

Minutes of the REGULAR MEETING OF THE TAAC COMMITTEE

Wednesday, February 1, 2017

Committee Members Present: Chair Kjensmo Walker, Vice Chair Patty Thorsen, Sam Jasmine, Christopher Bates, Lisa Childs, Ken Rodgers, Dona Harris, Kari Sheldon, John Clark, Pamela Zimmerman and Bre Royer.

Committee Members Absent: Heidi Myhre and Margot Imdieke Cross.

Committee Members Excused: Robert Platz and David Fenley.

Council Staff Present: Clarissa Schleichert, C. Terrence Anderson, Shawn Walding, Jason Stuebell and Pam Steffen from Metro Transit; Dana Rude, Sheila Williams, Leslie Kandaras and Alison Coleman.

Public Present: Jason Staebell, Senior Project Manager-Design at Hennepin County.

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, February 1, 2017.

APPROVAL OF AGENDA AND MINUTES

It was moved by Rodgers, seconded by Bates to approve the agenda. **Motion carried.**

It was moved by Harris, seconded by Jasmine to approve the minutes of the January 4, 2017 regular meeting of the TAAC Committee. **Motion carried.**

BUSINESS & INFORMATION

1. Legislative Update

Leslie Kandaras spoke to the TAAC committee. She is a Senior Project Coordinator in the Government Affairs Department of the Metropolitan Council. It is a budget year. The State of Minnesota sets biennial budgets every two years. This is the year they do that. The Legislature is already starting the process of putting together the fiscal 2018 and 2019 budget. One of the first parts of that process is for the Governor to make a budget recommendation. Governor Dayton released his budget recommendation on January 24. That includes some funding for the Metropolitan Council. In particular, in regards to transit, the Governor is renewing his call for a metro area sales tax. This is the same proposal he has put forth both in 2013 and 2015. It would be for an additional ½ cent sales tax in the metro region. It would be dedicated to transit, both transit operations and transit capital. That would go to all forms of transit including Metro Mobility, the suburban transit providers and Metro Transit.

The Governor has renewed his call for that. The proposal would raise roughly \$3 billion over the next 10 years if it were to be enacted. This would be a reliable source of funding. There is a transit deficit. The current source of funding is the Motor Vehicle Sales Tax revenues. While those continue to grow, they are not growing as quickly as they were originally forecasted. One advantage of the Governor's proposal is it would ensure a reliable and stable source of funding moving forward which would enable us to invest in transit across the board.

The Governor also renewed his call for a bonding bill. In 2016, typically even numbered years is when the state legislature passes a capital bonding bill to do construction across the state on a variety of different projects. Last year on the last day of session the bonding bill failed to secure the votes it needed. There was not a bonding bill last year.

In the first week of the session, the Governor put forward a proposal for \$1.76 billion bonding bill. That would include some of the projects the Council staff are interested in. He believes that the sales tax is the best way to achieve investment in transit. He didn't have a lot of transit projects in his proposal. But he would put some money towards the I-35W project that relates to the Orange Line project. That was one priority in his bonding bill. Two weeks ago, the Senate Capital Investment Committee, which is responsible for bonding in the Senate,

moved forward a bill from their committee to the Finance Committee. That bill is a bit smaller, \$1.6 billion compared to the Governor's proposal for \$1.76 billion. That also included a couple of projects of interests to us. That included the I-35W project relating to the Orange Line an additional \$12.1 million for the Orange Line as well as just over \$8 million for the Mall of America transit station upgrade.

They are paying close attention to the bonding bill. Just this morning Chair Duininck and Judd Schetnan, the Government Affairs Director, presented to the Senate Transportation Committee about the Governor's budget request. A lot of those balls have just started to move for this session.

