

Minutes of the REGULAR MEETING OF THE TAAC COMMITTEE

Wednesday, February 2, 2022

Committee Members Present: Chair David Fenley, Vice Chair Darrell Paulsen, Sam Jasmine, Ken Rodgers, Jeffry Dains, Kari Sheldon, Rachel Garaghty, Heidi Myhre, Claudia Fuglie, Patty Thorsen, Diane Graham-Raff and Trevor Turner.

Committee Members Absent: Patsy Murphy and Erik Henricksen.

Committee Members Excused: Christopher Bates and Richard Rowan

Council Staff Present: Jason Tintes, Doug Cook, Guthrie Byard, Anj Olsen, Leslie Kandaras, Andy Streasick, Celina Martina, Fadumo Mohamed, Christine Kuennen, Council Member Philip Sterner, Council Member Reva Chamblis and Alison Coleman.

Public Present: None.

CALL TO ORDER

A quorum being present, Committee Chair Fenley called the regular meeting of the Council's TAAC Committee to order at 12:36 p.m. on Wednesday, February 2, 2022.

APPROVAL OF AGENDA AND MINUTES

It was moved by Fuglie, seconded by Jasmine to approve the agenda. **Motion carried.**

It was moved by Graham-Raff, seconded by Sheldon to approve the minutes of the January 5, 2022, regular meeting of the TAAC Committee. **Motion carried.**

BUSINESS & INFORMATION

1. Priority Seating Update

Chair Fenley said we have been working very closely with Metro Transit staff. There has been a subcommittee or work group that has been working on our Bus Priority Seating campaign. It has been going well. There was a little bit of a snap foo a few months ago where a video was produced by this group was released in an accessible format. That was a mistake. The ball was dropped. We have remedied that and have been assured that will not happen again. We also are working to have put in place formalizing the relationship between any subgroup that is formed by TAAC and Metro Transit so something like this will never happen again. It really can be chalked up to essentially miscommunication. And that I have been assured will never happen again. I will do my part. On behalf of TAAC we are fully engaged with Metro Transit staff. We also have had the assurance that any materials produced in collaboration with TAAC and the TAAC subgroup will have final approval by that subgroup before anything is released. So that issue has been put to rest.

The subgroup will continue meeting and producing materials relating to the priority seating campaign that we are currently working on. Now I will open it up to Anj to give us an update on where we are. We are going to watch a couple of videos too.

Anj Olsen, Market and Development Specialist, spoke to the TAAC committee. There was an internal miscommunication. Something was released that wasn't supposed to be released. They chose the wrong video. We are working on steps, but we have made some changes to the point of moving forward, Metro Transit's Marketing and Creative team are now going to be instituting audio descriptions and closed captioning on videos moving forward that are publicly released. This is a big step. I want to call out and give thanks to Guthrie, who helped formalize the information and Creative Services have adopted.

In the meantime, since we were working on the priority seating videos. We took some of the footage from that and instituted it into some of our How To videos that were created. So that priority seating and those of the accessibility communities are represented in the How to Ride videos for bus, light rail and a new accessibility video. The old video was from 2016 and needs to be put to rest because things have changed.

I am going to highlight three of those videos. Keep in mind that these videos are actually Metro Transit videos. It has been updated. But we want to make sure that this committee was included in that. So some of the video footage that was taken. we were originally doing the Priority Seating videos was used for these videos to demonstrate how we all engage in public and how we should be in the large community.

The first video. "Are you new to riding Metro Transit? It's easy - We will show you how." The Metro Transit logo. How to use accessibility features. Metro Transit is dedicated to providing accessible bus and train service for all community members, including those with disabilities. At the front of the bus, the driver lowers the ramp. Awaiting passenger rolls his wheelchair onto the ramp. All Metro Transit busses and trains are ADA compliant. Regular Route buses have a lift or a ramp to accommodate customers with mobility devices. A woman with a wheelchair, a man with a walker, make sure that Metro Transit offers step free boarding to accommodate customers with mobility devices. All buses and light rail stations have step free boarding to make sure that customers with motility devices can board easily.

Always stay behind the yellow line at Metro stations and well past the curb at bus stops. Customers with disabilities should board the bus first and exit last. As the passenger rolled her wheelchair onto the bus. The driver walks to the priority seating area and raises a seat. The bus driver may help mobility customers get settled in. The drivers assist mobility customers as necessary. Specially to make sure the person in a mobility device is secured properly. Otherwise, mobility customers who can access priority seating on their own do so. Priority seating areas are at the front of the buses. And near the doors on light rail trains. And are designated for those with disabilities and the elderly.

Metro Transit allows service animals and those in training on all transit vehicles. Service animals are not required to provide paperwork or apparel. Service animals must be under control at all times. and cannot ride on seats. Pets are allowed only in carriers."

Text - [Metrotransit.org/accessibility](https://metrotransit.org/accessibility)

If you have questions about accessible service, help is just a call away. Speak to a friendly transit expert at 612-373-3333.

Olsen said something that was taken care of before or was taken care of after that video is in the next few weeks after light rail you are going to be seeing a person in a wheelchair will be on all of the priority seats on all light rail. In the next coming weeks. It has gone to the printer. It is temporarily on some train seats, we were doing a test to see which ones would stay on the longest. Because we don't want people vandalizing them or things like that. Because they are public transit. So I want to make sure that all of you are aware of that change up and coming. It takes time because with Covid there are a lot of shortages for installs and printing and things like that. So, any questions on that video in particular?

Jasmine said I had viewed these. Are these already released?

Olsen said these are released because they are Metro Transit products.

Jasmine said the things that I noticed on the videos. I believe you are going to play the three that I viewed. I am not sure but the things that I noticed. I will just tell you now. The people with disabilities were not all audio described equally. For instance, sometimes they described the chair or walker coming up the ramp. But, in that video, the same thing will be, somebody will walk in with their service animal and that won't be audio described.

Olsen said I really appreciate you bringing this to my attention. We had a third party to film, edit and do the audio description for this. I can bring this to their attention.

Jasmine said yes, and the third thing I wanted to bring to your attention was in one of the videos. It actually shows somebody moving for somebody with a service animal and it does not describe it. And I think that is the whole point of the video.

Olsen said thank you very much. That is very helpful information. I wrote it down so I can present it back to them.

Jasmine said if I find my notes, I will tell you which video I saw it in. Sometimes the volume of the audio description and the volume of the audio description of the commercial itself, was not the same level. So sometimes you had something that was significantly quieter. You might want them to check that. As a radio engineer, I am particular about that kind of thing.

