

# Minutes of the REGULAR MEETING OF THE TAAC COMMITTEE

Wednesday, October 6, 2021

**Committee Members Present:** Chair David Fenley, Vice Chair Darrell Paulsen, Sam Jasmine, Christopher Bates, Patsy Murphy, Ken Rodgers, Jeffry Dains, Kari Sheldon, John Clark, Heidi Myhre, Claudia Fuglie, Patty Thorsen, Diane Graham-Raff, Trevor Turner and Erik Henriksen.

**Committee Members Absent:** none.

**Committee Members Excused:** Richard Rowan

**Council Staff Present:** Council Member Phillip Sterner, Greg Ricci, Doug Cook, Andy Streasick, Kimberly Malone, Christine Kuennen, Sophia Ginis, Guthrie Byard, Fadumo Mohamed and Alison Coleman.

**Public Present:** Charlene Dole

## CALL TO ORDER

A quorum being present, Committee Chair Fenley called the regular meeting of the Council's TAAC Committee to order at 12:32 p.m. on Wednesday, October 6, 2021.

## APPROVAL OF AGENDA AND MINUTES

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

It was moved by Bates, seconded by Jasmine to approve the minutes of the September 1, 2021, regular meeting of the TAAC Committee. **Motion carried.**

## BUSINESS & INFORMATION

### 1. Blue Line Update

Sophia Ginis spoke to the TAAC committee. The last time we were here, we had just identified potential new routes for the Blue Line Extension that didn't use the property that we were not able to use. As David said, trying to reinvigorate this project and find a solution that serves North Minneapolis and the northwest suburbs. Today, I want to give you all an update on some of the important parts of the project. We saw a route last time, but we didn't see where the stations would be. So I have a little bit of discussion there.

We also have started to do some engineering work for how the light rail system links to all of these communities. So instead of bringing boring engineering plans that the team has done a lot of visualization. So trying to make the engineering plans, it was hard to read and working hard to read and try to easily understand.

I have some visuals to show how LRT fits into the communities and try to give folks a scheduled update on how, hopefully this year, we are going to show how this community supports this alignment. If this sounds good to everybody, I can just jump into it if this sounds good.

So, Greg, please go to slide three. Potential Station Locations. How do we determine station areas? They are part of the previous projects. Where were the stations before? We asked the community a lot about where they want to go. So those key destinations like educational facilities or North Memorial hospital. How does our whole transit network work? How are people connecting? And LRT usually has about a half mile to a mile spacing. Sometimes in dense areas, they are a little bit closer. But this is how we determine where we would eventually place stations.

Next slide. Brooklyn Park Planned Stations. For those of you that follow the Blue Line Extension project before. In our Brooklyn Park area, the stations are basically staying the same. So we had four station locations. One at Oak Grove Station, which is our most northern station. If the folks are familiar with where the Target

Headquarters are. Just north of Route 610. That is where that station is. Then continuing on West Broadway, in Brooklyn Park, we have a station at 93<sup>rd</sup> Avenue. It is kind of a business area in that spot. At 85<sup>th</sup> Avenue and West Broadway, which is where the North Hennepin Community College is. A library and other amenities in that area. And the Brooklyn Boulevard Station has a lot of shopping. And then we get off of West Broadway and connect to County Road 81 or Bottineau Boulevard.

Next slide. Potential Station Study Areas: Brooklyn Park, Crystal and Robbinsdale. In this area, this is where we used to be on Railroad property. And we can't be anymore. For a lot of places, we still are really close to where our stations were. They just have to be scooched over a little bit. So, at 63<sup>rd</sup> there is a park-and-ride there. There are mixed residential. We are going to keep a station there. We just scooched over a little bit. The same with Bass Lake Road in Crystal. For those of you who can think of Becker Park and all the shopping areas in Crystal. You can go to that area. Trying to place a station right there.

We have to figure out the roadway thing that I think we can keep our station close to where it was for the existing project. As we get into Robbinsdale, where the Railroad tracks are and where and County Road 81 start to diverge. So where in the previous project we had one station in Robbinsdale. We are now looking at two potential stations. One that would serve Robbinsdale downtown for the business district. This station would be very walkable to the destinations.

North Memorial Hospital is one of the places that we heard of in the previous project. Now, serving North Memorial Hospital was a place that folks really wanted to get to. So placing a station in that location. So somethings change, somethings staying the same. Hopefully some new opportunities in this statement to figure out.

Next slide. Potential Station Study Areas: Minneapolis. Please feel free to ask any questions. So, in Minneapolis, is the area that is the most different. It used to be Highway 55 and the rail corridor. This is an area that we really had to look for a new solution. So, there are two leading actions for routing for North Minneapolis. One is along Lowery to Washington. The other is along West Broadway potentially to Lyndale. Each route has a station that is not in the slides. So I will try to describe them. So one route on Lowery and then there will be stations on Lowery, potentially at Penn. So if you know our C-Line, that would be connecting to the C-Line at that location. And then on Lowery, potentially the station in the Emerson and Fremont area that connects to our D-Line area as long as our local services.

As we get to Washington, the area has more business and industrial uses. Connecting right in that corner of Washington and Lowery, and potentially placing a station. As well as placing a station, potentially we are going the Lowery to Washington Route. Right on West Broadway and Washington. So we can facilitate potentially some of that connection to West Broadway. So, and then a station in the northeast area, potentially around 10<sup>th</sup> Avenue.

