

# **Minutes of the REGULAR MEETING OF THE TAAC COMMITTEE**

Wednesday, September 07, 2016

**Committee Members Present:** Chair Kjensmo Walker, Julianne Bina, Adora Sage, Dona Harris, Robert Platz, Kari Sheldon, Pamela Zimmerman, Margot Imdieke Cross, David Fenley and Patty Thorsen.

**Committee Members Absent:** Heidi Myhre and Nichole Villavicencio.

**Committee Members Excused:** Christopher Bates, Ken Rodgers and Bob Anderson.

**Council Staff Present:** Claudius Toussaint, Carol Hejl and Pam Steffen from Metro Transit; Dana Rude, Dan Marckel, Mai Thor, Andy Streasick, Laron Weddington, Courtney Northway and Alison Coleman.

**Public Present:** La Shella Sims from MICAH.

## **CALL TO ORDER**

A quorum being present, Committee Chair Walker called the regular meeting of the Council's TAAC Committee to order at 12:32 p.m. on Wednesday, September 07, 2016.

## **APPROVAL OF AGENDA AND MINUTES**

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

It was moved by Imdieke Cross, seconded by Thorsen to approve the minutes of the August 3, 2016 regular meeting of the TAAC Committee. **Motion carried.**

## **BUSINESS & INFORMATION**

### **1. Nicollet Mall Shelters**

Carol Hejl spoke to the TAAC committee. She is a Landscape Architect for Metro Transit. In late 2015 the City of Minneapolis had issued some bids for redesign of Nicollet Mall from Grant Street down to Washington Avenue in Minneapolis. That project included 12 bus shelters that were custom designed that would be city funded. Upon receiving bids for that project they were substantially over budget. The city went through a value engineering process and the shelters at that time were asked to be funded and owned by Metro Transit. The City had done their own design which Metro Transit had input on. It was to be a city owned shelter and now moving towards having Metro Transit design and own those. Right now Metro Transit is in the process of tweaking those designs to make them more up to the Metro Transit standards. So the idea would be to combine the city's previous design with elements of the BRT shelters with some lessons learned from the A-Line and combining that with the city shelters for a unique design for Nicollet Mall that would serve the passengers well.

She showed pictures of the design. The bus shelters themselves will be constructed with a concrete foundation wall on the face and then a standard transit glass panel providing the walls with an aluminum roof structure. The glass will have the same pattern that the regular Metro Transit standard glass does. That just helps prevent the shelters from looking dirtier in the winter time and also is a graffiti deterrent.

The bus stop zones themselves are quite long for Nicollet Mall. The bus stop zone will have a different paving cover as well as a different scoring pattern on the ground that differentiates the bus stop zone from the other elements along Nicollet Mall. You can notice that the roof of the shelter is overhanging on the sides, the front and the rear of the shelter. There is a technology wall on the upstream portion of the shelter. It is designed that way so that as people are waiting within the shelter they are able to see a bus that is approaching.

The shelter locations themselves within the bus stop zone was determined within the City of Minneapolis' design process for Nicollet Mall itself. What this means is that the shelters aren't always at the bus stop sign. They have a very wide clear zone in front of bus shelters which will allow for lifts to be deployed all along the entirety of the bus stop zone.

The technology wall is meant to have an enunciator, real time signage and map displays for wayfinding. They are taking care to make the roof sloping in order to direct run off of rain or snow away from the openings of the shelters. As people are entering or exiting the shelter they will remain as dry as possible. The distance between the walls is four feet to allow for a wheelchair to be able to make a turn or any movement through the shelter with ease. The area in the middle of the shelter is designated as a clear zone for mobility as well as people to sit next to a companion along a bench. There will be a permanent concrete bench along the wall of the shelter. They will have hand rails along the side. It will allow people to sit down on the bench and help getting up from the bench. The roof extends over each side of the shelter to provide protection from the elements.

