

Minutes

Transportation Accessibility Advisory Committee



Meeting Date: March 01, 2023

Time: 12:30 PM

Location: 390 Robert Steet

Members Present:

- Chair, David Fenley, at-large
- Sam Jasmine, Precinct A
- Christopher Bates, Precinct B
- Patsy Murphy, Precinct C
- Ken Rodgers, Precinct D
- Jeffrey Dains, Precinct E
- Darrell Paulsen, Precinct F
- Kari Sheldon, Precinct G
- Rachel Garaghty, Precinct H

Members Attending from Home

Sam Jasmine, Ken Rodgers,
Diane Graham-Raff

- Trevor Turner, MCD
- Erik Henriksen, MCD
- Diane Graham-Raff, MAAA
- Patty Thorsen, MAAA
- Heidi Myhre, M CCD
- Claudia Fuglie, M CCD
- Richard Rowen, AARP MN

Members Excused

Chair David Fenley, Christopher
Bates, Rachel Garaghty,
Trevor Turner, Erik
Henriksen

Ex-Officio:

- Phillip Sterner, Council Member Liaison
 - Andy Streasick, Metro Mobility
 - Douglas Cook, Metro Transit Advocate
 - Guthrie Byard, ADA & Title IX Administrator
- = present, E = excused

Attending Remotely

Guthrie Byard

Call to Order

A quorum being present, Committee Vice Chair Paulsen called the regular meeting of the Transportation Accessibility Advisory Committee to order at 12:30 p.m.

Agenda Approved

It was moved by Dains, seconded by Sheldon to approve the agenda. Vice Chair would like to discuss writing a letter of support for the Purple Line engagement for the East Metro. Their last day would be March 8. **Motion carried.**

Approval of Minutes

It was moved by Fuglie, seconded by Sheldon to approve the minutes of the February 1, 2023, regular meeting of the Transportation Accessibility Advisory Committee. **Motion carried.**

Business & Information Items

1. Network Now

Sophia Ginis, Director of Community Affairs, Metro Transit, spoke to the TAAC committee. What that means is that all of the outreach coordinators that go around are into our system. They reach out to the community and report to me as well as our customer relations folks. So I am very interested in making sure we hear about feedback from our communities as well as both our stakeholders out in the world as well as our very active riders that ride with us every day and have a variety of experiences.

I am here today to talk to you about a project called Network Now. It is something that Metro Transit is just starting. We are just starting to roll it out. The Council just heard about it for the first

time as well. Very recently. And I wanted to come to you at the very front end of this project. To let you know about it and to start the discussion about it. today, I will tell you about what the project is. Why Metro Transit is beginning it and talk about where we are plugging in places for people to give input. And then really seek your feedback of what is important to you and any of your ideas for engagement. Because you are all connected to wonderful networks of people. And I will greatly value your expertise on that subject.

Next slide. What is Network Now? it is a five-year plan to address how we handle service. It will set priorities and it will create various scenarios. So I think a lot of you have been paying attention since 2020. A lot of things have happened. They have happened a lot of times very, very quickly. Whether it is the pandemic emerging quickly and having to respond. The murder of George Floyd. 2020 to 2022 was packed. Metro Transit had to do a lot of things. Some of the outcomes of all those things that we had to do was the world also changed. There are things that are different now than there was before Covid became a thing before we all knew what it was.

Sometimes when you make decisions quickly. They might be very good decisions. But it still makes sense to say “O.K., we made those decisions when we knew X. Now we know more. Are they still the same ones that we want to make, or do we need to make adjustments?”

So this plan will take the next five years, basically now through about 2027. And really look at what our network should be now. I will give you a little bit more details of all of it in the background and all that kind of stuff. I think before I go to the next slide, I also want to say that the first step of the project is really to make a decision making framework.

So, when you all call up my staff or Service Development, or whomever, and say “Why did you do this? Why did you do something like this?”

Having a framework for how a decision was made. And having community input on how those decisions are brought and framed is important. And so, a big piece of the project.

Next slide. One of the things that I think we hear, and people ask is are we going to cut service? That means you have no ridership. That is not the case. Actually, our ridership has been growing. Obviously, the pandemic had an impact on that. But as we have emerged from the pandemic, we have seen steady increases.

The D-Line, for example, is already almost at pre pandemic levels of people using the service.

Next slide. We have had to reduce service. Whether it was the pandemic, or operator shortages, that has created confusion of why we are doing the stuff we are doing. But I just want to stress that part of this plan is recognizing possible constraints that Metro Transit might have. So it is both the vision of the future. But as well as kind of having an agreement of how we work within these constraints when they arise.

Next slide. So even with all these cuts. Even with all these changes. We still have a robust transit system. It is really important. It gets people where they want to go. A lot of us plan our lives around this network.

On this screen right now, we have a little bit of the details of what had to get suspended through this process. Those are all resources. Those are things that try to decide. Do you prioritize this? Do you prioritize that? I think we are at a place where we just don't want to bring back the 2019 network. We want to look at what has changed. And use those resources. Whether they are the ones we have now or once more, what we have in the future. To apply it where it is needed the most and it has the most impact. That can be straight up ridership. But it could also be considerations like equity. It could be equity and coverage. Being able to get to major destinations. Or it could be equity in serving historically disadvantaged populations. Folks that maybe may not have had much influence on transit decisions before.

Next slide. The last kind of changes of things. I just want to bring a lot of things to this group. Especially the December service cuts were really about operators. Not actually having the folks to drive the buses. One of the values that Metro Transit has been working from is more important than the bus comes. That we have our schedule and level of service. Basically, that there are very few



cut trips. Sometimes getting down to zero percent. You can rely on the bus is coming or the bus is coming very soon.

We take a much more proactive approach to reduce schedules so that you do have that reliability. I think that is a value that I have heard multiple times over the years. It has kind of been validated by feedback from folks. It is more frustrating when you are planning on something and then it doesn't show up. Then to think it might and have more options, but we can't deliver on that service.

So it is really bringing that out and I have a feeling that we will continue to hear that that is what we should do that as a good management practice. To make sure the bus comes to the extent possible. But again, that is a decision that we sometimes get asked about that. Oh, the system added all this service back. But maybe they are missing three percent of their trips. We could do that. It doesn't seem like something that our customers would want. Or what would lead to a good experience on Metro Transit.