Under the Governor's proposal for the sales tax that would be dedicated to transit, he would still ask that the state general fund would fund Metro Mobility. While he hasn't asked for an increase for Metro Mobility, while taking the other transit operations out of the general fund, it would release the pressure on the general fund for transit. Chair Duininck and Judd Schetnan were talking to the Senate today about the fact that Metro Mobility is growing. That is putting a considerable cost pressure on our transit budget. She will get more details on this for the March presentation.

2. C-Line Preliminary Design

C. Terrence Anderson, Community Outreach Coordinator for the C-Line Project at Metro Transit, Shawn Walding, Senior Project Engineer for the C-Line at Metro Transit and Jason Staebell, Senior Project Manager – Design for Hennepin County for Penn Avenue Reconstruction, spoke to the TAAC committee.

The C-Line is the second in Metro Transit's series of arterial bus rapid bus lines. The first one was the A-Line which opened last year in June. That has been quite successful. In fact, there was a 30 to 35 percent ridership increase over the year before. The A-Line replaced Route 84 on Snelling Avenue and Ford Parkway and 46th. The C-Line will be largely replacing Route 19 in North Minneapolis, going from downtown Minneapolis to Brooklyn Center Transit Center in Brooklyn Center. Currently the 19 serves about 7600 people a day. By 2030 the C-Line is expected to serve 9300 persons per day.

The A-Line currently runs against traffic. All of it is a package of improvements to make the trips faster and more convenient for our riders. One of the things that they did late last year was to undertake a study called the Long Term Glenwood Realignment Study, which looked at long term alignment of the C-Line between Olson Highway and Glenwood Avenue to the South. The reason we looked at that was because the Metro Blue Line Extension will run along Olson Highway in Brooklyn Park. So community access doesn't make sense to spread this high quality transit service between Glenwood Avenue and Olson Highway. They will be moving the C-Line long term to Glenwood Avenue. The C-Line will run with temporary stations on Olson Highway as it is projected to open in 2019.

Once the Blue Line construction is complete as well as C-Line stations are completed on Glenwood Avenue, the C-Line would then move to Glenwood Avenue. It will be a three-step process. A station planning process will undertake once the Metro Blue Line receives its full funding grant agreement. That is expected in 2018. So they will go through a process to exactly see where those station locations will be. This work will be done with Hennepin County and the City of Minneapolis. Hennepin County will be doing road reconstruction work between Lowry and Broadway as well as mill and overlay work between Broadway and Plymouth as well as between Lowry and Downing.

One thing to mention for the mill and overlay work between West Broadway and Plymouth is they also come with updating the pedestrian ADA ramps along that segment. The pedestrian and ADA improvements are already done between Lowry and Downing so we don't need to do that. With the new construction, the ADA ramps will be done as part of that project as well.

As the C-Line stations are being built to the different intersections where there is a station, Hennepin County will be doing reconstruction in those intersections as well.

Station components are exactly the same as they were for the A-Line. They have the same amenities like the pylon which indicates where the station is, the blinking light that tells you when the buses are coming. You have the off board fare where you pay to board. There are shelters with heat, lights and security features including security cameras and an emergency button that connects to the Transit Control Center. There are benches, bike racks and an overall platform space that people can board at any door. One of the changes will be, the C-Line will have 60 foot articulated buses instead of the 60 foot buses you see on the A-Line. With those articulated buses, there will be three doors instead of two doors.

These stations are scalable. They come in three sizes. The small one will have one panel. The medium will have two panels and the large ones will have three panels. Further along in the design process they will address a locator sound on the pylon. People are interested in what they will do regarding security around these stations.

They have layouts that they are going to take to the City of Minneapolis for approval on February 14th. These diagrams are not at the technical level of the plan sheets. They indicate a lot of the main features of what they are going to see, particularly. He will focus on what you will see along Penn Avenue. It articulates some of the aspects of how they are redesigning this road to focus on transit riders and pedestrians trying to get to transit services.