Olsen said unlike the priority video that was done internally. These were done externally. The old videos for the How to were produced in 2012. So, it was a real strong time to do the updates so we decided to fold in priority seating information in each of these videos because they may not see the accessibility but they will see the How to Ride Bus or How to Ride Metro.

Video two. Text "Are you new to riding Metro Transit? It's easy – we'll show you how." The Metro Transit Logo. How to ride the bus. A bus pulls into the I-35 West and Lake Street Station. Metro Transit provides dozens of bus routes across the Twin Cities. They get you where you need to go. As the bus pulls up, make sure it is the one you want by checking the sign above the windshield or by asking the driver. Good morning. Route 32 B to Rosedale. Please be at the station platform at least five minutes prior to the scheduled departure. Always have your fare payment ready before the bus arrives. Please allow customers who use mobility devices or have strollers to board first. You can pay your fare in coins or dollar bills. But remember, no change is given. If you pay in cash, ask the driver for a transfer.

For the fastest way to pay, use a GoTo card or the Metro Transit app. Transfers are built in. Transfers allow you to ride for up to 2½ hours. Once you have paid, find a seat. Keeping in mind that the seats closest to the driver are priority seating to be used by customers with disabilities or the elderly. If all of the seats are taken, please grab a strap on the overhead bars to secure you while you ride.

Text: Requesting a stop. Watch the scrolling sign at the front of the bus to see upcoming stops. You will also hear announcements of transfer points. A few blocks before your stop, signal the driver by pulling on the yellow cord, pushing the red button or touching the yellow strip by the window. Make your way to the exit and please leave through the back door, if possible. That allows customers to board faster.

Metrotransit.org. if you have questions about riding the bus, help is just a call away. Speak to a friendly transit expert at 612-373-3333. Logo Metro Transit.

Olsen said were there any questions regarding this specific video?

Myhre said I am on one of your committees. One of your groups and this is exactly what is sort of what I talked about. If I close my eyes, is there a way I can follow the video and be able to do this? We are trying different ways to figure it out. Sam is right. Certain things need to be cleaned up. And I was making sure you have the right things and they kind of match up. So we can follow. Because some things were a little ahead. I was saying before what it was. It is not clicking 100 percent. Do you have this in different languages? I see all kinds of people from around the world riding our buses and they don't follow the best practice that you are trying to teach.

Olsen said there are four language translations. One of the challenges we have is. Based on our research on past videos we have translated. It gets six views over a course of three years. So people who need translations are not viewing those videos.

Myhre said do you do that in advertising or on the website, so they have something in their language to help them?

Olsen said we have actually translated sections of the website. There is also Google Translates. So if you speak a different language, you can access your language or the website.

Myhre said there might be people with disabilities that are learning English, and this is a good way for them to learn the transit way of thinking.

Olsen said and Claudia, to address your question. You said this video did not show people with disabilities on the bus needing accessible seating. It didn't. We did mention that it is reserved for the disabled. That was playing footage over and over again and puts it into a draw. So that was more of a decision by the video editors. The person sitting on the bus. I myself, am disabled. I just have an invisible disability. I have good days and I have bad days.

Fuglie said I guess it didn't show the invisible disabilities. It showed Darrell going up the ramp is as far as it went.

Olsen said I will make a note of that. I don't know if it will get changed, if I am being honest. I will take that into consideration and share that with the third party.

Chair Fenley said I did pick up that it was mentioned twice that the priority seating is for folks with disabilities. You are correct. Claudia did not have the image that showed that. But in the priority seating video, it does go over that. I think on this exact issue. TAAC members, maybe we can hash this out online. So maybe we can continue here. But it is a good observation, Claudia. I appreciate that. If anyone wants to chat about that, please feel free to do that.

I did like how the audio description was a little more seamless in this one in that the person narrating the video was essentially describing everything that was happening while it was happening. So there wasn't that pause audio described. I think both worked. But I appreciated that the person who was doing the narration was essentially describing what was happening at the same time.

Olsen said that was a scripting issue. We did an audition for someone who is doing the voice over speaking. I wanted to make sure they had an easy-to-understand voice without an inflection or anything like that. So it was easy to understand.

Fuglie said for someone to take the strap. There are no seats. So it was easier to understand. That was good.

Olsen said we will show one more video.

Rodgers said before you do that, I have a question. So, typically, when videos are made, there is the source video, which is the one most people look at, which has captioning, but is not audio described. Then there is a second version, which is audio described version. So that requires two different spaces to hold those versions. Are we thinking about just offering one video, which is inclusive of audio description and captioning? Or giving people the option of which one to watch?

Olsen said that's a really great question and I am glad you brought that up. On our reliance accessibility page, Metro Transit, which I have to call out, thanks to Doug and Guthrie as well because they went in and revamp a lot of the language on there. Both sets of videos are listed on that specific page for priority seating and accessibility. Moving forward. And this requires some discussion from the group, is the regular video with the closed captioning will be seen and the rest will be links saying for the audio version of the video please cut here. Now if there is an issue with that, this is a good time to talk about it because it has not been implemented yet.

Chair Fenley said I want to hear Ken's opinion on this.

Olsen said please keep in mind that I am doing a lot of education on the behalf of the TAAC team and things like that because they don't understand. They don't have family that are disabled or anything like that. So there is a lot of trying to explain and trying to show a perspective that a lot of them don't have or have encountered.

Rodgers said sure. So off the top of my head, I think we have a couple of opportunities here. So it has always been historically that there are separate videos. One for those that are interested in audio description and one that is not. If we are really following the spirit of the ADA and the spirit of equal accessibility, this is separate but equal. And that is typically not embraced by the disability community. So there could be a strong argument made that we should be putting forward one video, which is inclusive for everybody. And we are doing a couple of things. We are introducing the fact that audio description exists.

Users that don't know what audio description is. I doubt that very many sighted people would really realize that they are listening to an audio described track. They just would understand that better because there is more to listen to. But I think that would be a good argument to be made that we are modeling the behavior of providing one inclusive video as opposed to providing separate but equal videos. That would be my bend. I would lean towards having one video that is probably much less space to take up. It is less production value to take to utilize and might be a little of a cost savings. I think for us all to model the behavior of what we would hope to see in other videos would be another good thing for us to model.

Jasmine said I would strongly agree with Ken and actually, the one video to me is that is really the only choice should be made, in my opinion. For one thing that I feel like most of the time, the only response I get when people of the general public hear the audio described video is "Oh, hey, I get more out of it now." as Ken said, they don't even realize. They just know that they are getting more information. But that is in the future, when things get released that there is no confusion when they are released publicly. But always be released with the

idea that you don't know who is listening publicly. It could be that anybody with a disability or without. So to be accessible for all. That is what you would do.

