This was done in order to try and reach folks that may not have a land line. Some of the barriers that we ran into in our methodologies were that it is very difficult when you are using a marketing firm to call people. So, land lines was one of the best ways to reach folks in this specific geography. Then circulating the online survey was also beneficial.

One other thing that we are working on is what we are calling the zone approach. From all of the information that we had on the engagement side, we are also trying to work as much as possible in lock step with the technical side and engineering side of things. We narrowed the corridor into six zones. We analyzed data sets by zone, leading to zone profiles.

One of the first applications of the zone approach was that MnDOT conducted some open houses in June. Each of them were conducted in a different zone. They were open to anyone who wanted to attend them. They were to make sure that buildings were ADA accessible. Purchasing food from local restaurants where possible. Asking the communities within the zones first where there might be a good gathering space for us to be invited in to share some information about the project.

Examples of what some of the tools are starting to look like in terms of what MnDOT is looking at for this zone approach. One other thing about the zone approach is that we are able to find some spaces of meaning and also some of the hot spots within each of these communities.

We are continuing to learn that this corridor is rapidly changing. It has a deep and rich history. The history is continuing to change over time. We are always listening and learning. We are continuing to look through all of those open-ended responses from what we received. And try to deepen our profiles with what we are coming up with next. Some very specific and customized engagement ideas for those different zones. Thinking about who lives in these different areas and not just one blanket Re-Thinking I-94 engagement process. But really thinking about how to get into the zones in a different way.

What I wanted to ask from this group is just one thing. We know that with our visioning sessions, with our quantitative surveys, phone and online surveys we still have a lot of gaps in who we haven't yet reached. We are still in this visioning phase. We would like to learn about how to reach some of those folks who we haven't reached yet. I feel that we are checking a lot of the boxes but we need to do better than that. We are trying to ask people how to engage with them. If you have any ideas or feedback, if you would like to see more of our materials. That would be helpful to us. One example is that our visioning sessions. We did about six different types of stations or modules in the open house format. We have an ADA compliant version on our website. We would like to be able to circulate that to those who may have not been able to get to a visioning session.

Mai Thor spoke to the TAAC committee. I wanted to share information about the Council's opportunity to contract with community based organizations to do engagement along the corridor. There are some overarching engagement themes with these contracts. We are in a real visionary stage at this point in this project. I would like you to think in that sense while you are thinking about this project. There is no building, road or bridge at this point. There is a lot of talk about all of those things. We want people to talk about this and have those discussions. We are encouraging people to engage with each other to talk about what they want for this community or corridor. This is a values based phase for us. It is an opportunity for people to get involved at the neighborhood level.

From the Council's perspective, they are looking at the principles in Thrive and the principles outlined in the public engagement plan. Through this contracting work that we have set up we will put these principles and outcomes into the work of who we want to contract with. A big part of that is doing work with underrepresented communities. That is going to be a focus of these contracts. People of color, refugees, Native Americans, seniors, low income groups and people with disabilities. Partnerships with our stakeholders and the community at large we are hoping to see within these contracts as well.

What do the contracts actually mean for the Council? We will be able to learn from this work how to engage on a regional level. As we continue to do our policy and planning along infrastructure. It will guide us. Aging urban highway corridors throughout the region are a focus of the current Transportation Policy Plan Update. The information that comes out of Rethinking I-94 will help guide the TPP.

The contracts themselves. We have about \$150,000 we are going to be giving out to multiple contracts along the corridor. It will be ranging around \$5,000 and \$20,000. The RFP is available now on the Metropolitan Council's website. The deadline for submission is Friday, August 18, 2017 at 5:00 p.m. The contracts will be awarded in September of 2017. All contracts will execute project by October 2017.

There are some offshoots to this project. I am hoping many of you will get involved or tell other people you know to get involved. One of them is the Dale Street bridge initiative, which has come out of the leadership circle that is grass roots given. They are talking about land bridges. There are accessible benefits to these land bridges. The I-94 project has a lot of working groups. MnDOT is open to input on accessibility right now. If you have suggestions or ideas and want to put together a working group I would be happy to help move forward with that.

The corridor is defined by between Broadway and Route 61. Downtown Minneapolis to downtown Saint Paul and around the edges.