The technology wall will have real time information on both sides as well as the directional maps which will be visible from inside the shelter and outside the shelter. Within the front of the shelter facing the street there will always be a five foot clearance that will allow the lift to deploy from the bus to pick up passengers. Along the rear portion the width varies but it is never less than three feet. The accessibility behind the shelter is there as well. There are lights within the shelter. There are three heaters per bay. Each side will have push buttons.

Right now where they are at is the 50 percent design point for these shelters. This is a good time to get feedback from the TAAC committee. They anticipate being through the detailed design this fall. It will be up for bid sometime in December or January. Construction of the foundations of the utility connections has already begun. Just as the mall is being constructed it makes sense to do this now. Construction of the actual shelter components of the structure they would anticipate in early 2017. They anticipate the shelters being complete by November of 2017.

To get on the lift the passenger in a wheelchair on the lift would be deployed on either side of the shelter. The height of the heating element are 8½ feet. They need that to prevent vandalism.

The seating outside the shelter is not going to be provided by Metro Transit. It is part of the City's design of Nicollet Mall. The seating that is within the bus stop zone is public seating for anyone who wants to sit there.

There won't be space between the glass and the concrete foundation wall. However, there will be a very minimal opening within that concrete foundation only to allow water to drain out. Not so much for precipitation but for when they are cleaning the shelters. That will be an inch or two high and six inches long. That should not allow too much wind to come through that foundation wall. Aside from that the walls are solid from top to bottom.

Chair Walker asked about having a tactile strip on the pavement where the wheelchairs would board the bus.

Hejl said there won't be a tactile strip along Nicollet Mall as part of this project. However, the curb will be very different visually by the color and scoring pattern from the bus stop zone itself. As buses pull up to the sign the amount of frequency and amount of routes along Nicollet Mall the buses will wait to move up to the bus stop sign.

Imdieke Cross said she would like to see as few pavers as possible. Once the pavers heave and someone is getting off of the bus, there could be a tripping hazard. They need to minimize the scoring and surface changes. If you need to use some kind of visual indicator they should go with color unless it is a truncated dome. Minimizing the pavers would help with safety.

Hejl said there are not pavers as part of this project. It is poured concrete. There will be color added for the visual difference. The scoring pattern will be large but just for aesthetics. The amount of heaving shouldn't be an issue.

Metro Transit has been in an advisory role for what happens outside the shelter. They have been working closely with the city to make sure this transit corridor functions well. There is little control over design elements that happens outside of the shelter. The City of Minneapolis and Metro Transit work very well together.

## 2. Thrive Presentation

Dan Marckel spoke to the TAAC committee. He is a Planning Analyst in the Community Development department at the Metropolitan Council. Thrive MSP 2040 is the regional plan. He is going to be giving an overview of what is in Thrive MSP 2040, how it came to be and how it might relate to the work of TAAC.

There are different plans: the Transportation Policy Plan, the Water Resources Plan, Regional Parks Policy Plan and the Housing Policy Plan. They all relate to Thrive.

What is Thrive and why do we do it? Thrive is part of the regional development guide. It happens every 10 years when the US goes through its census. The Council follows on with more specific planning that reflects what they have learned from the census. As it goes through the process, right now they are in the part where communities are preparing their comprehensive plans to relate to the regional plan that they put together.

He is going to go over how the plan came to be, what is in the plan, especially around equity and where it is going and what are they doing now that they have the plan in place.

Thrive is required by the state statute MS473.145. It is supposed to be the comprehensive development guide for the metropolitan area. It is supposed to look out 30 years from that census date. So the one they are looking at is 2040. What is it going to look like? What do they need to do with the investments the Metropolitan Council makes? These are the highlights of the plan. Our region is projected to grow 29 percent over the next three decades. Many other regions don't have this kind of growth. We have something to work with in our region. We should be at 3.67 million by the year 2040. The white population stays the same over the next 30 years. We are going to see a lot of growth in people of color. In 1990 there were nine percent of people of color. In 2010 there was 24 percent people of color. In 2040 there will be 41 percent of people of color. That influenced a lot of discussion they had leading into this plan.