Chair Fenley said so Andy put in the comments that there are people with sensory disabilities that audio description is difficult to process. I think this is true. In a situation where it is an afterthought to the videos. So the video is produced and then the audio description is laid on top of that. where it is kind of choppy and it comes in with a different voice. I think if you compare the two videos we just saw to each other. The first one, is an example where I think Andy, you are right. Where folks with sensory disabilities could affect them.

The second video where it was seamlessly incorporated into the narrator. I think Ken and Sam, I am onboard with both of you. One video. I don't think that there is a legal mandate for that. But I think that it is the best practice, and it is disability rights to not be separate but equal. So I am onboard with you two. In the long run, frankly, we just save time and money too if you would incorporate things from the beginning. You have one video. It is not an afterthought. But Andy, your point is well taken.

I would entertain other comments from other TAAC members as well.

Olsen said so perhaps a great solution from combining what Ken, Sam and Andy had suggested is that instead of using AD as in hired service because that is what Metro Transit has to use. You just have it as part of a script. So it is just one voice, one volume moving forward. Is that what I am getting from everybody? I am asking clarifying questions so that we are all on the same page.

Chair Fenley said if it is properly described, then yes.

Olsen said we can share it with our copywriters moving forward. That is part of the challenge we have. There is an educational time that happens. The ADA is new to us. We are implementing this forward. We are hiring a third party and we appreciate everyone's patience moving forward. Yes, you all know this. Yes, you have shared this with Metro Transit people, I am acknowledging that. but with Doug's help and Guthrie's help, and mine. We are actually moving forward in that direction. Does that make sense?

Rodgers said that is the best practice. If we can incorporate into the script all the visual elements that are being utilized in the video itself, that is the perfect solution. Then there is no need for that audio description. But when there is video or visual things being implemented that don't get talked about or identified in the script, then that is when it becomes necessary to have equal communication and equal meaning for all those that watch. One other option, which is also a best practice, is we could always publish the transcript or these videos as an alternative to those that find the video whether the described version or not is too confusing because it has too many words, too many pictures and someone then can read the transcript as an option. That is another best practice that can be used.

Myhre said I know I have been around doing different disability things for the deaf community. People with a disability will probably have their say in this. I would make sure that you know the words that come on the screen match up with what you are talking about correctly. They cannot understand it. the picture matches up to what they are reading. It flows across the screen. You know, right now, while I am talking there are words on the video that we are having today. It is not perfect but if you could get it close to perfect, it would be awesome. Then other people can learn. Sometimes people need that reading because it helps them follow the voice. Other times they want to turn it off and focus on the voice. You have options. Please put those in so everyone's needs are met. So Ken gets what he wants and Sam gets what she wants. And I get what I need because I don't read well. I can turn it off or I can focus on certain parts of the video in ways that I can process with my brain. So think about people who don't process very well. But they might take it in a million different ways. There is Ken and there is Sam and so on down the line.

Video number three. "Metro Transit. Are you new to riding Metro Transit? It's easy – we'll show you how". How to ride Metro lines. Metro Transit provides faster, more frequent service on its metro bus rapid transit and light rail trains. Here is how to ride. A man waits at a metro bus stop with two machines beside it. All metro lines have stations with ticket machines and real time information signs. A train passes another train at a metro station. Passengers que beside a yellow line on the edge of the platform. For your safety, while waiting for your bus or train, stay behind the yellow strip on the platform's edge. Digital displays provide eta's and information on the trains.

The next trip sign will tell you when the next bus or train is due. Plan to be at the station platform at least five minutes prior to the scheduled departure. A man using a ticket machine at an outdoor station. On metro lines, you pay for your fare before you board. A man inserts a dollar bill. A separate customer inserts a card, presses

a green start button. If you are paying by cash or with a credit card, you need to buy a ticket from the ticket machine at the station. A woman takes a printed ticket. It is valid for 2½ hours from time of issue. A man in a wheelchair pulls up to a tab pad by the track. He taps the plastic card to the pad and continues on. If you are using a GoTo card or pass, simply tap it to the reader on the ticket machine. A train stopped at a station at an urban center. A digital display above the front window on a train read: "Green Line Minneapolis." Displays on a side door shows the same. In downtown Minneapolis. Confirm whether you are boarding a blue or green line train. They both operate on the same tracks. Check signs on the side or the front of the train to ensure it is the right color. A woman in a wheelchair boards the train. A couple gets up from their seats and the entire row folds up providing a handlebar and space for the wheelchair.

When the bus or a train pulls up to a stop, or through any door, take a seat. Noting that a priority seating section is reserved for disabled customers and the elderly. A looped strap hangs from the seating. If no seats are available, please use the straps hanging from the overhead bars to secure your ride. A policewoman checks tickets. A woman shows her on her smart phone screen. Transit police officers may come through the bus or train to verify you have paid your fare. Another woman hands her a printed ticket. Have your ticket, transfer, GoTo card, pass or Metro Transit app ready to show your officer if asked.

Two passengers in motorized wheelchairs board the train. If you qualify for a reduced fare. Also have your corresponding ID available to show to the officer. Each metro bus or train has signs that display the next station. Video announcements are played as well. Light rail lines serve all stations. A lone bus pulls out of a station. The metro buses stop at stations only on demand. A man onboard near the back touches a yellow strip between two windows reads "Touch to signal." The bus rides by snow covered trees.

To signal the bus driver to stop, simply touch the yellow bar near the window a few blocks before your station. Passengers disembark in the back in heavy jackets. On metro buses, please leave through the back door if possible. Other passengers board in the front. Speeding up the boarding process.

Text: Metrotransit.org/metro. 612-373-3333. Metro Transit. If you have questions about riding a metro line, help is just a call away.

Chair Fenley said what we observed was just a combination of the things we were talking about before where you have the audio description and then you have the narrator say the exact same thing after the description. It was a little redundant

Olsen said I think the separation of using a third party. A third party is great. From my research, audio description is common within this community. But outside the community, who doesn't use it. it is very foreign to them, and it is hard for them to understand or grasp. It is like having a foreign language translated. Some people actually need this. So that they understand the concepts that are being shown. We are just trying to improve how that process goes.

Myhre said we still need to work on matching those things up. Because I could hear them say it but the picture didn't match. So if you are trying to teach somebody for the first time, you are losing them a little. Because it is after the fact, and I am already at the bus stop when you are teaching me to go to the bus stop. It was off a little. So keep that in mind. That will throw some of the people with processing issues off when they are trying to figure out ABC, 123. I think it is more than five minutes. It should be 10 minutes because you don't know if the bus is going to come early. In Minnesota, it can take a while. You should get there early so you have plenty of time. Five minutes is not enough.