4. Metro Mobility Phase 1 Study

Cole Hiniker, Planning Analyst in the Metropolitan Transportation Services department at the Metropolitan Council, spoke to the TAAC committee. This study is a needs assessment. What I am talking about today is some of the Phase 1 pieces that we put together. This study is actually a cooperative effort between Metro Mobility staff and the long-range planning department within MTS to look at how Metro Mobility ridership is going to grow in the longer-term picture of the region's growth. Knowing that we are going to add 800,000 people to this region by 2040, we want to understand how that is going to affect the long term needs that Metro Mobility needs to satisfy.

The last study of this type was done in 1999. It has been almost 20 years since we have looked at this longer-term outlook. Since then we have had new regional forecasts and we have also seen a dramatic shift in how Metro Mobility demand has grown. There are a lot of questions that we are battling with as an agency around this topic. This is just a piece of information that we hope to help better understand some of these changing issues. We are looking at a couple of different things. We are developing a forecast model. The model will look at ridership estimates for 2020, which is quickly approaching. More importantly it will be looking at ridership in 2030 and 2040. Partially to get us a handle on whether we are going to see the six to 10 annual growth rate we have been seeing in the last decade now.

If that were to continue to the future it would have huge implications in transit operations in the whole system. This is just to help us better understand. We can say what we think is going to happen in the next three years but when we start looking at 10 and 20 years, we need to factor in population growth and other factors. Since the Council's planning office develops the forecasts for the region, that is why we are conducting the study.

We are looking at some of the factors that contribute to Metro Mobility growth. They are actually not too much different than a lot of other factors for general travel for the overall population. People using Metro Mobility are going to their jobs or school. It is not much different from the rest of the transit system. We are also looking at possible scenarios that might invoke policy changes. We haven't fully defined what that means yet which those policy choices would be. The idea is that it would give tools to the Metro Mobility staff that allows them to tweak. If you think about a spreadsheet that has what we think the demand is going to be. There are little levers that would say what if the aging population would experience a higher rate of disability than they have currently? They could say what if it goes up 20 percent? How would that affect Metro Mobility ridership? The idea is to have a somewhat dynamic tool that allows us to assess how the ridership would change under different scenarios that are sometimes out of the control of the agencies and sometimes in their control. Policy changes may also be a part of that. Things like conditional eligibility changes and changing the fare structure potentially. We didn't incorporate this with the fare increase. It is just ongoing.

Ultimately what this allows us to do is say how much do we think Metro Mobility service might cost? Then we can start doing some budget planning out 10 to 20 years. Particularly this is of strong interest to the state just to see what the long-term outlook for Metro Mobility costs would be. We also need to think about vehicle planning and make sure that our contractors that provide the service understand what is going to be needed in the future and if they have the capacity to deliver some of those concerns.

What I am here today to talk about is the first piece of information that we got which is regional analysis. I am just going to talk a little bit about how Metro Mobility compares to some of our peer agencies and ADA service provision. We did a high-level scan of 11 peer agencies. We looked at some of the service area policies, the fare structures, what eligibility criteria they have for people who are using this service. Then they focused on performance measures. This helps give us a sense of how Metro Mobility compares with other regions and the service they are providing.

One of the things first off the bat is most regions don't provide service beyond the federally mandated ADA area. Here we have is a state statute that requires service within the entire transit taxing district. That is a unique factor that is going to weigh into a lot of statistics. There are different ways that agencies assess eligibility. Some just do a written documentation process where others do the more in-depth interview in-person assessment that is typically required in this region.

There are some varying degrees in policies around how the services coordinate with fixed route. Particularly whether it is a transfer that is free when shifting from ADA to fixed route. So, there is no consistent approach to that across the country. This is pretty similar to what we hear in all the peer regions. There is no standard approach to provide ADA service across the country in terms of how you design it, which made it a little difficult to put in any key messages on things we could learn.

In terms of performance. Metro Mobility is actually one of the more efficient providers that are delivering service across all of our peers. They provide a decent number of trips per hour of service, which means they are efficient at moving people around within the resources that we have. They have one of the lowest subsidies per trips of all the providers and their peer regions. This means we can deliver more services at the same cost. It is good for this region because we are delivering more services than we would otherwise be able to. One of the things that we have noticed is we have one of the highest trip rates per capita. That per capita meaning of all the people in the region we provide more ADA trips than the average. We are actually second amongst the peer regions in that regard. As a result of that and partly related to the service area question, the service here is, on a per capita basis, is 75 percent more expensive than our peer region average. That meaning that because we provide so much more trips than our peer regions because of our service area, we actually provide a lot more operating costs per person. We have a broader area to provide the service.