Next slide. So what are we doing? It says Over the next year we will Really it is about 18 months. We are going to begin with conducting a regional discussion of values and principles for transit service. Taking it up a level. We can get very into the details of "I need this route. Or I would like it to do that." But really helping us to think of each other. And all of the needs within our region. And really starting that values conversation.

We are going to talk about what has changed. Telling that story of adaptation and resilience in transit service, 2020 – 2022. That will help us think about how we want to do that continuing into the future.

Then, the heart of the plan is identifying plans for improving transit service and service changes through 2027. This is really a five-year plan. I think many of you are involved in what the Met Council is doing with the Transportation Policy Plan and this longer-range planning. This is the gap between those things. So that they are really setting the vision for our aspirations and going in the direction we want to go. How do we handle these active decisions that are happening right now?

As you can imagine, making service changes as we are doing this plan. It will all come together in the end. As we do each phase, we will start to learn things. And we will be able to bring that in as we go.

Next slide. What is included and what is not included. Could there be changes to existing route service that are currently operating in the street? Yes. If there is something that we need to do. Could there be new or redesigned routes? Coming up with a whole new thing that you really need in the region that we don't operate right now? Or taking something that maybe is suspended and adjusting it. That is definitely part of the project. We have our wonderful C-Line and D-Line and A-Line projects that will come online through the duration of this next five-years.

So, thinking of those projects coming onboard. We need to plan for them appropriately. This project will be looking at frequency and span in underlying service associated with those metro projects.

We have to plan for them. We don't want to roll out a new thing and not thinking about how it works. That will be a big part of it. Facilities associated with our service. And so, we will be looking at that. We will be thinking of what other improvements might we be taking with this whole plan.

Discontinued service and facility closures. New or redesigned routes. Speed and reliability actions.

Thinking about the resources that we might have or might not have in the near term. What is that best network?

What is not included? Things that will happen outside of the plan. We are not talking about fare policy changes. So we are assuming that continues. We are not planning outside of the Metro Transit service area. We are not touching the Opt Outs. That is a Metro Transit thing. We will lean stuff as long-range planning happens. We might learn some stuff that will be helpful for the long-range planning. But they are separate.

We are not going to identify new Arterial Bus Rapid Transit projects. Or we are not going to say



“Hey, actually, this project that is in the works should do something different.” That is outside of the scope of the project.

If any of those things change, it will happen in separate ways. The best way to think about it is in terms of our big transit investments. We are more planning for how they operate given our resources at the moment they open. Resetting their course.

Next slide. To the main question. How do you get involved in Network Now? What will be the opportunities to participate?

Next slide. First, I will go to the overall timeline. So, the first phase, which will run basically through this summer. Is on this values and principles conversation. We are planning both virtual and electronic ways to participate as well as having a bunch of in-person things. From that, we will analyze the results. We will take in other technical information. We will make this decision-making framework that I referenced before. And we will start applying that to “What is our network of today?” that is an important step because a lot of times when we talk, we talk about pre-pandemic. We talk about the network that was before. And then we are comparing that. “Is this still a thing in the system?” We will start to address that. That is the first step. Where we go into the community and say: “We heard you say this. This is how we interpret this and are applying that.”

That second step will really be asking: “Did we get it right? Did we understand what folks were telling us correctly? Or this is what this means. Do you think that this is what it means?” And just have this conversation. From that feedback, and that confirmation of what our network could be today. We will think about over the next five years, how we adapt our service and how we prioritize the different options we could provide. As we have more drivers. If there were more resources available. All that kind of stuff.

These two middle steps are really called sharing our homework. And validating our plans. So when we get to this final stage of recommending the plan. We would have hopefully had many conversations with all of you through the process. If something was kind of weird in the middle. Hopefully we would have heard to iron that out and understand. Now, that doesn't mean there won't be difficult decisions. Because sometimes when you have so many resources and you want to do the best with it, somebody might not like what we decide. A bunch of others might agree. We will have to walk through that. It is what our planners face day-to-day. How do I make that all work?

Hopefully when we get to the recommended plan, even if there is disagreement. Hopefully, the majority of our stakeholders think it is a really good plan and can see how they influenced it as we went. They understand how the decisions were made. That is a big part of transparency. It is not only what you are doing, but how you are doing it. How you are justifying all of that.

Next slide. My team are going to be very busy bees. March, April, and into May. Reaching out to many stakeholders. Coming to groups like this. Besides that direct reach out, we have a survey. It says: “Going live soon.”

I put it that that way because of last week, when I had to have this presentation ready. It was not live yet. But it is currently on the Network Now website. You will see it in Connect, this Thursday. So it is in the world. If you have anybody that you know that would just like additional help. Understanding what you are asking. Taking the survey itself, or somebody who doesn't speak English as a primary language. Our outreach coordinator, Erick Thompson, is set up. You will see his contact information on the survey to walk anybody through filling it out, if they need it. Just know this resource is also available.

So that is going to be our push of things. So, my questions for you all. To start our discussion. And please ask any questions as well. What I would really value hearing from you all is: “What do you want us to know? What do you want us to consider?” It is still in the big plan. But your initial reactions, what is important to you? When would you like to receive another update?

I want to make sure that this group is very engaged in this project to the extent possible that you want to be. And thinking of your networks, what are your ideas for engagement? Really specifics. Who are the individuals and organizations that we should reach out to?



I am open for discussion.

Myhre said I think you have been doing a really good job. The suburbs are getting less service.

Jasmine said is there any more thought about increasing service to the suburbs?

Ginis said that is the question that we are going to try to answer through this project. So, how you prioritize services in the suburbs. There are different kinds of services in the suburbs as well. There are routes that operate much like your local urban. They are making multiple stops. They are providing coverage within the communities. Then there are express routes. We want to talk about both of them.

At this point in the project, I can't answer what we will do. Or what exactly that will look like. But this is exactly what the conversation that we need to engage with. How do we prioritize what should we really be talking about?

Jasmine said is there going to be something in regard to the hiring and retention of drivers?

Ginis said outside of this project, Metro Transit is doing a lot to try to attract more drivers. Including recently raising wages. We have had a series of hiring events that have been very successful. Both our marketing team and HR. Our operations folks have been doing an amazing job of getting the word out and really pulling in people. And also reducing the barriers to coming in and driving with us. They call it week zero. Getting you over the humps of requirements. Doug, who sits with you, helps train operators on customer service. He can attest that the classes that he has been teaching have been getting larger. That is because these hiring events have been bringing in a great amount of numbers. Hopefully, that trend will continue upwards. And part of this project is we assume it is going to go up at this point. But how quickly that will occur, is the question.

