

Minutes of the REGULAR MEETING OF THE TAAC COMMITTEE

Wednesday, January 3, 2018

Committee Members Present: Chair Kjensmo Walker, Sam Jasmine, Christopher Bates, Lisa Childs, Kari Sheldon, John Clark, Heidi Myhre, David Fenley and Patty Thorsen.

Committee Members Absent: Dona Harris.

Committee Members Excused: Ken Rodgers, Robert Platz, Lukus Zuker, Bre Royer and Margot Imdieke Cross.

Council Staff Present: Mike Joyce, Mark Benedict, Katie Roth, Doug Cook, Jan Dietrich, Charles Carlson and Katie Roth from Metro Transit; Dana Rude, Christine Kuennen and Alison Coleman.

Public Present: Joe Russell, Jim Tomoson, Jan Ruby Sr, Bob Bjorsken, Ron Slauchter, Marlon Eituanan from Qstrant, Michael Laidlaw from Q'strant, Claudia Fugile, Natalie Westberg, Janet Moore and Rick Cardenas.

CALL TO ORDER

A quorum being present, Committee Chair Walker called the regular meeting of the Council's TAAC Committee to order at 12:31 p.m. on Wednesday, January 3, 2018.

APPROVAL OF AGENDA AND MINUTES

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

It was moved by Fenley, seconded by Thorsen to approve the minutes of the December 6, 2017 regular meeting of the TAAC Committee. **Motion carried.**

BUSINESS & INFORMATION

1. Super Bowl

Christine Kuennen, Metro Mobility Senior Manager, Dave Hanson, Assistant Director of Field Operations for Metro Transit and Mark Benedict, Director of Operations – Light Rail, spoke to the TAAC committee.

Dave Hanson said our General Manager challenged that this could not have a burden on taxpayers. We have done a very good job of preparing this in planning the service that would not have a cost to the taxpayers related to the event. As far as prosperity, this is a global event for the region. All eyes will be on Minneapolis and Saint Paul. They are starting as early as yesterday to build a parameter around the US Bank Stadium. Excitement has already begun. We want to make sure that we maintain opportunity for all. That is an important principle in preparing for this event. Livability in this regional celebration. We had an opportunity since last year. Just the different schools and agencies in regions that have benefitted from a lot of the fundraising that the Super Bowl has brought to the area. It provides a unique opportunity for the entire area as well.

Sustainability is a most transit dependent Super Bowl in transit history. We are the only Super Bowl that will actually have transportation running in the parameter itself. The Light Rail will operate directly into front door service to the stadium itself.

It has been a team effort. Metro Transit and Metro Mobility leading the way preparing and planning transportation for this event. We worked in conjunction with our NFL partners as well as our NFL host committee. Homeland Security and Public Safety has been a very large factor in the preparation of this event for the Super Bowl itself. Along with that is the City of Minneapolis, which includes our public works and facilities partners as we discuss the closing of the streets. Which ones will have the least impact on our transit customers while maintaining public transportation to the event itself.

Bloomington and the airport are very big partners in this. The airport is going to be very busy coming up over the next few weeks as well as on February 5th. The exodus from Minneapolis itself. The Mall of America is a center point of activity. Both teams will be housed at the hotels at the Mall of America. It will be a bustling area of activity for the Super Bowl itself.

The US Bank Stadium. We have been working in conjunction with them. We have been ongoing with them since the inception. With our regular operations of the Vikings games themselves.

Our customers and our advisory groups tap into panel discussions with them in finding out what we need to meet their needs while maintaining security needs of the event itself. The original proposal of the NFL was a 96 hour shutdown of the light rail through downtown. It would end at East Bank Stadium and at Cedar Riverside. After watching the post Vikings game from the rail side and bus port, they said "Can you do this for Super Bowl?" Sure, we can as long as we have access inside the parameter. This demonstrates some of the discussion process we had to go through in order to get to our current service plan which places buses on the B-Line portion and the replacement buses on the Green Line rail and then direct access for the stadium fans via the trains directly from the Mall of America to the US Bank Stadium and from Stadium Village to the US Bank Stadium on that day.

Along with that we were able to generate \$600,000 in revenue for the service for the fans who are purchasing the game pass and the other fare tools they will be acquiring for their stay here in Minneapolis. I think it should be noted that our advertising budget which was projected to be around \$600,000 has now exceeded over \$850,000 in revenue for media and advertising. It has been a very successful process for the event itself and for transit as well.