He showed some farside stations. Farside stations have platforms past a signalized intersection. They would like to have farside stations at each of the BRT stops. It provides for faster service. They are not waiting on queues at signals. There are some constraints along the way on Penn Avenue that have pushed them into another configuration, a nearside configuration. Sometimes they have hybrids where they have farside and nearside depending on which direction you are at. At Penn and Plymouth they have a farside configuration. Hopefully they will have transit signal priority. That gives them some extra green time to be able to get through that intersection and then whenever the boarding is done. The average boarding times on the A-Line are averaged between 15 to 20 seconds.

Other elements you will see here are on the non-BRT quadrants which would be in the southeast quadrant and the northwest quadrant. It is the work they are doing with Hennepin County. They also have curb bump-outs. At those intersections as well as the BRT bump-outs, they are looking at designs to shorten up the crosswalk distances wherever they can. Through the design process they have identified even faster 30 percent. They have identified a few places even where they are not having the BRT stations, they can realize from curb bump-outs that they are just for pedestrians to go across the street and shorten up some crosswalk distances. Those are the things they are focusing on now to make this pedestrian and transit friendly.

On the non-BRT quadrants, they have at least six feet for the pedestrian walkways and if they can get more they try to do it. The constraints of truck traffic and other constraints along the area. In all of these cases they have reduced traffic lanes down to one lane per direction. That is going to be a change on Penn Avenue that through the Penn Avenue Community Works Group brought that to the community. That is what they have heard that they want to bring to this corridor. Something where pedestrians are more focused.

They designated the ADA landing pad. The lifts on buses are to be deployed for wheelchair accessibility. They have provided some consistency in the designs to know exactly where it is supposed to be. Buses pull up directly flush with the pylons that are designated. That is where the ADA landing pad is going to hit. They have designated the proper spacing for movement at that spot.

The implementation schedule. Right now, they are right at the 30 percent design and are incorporating comments they have heard within 30 percent. They are working towards layout approval as a final piece of the 30 percent design. While that is going on they are looking for approvals on what they have started on what they consider to be the final design phase, which starts with a 60 percent submittal in April of 2017 and they hope to have this project out for final design and ready for bid in September 2017. They want to start construction as early as they can in 2018. That construction would last for all of 2018, potentially into 2019 when they hope to start service.

Upcoming engagement process. They are towards the end of the public engagement process. The design shares the same images in each of the different neighborhoods, neighborhood associations as well as the tenants that live right around these stations. That is getting to how address any site specific issues that might pop up by doing this engagement.

Going forward, they are looking at doing final design engagement this month through June as well as developing the construction schedule. There is going to be a lot going on at Penn Avenue with Metro Transit and Hennepin County doing their construction on Olson Highway, Blue Line extension is going to start construction as well. Southwest light rail will be doing construction on Glenwood. Folks have a lot of questions about it and how exactly is it going to get built? They are going to be developing the construction schedule. They still want feedback from the TAAC committee as they are progressing on this project. Through September they will be offering the bid for construction. Hopefully begin construction in 2018. He will be monitoring construction pedestrian access throughout the Pedestrian Access Route process.

On the station amenities piece, they want to concentrate on the civil design right now. That talks about those big items like where is the curb going to go? Generally speaking where are those station elements going to be like (pylons, shelter, etc.). Getting into the detail about what the station amenities are going to look like. They have a consistent design going forward. Now is the time they are getting into those discussions. They have things like utility cabinets. Where do they put those so they can have good access to them? They are getting into that construction period. What are the proper balances of closing access during construction verses how long they are out there doing construction. It is always a balance.

There is an audible equivalent to the beacon that flashes. When a bus is a minute away, that beacon starts to flash. Currently the design probably the closest equivalent would be the way we are able to access the enunciator button to indicate the timing of the arrival of the next six buses that would be coming to that station. As it stands right now the closest equivalent we have now to that beacon. That requires that you need to be in close proximity to that pylon and that button that is accessible. They have located that button in a way and provided enough clearance to be able to have access that spot.