So in some of the scenarios we develop, we will address that. So, if we have more people in a year. If we have more people in these time frames. Or what not.

Streasick said if through Metro Mobility and their actions with riders. We have been made aware of a handful of different disability service agencies who have contacted us about being negatively impacted by closures. Since that was part of your question, I just tried off the top of my head. Jot a few down for possible outreach opportunities. Vision loss resources, Minnesota Consortium of Citizens with Disabilities, State Council on Disabilities, Opportunity Partners, Lifeworks, Metropolitan Center for Independent Living, and Epilepsy Foundation have all reached out with Metro Mobility feedback that was motivated by partial route changes or route closures.

I heard that this is sort of the broader strategic goals and initiatives stage. But if we hear particular negative feedback about specific routes being cut and disproportionate impact on folks with disabilities, at this stage is that level of specificity something that you guys want, or should we hold off on that?

Ginis said it is never too early to give us the specifics. Even though the first phase is kind of about values. We are just starting to bring in all that information. That second phase will have more conversation of the specifics. We will be talking about specifics. Please feel free to send them in. My contact information is on the presentation. But we have an email network now, at MetroTransit.org. That is a good place to encourage everybody to send general feedback.

Towards the end of the survey, before they ask demographic questions, there are some open-ended questions. So if you have anybody that is doing the survey, there are basically three questions. They ask about your Metro Transit story. And what Metro Transit means to you. Or what is the most important thing that we could be doing. That will hopefully start capturing some of those comments as well.

Feel free to email directly. Or else there is that capture method. It is never too soon.

Streasick said I have also heard from ARC. Who didn't come to mind because I was initially done.

Myhre said my question backs up what Andy got. We just had a disability conversation thing. They are very concerned about the lack of transportation for the disabled. I told them we are trying to get more out there. Not take away. It is everything. It is not just Metro Mobility. Not just the city buses. I



back up what Andy was saying because we are very concerned about the future of transportation. And what is going to happen. You need enough numbers of people out there to have those buses on the road. To maintain everything. So I get it. Be creative as many ways as you can.

Rowan said I have a comment. I represent AARP. Patty represents the Metropolitan Agency on Aging. Successful aging outreach.

Thorsen said have you done any connecting with senior living communities? With administrators. There are people who are living in senior living communities that maybe newly may not be familiar with transit options because they haven't used it all their lives. Have you reached out to administrators of senior living communities to say: "Here are the resources that we have. Does this pot of riders that don't know about the system. Do they know about it and do you know about it?"

Ginis said that is a great idea. This is something that I can bring back to the coordinators to do and I am also looking at the guy sitting next to you. Doug. He is our master of how to rides. I don't know if he has had the opportunity to bring that program back out to you. But one of the tenants that we are really focusing on is using how to rides to break down barriers. And really focusing on both folks with disabilities that really need his attention to become comfortable in our system. As well as those that might be newly but not driving.

I have been at facilities where you have to walk through the basics. "This is how you get a GoTo card. This is how you pay. This is how much it costs." If you don't have the habit of taking transit, it can kind of feel daunting. Through the work of Doug, in particular, that is something that we will really be focusing on in the How to Ride project.

Thorsen said there is another group within that that I can think of is people that are currently driving that shouldn't be driving. Because they don't think there is another viable option. They don't know what the availability of transit is.

Dains said she brought up some stuff about seniors that has been concerned about. She covered that quite well. I am wondering what about these cancellation routes. Is it based on ridership or is it based on the fact that they can't retain enough drivers? Is it a hiring issue?

Ginis said the most recent cuts that we have made have all been about having enough drivers to operate the service. At some point, we were responding to pandemic conditions. But in terms of ridership. I think we want to be providing more service than we are. If we had the operators to do so. Recent cuts have really been about having enough folks to drive the buses. And maintaining the reliability of our service.

The planners have to kind of do a dance to figure out what to cut. When they have done these reductions. And they have kind of used five main principles. One of which is equity. Another one is ridership and trying to balance all of those different things that pull on service.

Dains said is this a recruitment issue? And/or retention issue? In terms of the bus drivers.

Ginis said I think it was kind of a perfect storm for a while in the sense that we anticipated retirements. Some folks started retiring sooner because of the pandemic. Others was a response to the pandemic. And just trying to keep up. Then there were changes that needed to be made. Like adjusting wages. And because retention is just as important as recruitment.

Graham-Raff said will your gathering of information also factor in perceptions of safety? Just listening to something on MPR over the lunch hour. With some high-profile attacks. I think anecdotally we all know that this has a major effect on ridership for people who feel vulnerable. But I am curious how he will factor that information in.

Ginis said I think when we talk about transit right now. Talking about safety is kind of hand-in-hand. We are prepared to talk about it. It matters a lot to folks. The survey that I mentioned. It is not as focused on safety. Its more focused on how you apply transit service. But as we do these engagements in both in-person and select groups. We will engage in the safety conversation as well.

Vice Chair Paulsen said as we are talking about safety and the plan. Isn't the Met Council required



by the end of the month, to have their safety plan approved?

Ginis said that is not as much of my area of expertise. But there is a safety plan that is in process. It is a federal requirement.

Vice Chair Paulsen said it is making it through its review, I think. I wanted to know if we could put that on our agenda for the next month or so, Alison. To see if they could circle back with us. On their safety plan.

Alison said someone would need to let Chair Fenley know, and he could email that to me.

Streasick said I think one of your questions is still unanswered so far in the comments about time frame for returning. I think I would propose, if it makes sense to the membership as each new phase starts to unroll. That you come back to the TAAC. Looking at the plan, it is soft dates. So it could be the end of the previous phase at that point and the new phase. Does that make sense to folks here?

Vice Chair Paulsen said so you are saying that it is not after the fact. Does that make sense to you?

Ginis said yes. I think that makes a lot of sense. As we conclude the previous stage and have things to report to the TAAC. We could come back with that as well as getting your feedback on what would be rolling out the door in terms of the next phase. I will be very intentional about that timing as well to provide an update and have a new set of questions to pose to you all.

Met Council Member Liaison Phillip Sterner said the safety plan was approved at the last work session. But there is an ongoing discussion to keep looking at what the operator's union and the management were working on. They have meetings set up for the year to make amendments to it. But it has been approved officially.

Vice Chair Paulsen said so that would have been last week?

Sterner said yes. The last work session. Last week. Correct.