There is a lot of work still to do. But a lot of that is one potential route. If we were taking West Broadway, again, placing a station by Penn, and then at the C-Line connection. That one on Emerson and Fremont again. And then also one on Lyndale by Plymouth. Plymouth has a lot of facilities in that area. Both in terms of residential and businesses. Again, looking at whether this is the right number for how this works. But this is kind of our first venue into potential station placement. As this map, there are kind of big bubbles. Some of them are bigger. Some of them are smaller. That is really because these are dense urban areas.

As we start to place stations, we have to figure out how it all works together with different infrastructures out there, with existing buildings. We want to impact as little as possible as we put this LRT project forward. We have a lot of work to do to start to actually place these stations in the station study areas

We hope that these maps start to give people a flavor for what the LRT is connecting to. Where you get off. How many stations there will be. How the system works.

We will have a little bit of a preview and then the next couple of slides of starting an example of how we are starting to place some of these stations.

Next slide. Slide 8. How will these potential station study areas be evaluated? How do we evaluate that? Looking at the project principles and goals. Public engagement feedback. Review engineering requirements of how they fit. Population, connections, destinations and jobs. Available rights-of-ways. Existing and future land use.

Next slide. Slide 9. North Memorial Hospital Station Study Area: Connecting to West Broadway Option 1. So, little bubbles on a map are just part of it. To really help understand what these stations are connecting to and how they could work for the community. We need to do engineering. And we heard from community members that trying to interpret our two dimensional, kind of crazy colored engineering plans was a little bit difficult. So we have spent some time trying to put together the visualization. They are not perfect. They have a lot of areas with them still and they are representing a very small amount of design. We have done almost no design work. As we design these stations, we will need to come back to this committee and really talk about how they work. Are they accessible? Are there concerns? But this is just trying to start showing folks. What we mean when we start to place these stations.

So at North Memorial Hospital. A very key destination with access to a lot of jobs as well as healthier opportunities. We have some challenges, because we will be different. Whether we are connecting from our West Broadway option or Lowery option. If folks are familiar with the area, there are two Lowery bridges right under construction right now. So it is a lot of infrastructure playing together. A main goal is to connect to the hospital.

So, we are showing center running LRT in between the roadway that then would connect to the hospital with a pedestrian walkway. So we are trying to get inside facilities, making streamlined connections. These graphics don't yet have all of our pedestrian facilities. All of that kind of stuff is starting and starting to play that out.

Next slide. North Memorial Hospital Station Study Area: Connecting to West Broadway Option 2. The slide is still North Memorial Hospital, but we are looking at different ways to connect. Starting to get feedback about it. In this version, we might be able to connect to the residential areas to the south more, and maybe more closely to the main campus of North Memorial. We do end up swinging out. And so bringing all of these today is really to start the conversation with this committee. As we take every single one of these stations, there will be options and things to consider. There will be things to weigh. And really getting into that will be important with the community. Not all of these decisions have to be weighed this year. What we are really trying to do is to close what LRT would look at. So if we pick an alignment, We will know what they are really getting into a little bit.

Then the last slide on North Memorial Hospital and how those station bubbles will become real stations. Go to Slide 11 please. North Memorial Hospital Station Study Area: Connecting to Lowry. It is the same concept. It is just showing how we could work if you were coming from Lowry verses West Broadway for our route for the LRT. Trying to connect with the middle of the roadway. Connecting directly into the hospital. We really want to think about how people are accessing the station or just using the hospital campus for getting around town. So, the project office team is committed to trying to make our engineering easy to understand and digest. I know it is kind of image heavy. But to the extent that we can try to describe them and make them so we can see the benefits and impacts with various options. Really it is the goal, and we have a lot of stations. So this kind of level of graphics will be available per station as we get to them. We are just doing that now. North Memorial is one that we had ready. It is the one i wanted to bring to you all today.

As we go into the next set of slides, we started out with lines on a map. So, kind of what we have shown so far is a big map and a big region. What we want to try to do with some of these visualizations is how LRT would look in these communities. If we really visualize what we are trying to do for the design. I have an example from Crystal, Robbinsdale and Minneapolis. They are all kind of examples with more graphics. Just a start of what it kind of looks like in these areas. It is all a little bit different. Right now, in Crystal, you are on County Road 81, it is currently a six-lane roadway. What I am about to show is a four-lane design. And the Bass Lake in particular, at that station, has a lot more work to do on that.

Next slide. This is existing conditions in Crystal. Just right before you get into that Bass Lake Road area, just a little bit south of that. There are a lot of businesses in this area. A very vibrant part of the community. Crystal has a lot of frontage roads. There are frontage roads, boulevards, there are center medians, six lanes of traffic, which we hear from folks. It can be a little bit hard to get across when you are a pedestrian.

Next slide. So the introduction of LRT, we are proposing to eliminate lanes, repurpose them for transit, and put LRT in the middle. This traffic has really kind of a wide median space. And that is because we are coming up to a station. And preparing for that transition. In the Crystal area we basically can stay within the footprint of the roadway itself. And monkey things around a little bit.

Even though you still have the super wide roadway, we are already starting to think of the city on how that transit could access the station. Taking out some of that overall road volume. Still making it work for traffic.

Some of that. So that is how the Crystal snapshot of what we are looking at. That kind of headed to Robbinsdale on the next slide.