As it pertains to the fare card validator as well as the ticket vending machine. They can continue to have that conversation. What are the capabilities of those machines? It often times comes down to some programming that needs to happen within those machines they are starting to get into the system components discussion. They will bring that up and see what the possibilities are. It comes down to what they are able to supply across the system and what the capabilities are of the machines that they have out there.

Ken Rodgers spoke about the accessible path of travel during construction. The law requires under ADA that there is an accessible route of travel during construction. It has to be accessible and it has to be a clear, continuous path through the construction zone.

They are not building permanent because of the construction phasing. The Bottineau light rail will be under construction for three years. To provide consistent service they need to be able to maneuver the stops down to a different location, if necessary they will have the ability to do that. Without having Blue Line construction on Olson Highway they will be stranding 500 or 600 passenger that currently use that service. It makes sense to move the C-Line to Glenwood Avenue if the Blue Line exists. If we didn't do that then folks would have to walk or someway to get to Glenwood Avenue, which is half a mile south of Olson Highway. It is best for the customers to keep the existing Route 19 service on and then move the C-Line service when it comes to existence. And then move the C-Line when they have a comparable service providing access to them. Within the long logical framework, if the Blue Line didn't exist then the C-Line would be on Olson Highway.

The funding scenario right now is that they had secured a majority of the funding. Most recently the Regional Solicitation funding that secured \$7 million additional dollars that leaves the gap that they are seeking currently from the state budget that includes the additional C-Line funding of between \$8 million to \$10 million. That would be a part of the ½ cent tax increase. They continue to have conversations. The political environmental right now you need to be robust in your planning for contingency. They are currently seeking some different plans of funding for that through state funding or from internal Metropolitan Council or Metro Transit funds.

The buses will have audible messages on all of the buses and at all of the stations.

Hennepin County is getting ahead of mill and overlay and doing a separate ped ramp project this year. Between Broadway and Plymouth there are updates to ped ramps and from Lowry up to Downing had already been done previously within the last couple of years. All the ped ramps will be up to current standards. Then the mill and overlay will finish up the work.

Ken Rodgers said that when pedestrian ramps are upgraded the law requires when a mill and overlay project is done the pedestrian ramps that are included in that mill and overlay project, if the ramp gets touched by the mill and overlay project they have to be reevaluated and brought up to current standards if they don't meet current standards. Hennepin County has chosen to do separate programs that does not follow the law. The ADA requirement that mill and overlay projects trigger pedestrian ramp evaluations and reconstruction to current standards. As long as the curb ramps are current and meet current standards he doesn't have a problem with this particular process. The technical guidance from FHWA, the Department of Justice and from USDOT is pretty clear. The law requires when mill and overlay projects are done that pedestrian ramps get evaluated and completed at the same time.

It was determined that Penn Avenue would not have a dedicated bike facility on it. Penn Avenue is one traffic lane in each direction, parking, a boulevard and sidewalk. They are reducing parking widths and travel lane widths. The lane widths were 10 feet and they are going down to eight feet.

Chair Walker asked about the station at Penn and 43rd. There aren't any crosswalks. This is a non signalized intersection. How are they planning on pedestrian circulation?

They did take a look at that. In the protocol that they had on the A-Line was that we left the decision of the corridor wide application of crosswalks to the particular road authority that would be responsible for installing and maintaining those crosswalks. In this case it would be the City of Minneapolis. The topic was broached with the City of Minneapolis traffic and their typical process for unsignalized intersections is that they do not apply on crosswalks at those sites. That developed to the decision to not place those crosswalks at that time.

3. Travel Towards Management Success

Chair Kjensmo Walker and Vice Chair Patty Thorsen spoke to the TAAC committee. This is a presentation they are going to be giving to managers and supervisors across the entire Metropolitan Council. They will be speaking at a conference called Travel Towards Management Success. It will be directed at a mandatory conference that all managers and supervisors at the Metropolitan Council throughout all areas of the Metropolitan Council. Managers at Metro Transit, Community Development, Environmental Services, Metropolitan Transportation Services and Regional Administration are all required to attend. There should be about 550 people attending. We are covering all of the groups across the Metropolitan Council because this topic and the other topics that are being presented throughout the day don't just apply to people with disabilities. It will be a day long conference. This session is going to be given three times over each day. Their topic is "Does Disability Apply to Your Work? Yes."