We also know that the ridership is growing much faster than our peers to go to the peer average. We are at about eight percent over the last five years. The peer average is at about one percent growth. That does vary. There are some peers that are growing closer to ours and there are some that are shrinking. We are also growing in hours of service that we provide, vehicles that we have in the system for ADA and operating expenses. One other unique factor that we have noticed, because of the restructuring of Metro Mobility to three contracted services, is we have longer trips than our peers on average on the ADA service. It has actually been growing at a faster rate. That just started to pick up even more in the last year, which is probably related to the contracts' restructuring. We would want to continue to monitor that. Since that was the first year (2015) that we had data on.

A lot of factors that we noticed are not really surprising. The peer regions are trying to narrow the scope of the ADA as much as they can to contain costs. We have a wide net that we cast with both our state and federal mandates in this region.

We are going to use some of this information to help inform a model that we are developing that tells us a little bit about how the demographics impact travel. We looked at a lot of different factors that could potentially be underlying why the ridership is growing. We will put that into a model that looks at the whole region and it looks at how the demographics are expected to be allocated around the region geographically and also by age and percentage of the population with a disability. Those are some of the key three factors. Then we will forecast out Metro Mobility ridership in a low, high and average range. Looking out to 2020, 2030 and 2040.

This is an internal tool for Metro Mobility staff. We did want to provide an update to you. I suspect we will come back when we have those forecasts. We aren't quite there yet. This is an interim update on the study.

Rodgers asked about the peer agencies that they reviewed. How did they compare in terms of the counties that are involved in the metro area?

Hiniker said the different agencies are typically the transit providers. We didn't look at political subdivisions that were involved. So, we were looking at one agency that is providing a service. We do have the size of the service areas that each of the regions serves. We do have that information.

Rodgers said unless you are comparing peer agencies that service a wide complex metro area like ours, it is not fair to compare apples to oranges. I think that structure needs to be analyzed a little bit more. I would hope that in the analysis part, when you do comparisons, I worry a little bit because your comments were positive in the amount of rides we provide. Part of the stuff we really need to look at is, and I can compare the idea with something we discussed before in this group is our performance measures typically rate in the high 90 percentage scale yet we still are not at 100 percent. So, people getting to their appointments on time, we still

have five, six, maybe seven percent of our riders not getting to appointments on time. Sometimes it is more, sometimes it is less. Every person that doesn't get to their appointment on time is a problem. When you look at it from a percentage point of view, we are at a 95, 96 percentage rate of meeting that goal. It may look good from the overall percentage but there still are thousands of people who are not getting to their appointments on time per month. When you look at the analysis, you don't just look at percentages you look at raw numbers as well because they are each riders that need to be accounted for as well.

Fenley said can you name a few of the regions so we know what we are looking at?

Hiniker said we have the consultant use National Transit Databases that look at the size of the system that the provider has across a multitude of regions. They narrowed it down based on similar sized regions. They all are relatively comparable to the size of their ADA service and the size of the population they are serving. The list is San Diego, Baltimore, Los Angeles, Houston, Denver, Milwaukee, Cleveland, Austin Texas, Portland, Las Vegas and Pittsburgh. They are all comparable in size to us. What we wanted to do is we wanted a little bit of a balance of both regions that are experiencing a high level of growth.

Fenley said I wanted to toss another variable into your trips per capita equation and trying to understand that. Maybe one of the reasons why we have higher trips per capita here in this area is because we do have a vibrant disability community that is empowered to live, work and play in this community of their choice. You can't measure that.

Hiniker said we could ask the consultant if they could look for any underlining data that might make the case.

Clark said how do other cities get qualitative data? Do I have access to all that data?

Hiniker said that in terms of the qualitative piece, the point of this study was to give us some quantitative data to help us build a model for forecasting. I do think the qualitative aspect of Metro Mobility is important. So we should make sure this report is seen as supporting effort and not a documentation of what Metro Mobility is or isn't. I think that is more important for Metro Mobility staff. We have a draft copy of this report on the peer regions. I would be happy to share that once we get the final comments in.

Bates said is there any way we could analyze how we could be more effective and make better use of the money?

From my take in looking at the peer region we are one of the, if not the most efficient ADA provider amongst our peers. Not just in terms of cost per passenger but trying to get the most out of the dollars that we have. I think that Metro Mobility staff do as much as they can in that arena. We don't have enough insights on all of the regions to understand what those opportunities might be. We are doing some in-depth interviews with a few of the regions that we thought maybe would work. Diving into a little more detail. Once we get the finalized summaries of those I can share that with this committee. Our consultant interviewed four of our peers' staff to get insights into things that could happen at Metro Mobility. Those aren't ready yet.