Next slide. Robbinsdale Design Considerations. So again, in Robbinsdale, we are still on County Road 81. We think we still want to be in the middle of it. We talked to Robbinsdale a whole bunch about maintaining an intersection. So not only Route 81, but all of the cross streets that they have in Robbinsdale, where we potentially place stations. There are a lot of pedestrians. A lot of folks going to North Memorial Hospital. A lot of folks going to downtown. So focusing on these pedestrian crossings and the overall pedestrian environment. It could be really important on that. I hope to come back to all of you in the future to talk about very specific designs and maybe even do some things in the future. We really want your input on those designs. It is still far away, but I want everybody to know that we are thinking about that very much and we very much want this committee's involvement as we start to work out the details.

And just a quick reminder too. Individualizations we are showing, we don't really have landscaping and tree scaping. Anything that would make the environment prettier or more friendly for the pedestrians in Robbinsdale.

Next slide. Robbinsdale Design Considerations. In Robbinsdale, it is just a little bit different. Most places we have a four-lane roadway instead of a six-lane roadway. In downtown Robbinsdale, there is a lot of parking. West Broadway in Robbinsdale has a lot of pedestrian focus. County Road 81 is very car traffic land. So you have sidewalks, a little bit of boulevard, a little bit of center median, sidewalks, a little bit of green space. A lot of malls and stuff like that. So when we introduce LRT, we go to the next slide.

Next slide. We are still keeping those four lanes. But we do need to push out slightly. We know we are going to have not major property impacts in Robbinsdale, but there are slight ones as we touch the median businesses. And we really want to work to make this safe and accessible as we move forward.

Next slide. Project Schedule. In the future, when I come back with a bunch of Minneapolis examples. We have ones for both Lowery and Robbinsdale. And in early November, where we are going to be having a bunch of community workshops within the City of Minneapolis. Wednesday, at 1:00 I hope that the sirens aren't too loud in my background because I live near one. So future outputs to the committee is we have a lot of designs. We call them opportunities and challenges to work out within the City of Minneapolis. A future one would be to go through those options. We do have some early visualizations there as well.

Next slide. Project Schedule Upcoming Milestones. So in terms of project schedule. The Blue Line project has a major upcoming milestone. I kind of get ahead of myself when talking from the slides. We have a series of fall community workshops. We already had one in Crystal. There is one coming up in Robbinsdale and possibly one at the North Memorial Station. I already brought to you as well as pieces we are still working on to really showcase the Minneapolis option just to work with us too.

In December of this year, we plan to put out a draft report. And here you are all familiar as projects have tried to set routes with those draft route reports. The report will have all the conversations that we had in the last year. All the engagements and the technical work. So everyone can see what this project would look like. There is a 45-day comment period. We will take all those comments and work things out. And in March of next year, in 2022, we will come, and we will recommend a route for this project. Whether that is West Broadway or Washington/Lowery. It includes where all those stations would be. And what we need to advance in our engineering environmental review.

We want the community to come with us through this fall time period and shape the directions of staff. We really don't want to put out a recommendation without really having pretty, both consultations with the community, through that process. Hoping, through the visualizations, that I brought today of really kind of detailed, engineering that a property owner can pick up. I can really understand it. We can start that process and start that discussion with a lot of the design details not needed to be decided this year.

The next slide will give an overall view of what to expect from us. So we are in the middle of trying to identify community supported alignments. What we are trying to do this year is basically where are the stations? Where are the routes? Where are the impacts? And where are the opportunities? By spring of next year, we hopefully will have a path forward. We will need to do all of our environmental documents. And clear that process as well as basically a kind of approval for all of the cities that they like the project. That they like where we are going. That they still have things to figure out. But they are keeping that.

Then we have another year or two of engineering to make things actually constructable. So what I really want to leave with this committee is we are starting to introduce a whole lot of new information. I think this is kind of a big update. And we have more to bring out to the community. But a lot the details that matter to design. We have two to four years to do that. So we want to come back and talk specifics and really think about how we make these places the best that they can be and make this acceptable to all of our community.

I just really want to put that out there. Then it will be three to four years of construction. So the earliest that you would be able to get on the Blue Line Extension is probably 2028. I gave you a flavor for where we are and where we are going. And the conversations that we hope to have as we develop this project. With that, I will be happy to answer any questions.

Chair Fenley said Ken Rodgers is our Blue Line Extension liaison. I want to give him a chance to talk about this. I am sure that he has questions about station design and layouts. Ken, do you want to jump in here?

Rodgers said I just want you all to know that I am on the Citizen Advisory Committee representing TAAC. So, I do bring the perspective of people with disabilities as we are having these discussions. Right now the level of discussions, are structured on the community and the cities that are being serviced. There is a lot of work that is happening right now that doesn't necessarily involve detail work that the committee needs to focus on just yet. But it certainly is coming. It will be quite interesting to see these change over time. As the community gets more involved and the decisions get more fine-tuned.

Bates said I have a couple of questions. I found out that the joys of serving on a public committee. My friends in Brooklyn Park were upset because light rail is coming to Brooklyn Park. And I said to call the Blue Line office. One of the things I am trying to work on out here is from the Southwest are shuttle buses on the outlying area. Have you guys thought about that in your design? Maybe folks in Maple Grove would want to take the light rail using some of the park-and-rides.

Ginis said a couple of things. One is we heard from the City of Maple Grove that they are very interested in the project and how they connect to it. We invited the City of Maple Grove to visit our Corridor Management Committee to help us think more about how to serve Maple Grove with the project and work with them overall because they have their bus service as well.