Safety and security. This is a top tier national security event with a SEAR (Security Events Assessment Rating) 1 rating. There is only one higher than this and that is the Presidential Inauguration. There is security for not only the teams but also the guests and community as well. There is coordination with Homeland Security and regional law enforcement partners. The security parameter will be in full effect on February 2nd after rush hour on Friday. There will be a hard and fast parameter all around the bank stadium. Basically, the parameter will encompass on the east side 11th Avenue South over to 5th Avenue on the west side. The north side will go over to 3rd Street. Then on the south side of the stadium it will be the north side of 7th Street between 5th Avenue and 11th Avenue South. That parameter will be in effect and in lock down load after rush hour Friday, February 2nd.

He showed an overview of the street closures. Nicollet Mall, from 6th Street to 12th Street is a full closure that happens on January 13th. That begins with the buildup of the Mall for the events. So each block will have a theme event on it. The cross street that will be closed as of January 15th is 8th Street. That is in conjunction with the outdoor stage that will be set up on Nicollet and 8th as well as between LaSalle and Marquette. Cross streets along Nicollet Mall will be reduced to two lanes all day long. Especially during the events. Event hours are 4:00 p.m. weekdays until 10:00 p.m. It is 10:00 a.m. until midnight on weekends.

Access to the hospital will not be closed. There will be direct access to Hennepin County Medical Center on 7th Street. It should not be impacted by the road closures.

The stadium parameter will be established as of January 2nd. That runs through February 2nd. Then January 13th is the closure of Nicollet Mall from 6th to 12th Street. January 13th is a two-day closure on 9th Street from LaSalle to Marquette. January 15 is the 8th Street closure from LaSalle to Marquette. That will remain closed through February 9th for a multitude of events that will occur on 8th Street. On January 15, our temporary transit will be operational at the Mall of America. We will relocate our operations from the current transit center at the Mall of America to the temporary transit station which is still inside of the housing. It will be there for not only the Super Bowl but as well as for the construction of the Mall of America Transit Center Rehabilitation Project.

A TAAC member asked: Will Metro Mobility still be at the same pick up point at the Mall of America during that time?

Kuennen said no, we will also have a location change to a spot that they are identifying on the north side of the mall. We will also move to a new location on January 15th. That location hasn't been determined yet. When I get to my part of the presentation I will get to that. Maps that are posted on the website will have rider alerts. The providers will be informed of the changes.

Hanson said 6th Street is a major closure on January 29th. That will close at Chicago. There will be a hard closure on 6th Street at Chicago. Then our service will be detoured by Chicago to 8th Street over to 11th Street.

Then back to 6th to enter on freeway eastbound towards Saint Paul. There is a hard closure on 6th Street to 11th Avenue. That goes into place once the parameter is fully initiated at rush hour on Friday, February 2nd.

Our game day operations. There is special service from January 6th through February 5th. We have added additional local express bus service on routes 94, 535, 724, 4, 10, 11 and 17. There is early and late out express service on February 1-2. That week we move that back on Wednesday. That is for the folks who are express commuters in Minneapolis who might want to depart downtown Minneapolis sooner and then get home and collect their families and come back and enjoy some of the festivities and get a ride back to their park and ride locations at a later time than normally scheduled.

The Northstar Commuter Rail is offering extra service. They are doing two extra trips on Thursday and Friday and four on Saturday and Sunday the weekend of Super Bowl. I can get you that information if you want that.

On game day there will be regular Green Line service between Union Depot and Stadium Village. At Stadium Village everybody has to depart the regular service on the Green Line train. Everyone who wants to go downtown will board the bus bridge at University and 23rd. Those that are ticketed will go through the screening process and board back on to a screen train that will take them right into the stadium on game day.

Likewise, we will have full Blue Line bus service from the Mall of America all the way to Target Field Station. There will be free replacement bus rides with departures every 10 minutes. We have identified different shelter locations and increased our ADA improvements on those that we were able to do so.

Our park and ride service is strategically located around the area. That express service is for January 27 – 28 and February 3. We will run operations from Minnetonka, Blaine, Maplewood, Maple Grove and Bloomington. It is a State Fair like service. It is \$5.00 round trip. All costs are covered by fares.