Indieke Cross asked about population studies they have done in regard to aging communities. A certain part of our percentages are used by seniors. The senior population is growing and there are certain statistics that talk about a certain percentage of disabilities within the senior community. At some point that population decline is going to outpace the increase. At that critical juncture, you are going to be able to determine that costs should start decreasing as they die off.

Hiniker said we have our long-range modeling staff that work on demographic forecasting. We don't have a lot of variability in terms of forecasting the aging population. We use straight line estimates. The tool we have allows us to test different scenarios. It does factor in how cohorts come in to the population and exit. If we see trends shifting, what we have seen historically, a tool would be dynamic enough for us to re look at how that would impact Metro Mobility ridership. For now, we generally just look at cohorts, usually five-year cohorts and how they progress through the population and see how that would impact growth of Metro Mobility. We could keep those disability rates for those cohorts constant based on what historical trends have been.

Jasmine asked if the percentages included the length of time of rides or how long people are spending on a ride. Did you compare that with other places as well?

Hiniker said we don't have that data for the rest of the regions. We only have length of trip and distance.

5. C Line Project Update

Shawn Walding, Senior Engineer at Metro Transit for the C-Line Rapid Bus Route project, and Karyssa Jackson, Community Outreach Coordinator at Metro Transit, spoke to the TAAC committee. Hennepin County is a partner in this project as well. We will be giving an informational update on the progress we have made on the plan. We will be talking about some feedback we have heard from this group in February. Then give a quick update on the schedule for the project as well as the funding status of the project. We do have some updates that include some platform renderings and some ideas about a vertical separation. Some of the platform designs. Karyssa will talk about the continuing efforts for outreach on the project and getting ready for construction coming up soon.

What we heard in February was to stay consistent in the design. That is the best chance to add maximizing accessibility and navigate ability in terms of the platforms. We want to continue to explore additional navigational tools along the platform to give everyone, regardless of disability, enough access and convenience in that service and that BRT elevated transitway, enhanced transitway experience. Even with this roadwork. We are partnering with Hennepin County on doing some road reconstruction along Penn Avenue in North Minneapolis. With that comes some significant construction and significant detours for both vehicles and pedestrians. We need to maintain accessible clear and continuous access routes for pedestrians throughout construction. A bit of the response to that in terms of our consistency. As this is our second BRT line. We are able to look back a little bit more and able to learn some lessons. We had a pretty strong effort that was done by our office to talk about lessons learned and talk about what we might do different and what we might keep the same.

As we develop more and more of these BRT lines a great output of that effort we developed is the BRT Design Guide. Right now, we want to primarily share internally because we have so many groups that are coming together to help put together these BRT routes and thinking in the future. Then being able to talk to stakeholders about what our design looks like. We were able to make that consistent and share that in a consistent manor. That is something that would help us in the future to maintain that consistency.

In terms of additional navigational tools, we have always been looking for those opportunities. One such opportunity that Metro Transit is working on is an ATCMTD grant. That is the Advanced Transportation and Congestion Management Technologies Deployment grant. That is from the USDOT. Metro Transit has an application in. We applied in June. It could be awarded in September. One such feature of that grant. And it is targeted directly for our next two BRT routes, the C-Line and the D-Line is that we would be looking at something called beacon deployment and integration. This would be a way to be able to navigate via your cell phone both a distance away from the station and that would be one kind of navigational tool. As you approach the station it would transition to navigating to elements of the station and using various technologies such as Bluetooth and Nearfield communications to identify along the platform the ticket vending, rider information. Even as you continue to get on the bus you would have information about where you are, where your next route is, and have this be a seamless experience as you go through this.

The transit information group is really the one that is leading that effort and as we progress. I am sure this group would be interested in hearing more about that. I have encouraged them to come in front of this group and talk more about that. We will know a lot more in September when that award gets announced whether we have that or not. Regardless of that award I think we still have a mission to employ that as much as possible. These BRT projects are the places where we do that at Metro Transit. We will continue to look at those ideas.

As far as the roadwork and maintaining our accessible clear and continuous PAR (Pedestrian Access Route) through construction we are currently developing our project specifications. That is really where that language needs to be present and clear. Also, probably give some examples from our other successful projects where we had successful pedestrian access routes and continue that practice. That will be very clear and present in our specifications for that project.