I cannot tell you how many times I have heard, in Brooklyn Park, in particular, about east west connections. Basically, that there isn't any. It is really hard to get around in that fashion. There are north south connections. If you are trying to get across the city, it is really difficult. So, we haven't solved for that yet, but we will have to really work with my Metro Transit colleagues and Service Development as we get further along in the project to really think about that feeder network and how we can really maximize that mobility process. It is still early on but it is definitely something we want to talk about and consider. Some of our Brooklyn Park stations were designed because they were part of a project, but bus connections need to be part of a design at every station. We would hope that people would be able to connect in that way.

Bates said my other question is about Robbinsdale. They have that old transit station working in Robbinsdale. On the Blue Line, would they close that transit station in downtown and make that multi-purpose for both the light rail and the buses?

Ginis said it is still early in the process. We haven't quite figured it all out. But likely what would happen is that transit station is kind of dated. The waiting facilities are some inside and some are outside. I think we would be looking to update that and bring both connections closer to light rail. While we haven't picked a location, we do know that we want park-and-rides in Downtown Robbinsdale, and we want our bus feeder network to connect to the light rail station. So, there is likely to be some flipping and flopping and figuring it out. We know we need to do it. Basically, I have no details yet at this point. A question to solve later moving on. It might be an opportunity to reinvest in a facility there. Modernize it a little bit. Make it feel safer. Have more eyes on it. And things like that. Definitely, it is something to focus on heavily, as we move into the next future.

Chair Fenley said I am going to read a question from Diane in the Chat. Dedicated funding does not exist in our planning agency yet. But is the funding for this Blue Line Extension secure?

Ginis said the best way to say that is not yet. But that is not a problem at this stage. The Blue Line Extension will get money from two main sources. One is a local source, which will be Hennepin County. And the other, almost basically 50 percent of the project, will come from the federal government, the Federal Transit Administration.

We will start with the federal funding first. We can't even ask for that money until we have completed our environmental work and are construction ready. When we go and seek something called the Full Funding Grant Agreement. That step always happens right before we get to construction. But the FTA has really signaled to the Blue Line project that we are on the way. So they did us a couple favors this year. It was very nice for them to do.

Even though we are kind of going back, to the design board, in some ways, they have let us stay in our funding spot for the project. So we are still in engineering. They put us in the category called "Under review." Basically, the main message is the federal government basically told us we understand that this is an important project for your region. That you have some important hiccups to figure out. But if you figure it out, you are basically still on track. We still kind of plan for you to arrive. I think if we are able to continue to show progress, and work with our communities, we will be O.K. with our federal funding.

Hennepin County, as our local funding partner, is very committed to this project. They have a dedicated for transit and have basically, the Southwest Project has benefitted from that. And the Blue Line would as well. This project goes through two commissioners. Two or three commissioners of the district. Primarily two commissioners bringing a lot of those local dollars, are really invested in the Blue Line. So maybe that is a whole way of saying that funding is always a challenge. It is always something we have to pay attention to. While we don't necessarily have the dollars secured, we have partners working very close to us that very much want to see this investment occur.

Fuglie said this is something for the future. Will the Blue Line ever connect again to the Northstar in the future?

Ginis said the Blue Line will come into the Target Field Station. And you would be able to transfer to the Northstar there. They both go north and are parallel with each other.

Myhre said think about Covid. Because the Green Line goes down and the city bus. I could take it from West Saint Paul and go down to Regions, but I can't take any of the shuttles because of Covid. You are looking to a hospital and I know downtown Saint Paul has little hubs where they go to drop off patients. Now everything is different. Have you thought about Covid changing the way we do things? The other thing is Channel 4 did a big thing on the weather and how certain cities do really well staying more cool with trees and stuff. So when you redesign, think about nature and think about the environment. The more we take away, the more we will feel certain things. Then the other thing I wanted to bring to your attention. I was trying to figure out when you said far away but kind of close to where it used to be. Then you started to talk about bubbles. Then I started getting what you were getting at. I didn't understand in the beginning when you were doing the maps. So I wanted to bring those to your attention. If you have anything to say about it. Because Covid has really changed how I have to use Metro Mobility more for certain things, but for other things, I can still take the city bus or maybe a train. But I have, just slightly, a little different. So, I wanted to bring this to your attention when you are remodeling.

The other thing is I wanted to make sure it is taken care of is redesigning where we have to stand. Lately, I have been seeing a lot of things and I am on another committee where I could talk about that. I would like you to come back and talk about designing the stations and clean them up.

Ginis said we will, 100 percent for sure come back to this committee, as we get into more station design and get your feedback. And will be able to do some workshops like we did in the past. As we get out and about and experience and look at things. We absolutely want this committee's involvement. Especially for some station locations that are more challenging than others. Really getting into those details.

Covid has really changed a lot of what we are doing. LRT acts as a backbone for our transit system. Hopefully it is something that people can get on any time of the day, but definitely, we will look forward, we will look at what people do. It is a new world in a lot of ways. Another piece is green space and heat. One of the things we are looking at when we have a project goal associated with providing equity with reducing regional racial disparities. And one of the ways we are evaluating how we can potentially reduce regional racial disparities. We are looking at the parts of our cities that are really warm. So because of how urban design has worked, there are places that get hotter. As well as Hennepin County has a lot of climate actions. We will partner with them. So while we have basically no design with thinking about green base and what kind of investment we could bring to help with our climate future. It is definitely going to be part of what we need to look at.