Murphy said I just wanted to clarify the timing. I am looking at her project phases. Between the winter of 2023 to the spring of 2024 is the recommended plan? Earlier or later? I was going to suggest that time just before that proposal. How we adopt our service or after that. Or before the recommended plan. That you would come back.

Streasick said what I was suggesting was so for example, the current phase we were being introduced to now runs into summer. The next stage starts in summer. So I would propose the next presentation we get is around summer of this year. And it would talk about what was heard on feedback on engagement values and principals and also talk about what was coming with the network of today. And then after that. Towards the end of fall, beginning of winter of this year, we would do another one and again, that would both be about closing out the confirmation of the network and talking about the launching of the stage and propose how we would adopt service. And then again, at the end of winter, or beginning of spring of next year. To meet again about the recommended plan. So that is what I meant to suggest.

Murphy said in between each of these boxes that is on page 11.

Ginis said I agree.

Vice Chair Paulsen said I think we are all in agreement to that.

2. Priority Seating Update

Sophia Ginis, Director of Community Affairs, Metro Transit
Carri Sampson, Manager Transit Control Center
James Chisholm, Assistant Manager TCC Operations

Sophia Ginis spoke to the TAAC committee. This information was a request of the TAAC. So we are operating as the vehicles to continue this conversation with you all. I will turn it over to Carri and James.

My name is Carri Sampson. I am the manager of the Transit Control Center. I am here with my Assistant Manager Jim Chisholm.

Chisholm said hi, I just wanted to say a few things about what we do. I consider ourselves. Carri is fairly new to the position. So I will probably say more than she does. I have been with the agency 31 years. I have been out there on the street for eight years, driving a bus. I have been in the communications center. We consider ourselves the nerve center. We are the operations. We are the guts. We work with our stakeholders and CID and every other department. Anything that happens in transit comes to us.

So one of the things I am going to talk about is passengers being passed up. A scooter, a wheelchair, whoever needs these priority seatings. I will give you that overview that we have. Everything that happens on the streets, on the train, detail, someone is calling in. Emergency telephone. That comes to us, we dispatch police. Our communications center has the Metro Transit Police Department within our communication center.

Sampson said I just wanted to say that I have been in the role for three months. So, prior to that, I worked as a 911 dispatcher for Minneapolis Police and Fire for 24 years. Then I came over to Metro Transit about four years ago. So I have had the chance to work in a few roles. I worked as a light rail supervisor for a while on the light rail side of things. Then I switched over to bus operations. I was an assistant manager. And worked at Rueter Garage, which is closing this month. I had a chance to work there for a year. And then I came over to TCC. So I am pretty new to the role. I am very excited to be here and be able to hear from each of you today. And find out more information from you. But we did bring some facts along about priority seating and pass ups that we would like to share with you as well.

Next slide. Ginis said we will start with more of what they do. How they do it. And give these details and report on the numbers that I think all of you are interested in. And then we will talk about what kind of ideas for our Priority Seating campaign in October. To keep this issue at the front of folk's minds. Then leaving time for discussion. So, with that, I will turn it over to our TCC peers to go a little bit more with the details of who they are, how they do what they do, how, when they receive information about somebody that isn't able to use the priority seating. How they address that in the moment.

Next slide. So it says "Who they are." We are authorized for 30 full time employees and supervisors that manage the control center. We are almost at full staffing. We have just hired two more. So we are at about 28. Which is really remarkable for a Public Service Anchoring Point center. We are considered a secondary 911 center because of the 911 types of calls that get transferred to us from police service.

The next says: "What they do." It is kind of a two-part system. The first part is dispatching for police on incidents that occur on the buses, the trains and the platforms. The second part is bus operations. We are looking at on-time performance. If one of our drivers has an issue while they are out on the route, they would give TCC a call and ask for some help if the bus is stalled, stopped, any problems that they might have onboard. Or anything of that nature.

So that is a general overview of what we do.

The next slide, I will have Jim present.

Chisholm said these are some metrics that we have pulled. These basically are calls with 984 total calls in 2018, from bus operators that tell us "I Have to pass up a customer that needed the spot for the ADA spots on the bus."

The only thing we don't document is if it is full? Buses have two spots. Is it full or is it because somebody doesn't want to get up and move. We have Standard Operating Procedures that if that is done, we call the follower to make sure that passenger can be loaded. If they can't, we can send an extra bus out to that point. We call that an S98. We send a supervisor to that location to meet up with the customer that has been passed up. It is in that SOP that if it is more than 30 minutes, we have to send a bus out to accommodate them.

We do a Special Situation Report. Just like anything that happens in our system. It is called a SSR. We do a lot of them. We were looking at numbers yesterday. There were 200 created yesterday. For the different calls coming in. This one is a pretty serious thing. That is why it is on the TAAC. As you can see the numbers, 2019 is very close. Then you can see what happened when the Covid hit. The pandemic. That coincides with the ridership coming down. But it is coming back. And those numbers are coming back. It is a challenge to when we have to pass up. We know when there are other options out there.

As an ADA passenger, you want to be able to go when you want. You can call somewhere and get picked up two days from now. And that is the concern. When I drove, I was here when they actually started putting the first lift on the bus. That was back in 1992. That was when the first lifts came on. Now it is prevalent. Everybody can go anywhere. That is what the concern is here.

So that is why these numbers are here for.

Rodgers said you identified and referred to numbers on a slide. But some of us can't see.

Chisholm said so 2018. This is when the metrics for passengers that were in a scooter or a wheelchair that were passed up due to the bus being full or that seat not being available. For 2018, we had 984. With a total of 54,910,461 total rides. In 2019, there were 940 pass ups and 51,860,027 total rides. In 2020, it dropped to 324 pass ups, based on Covid, with 25,496,989 total rides. In 2021, it dropped to 216 pass ups and 22,137,142 total Covid rides. Now it has come back up in 2022 with 434 pass ups and 22,060,342 bus rides through October.

Sampson said I have had conversations with our TCC folks. And you have two folks that are right in front of you today that are very interested in these numbers. And continued conversations about how we report them. What they mean, and all that kind of stuff.

Next slide. One of the things that we have been thinking about that continue to address this issue is an annual priority seating campaign. Doug, being the lead on my team, off and on this. And working with Marketing and others in our organization. We are having some awesome conversation yesterday, about ideas to pull in and all that kind of stuff. But being committed to continuing to make this a priority to the extent we can.