Olsen said you have been very helpful; I wrote about two pages of notes from the comment's you guys gave me. These "How to" videos are probably going to stay in place. By using this as a tool to describe to the rest of the creative team, how we should do moving forward. Because I know that other things that are coming up are videos on how to use our online tools which will have audio description added for next trip using the app. Things like that. so, knowing this, we can improve this process further to go forward with a single voiced script and things like that.

Myhre said are you going to do one following the transit too and how to use some of that stuff?

Olsen said do you mean Metro Mobility?

Myhre said Well, no. when I have to call transit, I am going from this stop to this stop. What kind do I need? Like what numbers to push and how it works. Not everyone knows all this stuff. You offer a video. You can call in and you can show it. And somehow show it.

Chair Fenley said I think this is what work can be with the subcommittee and its ongoing work with the Marketing Department. I would like to offer our expertise to Anj and her team. It is good to have an advocate who is in there and allowing the information from us to flow to your folks at Marketing. You can always reach out to us. We have a ton of expertise. A lot of different disability experience here.

2. Police Work Group

Chair Fenley said In December, we had an introduction to this. Now we have the Council Member her to give us an update on this.

Council Member Reva Chamblis spoke to the TAAC committee. Before the pandemic, I was an avid light rail and bus rider. And have used and really support using the bus system. And having it be available to everyone. So thank you for allowing me to be a part of this meeting. I would like to share with you a little bit about what our Metro Transit Police Work Group has been up to. I understand that the meeting that you had back in November. Our staff presented to you the Police Work Group activities and heard back that there was an interest in being involved and enlisted as an advisory committee and stakeholder as a part of the process. Metro Transit Police Review Work Group was charged with looking into our policing policies, practices and relationships. That work would inform our ongoing efforts to improve our transit security and our customer experiences on our region's transit system.

Topics that you all raised were regarding facilities and training of employees, which includes police officers, community service officers, and bus, rail operations to work with people living with different abilities and multiple disabilities in a better way. In terms of facilities, improving the lighting for safety so people can see better where that is needed and questions about when facilities are open or locked. So we don't get stuck or stranded somewhere and then not have operations working as expected.

We really appreciate the feedback that we received from that meeting, and I want you to know that when we conducted an extensive community engagement effort before our Police Work Group even started, we talked about addressing pedestrian crossing safety and consulting the people with different and multiple abilities before installing safety features and accommodations.

We also wanted to continue to convene and engage with the riding community by utilizing the community planning committee that we may form as a recommendation of this group and afterwards to ensure that rider's voices are heard and the design of a safe transit system for everybody.

Next slide. Our plan is to report back to the Metropolitan Council by the end of this month. We have two more meetings left. February 11 and February 25 to convene where we will be developing high level goals. And also coming up with some recommendations for Metro Transit and Metro Transit Police. We also were going to do another update that is scheduled for February 16. We have met with many stakeholder groups and have agreed that we want to have our engagement during this process and even after this process include the stakeholders that use our buses and trains and facilities. And also make sure that we are servicing our staff so that they can provide the customer service that is necessary.

So we will be working with Metro Transit and Metro Transit Police Department to have them develop an action plan to advance our recommended goals. And we would like for them to report back to the Council and our stakeholders by the date that will be determined.

Next slide. So, on December 17, we opened up our process to public comments and we heard some themes from those comments. Just keeping in mind that these comments are not all inclusive of all of the issues and concerns of our stakeholders. But this was what came out of the public comments that transit policing is an environmental justice and racial justice issue. That acknowledging the systems across the country are grappling with similar issues.

Metro Transit should draw on best practices from other agencies in dealing with our problems and our opportunities. That route reliability and frequency are key to perceptions of safety and that we need to. And Metro Transit has needed to reduce service due to operator shortages as a result of the pandemic and some of the other issues that are happening in our communities, now. Experiences with poor behavior and conditions on vehicles and platforms have been too common. And there have been too few officers visibly present to ensure a feeling of safety.

There were concerns about officer training by staff. I know there is extensive training that is done by staff. But we, because of the pandemic and the shortages, there are fewer officers training. That may be impacting the

quality and frequency of training. There are concerns about officer retention. The stress that is due to the pandemic and wanting to investigate why and what the issues are regarding retention and why officers are leaving for other departments.

They wanted better working conditions for both operators and police officers and community service operators including better and improved communication between operators and police to ensure that there is reliability and responsiveness. There are concerns about the treatment of riders. That includes youth and how the use of force is performed by Metro Transit Police Department.

Continuing on with public comments. There were concerns about resource allocation and the use of MTPD's budget. Where and how officers are deployed and how is that tracked to ensure better reliability and consistency and quality. Considering other conditions when improving safety such as equitably distributed clean, heated, well-lit shelters impacted the perceptions of safety. And then also conditions about fare enforcement and recommendations in considerations on reducing transit fares so that more people have opportunities to ride the bus. There were issues with administrative citations for fare evasion and utilization of resources where we were having police officers conduct fare evasion issues verses community service officers or other authorized personnel. There was a request for a more effective and a more frequent public engagement and communication amongst all stakeholders and including at the county and municipal level. And a need to bring community lived experiences into our policymaking effort and practices.

There was a lot of discussion about our community service officer program and the need for more ambassadors and trained personnel. Some supporting the general direction of unarmed personnel who could put more focus on customer service, connecting people to services and deescalating situations. The expansion of CSO's might be a step in the right direction, but some said they are only available mostly to people on a law enforcement career track. Looking at how to incorporate and expand that CSO program was an item for consideration. In concerns about CSO's carrying weapons by some in concerns with the MTPD officers being armed on the light rail. So not necessarily having consensus in that arena but it did come up in the public comments.

Metro Transit, they said, needed to provide more information on the program goals and performance for CSO officers.

Are there any comments from what I have said so far in terms of what feedback we have received and what the TAAC group raised as topics that we should be considering?

Chair Fenley said I think that folks are going to have some feedback here. So I want to make sure that you wait for acknowledgement from myself before you begin speaking. I want to make sure that everybody has a chance to speak at least once before we move into second comments.