So, a little ways out. But I really appreciate those points that I think it is important for the project staff.

Turner said I am curious about station design. I know that there is never a perfect design. Especially with stations that are parallel or following roadways. One of the pictures you showed of the track going down between the two, on the four lanes. You have cars going on either side. that is going down the track. I understand why that is. But from a station standpoint, Have they ever considered having the tracks fall on either side? Have the road go down the middle and have the tracks on each side. so when the pedestrians are getting off, they never have to cross the road. Unless they are going to the other side to get the train that goes in the other direction.

For people that are visually impaired like myself, or using a wheelchair. Any chance that we don't have to cross the road is an increase in safety. So is there ever a consideration of putting the station on opposite sides of the road and having the tracks follow on the outer edges of the road? So in between the median.

Ginis said definitely. I didn't bring everything we looked at today. We have looked at side running LRT facilities locations. I think the challenge with it is what side do you serve? Because you get something like Bass Lake Road and Crystal. Where you have multiple lanes of traffic. Bass Lake, on both sides, has a lot of residential and commercial and people coming from both ways. So in a sense, maybe one side doesn't have to cross two lanes of traffic. But on the other side, people will be crossing four. We can aim to figure that out.

Part of the reason we don't initially start with side running, is because any of the homes or businesses that touch that side, we have to close their access. Because we can't have people just popping out across the guideway, all the places side running tends to have much more impact on the existing uses.

Hiawatha isn't a perfect example because of the arms, and you wouldn't have to see the arms. And that traffic sometimes has to have a hard time understanding that you are not supposed to turn right if the train would be flowing with traffic. So, from a traffic safety perspective, you basically need to have a right turn lane and you need to have them signalized so the people won't start driving in front of trains. I do think side running needs to be part of the conversation. We have definitely looked at it and have gotten feedback about that in different locations. Particularly in Robbinsdale and then in Minneapolis. And as we bring out the Minneapolis concepts, I think there is more discussion about side running and how that works. Maybe the overall is to agree to look at it some more. It often comes with more challenges.

Turner said that makes a lot of sense. Like I said before, there is no perfect design. There are more challenges with all of them. Even just having an elevated crosswalk for pedestrians. I live right near the sculpture gardens. We have a bridge that connects to the sculpture garden to Lowery Hill, which is really nice because I don't have to cross four lanes of traffic because I have almost been hit by cars so many times that I stop crossing on the crosswalks and I only go cross the bridge. As much as stop signs and things like that people will run them especially with people who turn right. They just fly through the section. They don't even stop. When you design these stations, if there is any way you can reduce or eliminate the need to cross in front of cars, it would be awesome.

Ginis said I hear that and the focus on pedestrian facilities for sure as we get into design. I have a feeling that we are going to have a lot of different conditions as we go through station by station. So it is really down into each and having that discussion. A Lowery/Washington looks a lot different than County Road 81 and County Road 81 and Robbinsdale looks a lot different than it does from Crystal. It might be a lot of ask from this committee. But we want to look at a lot of different environments and really make sure we are accomplishing that.

Vice Chair Paulsen said I wanted to respond to Trevor's statement. I believe the reason why we use the median down the middle of the road is because we already tried to reacquire the rights to put the train there as well as it costs a lot of money to acquire the rights to somebodies' property if you are going to block their only access to the property. So, saying all that, it is cheaper for us to run those trains down the median than it would be to acquire on the side streets. I do believe that there are some spots along the corridor or whatever you want to call it, there are some spots that you can look at that maybe we could run it down one side for a couple of blocks. And then on the other side, run it down the other side for a couple of blocks. So it could be something that alternates like that where it could be a four to six blocks in between, which technically, us in wheelchairs probably could do it. But somebody who is walking, might have a little bit more of a challenge.

## 2. TAAC Topics for Discussion

TAAC Chair Fenley spoke to the TAAC committee. Sophia, we look forward to seeing you in the future. So we have about 30 to 40 minutes to talk about discussions at TAAC. I want to query TAAC members. I will talk for about a couple of seconds here and then I have a few TAAC members who already have some great ideas. But we have been incorporating different types of presentations for the entire TAAC meetings. I think they have been going well. Last months I think got our juices flowing in terms of how the Met Council uses data. But that being said, I would like to ask TAAC members what kind of different steps, same stuff. I really appreciate Patty, your response to the changing of the names of the Bus Rapid Transit lines. I know we have had a reasoning behind the colors and why we choose them. And the reason why it is hard to follow as you laid out in your email. But that I think would be a good example of something that we are presenting to on, and we have some feedback for.

So, I would like this discussion not to focus on maybe the details of a particular issue. But more let's talk about what sort of things do we want to hear from the Met Council and Metro Transit. Who do we want to hear from? Patty, talk to it now, while you have the chance.

Patty Thorsen said what I was getting at more was not a specific answer to a specific problem. But that we are not. We know when we deal with visual issues, we have standards that we apply. It is more tangible. With thought process. I wasn't picking on purple necessarily. But it got me to thinking what system, what consistency level. If you take a link that says: "Read more." Does that term send you to the same destination in a sense? And I think the structure is what Heidi has opened my eyes to this and made me think about it. And right now, living with somebody who has had a stroke is making me very aware of it on a day-to-day basis. And so, that is what has got me going. I don't have a specific problem.