They had over 100 in person meetings that they discussed these issues in various ways with various people. There have been at least three discussions with TAAC or with TAAC members. The input was pretty broad. There were 120 meetings in various places in the region. He presented a map that showed the population density and where most of the meetings were. In all these meetings they had the basic question was what do you think we need to pay attention to? What do we need to do to thrive in the future? What do we want to leave for our children and our grandchildren? For the Council's purposes what decisions can we make today and what investments can we make today to set us on a path towards achieving that vision?

They did go back and look through the regional plans. This is the first regional plan as far as they can tell that has pictures of people who will be alive in 2030. They are focused on the future. They had these long discussions all over the region. They asked people what do you think our regions needs to thrive? What do they need to pay attention to? No matter where they went, if they were in very inner city of Minneapolis or very far out in the agricultural areas, the north or south or whoever they were talking to the same themes kept coming up. They organized Thrive around these themes. They have five outcomes of the themes and three principals that people talked about. There are five things that are for the region in the future.

The first outcome is Stewardship. They need to responsibly manage the region's resources and make strategic investments in the region's future. The sewer system the Council created is pretty well known as being really efficient. The rates are 40 percent lower than the average rates for regions of this size. One of the competitive advantages is they have done a really good job of stewarding the sewer system. This does mean financial resources and natural resources. Making the best use of taxpayer dollars.

The second outcome that people talk about is prosperity. Are there going to be businesses that people can get jobs at? Are there going to be workforces that are educated? Are they going to be able to build wealth? Will they have opportunities that they can succeed at?

The third of our outcomes is Equity. This is an outcome that really forced itself to the level of an outcome during the discussion. They knew early on that they had this area of achievement between different kinds of races. They knew these kinds of things were true. Folks in our discussions were telling them to pay attention to that and hold equity up as a primary thing that the region needs to figure out. Equity means connecting all residents to opportunity and creating viable housing, transportation, and recreation options for people of all races, ethnicities, incomes and abilities. Abilities is something TAAC is uniquely aware of. It is one of the best places in the Council to have a discussion around ability.

There has been a lot of focus on Equity amongst race and ethnicity. It has gotten a lot of attention for good reason. Achieving equity and moving towards equity means using influence and investments to build a more equitable region. Creating real choices in where they live, how they travel and recreate across the four definitions. Investing in a mix of housing, affordability along the region's transit corridors. This is important because increasingly transit looks like it is going to be a rising portion of how people get around in the region. From the Council's perspective they want to make sure there is affordable housing. Housing available for folks in all of the income ranges. They are tying affordable housing to transit investment as a strategy. Engaging a full cross-section of the community in decision-making.

The fourth outcome is Livability. It is how places and infrastructure create and enhance the quality of life that makes the region a great place to live. They call it the mother in law outcome. How can I talk to my mother in law about how great it is to live in the Twin Cities and why I don't want to move to another town? Because it is livable. From the Council's perspective they make places primarily by funding highways, housing and transit. They are essentially making infrastructure that is in the ground for a long time. How they fund it helps enhance the quality of life.

The fifth outcome is Sustainability. Sustainability is preserving the capacity to maintain and support the region's well-being and productivity over the long term. These are the outcomes. They call them outcomes because they want to make sure that these are big ideas that they are focused on. They are fully aware that they are not going to get the full stewardship and perfect sustainability, perfect equity, perfect livability. The purpose is to keep trying to move towards those things.

Earlier he held up Thrive as the regional guide and the other policy plans. In addition to the outcomes, people in the meetings across the region talked about three different ways they should do their business. They put them into Thrive as their operating principles. The first one is Integration. This means working together inside the Council so that transportation people are talking to sewer people or housing people working together to align policy tools that they have and investments. The reason this has been important is the challenges they are facing are more complex than in the past. It is harder to attack the challenges that they have. They have to do it together. This is working with people inside the Council.