Vice Chair Paulsen said I looked at your whole powerpoint presentation. And it looks like you do have a couple of meetings before your final report is given and presented. In your final report, do you address some of the issues around mental health issues and around community service providers and how they connect to their county service providers? More importantly, how it connects to the public health department and things like that. Do you work in collaboration with the groups and how often did a report generated to the Council and to Metro Transit relating to maybe hot spot areas? Or maybe to high, elevated issues even if it picks up the seasonal issue? How often do the reports come to you? And how often do you guys actually dig into that and try to include additional ongoing training for those kinds of things?

Chambliss said those are really good questions. All of which have been addressed and discussed in our work group. First of all, the final report will include the feedback that we received on connecting to county resources. It did also include quite a bit of discussions about some of the issues that are occurring on our trains and buses including people who may have drug addiction issues or have mental concerns and how we are addressing that and have going back. And also connecting to other service providers that did come up including county at the county and local levels. And even nonprofit agencies who are working to support us with handling those issues on our light rails and on our trains and buses. That is going to be part of the final report and comment data in the report. And then we did talk about hot spot areas. That directly ties to how our staff are managing resources. And how they are identifying where the hot spots are when we are trying to manage resources with unfortunately limited staff. That will be a part of our recording. We did talk about the frequency of getting data and information from staff so that the Met Council and our stakeholders can respond and reply. I am open to talk with you further after this meeting.

Vice Chair Paulsen said I will get you, my information. One follow-up caveat to that. The county pours a lot of resources into providing assistance or providing GoTo cards to folks in the community. So what I am suggesting is that you lean on the county a little bit more and you tell them to tell you what those numbers are and where those spots are. Then we can target specific areas with specific resources to those areas and see if that would improve it. I think the county bears a lot of responsibility here because of the financial resources that they play with transit dollars.

Myhre said some of them are low income and are homeless too. They might have multiple different problems. I have seen in certain areas, hot spots. You might want to put some of that data or figure out how you can fix some of that or have the policemen help. Whatever you can do. Because it is a combination of what Darrell said and a combination of what I said. Some of them are low-income or homeless people too. I have seen it on West 7th Street. It is getting to the point where it is getting out of hand. Just so you know. So if you can look into some of that and what Darrell is talking about, you could accomplish a lot maybe.

Chamblis said we have discussed the homelessness as a social issue as well as limitations and issues with folks that are of low income. That is why some folks did mention about either lowering fares or eliminating fares. So all of that has been captured.

Myhre said this is not just lowering the fares. This is that they are making homes at the bus stops sand they are doing different kinds of activities that are not appropriate. Like I wouldn't bring a child to certain bus stops. Just because I know what they might see. I don't want them to emulate the things that are not appropriate and pick up language and whatever. it is something we need to start talking about and if you want to really make a difference at certain hot spots.

Jasmine said I have just two things. Number one is to piggyback on what Heidi said. I had gotten several comments during Covid in regard to the cleanliness on bus seats regarding people riding all day etc. And wondered if you guys are looking at anything about that. The other thing was, did I hear right that you said that there was a concern about officers being armed? And that was because they would be, or they wouldn't be?

Chamblis said on the cleanliness of buses seats. Particularly on the light rail. One of the first suggestions that I made when I came on the Metropolitan Council, was to switch from having the bottoms of the seats being cloth and having them changed to something that is easier to clean, like plastic. And so, there was an investment made to put a plan in place to remove all of the cloth seats on the light rail and change them to plastic. In the meantime, they changed the cleaning schedule as that was being rolled out. There also were discussions with our workgroup since to talk about the importance of the well-lit buses and clean buses. To contribute to a feeling of safety.

Then in terms of officers being armed. I think there is not necessarily a consensus on that. but definitely, recognizing that looking at how people perceive safety when there are armed professionals on the buses and when they aren't. So some people feel safer to have armed officers and others, depending upon what they are afraid of, do not feel safe when they see armed officers. Maybe they are thinking that there is something serious that may happen if they start seeing guns. There are potential reasons why people would be either for or against that. But certainly, there are ways we might want to look at that as a group.

Jasmine said I just might comment that there may be concealed, armed people that get on. So there is the concern about that too. Those are not officers. They are just people who are doing what they do.

Chamblis said one thing that we have discussed is that on our buses and trains, as people approach our facilities, we are coming in contact with our external environment and looking at how that may impact safety is one of the things our group has looked at.

Dains said just on the officer retention issue. I am very concerned about this issue in regard to the metro area as a whole. As you know, they are having trouble hiring police in Minneapolis. The officer retention issue. They are offering \$5.00 more an hour to officers. A three percent pay increase and bonuses. This is a complex issue, I understand. And in terms of staffing. Is there any movement in the legislature? What is the Metro Council doing in terms of funding? I think it is going to be more and more of a crisis.

Chamblis said we are in the process of processing information on this review. Right now, and looking at the best process and recommendations are to resolve some of the issues and definitely the officer retention and also bus driver retention. Attracting them and retaining them is the concern with shortages across the region and then even across the country. A lot of the approaches have been to increase pay, have hiring bonuses and incentives. Also, to implement the bus drivers. Allowing them to start full time instead of part time, which was

done in the past. So we are definitely looking into that issue as a part of our police review. But these are issues that have been addressed prior to the Police Group starting up.

Dains said thanks for the response. I will be in touch, because I think this issue, there needs to be some intensive lobbying at the legislature about this particular issue because all the plans in the world that we are trying to make around safety are going nowhere if we don't have people that are willing to do these jobs. And get paid well to do it.

Chamblis said I would agree. I welcome an engaged discussion with you on that.

So I can move on and talk about our guiding values as we work to come up with some recommendations to improve the quality and safety of our light rail and bus facilities. The key words that came up with the feedback of our stakeholders was that there be dignity, fairness, just, antiracist, quality efficiency, having a positive impact, a systems level approach. Working with all stakeholders that are impacted and having a community sense of accountability as well as addressing safety and security as we are creating solutions.

Looking at our values and principles. And coming up with criteria for setting goals and developing recommendations and strategies including safety and security as we are creating solutions with our values and principles and with criteria for setting goals, developing recommendations and strategies including safety and security and values on transit. Dignity and fairness for all. Working to rebuild confidence on the quality of our transit. Making sure that that confidence is impacted across our stakeholders. And valuing the broad diversity of the community that we serve, including those of different abilities, race, ethnicity, gender and age. In the conversation and the solutions. Applying an antiracist lens and practice to this work. often excluded but community impact is very important. So having an equity lens is very important.

Next slide. We also talked about accountability and decision-making as we move forward. That requires mutual accountability as well as our engagement with our community. Recognizing that the roles of members of the Met Council, Metro Transit, and MTPD leadership, and its external partners are important to these decisions. Including and ensuring open, meaningful dialogue between the chief Metro Transit leadership and the Council.