Next slide. We had a 2020 campaign. And many a thanks to all of you that helped us make the videos that are part of that first bullet. They are really awesome, and we want to put them back to the forefront of people's minds. In that October timeframe. We also got a lot of things onto our system and on social media. And also, the back side of the conversations that happened with our drivers.

Doug and I have been talking to about a campaign that is continuing that awareness of seeing people with various needs and what not. And so, in the planning stages for all of it.

Next slide. I think the last time that we did it, we got a lot of actually positive feedback. So, people really responding. "This was a good campaign to do." Talking about personal experiences that they had with it. So, we think it would be a good idea to continue that effort and think about how we can build on it and really bring it into our programming.

Next slide. So the three of us are here today to talk about how the TAAC would like to continue to engage in this information. You are all the catalyst of why we are here today. But I think all of us know that it is important things to talk about. It is both what you want but also know that we are committed to it. When do you want us to report back? Do you want an update after we launch a campaign to talk about it? Anything you would like us to know about this experience for our Transit Control Center. Just to consider and know at this point.

Myhre said is this similar to what we were talking about earlier?

Ginis said I think in terms of the priority seating in numbers. TCC keeps track of them as they go throughout the year. At the end of the year or shortly after you get the year totals. And then I think we would probably target October for another priority seating campaign. That would probably last multiple months. So potentially a next phase item would either be to report back on all of that. Kind of in the end of the year, beginning of the next year. Kind of timeframe. We would also have



additional conversations as the plans for the October meeting to come together. Doug will be your vehicle for a lot of that.

Myhre said are you doing the campaign in different languages? I ride the bus a lot. I think you need it in Spanish and other languages. I see people who are from different cultures using the front seat when there are a lot of empty seats in the back of the bus.

Ginis said that is a really good suggestion. The outreach and engagement team are working with Guthrie, who is on the phone as well as others who are exploring that question a lot now. To really beef up how we do translation and the materials associated with it. Because a recent experience for me was when we launched the D-Line. The people trying to understand the new service and how it works. I had multiple interactions where I needed either Spanish or Somali. As we have been doing engagement, we have been selecting languages to translate. I think that is a great idea.

Myhre said when you are doing other languages, make sure there is closed caption for the people who are blind and want to use the service. Or any kind of disability issues that you are thinking of.

Vice Chair Paulsen said my questions are around the priority seating and how those training videos are onboarded within their employment scope. And whether or not they have the opportunity to go back and do a refresher. Let's say in the spring and summertime, I noticed we often have a lot more folks that are too eligible. They can ride the mainline service when it is available to them. And they are also eligible for the paratransit service Metro Mobility. What I see happening is in the months that we can use it or then we can be dual eligible, we tend to say "Oh yeah, it is great. It works that time." Or "I remember seeing those videos when I first got hired. But I have not seen those videos after that." So what I am wondering is how often can those videos be implemented in the training piece of it? And then also, if there is a question of whether or not folks can use the service during the warm weather climate verses cold weather? How do you create that conversation with drivers? During this time, we are offering discounted rides for the system. Maybe this will work for you.

Is there anything like that where we actually encourage the drivers to be the catalyst and tell folks on the street, what is going on I instead of just talking and saying it is great to have you on the bus today.

Ginis said I will take part of that question. I will turn the second part to the TCC folks. Our operators do receive some follow up training when they are new. We can bring that feedback back about what you are bringing up. I think your other question was how the drivers share information about pass up during different weather. I will turn it over to them to talk about the conversations they have.

Chisholm said I think that brings up a good point. In the past, operators would come in and get their training. Whatever the duration is. They turn in and away they go. We started a mentorship program now. So they are pulling these drivers back. For two years, they come in for Module One as a start. Module two and Module three. That would be an opportunity to retrain their classroom training. So, letting those operators know. Getting that information out to everyone who needs it while they are operating.

Then the other part. The different weather. They are expected to call no matter what the weather is. if anybody is passed up, 365 days a year. They got to call. We document it. Even if they are passing up customers because the bus is overloaded. That is all documented. So then when a customer calls and says "Hey, this bus passed me up." We have a documentation that it was. Now, what our folks do, in consideration when they are called is to take a look at the headway. Then there is not a bus for over 60 minutes. There is a 90-minute headway. Then we will be looking at trying to get extra service out there. That is part of our operations that we do daily. All day long.

Vice Chair Paulsen said when this happens the TCC is supposed to call another bus in 30 minutes. But that doesn't happen. I was on a bus on time. And we passed up four individuals. After the second and third pass up, then the driver no longer would push the button and indicate to dispatch that he needed help. He said it wasn't going to do any good anyway. That is just one

experience that I have experienced in the system. I would experience this more than most people would because I travel with another person in a wheelchair. But if I am experiencing that at that level, imagining what some other folks are experiencing on the line that don't have the two-wheelchair issue. Or have a dependent child as an issue.

We know that drivers jump the line quite a bit. We talk about that. we also talk about fixing problems to make sure that that doesn't happen. by the time that happens, we are talking rush hour. Or we are talking about peak times. When do we say "Hey. We know these things are happening. They shouldn't be happening. And yes, they do happen. And yes, we need to do better."

Ginis said I am sorry if that has been your experience. And we need to know about it if it is happening. Because if we don't know, we can't address it with the driver. Or identify maybe a location or a place that is an ongoing issue. And so, if you are experiencing that. if you see that, please immediately call our customer relations line and report it. The reps will take in the details of what bus you were on. They will figure out who the operator was. They will alert TCC, and they will follow up with the individual operator.

Chisholm said I really believe what she said is so true. You are right. I am sure it happens out there. And that is with everything. One downfall. And maybe it isn't a downfall. Probably 50 percent or more of our operators probably have one- or two-years' experience. That is not an excuse. But yes, we are in partnership with CRD TIC. If anything like that happens, the sooner you can call us. It immediately goes into the system. It gets tagged to the driver's manager. It gets tagged to us. If it is a mediate system on the street. Call us. You say "This person was passed up. Can you check on the follower? Can you get another bus out there? But I agree. Please let us know. it is the only way we can correct those behaviors.

Rodgers said I have a couple of comments and a couple of suggestions. I am a little concerned at the numbers of people that have been passed up as I am sure you are as well. It doesn't matter to me that we had 53 million overall riders and 900 plus people that were passed up. The correlation is nice to see but it doesn't make any difference to me. It is that 900 people that were passed up that is a major concern for me. And I would think for you as well.