The other thing I was trying to get an alert for transit things. Just to get a sense of the overall issues. And letting the alerts pile up is I wasn't keeping up with them, helped me to see patterns that existed in how we were communicating. So that is what triggered the explosion of thought.

Chair Fenley said I want to hear from as many TAAC members as possible. But then also I would like to open this up to Metro Transit, Metropolitan Council staff. I am curious there, inside the organizations, they do this work every day. So they might have some input as well. But I will go to TAAC members first. Darrell, go ahead.

Vice Chair Paulsen said I want to say to Patty's long and thoughtful email post that she sent out before the meeting. I did reach out to Patty just before the meeting. We talked a little bit about my thoughts on the process and what that looks like. So I look forward to working with Patty on unpacking some of those issues as we understand the reasons why each station of the Green Line, particularly is individually identifiable and how that came to be.

I do think branding is a necessary part of Metro Transit, which fits into a larger scope of how it looks to its regional funding and its national funding partners. By having said that, there is such a thing that when I went to San Diego or to Virginia. I see branding to various degrees. And I saw how when you brand it too much, it may disorientate somebody who has auditory or who has brain function issues to understand why are they actually on BRT or are they actually on light rail or are they actually on a commuter bus?

So those I think Patty and Heidi touch on really well and I think now that Metro Transit is aware of that. I think we could have some really robust discussions around that. I also think that some of the things that we have done, like our PSA's, around priority seating or the other subgroup that the Chair is working on. Those things are very fundamental things and new to our committee. So I think we can keep those things. But I think that some of the things I would like to see from Metro Transit is how do they deal with problems, incidents or issues that arise on Metro Transit or their system? When they deal with those issues, are they actually addressing between the person that created the issue and the driver. So that the driver knows what to look for the next time. So that the incident may not occur. He can be proactive instead of reactive. If you get your drivers to be proactive, in a lot of ways, then this priority seating and a lot of those issues that happen in priority seating would not happen.

I think it is just a matter of arming your drivers and your staff with the right tools and the right words to be in their toolbox, so they know when to deploy those and when not to deploy those. I think we could see some other reports of how use is being engaged or how they are not being engaged. When they are using Metro



Transit and how that impacts the rest of us when using the system. That is a lot right there to pack. That is just three of them to think about.

Chair Fenley said a couple of things that you said, Darrell, that jumped out at me. Obviously, we would have to connect it to the scope of our work, which I don't think that we would be too hard to do. But two things. You got into the incident reporting. I don't think you mentioned enforcement. But that came to my mind. As far as I know, and I could be wrong. I could have missed a meeting. We get a lot of interaction with the Metro Transit Police, here at this meeting. So that may be something that we can kick around a little bit. And think about how we could have them talk with us. If it is within the scope.

Vice Chair Paulsen said you are hitting on something good. It is really sensitive. I actually think that bringing in their community officers or their liaison officers to our committee. If they could sit on a committee for even maybe a period of three months or something. So that they get to understand the ideals or the scopes that we deal with. So if they encounter us in the public, that they are not just trying to solve our problems or push us off to the next bus. Or to create a bigger incident that isn't already there. If they understand and have to deal with us on a regular basis, then they might feel comfortable dealing with us on a bus when there is an incident or there is an issue.

Chair Fenley said so there is a question in the chat. It is directed at you, Darrell. I attempt to answer what branding means. I think I know what you meant. But do you want to address what does branding mean?

Vice Chair Paulsen said branding means like when you see Metro Transit all over the buses and their bus stops. You see that little "T" on the buses and says that "This service is being brought to you by Metro Transit." That is branding. But even so, it goes even farther to color schemes. Like the yellow and the blue on the trains. Or the wrapping on the trains. Those are all planned out on that is strategically placed by Marketing. Their fitting and their marketing division. That is what branding is about. Maybe David has a simpler term for that.

Myhre said think about Metro Mobility. They had to go and figure out how we want the "M". How do we want our colors to be laid out? It is the same thing that they brought to the TAAC committee. They showed us. It is the same branding that when we were on the bus. They asked us how they want the handicapped signage in the seating area. And also, when we did signage for bus stops. That was branding. How do you like the branding and is it in the right location? Those kinds of things.

Vice Chair Paulsen said my only concern about that is that we can take branding too far. Or we can take it very little. I think we do a good job over branding already. I don't know if we can do a better job of it. Or do a less job of it. If other folks say we need to do a better job, I am open to looking at it. But I also think that if you do too much branding, then it might disorientate somebody. They might not know if they are on a bus verses light rail or verses BRT. So if you brand it too much, it might start to blend together. That is what I noticed in San Diego. Because they were branding a lot. They were branding all of their vehicles and all of their transit systems to the same color. It was confusing.

Myhre said I know when I see that "T", I know that stands for transit. When I see a certain color, then I think of trains and when I see the cars on the street, I see buses. So I see some symbol to start with and then we break out from there. Then we can figure out if we need to fix it or not.

Murphy said that does answer my questions about branding. As Patty said in her email, I agree whole heartedly with her. First, I was epileptic, after birth. Then all the abuse and being put down. I had low self-esteem of what things were. I was having difficulty. Then my head injury made it worse. So I have had to refrain from taking the city buses due to two reasons. My memory. But it was too confusing when the numbers that used to mean that the three numbers meant limited stop buses. But then things got mixed around. I was totally lost. I agree with the colors. I know what the Green Line and the Blue Line was for the train. If they both were white, I wouldn't know which one to get on out of the baseball game. Would I go to the left or the right? Which one do I want? So, I think the branding, in what Darrell is calling it, I think would be very good. Such as what was going on about changing of the color of the BRT to purple. If it stays the same, then we, who have the processing problem, the memory problem, it would be helpful to stay the same. I know I am not the only person who has this problem.