Stakeholders are the key to our success and to building strong service and strong recommendations – both internal and external stakeholders. We want to be responsive to the feedback. It is not enough to just accept the feedback. We need to follow best public participation practices and follow up with people to let stakeholders know what was done with their feedback and their actions that will be taken as a result.

It is important to recognize as well as was discussed in terms of issues that are community issues. That we need to have a systemic level of approach. Not band aids that are not really going to get to what causes of the issues and it is going to require that systems level approach. We want to assure that any recommendations that we put forward have positive impacts and aim to reduce the negative impacts on our key community stakeholders. Consider that we get and use our resources efficiently. That includes making sure that we have the number of officers and service providers that are needed. And also, the dollars to support the needs and to address any issues or concerns.

We want to make sure that our recommendations are also realistic and doable. Especially concerning the complexity and the internal and external factors of our work and the conditions on our facilities, buses and trains.

Next slide. So as we are approaching our feedback and getting to the stage of setting some high level goals and recommendations. There were some clear things that said that we should provide a quality transit experience for all to an anti-racist, equitable, and inclusive approach to transit safety, security and policing. And that we could address standard issues by fostering community relationships and partnerships. Both at the county, local, and in many cases, the community level.

It doesn't demonstrate the responsive leadership and accountability throughout this process as we address issues, recognize gaps and opportunities. And then setting some goals that we can send to our Metro Transit Police and Metro Transit leadership to come up with some strategies based on the data and information that we have collected from this process.

Next slide. So at this point, I want to stop and then ask if there are any comments or questions regarding what you have heard today.

Rodgers said I really want to key into the very first point you made in terms of the second half of your presentation. I wholeheartedly agree and strongly urge the focus on all of these points that you made. I didn't hear any of the first part of the presentation. Anything being brought up about education. I ride the light rail frequently and prior to Covid. That is how I commuted each day back and forth. Ride the bus and I have seen a lot. Even though I am blind. A lot of odd behaviors on the train. A lot of inappropriate behaviors. And I sometimes wonder if we shouldn't be approaching this like we are approaching the priority seating campaign with an aim towards education and clarifying expectations of behavior when people ride in the community like on the train or the bus.

I oftentimes see that there is tension when individuals get on this shared experience and approach it as if it is an individualized experience. And other transportation is not individualized. It is a shared experience. So if we embarked on a campaign. Whether it be a print campaign, a video campaign, a poster campaign or any other campaign that could describe the expectations. We expect for people to behave when they ride in a shared experience. If that might help in some way clarify expectations for people that may not be aware. I am not certain that people who misalign the general rules that one should follow when they are in a group setting are always completely understood. It might be part of people's experience. To be educated in a respectful and dignified way I think might be another approach we could use. So I haven't heard anything to that effect. So I would like to move that forward as an idea.

Chamblis said Thank you, Ken. I do think that is a good idea. This idea about having videos or posters or educational information is a way to put front and center what the expectations really are. Whether people are aware of it or not. It could also contribute to a feeling of safety when they hear that is a value. It has come up in our discussions. It is good to hear those coming up again.

Rodgers said I also remember early on when the Green Line started. There were often audio announcements made that identified respect as an expectation for all riders. Even when those announcements would come on. And they would come on fairly frequently and regularly. People often, I understand, kind of looked at each other and some would roll their eyes. I think it is important that we identify what the expectation is and not just assume that everyone knows. I think we all can use reminders from time to time. And those types of things can be really helpful and provide a much-dignified way of trying to change people's behaviors.

Chamblis said I like that word dignity too.

Sheldon said I saw that you had dates from the next two working group meetings. I could have sworn that I said that I wanted to be on that committee. But I don't recall getting any information about any working groups. Has there been anything that I missed?

Chamblis said we do have an agenda, if you go to our website. For all of the upcoming meetings. For both our Committee of the Whole updates that we have once a month as well as the Police Work Group meetings. There is a way for you to get on as an attendee of those meetings.

Chair Fenley said there might have been some miscommunication. I think the committee membership has been solidified for a number of months, now. But I think attending and observing is a good thing. If you want to do that, we can get you the information to do that. But as far as I know, Council Member Chamblis, the membership has been locked in and has been for a couple of months. Is that correct?

Chamblis said yes, it has been. But we will definitely be taking her feedback and to make sure that we are being inclusive of stakeholder groups that are on. And also, that this process of engagement will continue. So we may be looking at who should be included in the community planning committees or stakeholder groups going forward. So there will be an opportunity for us to take this forward in terms of how we engage.

Vice Chair Paulsen said I do think that this is an opportunity for education on both sides as to what is the expectation of riders when they ride a public transit system. I know the bus did a fantastic job of this a couple of years ago when they put placement cards inside the bus. These are the things that you can do. I know those cards were often pushed to the front of the bus. They were often the first cards when you looked at the advertisements. But actually, for people that are coming into our city, People that don't ride the bus as often as some of us do. It is a good reminder for everybody to know that yes, there are expectations when you ride a public transit system on both sides. If you want a clean, reliable and safe transportation system. It starts with the customers keeping the area clean and being able to use the recyclable items in the trash cans that are there. If not there, then it goes to Metro Transit to place some recyclable bins and trash cans there so that the public understands that we expect them to keep that area clean and act appropriately when using our services.

I think it is an excellent campaign that we can embark on together. But I also thought that priority seating was an excellent campaign that everybody can embark on together too. So I do think that this is a fantastic opportunity for David to engage some of our committee members in the work that is very necessary. I look forward to what comes out of it.

Chamblis said these are great comments and I do remember some of those campaigns. It was refreshing to see, just like the same size as the adds, these gentle reminders about what kinds of behaviors are expected. Keeping the music down. Don't smoke. Whether or not you are seated on the bus. Just the common courtesy things. It is just refreshing to see that. and having that placed throughout the bus. Not just in the front of the bus. Thank you all for your feedback and comments. Feel free to reach out to me via email if you have additional feedback. I know that we have Leslie Kandaras coming on next. She is working closely with me on the public safety group. So you can reach out to either one of us.

Chair Fenley said I am going to forward you a little bit on the Disability Justice Movement. Members of this group might have heard of it. I think it will align very nicely with some of the points this work group have made. That being said, I think you did provide a great Segway to our next agenda item.

3. Metro Transit Equity & Inclusion Work Update

Leslie Kandaras, Chief of Staff, Metro Transit, and Celina Martina., Senior Manager of Equity and Inclusion, spoke to the TAAC committee.