Mark Benedict spoke to the TAAC committee. I am going to talk about the Blue Line gameday service operations and Green Line gameday service operations. When we first started talking to the NFL about a year ago. The first day they said you are going to have to shut down all of your rail service in the downtown Thursday after rush hour and will not be able to resume it until sometime after Monday afternoon for security reasons. That of course was untenable. That would affect all of our customers into that downtown area for the 96 hours that David mentioned earlier. Through a series of negotiation and convincing. Laying out the scenario, if we would do that all of the disruption it would cause. The NFL began to consider that maybe there was alternative plans. The Vikings factors last year. The NFL was in town. They got up on the pedestrian bridge. They said that the plan we came up with is a go. They were impressed with our ability to move people out of that stadium area. We have a lot of practice at it and we have a lot of partners that assist us with it. We do pretty good. So much so in comparison with cities that they have evaluated previously for Super Bowls where transit systems exist. That is at or near by the facility. We are the first transit agency allowed to do this. So this is a trial basis.

The Blue Line service on gameday is quite disrupted. When first contemplating how we were going to do a pre-game service, the estimates coming out of the Mall of America in the Bloomington area, they told us that we should expect ridership of about 15,000 people. Knowing that I can get 600 people on the train and I can only move trains from Bloomington to Minneapolis at a certain rate. I knew that I would need about a three or four hour window to move that number of people. Then the trains would be packed. The situation that we are contemplating before we came up with our new plan. The situation that we are contemplating would have packed trains going northbound from the Mall of America all the way through our alignments stopping at the stations. The trains going southbound to Bloomington will be packed. There wouldn't be any room on the train for any of our regular day customers.

We already started contemplating going to this free bus bridge or bus replacement service to attend to our regular customers. After this observation we came up with a plan. The current plan is that on Sunday morning gameday, Metro Transit Police Department will deploy out to the Blue Line in its entirety from the US Bank to the Mall of America and secure that line. We will also deploy out to the Green Line from the US Bank out to Stadium Village and secure that alignment. They will take all the high spots and so a walk through of the track. They will also put officers on all of the platforms.

The NFL at the Mall of America will be putting in 30 magnetometers. The parking lot where all the passengers, (15,000 anticipated), will go through their security screening down at the Mall of America. Then they will board on to one of our trains which has been previously cleared. We will use Sunday morning to have all of our trains inspected and searched and cleared. Then they will move from our storage facility on that secured corridor

down to the Mall, so they will be secure going into the Mall. The secured train passengers at the Mall will go northbound, stopping at stations because we have to in order to comply with the traffic control lights. We will go nonstop to the US Bank Stadium. We won't open any of the doors before that. We will open the doors and the passengers will get off the train and go right into the stadium. There is no further security required. That is a huge benefit to the riders. We are charging \$30.00 each to do that. So far to date, that has been received very well. The value added service we are able to provide all of that screening before they get on the train. When they get to the stadium, these people will be able to go right into the stadium. It is a great value for them and they are willing to pay that \$30.00. We are using that to offset some of the other bus service and Metro Mobility service putting out throughout the 10-day event.

In order for a passenger to get on at the Mall of America they will have to have a gameday pass and our mobile phone \$30.00 express train pass to successfully get through the magnetometers to get on those trains. And then go into the Mall of America. We intend to switch over to the bus replacement service at about 3:00 a.m. We will pull our trains into the screening. That service will continue all the way through all of the pregame events. Our pregame service for the Blue Line. We don't plan on going back to rail service until postgame. I will talk briefly about postgame after I tell you about the Green Line and what we are doing there.

He showed a schematic of the Blue Line Bus Bridge for the bus operators. It maps out for them what their stops will be when providing replacement service. All of those areas we are keeping the bus stops as close as possible to the rail platforms. Many of them are right along the platforms. We have done an evaluation of those areas and are providing shelter areas where there isn't one. We are providing heat in the shelters. Evaluating each of them for ADA suitability and making adjustments there as well.