The second principle is collaboration. This means they also have to work with people outside the Council.

The final principle is accountability. This means committing to good data. Adopting a data-driven approach to measure progress. Providing clear and easily accessible information. Owning up to when they are doing well and not doing well, measuring it and being accountable.

The policy plans work closely with Thrive. All these plans work together. All of the five plans together are the statutory comprehensive development guide. Those are the things that are in the statute. After all of those were written, staff here gets together and produces a couple of things that help cities to do the comprehensive plans. It takes all the details from the big plans, chops them up and gives each city in the system statement which says here are the things you have to follow from the Comprehensive Development Guide. Every city gets one of those. There are 188 jurisdictions. The staff here is also producing the Local Planning Handbook. It is resources for communities that are on our website. It helps communities address a housing issue or an environmental issue if they have one. It is an online thing.

After all these things get created cities are now in the driver's seat for regional planning. The 188 jurisdictions are creating their comprehensive plan right now. This happens every 10 years. What they are doing now is continuing to provide analysis. The work unit he is in is policy and research. They do a lot of research projects for the benefit of the region.

These issues are not about ability. They are around race and economics. They are also a very prosperous region. The charts show where they rank in the 25 largest metro areas. The percentage of adults with a high school education, they are number one. For the employment rate they are number one. They are 16<sup>th</sup> in size. Percentage of people not in poverty they are number two. They are sixth in per capita income. They are number one in homeownership rate.

Disparities by race and ethnicity. The white population is doing better than all of the other populations. It represents high school diploma, per capita income, percent of people employed and home ownership rate. The populations that are doing more poorly are all populations that are growing. It is not a one to one correlation. It is something they need to pay attention to.

He showed a disparity chart comparing all people of color, African Americans, Latinos, Asians and Native Americans. Out of the 25 largest metros we have the greatest disparities between African Americans and whites. Of 25 we have the fifth greatest disparities with Latinos. For per capita income in 2014 we rank 22 with Native Americans. We have a pretty prosperous group around the Twin Cities because they are tied in to a casino activity that is happening as part of their income stream.

He showed some slides that ask the question how do they do the education and the age, immigration status and the English proficiency among these different groups? If they could look at black and Latino situations and just pick out folks who are equivalent to the white population in the Twin Cities. Would they be different?

Employment rates among black still have a lot of disparities. If they look at employment rates among Latinos they are at a higher rate than the white population. Asians are approximately the same rate statistically speaking as the others.

They have statistics on average hourly wages. There are disparities that can't be accounted for with the standard statistical adjustments. It is the same thing with home ownership rates. The only group that has similar home ownership rates the white population in the Twin Cities when they adjust for those characteristics with the Asian population. These things are published on the Metropolitan Council website. These are called "metro stats". There are a whole series of them.

Indieke Cross said that there needs to be information on seniors and disabilities. The presenter should come back to discuss this. The disability community is the largest protected class in the state of Minnesota.

Fenley said the American Community Survey talks about disabilities. The presenter should look into this.

Chair Walker suggested to study disabilities from a data perspective.

### **3. Metro Mobility Eligibility Overview**

Andy Streasick spoke to the TAAC committee. He is the Customer Service Manager for Metro Mobility. ADA paratransit has its own criteria for eligibility. A person needs to have a disability or health condition under the ADA but a disability or health condition that prevents them from accessing the regular route transit system at least sometimes because of three very specific reasons. They would either need to be incapable of navigating the fixed route system independently to be incapable of getting on or off the fixed route system independently or be incapable of self-propelling back and forth from a bus stop or an area that has fixed route service because of the symptoms of their disability.