One person being passed up is an issue in my mind. So the thing that stuck out that I heard in the presentation earlier was that you count the number of passengers and you call that in to the center. But you don't keep track of why that person had to be passed up. Was it because somebody wouldn't move? Was it because the positions were full already? I think that is a critical part of the information that you need to be able to make some decisions about what can be done. If it is people not moving, then that is one type of particular direction we could move in to try to address that.

If it is just that the spots are full, again, that gives us a different direction that we could start to look at different configurations of the bus and future buses to try to accommodate more individuals. That's the need. I think that is critical information that is really needed to collect it. And I would encourage you to figure out a way to collect that information at the same time that we are collecting the number of passed up passengers.

The other thing I would like to mention is when we established the working group of priority seating, that consisted of members of TAAC. It was never intended that our charge was to develop a video and then be done. The charge was that we were going to be a task force group that would consistently help and work with the parties involved. That we could have an ability to share perspectives in how we might approach ongoing situations.

So, the video. I think we got stuck in the video. And we were sort of dismissed as the video was in production. And as it was in post-production. And as it was being rolled out. But the committee has never been brought back together again. And I think the committee could afford you a really valuable ongoing working network to be able to think of new concepts to think of new ideas. To think of new problem-solving techniques. That is not currently being used. I just want to share that. I think it is a missed opportunity right now. I know I sat on that committee. I am very willing to be involved as much as possible to help be part of a solution to this situation. I think we need to put



more resources in addressing how we lower this number of people that are being passed.

Myhre said my serious question is what happens if it is after closing time? And you guys have all gone home. And you are in the middle of nowhere and I am with my friend here and we got left behind? So how do we report it? And do we wait for the next bus? Or do we come to the next day? What is the appropriate measure? Do you count after hours when you are closed? Those data too. Like Ken was talking about. That is a whole different story when it is in the middle of the day. If we were at the train station, I can pick up the phone and say “There is a serious problem.” So how do we do it after hours?

Chisholm said we are a 24/7 operation. There is somebody in our control center. There are multiple folks in the control center and our garages are staffed full time. So if there is a challenge or if somebody is missed out there, somebody is going to respond to you. It would be a supervisor first. And then we are going to get a bus out there to transport you.

Myhre said where do you find that information? How do you advertise it? I didn’t know there was an after hours unless there is a special number.

Chisholm said that is one of our standard operating procedures. I don’t know if that is something that is put out to the public. But it is based on safety. It is a very hot point when something like that happens. We get all people going. If we have to, we will send one of our transit police if we don’t have a supervisor. We just want somebody to get to where that person is. We want to make sure that that person is safe, and we want to get to them as soon as possible.

Ginis said the Customer Relations hours do have a time of operating. You can put in a comment form or call us the next day. But if somebody is in the field and getting passed up, that operator will get in touch with TCC, even if Customer Relations is closed.

Chisholm said I do have a follow up to the gentleman who talked about the numbers. Just to back up a little about on the reporting mechanism of that. It is separated by customers being passed up. And it is broken down farther to find out if it is a wheelchair or a scooter. One pass up is too much. We have over 400 plus buses on the street. You have two spots on every bus. That is not enough. I don’t know how to remedy the problem, but I agree. One pass up is too much. We should find a way to lessen it.

Sampson said I was just going to respond that if you are ever out and you don’t have a bus, you can always call 911. Because you would be transferred right back to Metro Transit. To the TCC center. So you can always call 911.

Vice Chair Paulsen said in Las Vegas they have a third seat. They call it a jump seat and it can accommodate a wheelchair.

Myhre said are you going to also do something in different languages?

Ginis said I am taking that feedback back. I think it is very important to consider.

Streasick said one of the pieces of feedback that has been brought to me that might help solve the problem that Heidi raised is just a business card that Metro Transit could give operators that just says in six or seven different languages “These seats are intended for folks with mobility limitations. Please vacate the seat if you are able.” Or something of that nature. That may help solve that if it was just a business card that was on the bus for operators to distribute.

Murphy said I was just wondering. You said there are two seats that fold up for the wheelchairs. What about people such as myself? I have a balance issue. If I am standing when the driver takes off, I will be on the floor. Or someone with a walker.

Chisholm said I was thinking more like two spots. A scooter on each side or a wheelchair on each side. Actually, it flips up three. You have the first one that flips up. And the one in the back. The idea about having a card. That would be to my eyes ideal. Thanks for the response.

Vice Chair Paulsen said in today’s world, there are a lot of hidden disabilities. Even though it might look obvious to us. And people in a mobility device. We can’t play that game anymore. There are so many disabilities that we are not even looking at anymore or recognizing. We don’t know what



their challenges are. Just because we can't see it, it doesn't mean it doesn't exist.

Ginis said that is a really good point. To Ken's point about the priority seating task force. Something that we might want to really strategize about operator reporting on data. So, I think it is something to explore further.

3. Legislative Update

Hannah Pallmeyer, Government Affairs Liaison, Spoke to the TAAC committee. I know I was here in your February meeting to talk about an overview of what the Met Council is working on this year at the legislature. As we talked about in February, we have budget recommendations that Governor Walz has recommended for the Council. We also have capital investment or bonding recommendations. Then we also have a few policy proposals that we are working on that are related to transportation.

So I figured I could just give you an update on what we have been doing this past month since I was here in early February.

Chair Zelle has presented our budget recommendations to both the House and Senate Transportation Committee. Then he also presented our capital investment recommendations to both the Capital Investment Committees in both the House and the Senate. So far, the budget is still being discussed at the Legislature.

For the Capital Investment Bills, both the House and the Senate have moved forward with Capital Investment Bills. I am pleased to share that as we discussed last time, the governor had recommended \$72 million in capital investment funds for Bus Rapid Transit. We were really pleased to see that in both the House and the Senate. That the bills that were proposed in both bodies both have that \$72 million for Bus Rapid Transit.

The bills are still going through the process. The bills have not been passed yet. But the House bill is ready and is on the House floor. It is waiting for a vote from the House. Then the Senate bills are in the Senate Finance Committee, which is usually the last stop before they would go to the Senate for a floor vote.

So we are obviously very closely monitoring both of those bills and we are really pleased to see that they are \$72 million for Bus Rapid Transit in both bodies. Maybe I will have an update for you in the April meeting or the May meeting. But those bills are working their way through the process.

With regards to some of our policy bills. I have been attending some of our hearings for a few of our transit related policy bills. So we have a bill that we briefly discussed in February that would help modernize the statute around the transit passes and programs that we offer with regards to fares. And helping to ensure that the legislative statute reflects what we are doing here at the Council.