In the next slide for the Green Line. The only difference between the Blue Line and the Green Line is that the screening will be done at Stadium Village. So our Green Line service from Union Depot and the Stadium Village will be the same as it is on any Sunday. Trains coming into the Stadium Village will cross over. All people will disembark from the train and come off of the platform and go along the roadway either to the bus stop for the bus replacement service or turn into a screening area if they have those two items I previously mentioned. They will go through the screening area and come out on the other end. Then they can cross over the tracks. On the other rail they will have waiting for them their train. The same arrangement will be made on Blue Line and go right to the stadium. That ticket is also \$30.00.

The anticipated volume through there is about 5,000 people. We are looking at moving under this arrangement for the light rail, 20,000 fans the morning of Super Bowl Sunday.

To give you an idea of why ultimately regardless of what the arrangement was, we needed to rely on rail in order to move the people based on the volumes we have. If we were to service postgame Blue Line utilizing bus service we would need 270 articulated buses, which is more than we have in our fleet. They would have to leave the stadium in order to go the same duration and time one bus per minute. I can get less than 30 trains for the Blue Line traffic for 15,000 to 18,000 people from the stadium southbound. You can see the same sort of comparison on the Green Line.

The NFL host committee with whom we have been working for well over a year. As we go through these processes, has been assembling this "Know Before You Go" website. This website launched about Thanksgiving time for Super Bowl attendees. Included on there is road closures, events, venues, when the events are and what time, suggestions on how to get there, links into our Metro Transit website, and so on.

This "Know Before You Go" website is used at all Super Bowls. Everybody who comes into our city will use this website.

We will have employee ambassadors and Host Committee volunteers on all of the platforms. We will have them throughout the 11-day event. They will talk about the trains going through the stations on the Blue Line and the Green Line without stopping. Right beside our police department we will have our Metro Transit ambassadors to help the customers coming up to the stations and getting people over to the bus replacement service.

The Host Committee will be putting 7,500 volunteers out on the street during that 10-day period. I had the opportunity to observe this operation in Houston last year when they hosted the Super Bowl. As soon as you step off the airplane at the airport. No matter where you look you will see a volunteer. You will see them all through the city. They are on all of the platforms and all the venues. In many cases they will be working in conjunction with our own ambassadors so that they can steer people toward transit.

We launched our own site Metrotransit.org/superbowl. It will have fan and customer related information there. We will continue to use our Rider Alerts and social media.

Hanson said we added some temporary shelters. We added improvements on other shelters.

Christine Kuennen spoke to the TAAC committee. At Metro Mobility we have been very focused on insuring that our regular operations are as least disrupted as possible. Some of the information that we have had working with the NFL has come to us as late as December as far as what the escort programs that they have available and what some of our bus stop impacts will be. We have been working over the course of the last month identifying that. Also working with our providers to insure that we will have maximum driver availability and fleet availability during the run up to the Super Bowl weekend. So that we can best mitigate what we know will be service delays and on time performance impacts just by virtue of the street closures and the events going on downtown. We are focused on that.

As far as customers use of the system. The regular reservations policies will apply. The fare policies will apply. Normal Metro Mobility policies regarding reduced fares. Our customers are not able to access some special fares that Metro Transit has. And of course, we have the reservations system, so we will know in advance exactly what our situation will be for rides going to any of the events and hope we can plan for it. We do know that out of town guests will be expected to come in to the Super Bowl. Eligibility is effective for 21 days while they are here. But we have established good communications with the NFL to know as many as possible how many guests to expect.

One conversation I had with the Mobility Assistance Liaison is that in previous Super Bowls they have not had more than 10 guests attend a Super Bowl in any given city. So we are hoping that at least people will have not a high demand anyway going to the Super Bowl itself. But we can assume that there will be demand going to the Super Bowl live and the NFL experience at Xcel Center and Nicollet Mall.

With that we have been working on what our pick up and drop off zones will be. We have been working to prepare some maps. The maps will be published on our website. They will be put out on rider alerts. Basically, we are identifying outdoor drops around the security parameter if the exact address is not available for drop off. We are hoping with a good publication on what those locations are that customers will be at best able to plan. The stop that we are a little bit concerned with when looking at it closely is the Convention Center stop. We are now asking that that stop be at 12th Street at 3rd Avenue. Even with that there is some limited visibility to the front door of the Convention Center. We will have to work out what that escort will be or how we are going to be able to do that. For customers looking to go to the Convention Center.