Being able to navigate the system at least sometimes because of the disability. You might have a person with a developmental disability who is lacking the memory recall skills to never being able to navigate the system themselves. They would obviously be qualified for ADA paratransit. You might also have somebody with a similar disability who is capable of taking the city bus on simple trips but as soon as a trip necessitates a transfer to one of multiple buses they no longer are able to process all those things. They would be eligible for paratransit in those conditions.

You might have somebody who is capable of learning how to go back and forth to a specific destination with successful completion of travel training but that does not necessarily mean that they can universalize those skills to just get on the bus whenever they want. So they would be eligible for locations and destinations where they have not successfully completed travel training.

Under the navigation umbrella you might have a person who has a visual disability who is very bus savvy and takes the bus all over the place. But very few people have familiarity with the entire transit system throughout the metro and lots of spots are not accessible yet to people who rely on a white cane for a trip. Even if a person takes a bus as their primary method of transportation they might still be eligible for Metro Mobility if for example there is an area of the metro with which they are unfamiliar and they haven't experienced orientation and mobility training in that region of the metro. Maybe there are pedestrian through ways that are not safe for travel using a white cane and would be considered an unreasonable expectation. Maybe there are crosswalks that based on their design is very difficult to use because of traffic patterns. So there are a number of things we can look at to try to justify eligibility and why it is that somebody qualifies for the service.

The ability to get on and off the bus is somewhat antiquated because all buses at this point are required to have lifts. Let's say somebody is capable of walking a block using their walker but has Parkinson's and is pretty unstable on their feet. They go out to use the city bus and it is one block away which they can manage and

they are being dropped of a block from where they need to go. The walking part may not be an issue. But if they can't manage the steps of the bus and it is not safe for them from a stability standpoint to be riding up or down the lift by themselves they would still qualify for ADA paratransit. Our drivers have an additional expectation that does include riding up and down the lift with folks as required. So there can be some extra stability there to help people get on and off the bus.

The ability to self-propel back and forth from the bus stop area that has less service other than that area that has fixed rate service as defined  $\frac{3}{4}$  of a mile of roughly nine city blocks. So really what they are talking about here is are you capable of self-propelling nine city blocks with the symptoms of your health condition or disability? Since this is Minnesota there are going to be times where you can't get to the bus stop if a snow plow covers every curb cut in your neighborhood.

Because this is Minnesota everybody in a wheelchair is going to be at least conditionally eligible for paratransit service. if you live in Florida or California that is not the case. Here they are evaluating based on their own conditions. An important thing to keep in mind is eligibility for all of these conditions is they don't really care about clinical diagnosis. Certainly a person needs to have a disability in terms of a front door into the system. But two people could have the same diagnosis and one person might be eligible and another one won't, based on their current level of functioning.

One example he would use is of himself. Right now he is at a level of mobility where he is able to take the city bus all the time and do so. He does not qualify for paratransit currently. Twenty or thirty years from now that might change. The symptoms of his disability does not progress. However, he falls a lot. That is going to have an impact on the cartilage in his knees. As time goes on and his age he will have less mobility than he currently has. So there will likely come a time where he would qualify for paratransit based on the symptoms of his disability.

Another example, two people with a developmental disability might have exactly the same IQ scores and exactly the same other scores. One might be eligible for Metro Mobility and one might not. They are talking about each individual's current level of functioning. If one person had very limited exposure to commute independently and if one person has had almost no opportunities to develop independent living skills to get out there in the community they may be entirely incapable of accessing the city bus. Somebody else with exactly the same baseline in regards to measurable skills. That person may have at a really early time been able to be out there working in an integrated environment. He may have gone out and put in the amount of work that was necessary to master the fixed route system.