Kandaras said I am going to briefly introduce Celina Martina and this next item. You may recall when I was here in January, I was talking about some recent staff changes at Metro Transit. One of those changes in mid-2021, was hiring Celina Martina as our Transit Equity Senior Manager here at Metro Transit. Celina came to us from Minneapolis Public Schools, where she served as the Executive Director of Engagement of Internal and External Relations. Before that, Celina actually worked for the Council in the Regional Parks Department as their first Parks Ambassador. Part of why hiring Celina back in late June of last year was so important was a milestone and a culmination of several organizational changes we made over the last couple of years was to really try to elevate the equity work within Metro Transit and ensure that our equity manager and staff of meaningful influence over our work at Metro Transit. So while Metro Transit has had an equity team since about 2015. Bringing Celina on and having her established as a Senior Manager is really designed to help Metro Transit leadership and employees and put equity into our everyday policies, practices and procedures.

So, Celina is here to give you more of a flavor in which she and her team are working on. I know we both are interested in getting your feedback and thoughts and continuing to think about how we can partner together more effectively. I will turn this over to Celina.

Celina Martina spoke to the TAAC committee. I am the Senior Manager of Equity and Inclusion at Metro Transit. I use she/her as pronouns. I am in my mid-40's. I am a Latin-Ex woman. I wear glasses. My hair is light brown. Thank you again for making space for me to get introduced and share a little bit about the work that I am doing. Being part of Metro Transit, I have a powerpoint presentation that I like to use.

I would like to start by saying equity and inclusion are key core elements in our strategic plan. That is a principle that is embedded in the goals of our strategic plan. There are five goals in four core elements. The core element one is equity. What equity is in the strategic plan aims to advance the equity within Metro Transit and in the region. It focuses on these different strategies. Capacity building. Equitable and equal process and practices. Really having a robust internal engagement and workforce. Identifying and measuring relevant metrics that are really related to equity and assessment. I begin the presentation. I will be soliciting your input and feedback on this last point of sharing and understanding of what transit equity is to Metro Transit and to our community.

Next slide. I am going to go a little bit in detail on those strategies and give you some updates on the work that is currently happening and is scheduled to happen during this year for our strategic plan. Part of this staff training and capacity building. I don't work alone, as Leslie said. I joined a team of Staff that have been working really hard on equity and inclusion strategies here at Metro Transit. And we are really blessed to have a wide representation of Metro Transit staff in an Equity and Inclusion team that we call. So we are 20-members, including the three of us who are in the unit. The team really represents various departments. Various backgrounds and experiences and experiences lived that contribute to the work of advancing equity.

So that is still ongoing. We meet every Wednesday, and we have different priorities and actions. Part of the strategic plan and other responses to the need of our staff or employees and equity inclusion work. We also support Metro Transit with trainings around race discussions. We integrate with intercultural development inventory. We make sure that departments have that expanded knowledge about intracultural relations or race discussions.

We are embarking this year. We have done celebrations for some time. Sometimes we have new logos as we also have African American Heritage month and Black History Month. We are really making that a more robust and more intentional by aligning our heritage months with the history of transit. What does it mean to celebrate Black History Month and the History of Transit?

We are doing that internally as we go around different facilities and engage with staff members who have been here from quite some time to tell us their experiences, when they started, how it has changed. Some of the practices that have changed to make Metro Transit more welcoming and inclusive. We also build capacity by being very intentional in equity and inclusion to partner with bus, rail and Metro Transit Police Department in their own boarding.

So they are onboard with new staff members. We are intentional to introduce equity and inclusion, our work, what we do and what we are and how they can be supported as new staff.

Next slide. So other strategies in the equitable inclusion work are in practices and procedures. Part of doing equity work and inclusive work. To make it really relevant you have to make it system-wide and the work has to be intentionally. So departments have to be involved in examining their practices and procedures. And to make sure that they are fair and equitable for staff and our riders. So some of the examples of the this is work that is currently happening. But certainly, we have work to do to our budget practices. How we make decisions to make sure that they have equity lenses.

Examples are, we are expanding on the amount of employee resource groups that we have. We tried to advance women in transit. I think they both are launched pretty much at the same time. Now we do have more employee research groups. We have a five-part black, indigenous and people of color group that is establishing and we are also forming an ability/disability. They are still working on the names of a group for our staff.

Part of the strategic planning is to make sure that we are responsive to customer service and cast riders first. Examples of that. The work on Better Bus Stops that we need to look at the gaps of experiencing our riders. Accessing adequate bus stops We have put some effort to correct that. We have piloting apps to support our communities, disability communities, our blind communities with great findings. We are piloting that. We continue to strengthen programs like TAP that has more than 7,000 riders receiving assistance. You heard earlier, that trying to make our internal communications, but external communications more inclusive, with translations, captions, etc. So we are working on that. We know we have a lot to improve. We thank TAP for the partnership and you providing feedback on communicating videos and materials that should be accessible and ready for riders to consume.

Next slide another part of our equity and inclusiveness work is to impact our hiring, ensuring that our hiring and retention practices are inclusive and are equitable. So we can foster a culture of belonging. So we are partnering with different departments to improve how we recruit, how we attract diverse candidates and have a pool of talents that reflect our communities. We also want to make sure that our internal staff have opportunities for advancement and build their careers here at Metro Transit. So we partner with instruction staff to host HR. to host open position information sessions. So, for example, we have a position around street operations or management positions. So we have someone currently in the position. We ask them to host a virtual meeting, and hopefully soon, an in-person meeting where you can really meet someone who are doing the job. Learning about what is expected. How to apply. So our internal candidates have a way to advance their career with Metro Transit and get into those open positions.

Next slide. Accountability and being transparent are a huge part of equity and inclusion work. So equity metrics and assessment is part of what I have been charged to do first. Is to look at our different decision making and services and programs and ensure that we have adequate evaluations that represent equity metrics. Last year we had a service equity violation that we made public. We are in the process of evaluating and looking at last year and releasing that equity service evaluation again, the first quarter of this year. So later, perhaps in April, we will have that evaluation available. We also will be looking into programs like TAB, and we are hitting our outcomes and goals. We expand that program as we hear that another need is greater. And currently, in the

development of our Metro Transit budget, looking to insert equity and equity lenses and tool kits to make sure our decisions are on budget and resources go to those that need that the most. Part of these equity metric and assessments. A lot of times we cannot really do something that we don't know about. So, defining and finding a shared understanding of transit equity has been what I have been working on for the last four months. That is why I am here. To enlist your feedback and input about what transit equity means to you.