They are involved at TTMS in two ways: They are providing one of the eight workshops. They are also going to have a table at the lunchtime vendor resource fair. Kjensmo and Patty will be presenting this workshop. This work has begun. They started working on this specific presentation and this relationship back in August. This work came out of Chris Bates, Ken Rodgers, Patty Thorsen, Kjensmo Walker and Nikki Villavicencio as part of a disability day planning committee. This work directly came out of that planning committee. This will be presented three times a day on February 23 and March 23.

They have 70 minutes. They are talking not only about disability as it relates to transportation but disability as it relates to hopefully every employee across the Metropolitan Council. The Council does things that do not relate to transportation; planning, housing and environmental services. Kjensmo had a meeting this morning with an engineer that works in wastewater treatment. She focuses on pipes. How can this work apply to someone who is a wastewater treatment engineer manager? Looking at broad accessibility. They are going to be talking about hidden and apparent disabilities.

Institutional ableism and how that affects the work of the Metropolitan Council. How to make staff's work more accessible. They are going to highlight two things: The importance of person-first language and guidelines for making presentations accessible for screen readers. The roll of the TAAC and how TAAC and the disability community can help the staff get their work done effectively for the disability community.

We could spend a lot of time talking about a lot of different things as it relates to these topics. For 70 minutes they will try to make it educational for the managers and engineers who will be there.

They also have a vendor resource fair over lunch on both days. TAAC will have a table with resources. Margot Imdieke Cross, who is from the MN Council on Disability, will be at a different table. She and a colleague of hers has been staffing this event for a long time. They are going to continue to do that. TAAC this year is going to have a table of their own where they staff. They are going to talk to all of the staff that will come by.

The vendor resource fair is required for the staff. They will have a card that shows credit for someone talking to the people staffing the tables.

Next steps for the resource fair. They need to develop resources for the staff. What do they want to tell people about TAAC? About how disability applies to their work. How they can help people with what they need to know to make their work accessible. They can hand people whatever they want. They determine what these are. They collect these resources. They need to get them to the Metropolitan Council staff so they can make copies for the TAAC staff.

They still have time to develop, create and find these resources. Chair Walker asked the committee members to think about this and give her any feedback for the fair. Some of the ideas for the fair are: What is TAAC? People first language and making accessible presentations.

4. Metro Mobility Stats

Dana Rude spoke to the TAAC committee. It has been requested that he provide more in-depth information on the stats regarding the performance of providers and the system as a whole over what he traditionally has presented. The TAAC stats as they are currently presented on paper are obsolete. They were originally prepared probably using Excel 97. Trying to get them to work now days is difficult. Before we go into the extended information and the way it should be presented, he would like to go through the stats themselves because he now has all of 2016 reported. It is important to point out that the ridership did increase again this year, though not quite as much as it has between 2014 and 2015. Nevertheless, they are looking at better than 2 million rides delivered for the year. One of the other things that isn't apparent on this is the average trip length has increased. As we have gone over to the new system of three zones.

It doesn't sound like much but it has gone up from about 11 miles per trip average to 11.5. But when you are dealing with 2 million trips each year it works out to a lot of passenger miles. That is one of the big changes. It does show that the demand for the system is increasing all the time.

The number of revenue hours has gone up. It is consistent with the number of rides delivered. The on time performance doesn't look all that bad on these stats for the year. That has become problematic for them. Being there on time is critically important and it has been becoming more difficult for them to meet the performance parameters that they have set up for themselves. They are holding in there but in the past, in 2015, they were at 96 percent on time, roughly. In 2016 they are at 95. The appointment times show an improvement because they put more effort into them. But nevertheless, all of the performance measures are somewhat inconsistent as you go through the year.