Just a reminder on the overview of the C-Line and its routes. It runs as far north as the Brooklyn Center Transit Center. It runs down along Brooklyn Boulevard. It meets up with Penn Avenue. It goes south on Penn Avenue all the way down to Olson Memorial Highway. Then turns east on Olson Memorial Highway into downtown. Then we run along Eighth Street for our eastbound buses and Seventh Street for the ones going westward and northward on the return trip. Just a reminder this is the route that we would be utilizing up until our Blue Line Extension opens on Olson Memorial Highway. At that point, that section of the C-Line would then convert down to Glenwood and go into downtown through Glenwood. That would be on opening day of the Blue Line

Extension. We are a few years away from that. Planning has already begun to articulate how that is going to be built and be ready by that day. Eight and a half miles serves 600 people today. We anticipate that to grow significantly by 2030. This is mixed traffic, not its own dedicated right-of-way. We are achieving that faster trip through some of the technologies you see on the stations. Pre-boarding, so you have ticket vending machines at each station. All door boarding on 60-foot articulated buses. In lane stop, so you don't have to pull out of traffic and saves time. Achieving some transit signal priority to give us some early greens and green extensions.

We are not only doing C-Line work but as I mentioned our partnering with Hennepin County as well as the City on significant road construction along Penn, intersections in the Plymouth and Golden Valley, full road reconstruction between Broadway and Lowery on Penn and some additional intersection work at 36th and Dowling on Penn. That includes intersection reconstruction as well as in that segment of full road reconstruction as well. We will also be doing mill and overlay improvements from Plymouth to Broadway and Lowry to Dowling. Hennepin County will be leading that effort. The City of Minneapolis would be involved in including some pedestrian level lighting along Penn as well as part of this project.

On the schedule. I put in this schedule some of the touch points that we've had with this group. From 2016 up until now we have met four times. We met once during the environmental review period. Once during the preliminary design. We are now just past our 60 percent design plans and have just received the 90 percent plans undergoing some internal and partner reviews of those 90 percent plans. We plan to go out for bid and have the bid package ready in September of 2017. We hope to get that out and for letting by November and hope to award a contractor on the construction project by January 2018. We hope to utilize the majority of 2018 to construct everything that is included on this project. And in that time share all of the construction plans publicly. So, 2018 is our main construction period. We hope to operate starting the C-Line in early 2019. In 2018, you will be seeing some detours along this route as we do construction, particularly along Penn Avenue.

A little bit on the funding of C-Line. Right now, absent the fleet. There are fleet costs as well but in terms of our civil construction package that we have for C-Line. It is a \$20 million project. Our funding plan is to pursue Metro Transit funds. Those are RTC funds to be that local match for existing federal funds that we are able to use. We plan on having that funding in place via some budget amendments with Metro Transit by late August. So that money will be available prior to us awarding that contract. That is our plan at this time.

As we progress toward 90 percent we are able to understand what these stations look like in their arrangements. The image in front of you is at Seventh Street and Park. This is near the HCMC building. There is a skyway over the shelter. We are implementing our traditional aspects that you might be familiar with on the A-Line. Basically, exactly the same shelter. We include a pylon that includes real-time sign information to know when the bus is coming and an annunciator associated with that pylon. We have ticket vending, fare card validation, security cameras and emergency telephones at all of our stations.

What we are getting into now, at 90 percent, is making sure that we have appropriate grades on our platforms. That means drainage and ADA standards and making sure that the design is something that we can achieve consistently and are still able to maintain accessibility and circulation and quick on board and off board. This is a big part of the BRT system. This will have a raised curb that is nine inches instead of six inches to achieve near level boarding on our BRT platforms. We are able to achieve that everywhere. Basically, at every station other than our transit centers on C-Line we were able to achieve that nine-inch curb. That is not something we were able to do on A-Line.

There is another example here at the northbound station at Penn and Plymouth. There are some other elements you see such as a utility cabinet that would serve for electrical components. It is lit and heated. There are a lot of heaters in these shelters, which is a significant upgrade from what is there today. Another example is at our southbound Penn and Golden Valley station. We are looking at different ways to achieve that nine-inch curb. We are looking at ways to arrange some of our elements of the platform to achieve both our ability to have seating available at each of these stations as well as accommodating some of the needs that we have for a bit of an elevation or a grade separation that allows to drain but also is still accessible. We are still looking at some of those arrangements. You will see the final product as we get to our 100 percent.