Next slide. I will give you an idea on what we have been doing. So, in October, a group of members of the Equity and Inclusion Team. Those 20 members that I shared about. Not all 20. Just a subgroup of that. Engaged in a lot of what I call a Literature Review and Draft. So we looked at scholars articles. We reviewed peer agencies. We looked into best practices. And also drawing from staff experiences. To draft what we think what transit equity may mean to us.

Once we had a draft. The draft was not adopted yet. We began to do engagement and feedback. So, during the months of November, December and January, we did presentations and meetings, equity and inclusion engagement. We created a forum for people to give us their comments. We presented to hundreds of people. So I made myself available to present to many departments at Metro Transit with the same presentations and solicited input to get feedback to get what transit equity means to us.

Once we have a shared definition, we can move into a better assessment of equity actions and so forth. So we are hoping to adopt a definition. That is not a final definition or statement we know that this is a process. Because we knew about equity and inclusion about 10 years ago is not the same as what we know today. So we know that that needs to be reviewed. It needs to be checked on in an annual basis. Then dedicate the rest of the year to engage, perform, promote what we mean about transit equity and how the shared understanding as we develop the tools to evaluate equity.

Next slide. This high-level input on some feedback we collected from primarily staff. This is what staff told us that the transit equity statement should include a statement that really calls out who are mostly impacted by inequity, which are groups like BIPOC, people with disabilities, women, older adults and LGBTQ. We also heard that the statement should acknowledge inequities, recognize work well done and remaining gaps need to be closed. Include strong commitment and responsibility to equity work moving forward.

Next slide. Transit Equity Draft. Chair Fenley read the draft.

Metro Transit acknowledges that providing safe, affordable, and reliable transportation increases opportunity. Transit services and programs should be built to equitably benefit all especially under-served communities including: BIPOC, low-wealth, women, people with disabilities, LGBTQ, and older adults. Transit equity requires identifying and addressing injustices and building actionable pathways to create a fair and more just future.

Metro Transit is aware that transit decisions can impact the ability of under-served communities to find and keep jobs, reach medical care, access educational opportunities and affordable housing, and develop and maintain social connections, among other impacts. Transit services and investments can reduce spatial inequalities that contribute to racial and economic disparities.

Metro Transit has an essential role and responsibility to examine all decisions impacting our region's access to quality transit, reduce existing disparities and prevent further inequities by reviewing and revising policies, seeking partnerships with other responsible institutions and improving planning and operational practices.

Metro Transit's 2021 Strategic Plan includes strategies and actions to advance equity within the agency and in our region.

Martina said along with this Transit Equity Draft, the statement that we are co-creating internally with all Metro Transit staff. Then again, soliciting your feedback and input, the next slide has some key definitions that I thought that would further define including that statement. What do we mean by underserved communities?

Under-served communities- local communities that have been historically excluded from transit decision-making and benefits while carrying disproportionate burdens.

BIPOC - Black, Indigenous and People of Color.

Inequities- inequities happen when a group or an area is serviced, represented, and/or invested greater than another group or area based on access, power, and/or privilege.

Spatial inequalities – is the unequal amount of resources and services that can be accessed depending on the area or geographical location.

That includes my presentation today.

Chair Fenley said first of all, if a member wants to comment, please try to keep it short. We are short on time. I think a lot of people who are not intimately involved in the disability community, don't have a broad definition of what disability is. They probably just think: "Oh, it is somebody who is blind, or someone who is deaf or riding in a wheelchair." It is a much broader community. Specifically, somebody who has no apparent disabilities. Just because you can't see it doesn't mean it is not there. I think that having a definition that maybe isn't as cut and dry as the ADA definition. But I, myself, and I am sure that other people here are more than willing to forward you something that recognizes the disabilities that are not just wheelchairs. There is a broad range of folks and not folks with disabilities too. So with that, I will go to Ken.

Rodgers said I really appreciate the work that has been done thus far. I would just like to introduce a concept that may be helpful as you move forward through finalizing the draft proposal. It is a phrase I am going to take from the disability community, historically. That has been used by the disability community and recently is being used by a lot more than just the disability community. The phrase is: "Nothing about us without us." I think that simple phrase really identifies addressing equity. You can't have equity when decision-making without the people who are going to be affected. So "Nothing about us without us." I think it is a really good underlying mantra to have in terms of identifying if we have met the equity lens level. Is everyone's perspective being incorporated before this decision is being made? I just offer that as a suggestion. I think that is kind of a concept more than anything direct or concrete. But I offer that as a suggestion.

Martina said I thank you so much for your suggestion and I have to say that in my experience working in that region engagement and equity, I have learned that lesson early on. But making mistakes. So thank you very much and I am trying to be very intentional and thoughtful about how we move and processes things. How we move these to include the voices that are often and historically marginalized. So thank you so much.

Streasick said socioeconomic class seems to be a glaring omission in a list of groups most likely to be impacted by inequitable practices. That is becoming a rather apparent divide in our society.

Martina said I think that we called out low-wealth communities, but it always is finding the right way to write a statement. And not being caught up in the language. People can feel identified in something I am looking for.

Chair Fenley said I am going to include yourself and Leslie when I send to Council Member Chamblis an email that is just kind of an intro to Disability Justice. You might already know what it is, but they do a really good job of incorporating all bodies into the disability rights movement. When I say all bodies, I mean bodies that have been underprivileged, Non-white bodies, LGBTQ bodies, non-gender bodies. It really focuses on those communities. And I think round out disability movement. I think you already know about it. Because you are in this job, and you know everything. It does a really good job of highlighting of if you are all not fighting for all oppressed groups, then we are not doing our jobs. Because if folks with disabilities don't get rights, if other oppressed groups don't get rights at the same time. So I am of that mind.

Chair Fenley said I will move on to the updates from our groups.

SUBCOMMITTEE REPORTS

1. Blue Line

Rodgers said we have a Blue Line meeting tonight. I will be getting the latest update. The latest that I sent you after last meeting, will bring you up to speed. I will update the report if needed. If there is new stuff coming up tonight.

2. Green Line

Chris Bates sent his update about an hour before this meeting.

3. Gold Line

This item was not presented.

4. Purple Line

This item was not presented.

CHAIRS REPORT

This item was not presented.

PUBLIC COMMENT

This item was not presented.

MEMBER COMMENT

Rodgers said can I just make a request? At the next meeting, can we have an update on some Metro Mobility statistics? It has been a while since we have had some and I would be interested in getting a brief update on what is going on.

Chair Fenley said it would be my pleasure.

ADJOURNMENT

Business completed, the meeting adjourned at 2:29 p.m.

Alison Coleman
Recording Secretary