So, we have a legislative proposal that has been introduced in both bodies that would allow the Council to create fare passes to better reflect our current transit system. It would also provide some flexibility to create transit fare programs and passes that would respond to rider needs.

Since the last meeting, when I was here. Those bills have been heard in both the House and the Senate Transportation Committees. And both of those committees recommended that the bills be passed and sent them along to the full Senate and in the full House. So both of those bills are ready for a floor vote whenever the House and Senate are ready to discuss them.

We also have another Legislative proposal that would do a clarification about transit customer data. And just making sure that the data that is collected on forms and over the telephone, is classified as private data. That bill was actually heard this week in both the House and the Senate.

I was over there on Monday and Tuesday in hearings in both the Senate Judiciary Committee and the House Judiciary Committee. Both of those bills were recommended to pass. They were both sent to the respective Transportation Committee Meetings. We are hopeful that those bills might be heard.



The committee process. You have to go through all of the steps. It is great that we are starting that process and continuing to go through all of those steps.

We are also involved in transit safety conversations at the legislature. I know when I was here in February, we talked about that the Council has a bill that would talk about converting fare evasions to administrative citations instead of a misdemeanor. That bill is still out there. Then actually tomorrow, the House Transportation Committee is hearing a proposal from Representative Brad Tabke. About transit safety and what he is turning a transit service intervention project. I will have more to talk about after that hearing. But I just wanted to make sure.

I think the committee meeting is at 8:30 a.m. tomorrow.

As we talked about last month, safety on transit is a priority for us here at the Council. So we are looking forward to discussions at the Legislature about how to improve safety.

I think something that I also talked about last month is a proposal in the House that contained a provision that I think you all have heard about in previous years. That would require that the Council ensures that transit vehicle operators receive training on assisting persons with disabilities and people with mobility limitations to enter and leave transit vehicles. So that bill was heard in the House potentially about a month ago and was laid over. Which means it could be potentially included in a future piece of legislation.

Actually, the Senate is hearing a bill regarding that today at 3:00 p.m. So, I will be listening to that after we wrap up here.

The bill numbers with the Transit Operator Training in the Senate. The Senate file is 334. And then in the House, that bill may have a House companion. I don't remember off the top of my head. It has also been included in a mini policy omnibus bill in the House. And I believe that is House File 401.

I would be happy to put that in an email as well, if that is helpful.

So that is kind of where we are at. Things are just making their way through the process. The bills are making their way through the process. The bonding bills. The Capital Investment Bills are making their way through the process. The budget, as I said, we presented back to both committees. So, we are kind of at the part of the session now where things are starting to get real.

On Monday, was the release of the February Economic Forecast for the State of Minnesota. This forecast now kind of locks in the state to what the state budget will look like for the next two years.

What the budget shows. The forecast showed on Monday is that budget and economic outlook for the state remains stable. There is a general fund balance of approximately \$17.5 billion that is projected for the next two-year biennium.

I know that the majority of that is left over from the current biennium. The next biennium is July 1, 2023. Minnesota Management and Budget (MM&B) is the state agency that puts together the economic forecast for the state. They are saying that the economic forecast is the way that it is because we have had higher collections this fiscal year. And higher profits, which raise the individual income and corporate franchise tax forecast.

However, they also said the economic outlook has improved with lower-than-expected inflation. Although they do anticipate there could be a milder recession later this year. But they continue to think that revenues are going to exceed spending to do the next four fiscal years.

What is really interesting is that one of the earlier bills at the legislature already passed. And that Governor Walz already signed is a bill that would allow MMB, the state agency, to include inflation and the economic forecast.

So previously, when the forecast was released, it was just the total amount of money. But it didn't take into consideration the changes in inflation and how that might impact, for example, the cost of materials or salaries. That kind of thing.

So the legislature passed a law that I think was maybe just signed last week or the week before



that, that would include inflation in the forecast. And so this forecast that was released on Monday. Is the first forecast that incorporates inflation into the budget. So the forecast was introduced on Monday. And now that is when the state can take those numbers and say: "This is how much money we have to spend this year."

So, for deadlines and next steps, legislative deadlines are fast approaching. There are three deadlines at the legislature. It is really four, with the adjournment being the fourth. The three deadlines are. The first deadline is going to be next Friday. That is a deadline for which bills have to be heard in one body. So in the House or the Senate. Then two weeks after that, March 24th, bills have to be heard in the other body. So if you get the House File through, in one body, you have two weeks to get the Senate File through. Then right before your April meeting is the third deadline. And that is the deadline by which major spending bills and tax bills have to be heard in their committees.

And then the legislature has the next month and a half or so to pass whatever bills they decide to pass. And they will be adjourning by May 22.

So, that is the report that I have for you today and I will be happy to answer any questions to the best of my ability.

Council Member Sterner said this is when you know that this is a budget year, but is there any prospect of any kind of body getting done this year?

Pallmeyer said thank you for the question. No capital investment bills were past in the last two years, which means that there is interest among some of the legislators and trying to make sure a bonding bill gets done early this year. To make up for those two years in which there wasn't a bonding bill.

So, the Senate and the House have both released proposals that are making their way through the process. That would include \$72 million for Bus Arterial Rapid Transit. There are other allocations to the Met Council. I am going to try to get the numbers right. There is \$12 million for inflow and infiltration grants for our wastewater system. Then there is also \$16.62 million for regional parks and trails.

These bills are capital investment bills that the Democrat chairs of those committees have indicated that they would like to see taking up earlier this year. There are technically two bills. There is a bill that is mostly general obligation bonds. General obligation bonds require 60 percent of the legislature to vote in favor of the bill. And there is also a smaller bill that is part of the same package that is just cash. And the cash bill just requires 50 percent plus one. To pass that bill.

There is a capital investment package. But these two bills that are moving earlier. The chairs of both of the Senate and House Capital Investment Committees have indicated that they would still be open to a subsequent bill. Either later this session or potentially next year as well. To make sure that they can get as many proposals in as they can fit in whatever budgetary guidelines that they decide to use.

So there is an interest in moving things quicker. I think this year. But of course, this is to only get to 60 percent to have those bills passed.

Myhre said is there anything on the trains? A lot of our transportation is built around the trains that come through Minnesota. Because of what has been happening. I know it has been on the news a few times. Are they even talking about it?