The ADA does a lot about conditional trip by trip eligibility. They allow a municipality to troll down to does this person's disability prevent them from taking this specific trip on the city bus? If the answer is yes, then they can use paratransit for that particular trip. If the answer is no, then they are expected to take the city bus. It would be entirely legal from a federal standard under the Americans with Disabilities Act to take a very mobile person in a wheelchair and hold them accountable for taking the city bus any time they can. A municipality would be within their rights to look at the existence of sidewalks on a trip. The existence of curb cuts. The lack of structural barriers like snow and ice. The person's ability to navigate quickly enough to get up any hills relative to the trip or cross streets quickly enough. If a person is capable of doing all of those things a municipality could say "No, sorry, it is the middle of August and there are clear sidewalks. There is not much of a hill and you get around fine. You are expected to take the city bus for this trip. You don't get to take paratransit for this trip."

While that is legal and many places throughout the country do that, they don't do that here. They never have. So while conditional eligibility is a thing and it is a label that they will use for tracking purposes for these demographics, they don't restrict people's Metro Mobility trips in any way. Somebody might qualify for Metro Mobility simply because they are in a mobility device that would prevent them from getting to the city bus if a snow plow goes through and buries the curb cuts. Because of that eligibility. Within the Twin Cities they are eligible to ride at high noon in August. They can take any trip that they want on Metro Mobility regardless whether they would currently be capable of taking that trip on the city bus.

Someone could currently apply for a trip on Metro Mobility because of night blindness. They are not capable of navigating independently at night because of an ocular condition that carries with it a condition of night blindness. Within the Twin Cities metro right now, that person would still be eligible to ride on Metro Mobility at high noon in August. Once you are eligible for any trips on Metro Mobility you are currently eligible to ride any time.

The eligibility denial rate is less than one percent. The vast majority are self-selecting. They opt out by not completing the assessment process.

The paper app has two parts. This is a part that is designed to be filled out by the applicant. Somebody else may fill it out on the applicant's behalf. The second part is a professional verification designed to verify the existence of the disability or health condition. So there is one part that gets filled out by a medical professional and one part that gets filled out by the applicant or somebody on the applicant's behalf. Those both get sent in together. That constitutes a complete paper application. It doesn't have to be a doctor who fills out the form. There are three criteria: a person needs to have a masters' level education requirement for holding a certain position. There needs to be the ability to treat and diagnose as part of that profession. There needs to be some sort of nationally accredited testing that goes on in order to achieve that professional title.

Within that they have come up with a list, a living document of qualified signers: Physicians and Psychiatrists, Occupational Therapists, Psychologists, Physical Therapists, Licensed Independent Social Workers, Recreational Therapists, Speech Language Pathologists, Certified Orientation Mobility Specialists, Registered Nurses and Doctors of Chiropractic.

They don't want anybody to incur costs in trying to apply for Metro Mobility services. If you don't have a doctor or medical professional that you see who is willing to fill this out without paying a copay, whatever the case might be, or you don't have insurance in the first place, you can meet with Metro Mobility staff and they will skip to the in person assessment part in lieu of the professional verification form.

The in person assessment portion is not necessary for a lot of their riders. They don't want to make people jump through hoops when it is not necessary. Since they don't enforce conditional eligibility, everybody with a mobility device is going to qualify given this is Minnesota. If somebody is in a mobility device they don't have to come in for an assessment. People with developmental disabilities who are severe to profound level of impairment, don't have to come in for an assessment. If they get a well completed professional verification form along with the paperwork, that may keep people from needing to come in. One of the things that bothers them most because they are so busy and it is good use of their time and also because of the empathy they feel for people who invested hours of their day for no good reason is to see somebody come in and they know by the time they have gotten to the lobby that they are eligible and they shouldn't have had to come in for an assessment.

The applications that they get they have a customer service specialist whose job it is to go through the paperwork or paper applications and say this person is eligible and take those applications out. That is just over half of the applications. The person is eligible and has no need for an assessment. Those folks just get approved. For the rest of those applications where there is some question of eligibility or it looks pretty clear that they are not eligible they no longer deny anybody without an in person assessment. There are too many of those circumstances where it looks on paper they are not eligible then you bring them in and they are clearly eligible. Rather than making somebody go through an appeal process because they didn't have a good application or look good on paper they bring them in before they get denied.