Complaints overall between the years has not changed much. The average trips per hour has dropped. Productivity is a critical measure for them in terms of quality of the experience and how much it costs to deliver. Accidents and incidents for 2016 are better than they were in 2015. In both instances, they were nominal. That is what it looks like for the year at this point of time.

Originally when he prepared additional information he used the format that had been used for the system ridership and simply broke it apart by provider. That was somewhat difficult to use simply because you had to go looking at five different sheets of paper for every individual measure. What he attempted to do was compare the providers, just for one year throughout the course of the year. Then he used a different style. He used a line graph instead of a bar graph. The end result of that is that he realized he had to bring them into the 21st century.

The graphs that were produced, he is not certain it is helpful. One of the things that became immediately apparent was that he couldn't use bar graphs because it clutters up the page badly. It would be difficult to compare the performance of individual providers. The line graphs do help there. The other thing that he can't do is compare year over year because of that point in time if he were to compare two years you would be looking at eight separate traces and eight separate columns of information. It would get pretty messy. He is open to suggestions on the graphs. Anything that you think may help with understanding. You will note on the graphs that had the scales and the numbers involved, the variations month over month, when you are using a line graph they aren't particularly notable. They tend to have their average performance levels. You can look at trend lines over the long mark.

As you look at the line graphs to compare the various agencies, you are looking at one year starting in January and then going through to December. When it comes to comparing the system between years, which he does with the bar graphs, he would like to keep doing it that way to compare the system overall year to year using the bar graphs. For comparing within a given period of time, providers against one another and particular measures. For instance, ridership. He suggests they use a rolling year. Right now, it is from January to December of each year. Instead, he would go from February of 2016 to January of 2017. This way you would have a reference point. You can look at the past performance. That will keep it from getting so cluttered with information that it isn't much use. He is open to suggestions on how to do this. He has the information.

The other cautionary note he wants to point out to people is that these numbers that are taken month over month and combined ultimately to give them the year's total aren't the final numbers at this point in time. There may be edits or changes by the time they are ready to prepare them and send them to the NTD.

They are broken down by the provider's zone. All of the trips you are seeing are provided by that particular area of operations. So Transit Team is West, First Transit East, First Transit South. Because they no longer do transfer trips, it becomes very difficult for them to parse those out and separate them from the rest of the trips that a particular provider's zone has done. Because they can't break them up and do separate areas for the trip. It is just one trip. I don't know that they will ever be able to do much with that.

He will look at on-time performance of inbound and outbound trips.

He will reformat these stats and rebuild them in the latest version of Excel. He will try to get them to fit on pages better than they currently are doing.

Ken Rodgers asked that the spreadsheets have the accessible column headers labeled so that you know where you are when you are at the middle of the page. He also would prefer that instead of percentages they use the actual numbers. For instance, instead of 96 percent on time there would be listed that there were 4,000 people who were not on time.

Dona Harris suggested a paragraph that generally describes what the spreadsheet is saying.

Chair Walker suggested that instead of using initials for the providers, state the provider name and zone like First Transit East.

On time performance is pick up times. There is also on time performance for appointment times. There is a free ride for people who have late pick up times. There is no free ride for late appointment times.

5. TAAC Member Discussion

Chair Kjensmo Walker spoke to the TAAC committee. A couple of meetings ago the TAAC was able to have a discussion with one of the presenters. It was brought up that most of the time that the TAAC committee does have times in the meetings for discussion it is a very fruitful conversation. They don't have time every meeting to have the luxury of discussions with the presenters. She is not going to entertain a longer than two-hour meeting to build in these discussions. But she wants to have a conversation with the TAAC members about having an optional member discussion time after the meeting that would not be part of the public meeting. It would be in this building for a chance for them to discuss the agenda that they just heard. The committee wouldn't do it today. But beginning next month they could have a discussion.