Pallmeyer said you are referring to railroad trains? I will admit that I haven't been tracking that as closely as it is directly related to the Met Council. But I can certainly see if there has been anything introduced or discussed and follow up with people.

Council Member Sterner said today is supposed to be Transportation Day up at the Capitol. I was wondering what kind of organizations are out there. Trying to push for transportation over some of the issues that they were advocating for.

Pallmeyer said I'm not sure. I would have to look into that. I know that there has been a variety of



days at the capitol. And there was Transit Equity Day at the Capitol. It was held a few weeks ago. And there were people from many different organizations at those hearings. Also, people, not necessarily affiliated with organizations. Interested individuals who are passionate about the issues. There's no shortage of engagement at the Capitol. And transportation issues. There is transit. There are broader transportation issues. There is obviously a larger coalition of people working on it. But I don't know specifically who would have been there today.

Vice Chair Paulsen said how likely is it that we are going to be able to have a hearing or have a real meaningful discussion about addressing the fare evasion? The administrative citation. I think if we were able to address that in today's real terms. I think this summer in this spring and summer, you would see a great need. A great understanding as to what are the issues related to transit. It is not just whether or not they have a safe, reliable ride. Whether there are adequate resources around the transit facilities. It would compel them to be more proactive. Happier about transit in general.

Pallmeyer said I don't want to put a number on it. But we are really optimistic that we can make some progress on safety initiatives at the Capitol this year. There is going to be a hearing tomorrow on a Transit Safety Initiative from Representative Tabke. That isn't the Council's initiative. He represents the Southwestern suburbs. He is very interested in this issue. I know there is a lot of interest from the legislature. I only started in this role in October. But I have been told that we were working on administrative citations at the capitol for a few years now. We are continuing to work on that.

I think that it is one part of a greater whole. Transit safety means a lot of things to a lot of people. Then administrative citations are a part of that. But obviously, there are other parts as well. And so, I am optimistic that we can make some progress on transit safety issues at the legislature. And we are continuing to work on the administrative citation's aspect as well.

Myhre said are they also looking at the trains? I ride the buses and trains a lot. So I can see both ends. When we recently did our transportation thing with the ARC, one of the legislative liaisons came to our meeting towards the end. So there are legislators who really want to make a difference in what you are talking about. It is just how do we get there?

Pallmeyer said thank you for that comment. I have never owned a car. I take the bus to work and the bus to the Capitol most days. I take the train as well. I don't live far from the train, and I take the train back and forth between the Capitol and our building here. I know that there is a lot of interest in it. I think that the administrative citations' program especially would be important for the train and for our Bus Rapid Transit program where you pay in advance of getting on to the system. Many initiatives would also include, if not prioritize work on the trains.

Reports

Subcommittee

Blue Line – Ken Rodgers

Vice Chair Paulsen said we have some committee reports. Ken, as long as I have you online, do you have a Blue Line report for me?

Rodgers said the Blue Line continues to meet. I think we had our second meeting last month. We meet again tomorrow. We are still in the organizational phase of getting out committee together. There are no major actions to report on other than the organizational tasks that we are working through as the Citizen Advisory Committee. There are a few public meetings that are still being held in individual jurisdictions and Cities along the Blue Line Extension route. But we are still in the very early phases of working together.

2. Green Line – Christopher Bates

This item was not presented.



3. Gold Line – Darrell Paulsen

I did submit that information. it should have gone out in our minutes.

4. Purple Line – Darrell Paulsen

This is where I wanted to see if I could get TAAC to agree to a letter of support for the Purple Line engagement. What I mean by that is over the last several months, the East Metro, or more importantly, the Purple Line Engagement folks have been having some challenging times with getting information from the Met Council and the Community Business Advisory Committee. Because of that, Maplewood has pulled back a little bit to do some community engagement. They had their meeting last night with no Purple Line folks and no Rush Line folks. In efforts to give the anti-Purple Line folks a voice or seat at the table.

In having said that, we are having another meeting on March 8, which is next Wednesday. We will be inviting the Met Council folks there as well. To engage with us and to answer some questions that the committee might have as well as to hopefully engage in a more robust dialogue than they have in the past. Having said that, I am completely dedicated to the Purple Line and its successfulness. We do definitely need some form of transit in the East Metro area. Right now, the Purple Line is that vehicle. Having said that, I serve on the Community Business Advisory Committee for the Purple Line, as the TAAC representative. I would be willing to address a Letter of Support for the Purple Line engagement and the Community Engagement piece of it. I want to be able to deliver that to their City Hall on March 8. In terms of the Purple Line Engagement process.

Myhre said is this so you can have a voice?

Vice Chair Paulsen said it is so that the folks in the community know that TAAC is behind in support of the Purple Line Engagement process. And also, is completely behind supporting transit issues for the East Metro area.

I would be willing to work with Alison or Andy as well to try to draft a paragraph or two of support. Then I would just deliver that as part of a TAAC representative.

Myhre said do we have enough people to do that right now?

Vice Chair Paulsen said I'm not sure. I would assume that we have a capability of drafting a paragraph or two.

Streasick said Heidi, are you asking whether or not we have a quorum to move that?

Myhre said yes. Sometimes we need to have enough people to approve something. We have to follow certain rules and regulations.

Vice Chair Paulsen said I don't know if I can technically make the motion. But, if somebody can formally make the motion, then I can see if there is a second.

Murphy said I am trying to figure out the exact words to say. I make a motion to have a Letter of Recommendation written for the Purple Line. TAAC is in an agreement behind it.

Vice Chair Paulsen said do we need clarification?

Sheldon seconded the motion.

Vice Chair Paulsen said Patsy made a motion and Kari seconded the motion. Is there any further discussion?

Seeing there is no discussion on the motion. All in favor of supporting the motion as written. Could Patsy say the motion again?

Murphy said "Let a letter be written in support of The Purple Line. That the TAAC Committee is in favor of it and behind it going forward.



Vice Chair Paulsen said having that motion on the table. All in favor say I. All opposed say nay. The motion passes unanimously.

Bus Priority Seating

This was not presented.

TAAC Work Group

This was not presented.

Chair Report

This was not presented.

Public Invitation

None.

Member Comment

None

Adjournment

Business completed; the meeting adjourned at 2:28 p.m.

Certification

I hereby certify that the foregoing narrative and exhibits constitute a true and accurate record of the Transportation Accessibility Advisory Committee meeting of March 01,, 2023.

Approved this 01 day of March 2023.

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