Chair Fenley said we do have an answer here from Guthrie in the Chat. Essentially saying that the police discussion is already happening. It will be in the next few days. And they are thinking about ways to bring this in front of TAAC. So that is already in discussion. So, thank you for that.

Vice Chair Paulsen said I am going to put my name out there right away. I want to be part of that discussion. Whether it is internally, with TAAC or individually as someone who rides the system and uses the system. I definitely want my name to be on that list of participants. Because I think that of the over 32 years, I have been a public advocate. And riding the system probably that long. I think I have seen a lot of things and I know what some of the drivers are talking about. And I know what some of the passengers are talking about. And I think it is a multi-approach and I think it is about time that Metro Transit and Metro Transit Police decide to get together and start realizing that we need to come up with real solutions that create measurable outcomes. And create a real enjoyable system for all of us to use and not just use it to get the money or gain political power when something goes wrong.

Henricksen said I was wondering as a topic that the committee would find value in getting updates to grievances that were filed of the Title II access with the Met Council or specifically ones that are transportation related. Of the Met Council network. Just to provide us with a little more insight. Get our finger on the pulse to where issues might be going. We don't know what they hear of. That could steer us to where changes in a project goes through or a hot spot where we don't see a lot of grievances being filed. I don't know if that information is public or grievances. I know there is a process given. I am just wondering what is the common theme behind some of the grievances that were filed for transportation? I think there may be value to that. I just wanted to open up that.

Chair Fenley said I think that is a great idea, Erik. I think we could dive into discussion right now among us. But I don't want to get detailed. I want to talk about big picture issues to bring in. But yes, I think you hit on a point. Maybe just the data points. Obviously, Specific grievances would have personal information. But that being said, what role can we play to maybe help inform their response to standing of any Title II grievances that might come in. So I got that down. I think that is a good one. I would like to see more data come from this committee. I think that would help us be informed and also to make better decisions.

Does anyone want to further Erik's point about Title II grievances that the Met Council or Metro Transit might receive?

Myhre said It might help if the community understands how our voices are being heard. This way we could start educating the community that there is a system. It might just be broken. And no one has really talked about how it is broken.

Chair Fenley said that is actually a really good point. I think that just the knowledge that you can file a Title II grievance. People might not know that. I think that would be a good part of a presentation where we could have a response on that and help with sharing that information in our communities. That is a very good point.

Turner said I would be interested in meeting with the staff of Metro Transit that work with bus drivers. Talking about driver interaction and talking about passengers. I have had a few instances where bus drivers don't stop or stop in an unsafe area where it is hard to get off of the bus. I just want to get feedback on how bus drivers are trained. The Metro Police thing got me thinking about that. On the light rail you have Metro Police. But generally, on the bus you have the bus driver enforcing a lot of things. It would be great to get in front of them and say this is important to people with disabilities. The bus driver's relationship.

Chair Fenley said. I know we have heard from them throughout the years. But I think, annually, to revisit with them for no other reason than there is turnover on this committee. And I think that that really is where that is an intersection point from between the public and Metro Transit is with the bus driver. So that is a really good point.

Myhre said we talked about a lot of things. But color-blind people get left out. Use certain color schemes. They are not going to know that the color is purple. Or that it s this color. There needs to be some kind of consistence in color schemes. And the whole community is not all for it. Some say yes and some say no. Somehow, we can meet in the middle. We are not going to please everybody to get a perfect system. We can get some of the people using it. But some of the stuff we talk about between once in a while, but not all of the time.

Thorsen said I wanted to ask something like a build point issue. We know structurally, at a high level that with Metro Mobility, we are working to improve or replace the Ranger system. That tells drivers where to go, destination wise. On a lowest level, we can submit a comment to go into our permanent record. But on issues like that where there are long term solutions in the works. But every time the GPS system doesn't

work, it impacts the effectiveness of the whole system. As customers and riders of Metro Mobility, what else can we do in the meantime to address a situation like that?

Chair Fenley said I have here sort of a broad Metro Mobility technology update.

Thorsen said I know a lot of times we get stuck in complaining about it is not working. But we need to identify more of what we can do. We can inform drivers as we are riding. But that doesn't help when they are coming to pick us up.

Myhre said I think it is the overall Metro Mobility we need to learn about with their technology. Even the phone system has some faults to it. Even when they leave you a voice mail. I know they can get better technology that tries to understand us as we try to understand Metro Mobility.

Bates said I am on my seventh year on this board. As I sit here listening to people. First, I think that the staff has gotten so much better about being proactive with us instead of us being the afterthought. As I sit and listen to these folks. One of the things I would like to see addressed is I don't always understand the policy and the policy makers. Who is making the policy for Metro Mobility and Metro Transit? And what are those policies? When it comes to complaints, what is the process? I get lost with that. Does that make sense to you?

Chair Fenley said so just general policymaking procedures.

Myhre said and that can go either way. It can go for buses and Metro Mobility. Sometimes you throw things at us and we have to figure out the ins and outs of how it works. Sometimes you need that information that he brought up to understand how you got where you are today.