Ken Rodgers said that would not be a good idea from my perspective. I'm taking time off from work to be here. That would add some additional time that I would be taking off from work. I suspect some other people might have similar situations. The second point is that I don't know that us meeting away from the public is legal.

Chair Walker said that we have looked at it and if we don't make any motions or do any formal business we can meet to talk any time we want.

Chris Bates said that as long as we don't meet as a majority of the board or make any motions we are not in violation of the Open Meeting Law.

Dona Harris said that the discussions after the presentation is very valuable to the other members of the committee. Either for clarifications or to raise issues or concerns they were not aware of. So how would we make sure that any such discussions that took place without the full committee here was communicated to the full committee? Otherwise we lose the benefit of that.

Ken Rodgers said that since we receive the presentations ahead of time, why should the presenter present the information again? Why not have the presenter lead a discussion on the topic?

Sam Jasmine said that the people in the audience don't get the information ahead of time and they need to hear the presentation.

Chair Walker said that since a lot of the TAAC members don't want to have the discussion after the meeting, we will not do them. We will ask that the presenters make time after the presentation for questions. If we do have questions of the presenters I hope that we could continue to work with Pam to get those questions

resolved and the information back to the committee members. I think using email as a way to communicate information across our body is a useful tool.

SUBCOMMITTEE REPORTS

1. Blue Line

Ken Rodgers spoke to the TAAC committee. The feds did approve the next phase of engineering. Funding will be next and they will then be up to 60 percent. They are now at 30 percent.

2. Green Line

Christopher Bates spoke to the TAAC committee. They met last Tuesday night. They are hearing some opposition from people from Kenwood who showed up. They didn't get through the agenda because of it. The project is on track to start construction this year.

3. Orange Line

This was not presented

PUBLIC COMMENT

None

MEMBER COMMENT

Chair Walker said that they did have their Orange Line workshop last Wednesday. There were a few TAAC members who were able to attend. The next workshop is next Wednesday, a week from today at the Southwest Project Office in St. Louis Park. They will be looking at the Blue Line Station area design. She encouraged all of the TAAC members to attend. There will be project engineers and architects from across the system including consultants.

Christopher Bates said he was asked by Council member Munt to bring up that there was a problem with a taxi service that Metro Mobility uses. There was no one answering the phones. She asked that staff take a look into it. It is Sirrius and Delight taxi services that provide backup service to Metro Mobility. They are contracted to handle overflow.

Ken Rodgers said that the Premium Same Day Service taxi's are contracted to Airport Taxi, Town Taxi and others. When it gets snowy, when traffic gets heavy, when pressure gets on them to provide rides, they turn Metro Mobility off. They stop accepting Metro Mobility appointments. They are a contracted service. They are the only contracted service that does this work. That puts people that relied on using Premium Same Day Service to get to their appointment at a loss because they can't then call Metro Mobility and get a last-minute ride.

Dana Rude said that these are two separate services. Sirrius and Delight are supplemental service for trips that are non ADA. They are outside the ADA service area. They are medical assistance providers. When it comes to taxis the only provider is Taxi Services, Incorporated, which is Airport Taxi, Town Taxi and Suburban Taxi. They are the only carrier primarily because they are the only ones that can meet or are willing to meet the insurance requirement that is imposed by the Metropolitan Council Risk Management and the only ones that bid on it. They provide a subsidized ride. The only thing that Metro Mobility provides is an authorization to take one of the cab trips. It is up to you to get the cab trip. Dana will look into this. Call customer service with the complaint when this happens.

Patty Thorsen said very shortly the Citizens League will be releasing a transit study finance report to go to the Legislature for a way to get transit funding going this legislative session. The report is in its second draft. It should be going to the Citizens League Board next. She will give the TAAC committee the link when it is ready.

ADJOURNMENT

Business completed, the meeting adjourned at 2:30 p.m.

Alison Coleman
Recording Secretary