The next step there is the in-person assessment process. What they do there is obviously different based on a person's disabilities. It is all meant to document how that person might fit into one of those three categories of eligibility he talked about earlier. The first part of the assessment is always going to be a conversation. Sometimes that is all you need. The best example of that is for folks with psychiatric disabilities. We talk a lot about how you get around and symptom fluctuations and how they can change from day to day. Let's talk about your worst day. It takes a while to get that out sometimes because people don't like to sit around and talk about how debilitating the disability can be. They like to talk about things they do well. The reason they want to talk about that good day bad day shift is if we hear from a person that their disabilities fluctuate to an extent that some days they are disoriented about person, place or time and some days they are not, that is the end of the assessment. Anything they document about their ability to navigate today doesn't mean a thing for how they would deal with that if it were a better day or worse day because of the symptoms of their disability. If they learn that the ability they have to navigate changes significantly from day to day, they will get certified. That can be the case with arthritis. People have good days and bad days.

After the conversation, the next thing they are going to do is a test that assess fall risks. They check balance and gauge how well a person can walk and move and where they are in regards to fall risks. If someone demonstrates a fall risk due to the balance test that is the end of the assessment. If someone does well on the balance test then the next thing to do is go outside for a walk. They walk nine blocks each way. Different

sidewalks show how the person travels on different terrain. They incorporate two and four lane streets. They incorporate steps. They see how the person is doing after walking nine blocks. They may not go the full nine blocks if the person has problems with it.

For folks with developmental disabilities they use the functional assessment of cognitive transit skills. That is a pretend bus trip. It was developed to look at landmark recognition and memory recall and other things. It is a standardized test. That tells how people might do on transfer trips, complicated trips and walking from the bus stop. That works well for them. For folks with psychiatric disabilities who are reporting very stable symptoms they take them into the skyway for a walk during lunch time. They talk to them as they walk. They walk about half of  $\frac{3}{4}$  of a mile. They ask the person to lead the way back to the office. They take a look at problem solving skills, landmark recognition and ability to process well enough to navigate that way. They have 21 days to make a determination on an application after it is completed. For people who need an assessment the feds have said the complete application means not just the paper application. But having done the assessment too. It may take six weeks to get a first time assessment.

Down the road conditional eligibility may be something they look at. If they did that it would be a tremendous shift. Everybody would be grandfathered in with full eligibility until their next application cycle at which point they would be evaluating everybody who was sometimes capable of taking the city bus. To find out which categories of eligibility and which conditions needed to be in place to make that possible. That would be another staffing change down the road if we ever went in that direction.

The ADA recommends that everyone gets recertified every one to three years. Metro Mobility does it every four years. For folks who are over age 65 and fully eligible we got clearance to give permanent certifications. They do need to have people recertify from time to time because conditions change and functional levels of eligibility change and the symptoms of the city buses change. They want to make sure that their eligibility reflects the features of the fixed route system. Because of the fixed route bus drivers announce streets it is reasonable to expect that in some circumstances somebody with no vision at all might now take the city bus successfully and a lot of people do.

## **PUBLIC COMMENT**

LaShella Sims, who is a senior organizer with MICAH, spoke to the TAAC committee. She sits on various committees. She would like to connect with some of the TAAC members to be able to communicate disability needs to the members of the committees she sits on.

## **MEMBER COMMENT**

Chair Walker suggested the TAAC committee have someone from Public Affairs at the Metropolitan Council come to talk about finances and how things are funded.

Pam Steffen said that there is a link to the Metro Transit website that talks about how things at Metro Transit are funded. Steffen will send the link to the TAAC members.

## **ADJOURNMENT**

Business completed, the meeting adjourned at 2:33 p.m.

Alison Coleman  
Recording Secretary