As far as game day, escort assistance. The closest drop that we will have to the stadium for either workers or attendees will be on Park Avenue between 6th and 7th. There we will have staff from the NFL and Mobility Assistance Program that will meet our customers and then escort them into the stadium itself. It is the same for post game. They will get the assistance from the NFL Mobility Assistance Program.

So as far as our customer information plans. We were a bit delayed in getting the information. Especially to what customers can expect for game day. We were not able to launch our website until this Friday. But we will have a connection through the NFL Host Committee's "Know Before You Go." So customers needing paratransit information can get directly to our dedicated site. From metromobility.org as well. So the dedicated Super Bowl information page will have maps and designated bus stops. And then information about that Mobility Assistance Program.

We will have a gov delivery email. We will have social media on the weekend of the 15th to the 29th. We are expanding our Customer Service Center hours to include the weekend of the Super Bowl. So it will be open on February 3rd and 4th for not only operations support but customer service phones as well.

Jasmine asked how will you be putting out those rider alerts, so all people will know of the change in drop offs and pickups?

Kuennen said the plan that I have right now is that the regular information as far as the impacts to the closures and the bus stop locations will be via website with the maps. Delivery email and rider alerts on the busses. It is an email blast to all of the subscriptions.

Jasmine said you guys had an announcement for the fare change on your numbers when you called in forever. I would suggest that you put this on your numbers and say: "For more information on this go here." Or call

whatever. That would give people another route to go if they weren't on your email list or didn't access your internet to do rides.

Kuennen said that is an excellent idea. My Customer Service Manager Andy Streasick and I had talked about that. I just forgot to mention it.

Jasmine said you talked about having the security people assist with when you drop someone off to get them to places. For pickup though, what will you be doing? How will they know that Metro is there? Especially if they are not going to wait outside in sub zero temps or if the Metro has to park particularly far away?

Kuennen said I want to be clear that Mobility Assistance escort is game day only. It is contracted by the NFL. It is from the drop off location at the stadium to the stadium itself. We will know exactly who those people are, and we will be having individual conversations with them to make sure that they understand both the drop off protocol as well as exiting the stadium after the game. Customers will have to call the Mobility Assistance hot line and get an escort from their seat to the pickup site at the bus stop. We will have a warming bus waiting at that location until we have everybody that needs Metro Mobility service from the game picked up.

Jasmine said all customers that are going to the game will be alerted to that?

Kuennen said yes. We assume that that number will be roughly 10 people, no more based on previous Super Bowl experiences in other cities going back 10 years. At 5:00 p.m. on Saturday, we will know exactly who we are carrying on Sunday. We are going to be having part of our operation plan is to have that communication with the Mobility Assistance personnel and then also make sure that the individuals have the information.

Sheldon asked if they had paper flyers to hand out.

Kuennen said we hadn't planned on pamphlets. We had planned primarily to have access via web and then email with attachments for the mass. And basically, some instructional around the maps and outdoor drop protocol.

Myhre asked about Saint Paul transit. Is it being taken care of?

Hanson said absolutely it is. So we don't have any additional plans other than regular service. We have extra equipment and operators in line to support those regularly scheduled services. You will see an increase of bus service on those routes. We know that the Winter Carnival is still having events. So my staff on street operations along with bus operations is well aware of that. They will follow through the detour processes to our regular customers in supporting that service as needed. I don't know what the Transit Police or Saint Paul Police are doing. I can follow up and get that information to you.

Kuennen said we do have a plan to make sure that our drivers and our customer service agents are trained on this information. We have some information like a rider alert on the bus as far as how to reach us for more information. The more traditional phone call support can be used to provide customers with information for those who are unable to get on a website. I think that the idea of having messages on phone lines for as long as possible to make sure that people understand that there will be an upcoming disruption and that they need to make a phone call to get more information if they are worried about this.

If the Vikings are in this thing, this event becomes much bigger for this community. If we win or don't win, either way, after the game and the days beyond, it might last. So after many years of working at Metro Transit, and now at Metro Mobility, I am confident that this region knows how to handle transportation and large events. We will all be working that weekend. We are wired into the city public safety, NFL, all the people who know what is going on. We will be able to act and work with our providers.

On Tuesday we have a meeting with our providers. That is where we are rolling this out. The maps and everything will be provided. That is the launch of the training effort.