Karyssa Jackson spoke to the TAAC committee about the community outreach. For our outreach on BRT lines, the Community Outreach and Engagement Team has primarily focused on trying to get at station neighbor concerns and issues. We have done that through a couple of mechanisms. We have worked really closely with neighborhood organizations and community organizations that have strong ties to community members. We

have been direct neighborhood outreach. So, we have gone out and did door knocking. We have gone to events to reach out to people and let them know throughout the project through the planning phase, to the reconstruction and designing phase. We will also be doing that preparation through reconstruction. We do outreach at bus stops and on the bus. There were some open houses. Both the traditional open house and some mobile open houses that was an opportunity for folks to be on board a bus and have conversations with our outreach staff from the BRT office.

Some of the ways that specifically neighbors who have disabilities engages this one-on-one station neighbor process. The connection to station neighbors really focusing in on those who are directly impacted by the project and by construction has revealed that there are some very specific issues that there are considerations that need to be made for particular station neighbors. One example is there was a woman who had very specifically designed the grass area on her boulevard to not require mowing because she didn't have the ability to operate a machine. The project staff is taking that into consideration. The project staff will take that into consideration when they plan the station.

As we are moving into construction some of the things that are ongoing are focusing on how do we connect with folks and make sure that they know what is happening during the construction and also how we can take in concerns and make sure that if there are issues that are coming up through construction we make sure we have the ability to address them. A couple of things is to sign up for a C-Line Update newsletter. Those come in monthly. Then when construction starts there will be weekly updates that tell information about what is happening, what is under construction at that time. It will also connect to the information around bus detours.

Some other things we have been doing. Community meetings and meetings with neighborhood organizations to give them updates on where the project is now and get feedback in this preconstruction phase. Doing neighborhood discussions. I will be out doing some door knocking the next couple of weeks to let people know we are going to tear up all of your sidewalks. We are working to make sure that we hear from folks. What their needs are. One of the cool things we are going to do with this project that we weren't able to do with the A-Line is to actually do a reconstruction survey with those station neighbors. So, ask if there are any accessibility issues we need to know about. So, we can accommodate people during construction and the final stage of design.

We are going to have a project hotline during construction. The phone number isn't available yet. As soon as it becomes available I will let Pam know. She is also a part of a group that is going to be our main way to get in contact with us. I will be taking in information through the C-Line email. Customer Relations is also available for questions regarding reconstruction.

Royer asked when it moves over to Glenwood, are you going to have station redesigns there and community conversations with the people in Glenwood?

Walding said yes. we are starting that process very shortly. It is even involved in that Hennepin County has been doing work on Glenwood as well. We are starting to work in that process because there is already construction that is happening on Glenwood. While we might not be designing the stations, we need to have a design that can accommodate that in the future. There will be continued discussions on actual 100 percent nailed down station locations through our planning process through our partnership with Metro Transit and Hennepin County. We will be continuing that process as it progresses.

Bates said my concern is the route itself. We have had safety issues. We are dealing with vulnerable adults. Are we going to have some enhancement as far as safety for the people who are using these stations?

Walding said our best approach is one again that achieves consistency and gives a unified expectation of the level of safety you are going to expect at all BRT stations. We wanted to be as consistent as possible in this BRT experience. That includes cameras at every location, lighting certifications that require an amount of lighting that gives us enough visibility. We worked with the arrangement of our shelter and other elements to make sure that there is adequate space and an openness to the station where there is the application of certain types of glass are not going to impinge upon visibility and those sorts of elements. We have tried to achieve that through a level of consistent application. If there are other safety issues, we would have to address those and have some particular unique circumstances and still be open to talking about that. If we hear that there are particular issues or particular safety concerns we will be open to that. I haven't heard too much in particular areas at this point.

Jackson said in terms of personal security and safety it will be dealt with by our Metro Transit Police Department. Similar to light rail. This creates a police presence that is usually not available on local route service. That creates a difference in terms of more security. There could be a plan in place with the local police and Metro Transit Police.

SUBCOMMITTEE REPORTS

1. Blue Line – This item was not presented.
2. Orange Line - This item was not presented.

PUBLIC COMMENT

None.

MEMBER COMMENT

Chair Walker said I would like to address the Metro Mobility Task Force. There were five people that nominated themselves or were nominated. Ken Rodgers is the designee from the Transportation Accessibility Advisory Committee to the task force.

ADJOURNMENT

Business completed, the meeting adjourned at 2:31 p.m.

Alison Coleman
Recording Secretary