2. C-Line Bus Procurement

Katie Roth, Manager of Arterial BRT and Mike Joyce, Assistant Director of Bus Maintenance spoke to the TAAC committee. Roth said this afternoon we are here with an update on the C-Line Rapid Bus Project. We are here to get the TAAC's input on a number of different options that we are considering for the ADA securements on 60-foot busses that will be used on the C-Line. Showing up on the screen right now is of the Snelling and Randolph station on the A-Line which opened in June of 2016. What we are doing is moving forward with the C-Line. That will be the second rapid bus in the region just like the A-Line. Our presentation

today and our discussion. I am going to go through the project updates. I will hand things over to Mike to go through the fleet options, the ADA securement options. Specifically, we are seeking that input and feedback on the options here. Then, you might have noticed that we have a device set up in the lobby. We will be doing a demonstration of one of those options from Quantum. Then finishing up with some discussions where we can take feedback from today's session.

In overview of the C-Line, we have a map on the screen. The C-Line will run from Brooklyn Park Transit Center on the north end down Brooklyn Boulevard to Penn Avenue. It will then turn on to Olson Highway and go into downtown Minneapolis serving 7th and 8th Streets. This will be a substantial replacement of Route 19. It will make 23 station stops. Approximately a half mile apart. Just like the A-Line the key to this service is providing a faster trip with pre-boarding fare payment, all door boarding on a 60-foot bus. While we are here today, these buses will make in-lanes stops. Much like the busses on the A-Line do without pulling out of traffic. We will be constructing the curb extensions at the stations for that service later in 2018. There will also be transit signal priority on the lines to keep buses moving faster through traffic signals with fewer red lights.

On the map, it shows an Olson Highway alignment as well as a line on Glenwood Avenue just to the south. The C-Line will open with stations along Olson Highway when it opens in 2019. Because that is also the plan location for the Metro Blue Line Extension Light Rail. When the light rail opens we will move the C-Line to Glenwood Avenue. There is a second phase of the C-Line project that will realign that bus route to Glenwood Avenue.

We have a projection for a lot of ridership growth on this corridor, which is one of the reasons that we are looking at the larger, 60-foot buses for this route. Carrying about 7,600 customers a day today on Route 19. We project that by 2030 that will climb to above 9,000.

The construction for this line, which will begin in 2018, is going to be coordinated with quite a bit of other construction happening in the corridor. Most significantly, along Penn Avenue, we are working closely with Hennepin County to fully reconstruct the segment of the street as well as make more significant improvements to the intersections where the stations will be at. There is a lot of construction coming up in 2018 on Penn Avenue.

The project schedule is illustrated on a slide. We began planning for this project back in 2013. We went through the process of planning for stations across 2015 and 2016 and where those stations would be. We completed the environmental review in the end of 2016. We went through design across 2016 through the end of 2017. Finishing up at the end of 2017 by putting out 100 percent of plans to bid. Currently we are waiting to get bids back. So, in early January we are going to be opening bids and moving forward toward construction.

The C-Line is going to begin service in 2019 following about a year of construction. C-Line buses are going to be completely different than the buses that we see on the A-Line today. We will be operating C-Line service with a fleet of 14 60-foot articulated buses. Within that we will also be doing something new for Metro Transit, which is to begin using completely battery-electric buses. These are buses that have zero on street emissions. We have eight of those in this fleet and will have six more standard diesel buses. They will all be that 60-foot articulated bus. For the average customer most people will not be able to tell those apart. They will all be very similar in all the other specifications. They will be different when it comes to how the bus is propelled.

These buses will all have three doors. As with the other buses in our fleet, the mobility ramp will be through the front door. Very similar to what you experience on the rest of our fleet today. A lot of the bus features are going to be very similar to the A-Line. So things that we first deployed on that line will be carried over. Things like touch tape instead of pull cords. Some of the seating options will be similar. Some of the windows and other styling features throughout the bus will be very similar. The key difference that we need to figure out and then plan the rest of the vehicle layout around, is how are we securing mobility devices on that bus?

When we were here in 2014 and 2015 asking similar questions about the A-Line there were a few options that were under consideration. Starting out with the standard front facing four-point restraint for securement. We also reviewed a passive rear facing option. We heard a lot of support for that rear facing passive restraint from the TAAC. Ultimately in 2015 there were regulatory and manufacture constraints that would not allow us to move forward using that on the A-Line. We want to revisit some of those options. And revisit some of those constraints as well.

Ultimately what was selected to be used on the A-Line was a front facing three-point restraint known as the QPod. That is what is in use on the A-Line. This is a newer standard for Metro Transit being used in some of the newer bus procurements.

As we look to today, Mike will go through the three securement options that we are going to be looking at for the C-Line buses. Those will be the QPod, front facing, similar to the A-Line. The passive rear facing securement option and the Quantum rear facing. This is what we have for the demo today.

Mike Joyce spoke to the TAAC committee. We do have a demo. The product is outside of the chambers. We have representatives from the Q'Straint Company. Both sales and engineering. They will be able to answer any questions you might have.

The basic securement for Metro Transit buses is the QPod. This is an approved product. It is the restraints that are on the floor that are always difficult to get at and maneuver. A lot of manipulation for the driver to secure. If they weren't retracted they would be high maintenance items. The user faces the front of the bus with this product. It is compatible with the 60-foot articulated bus that we are going to be using on the C-Line. It can be secured in 25 seconds. It does require some operator assistance. It goes from a four-point contact to a three-point securement. It has a lap shoulder restraint. Everything is off the floor.

The next option is the passive rear facing. They call it the ironing board. The user faces the rear of the bus. So it is rear facing. It includes optional belts and precludes lap shoulder restraints, and also the chair restraints. It has a pull-down arm to prevent the chair from tipping. It is widely deployed in similar buses throughout the US and Canada. It offers more independence to the passenger. It speeds up boarding times. It simplifies the boarding of wheelchairs and mobility devices. It has a back and head rest to decrease the possibility of whiplash.

The next product is the Quantum rear facing. This is the one we will be demonstrating. It is similar to the ironing board. It faces rear. It does not require operator assistance. Unless you request that you want the lap shoulder restraint to be deployed. It can be secured in under 25 seconds. It is used in other transit properties. It has also been approved for use in Minnesota. That is an update from when we visited last time.

Jasmine asked if they have chosen which system they want to use to secure the wheelchairs.

Roth said we are here today asking for feedback on three different options. Those options are a QPod, which is our standard, the rear facing passive restraint, which would not be the modal we are viewing today. Then the third is the Quantum. There are three options. The question before us is how do those fit into the bus and the very least we would plan to deploy the QPod devices. But we also want to get the feedback on the rear facing options to see if those should also be included in the layouts.

Today we have the Quantum, which is the mechanized version of the rear facing restraint. The passive restraint is not something we have available to us today. One of the questions that is still before us is how the devices fit together in the bus. We may need to also consider that as we take the feedback from this group and take it into developing the layouts inside the vehicle.

Hanson said we are using the QPod. That has been an improvement over the standard wheelchair restraints. Moving forward that has become our standard option for that. The QPod is a three-point wheelchair restraint attachment. These are much like seatbelts but heavier. They have a hook and a ratcheting mechanism that is used to tension with a variety of chairs that you can experience in a lot of configurations. The improvement of the QPod is these are built in and have automatic retractors. The standard restraint systems were much more mechanized and required people to use individual tabs to release the point restraints. There were four of them. We eliminated one of the straps. The minimum requirement is to have three wheelchair restraints. The lap shoulder restraints for the occupant is the same on both products.

The Quantum has a restraint that is basically a mechanized electrically controlled arm that is rear facing so that we bring your wheelchair or scooter in the remote device. You back into the headboard and then the occupant has the control on the side of the bus. You operate the system by pressing a button that will bring the arm down like a gate crossing. For example, a railroad crossing. The arm will come down from an upright position to a 90-degree angle level to the floor. Then it will pull in towards the chair to secure the chair against the wall. It has a sensing mechanism that it doesn't damage the wheels on the chair.

The third option that we are not demonstrating is another passive restraint system called an ironing board. It is perpendicular to the floor. It is similar to the Quantum where you back into it. You have the option of asking for

wheelchair restraints to be attached to the chair. You have options to have the flat shoulder restraint belts available to you if you need assistance with that. It has a manual arm that comes down on the right side, if it is on the left side of the bus. It depends on the configuration. It is not motorized. It is a mechanical lever. You just drop it down. It prevents the chair from tipping. It is like a combination of the other two devices. By law the restraints have to be provided but there isn't a mandate that you have to use them.

Roth said regarding where these are used elsewhere and if they are used in other systems. This passive rear facing securement is in use in other transit systems. Most notably Los Angeles region, Seattle region. These are places where this is more of their standard in securements on their buses.

Cook said the representatives of the company can answer a lot of the questions that are proposed here. Especially about unevenness when you pull into the device.

Bates asked that since they are going to 60-foot buses, are they going to increase the amount of ADA spaces?

Joyce said what wheelchair restraints do limit the amount of wheelchair spaces. That is something that is still undecided. We have looked at two rear facing and two forward facing.

Roth said one of the potential configurations are we could outfit the bus with two QPods next to each other. And then have those same positions have the rear facing restraints. There is a question of a bay, where a wheelchair could fit. Whether it would be front facing or rear facing, it would likely still be one position. That is one of the questions we still need to solve is what combination of configuration of these items will fit in that one section of the bus. Overall seating capacity in the seating areas. How many seats. How they are configured. Those are all the types of things that need to be decided. The wheelchair securements are just one part.

There is research that shows that rear facing is much safer. You will see examples of that with child seats in cars. In an airplane, everyone is facing forward except the flight crew. There are benefits to rear facing. As far as the restraints, I would say they are comparable in safety and the radiance. However, you have to use them. That is one of the things that if it is a passive restraint it is easy to use. They all meet the same safety standard.

Roth said one of the things we heard from our customers is they like consistency. When you go from bus to bus. Our hope is that these 14 C-Line buses can be consistent. I don't believe we are looking to make a selection that would include multiple different products. However, I know that we also have a track record of piloting things. Whether in this test or another this will be an opportunity to pilot something.

Today, we are taking the feedback on the securement options. Getting the Quantum demonstration and feedback on that option. In late January we are going to be taking Council award of a bus contract. What that does is set up our ability to work with the vendor, New Flyer, to move forward with that bus. In February and March of 2018, we are going to be working on the final specifications development and getting those decisions on the securement devices finalized so that we can allow for what is roughly a 12-month production schedule. So buses can arrive in time for the C-Line to begin service in the Spring of 2019.

We are going to be selecting the vendor for the devices inside the bus. That process begins in late January. In February and March, we will be making those selections.

They will have one securement area. In that area there will be both a passive ironing board device facing the back of the bus and a standard floor mounted device facing forward. Our intention is that would be a good option to move forward with. The question mark is how will all of these things fit together? Especially when we are thinking about different equipment like the Quantum device that is sitting in the lobby. That fits a little bit differently into a bus.

Chair Walker said in that case the passenger chooses which device they want.

Roth said that is correct.

Childs asked about the devices that the passenger secure themselves. In other areas did they find problems or accidents with them securing themselves instead of the driver securing them?

Joyce said about other cities and the statistics, very few people use the restraints. Metro Transit's policy is to offer the assistance from the operator to the passenger when they board for the lap/shoulder restraints. The wheelchairs are always secured by the operator. So that is not an option for anyone. The lap/shoulder restraints are optional. The feedback I have heard from other properties about the Quantum is that it is easy to use. It is safer even if you don't attach facing rearward. It is not completely safe but in the event of not securing you are better off facing rearward. We have not made up our minds on any particular product. This is not a

sales pitch. It is basically an informational session. We are trying to gather the voice of the customer and make sure that we are covering what the stakeholders want and need from Metro Transit.

With every change in a bus from a maintenance perspective, you need to communicate that change forward. Not only to internal customers but to the external customers. Every time we change something we increase another bin in the stockroom for a part. We increase another manual online for mechanics. We give an opportunity to train somebody on new use. Change is good or bad. Please don't think we are trying to use the Quantum over what we have.

Chair Walker instructed the TAAC members to go out to the lobby and look at the device and give their feedback to Roth and Joyce.

SUBCOMMITTEE REPORTS

1. **Blue Line** – Ken Rodgers

This item was not presented

2. **Orange Line** – Kari Sheldon & David Fenley

This item was not presented.

PUBLIC COMMENT

None

MEMBER COMMENT

None.

ADJOURNMENT

Business completed, the meeting adjourned at 2:55 p.m.

Alison Coleman
Recording Secretary