Chair Fenley said we have had not quite the umbrella but policymaking procedures, I think, probably doesn't fall in any one area. Each department, I would imagine, deals with their own policies. I can't speak with the Metropolitan Council or Metro Transit. We have had when specific policies that relates to digital accessibility. That was brought to us, I think, it was maybe four years ago. It has been a while. It has been more of a broad discussion.

Bates said that is what I was thinking. A broader discussion on policymaking.

Vice Chair Paulsen said one of the things I would love this committee to do is we have done it well in the past. We could partner with your agency such as the State Council on Disabilities. To make it over the top. But one of the things I would like to see is some more driver retention. And some more driver recognition on both Metro Transit and Metro Mobility. I think this committee could play a huge part in what that looks like and how that recognition gets rolled out. And how the driver retention will be retainable if we put real people with real drivers and real staff people and thank you for coming in every day. Thank you for giving me my ride. And the bad drivers will be out too. They either come to the top, require additional training, or go on and find a different job that is more suitable to them.

But I think this committee overall, could play a huge part in what driver retention looks like both for Metro Transit and Metro Mobility. Just by recognizing them.

Chair Fenley said thank you Darrell. I added to the driver training, just because it is involving drivers. I think they might fit under the same umbrella.

Vice Chair Paulsen said and then one small piece under the driver training. Just make sure that when they come in. Let's say Metro Transit does a big training. Last time they did a training push where they did over 300 drivers. Make sure that whenever they do those big training pushes to hire new drivers. Make sure that people with disabilities are in the room and participating in that driver training. That means we hand them their certificate of completion, or we do something a little bit more detailed with that. But make sure that people with disabilities are in the room when that training is being done and that recognition is being given.

Bates said I just wanted to take Darrell's point. One step further is that we haven't heard or seen the owners of Transit Team or the owners of or representatives of First Transit committee. What Darrell is saying is great. We need to let them know that we are going to hold them accountable to do that.

Jasmine said somebody can hopefully confirm this thing that I heard. Did I hear correctly that Transit Team just sold their part of Metro Mobility? That it is under new ownership?

Chair Fenley said I have not heard that. But I will take a note here and then we can ask. I don't want to spread heard information now. This doesn't fit into this particular portion of the agenda. But I do think a Metro Mobility Update with stats and also the zone changes or anything like that would be a good thing for us to hear. Because it has been quite a number of months since we have had a Metro Mobility stats update. So I will put that in there. Let's take your question offline, Sam. I want people to be ready to answer the question and I don't want any misinformation spreading in this committee.

Jasmine said I brought it up because I thought people knew more than I knew.

Myhre said if you can find the answer please bring it back to us, David. Because I heard something like that too.

Chair Fenley said don't spread it around until we get an answer, please. Andy Streasick just stated that he can speak at the Public Comment section. Does anyone have anything else?

Myhre said can we be more involved in changing in the different things around the Twin Cities for the shelters and stuff. With all of the remodeling of roads and bus shelters, I can't keep up. We need to be more involved so we can tell you that really sucks or that is really good or that is O.K. or that is really appropriate. Because now there is not advertising. Everything is changing but there is no one has something we can follow or understand or work with. Every so often we have a get together and talk about it so we are up to date.

Chair Fenley said I do have shelters on my list. I think that is a good suggestion.

Henricksen said when Metro Transit has projects when they are building this infrastructure. What is standard for design guidelines? Do they have their own specifications? Does Metro Transit or Metro Mobility have that? If they did, do we want to get updates on those? To get a better understanding of what they did.

Chair Fenley said thank you Erik. I just added design guidelines into policymaking procedures. I am sure they follow the national and MnDot standards when it comes to streets. But obviously, transportation is a little different. It is very situational too. I added that as an addition to policymaking procedures. I do want to give a few minutes to staff. If anybody wants to chime in on anything that would be good for us to hear. Not a requirement. But I do know that you all are in the trenches, and you might have some ideas for us.

Myhre said do some of the stuff that we talked about today overlap where it really makes sense that we know all three of those things at the same time in order to do the project? It sounds like we are repeating some things, but we are not repeating certain things. It is just how you structure the meeting so we can learn it.

Chair Fenley said Heidi, that is a really good suggestion. There is a lot of overlap on this stuff. And we can somehow logically piece it together. I will say that there are a lot of things that you are suggesting. I am really thrilled about that. We do only meet for two hours a month. We usually have between two and three presentations a month. It is hard to do this due to the commentary we have, which is exactly what I want. I want really in-depth conversations. So, I try not to overload the agendas because I don't think we get out of it and give everything we have if we do four or five things on the agenda and have only 15 minutes for each item on the agenda. That is a ridiculously short amount of time. But that is a really good suggestion to streamline the agenda and the meetings.

Vice Chair Paulsen said the other thing I would like to do is to see if there is a way that you and I can sit down with staff and maybe look at what internal committees that Metro Transit has vacancies on so that we could plug in some of our TAAC folks to those committees. Because a lot of times, the Metro Transit or Metro Council staff have vacancies, and they don't know where to tap those vacancies at. And I am telling them that they could start tapping the disability community for those vacancies because we are there. We are using your system. I think if we set down with them, figured out where their vacancies are, and then brought it back to our committee, we could make a real relationship connection to the Met Council. And it doesn't have to be just transit. It could be throughout the whole system. Because there is no other system like the Metro Council anywhere in the country.

Chair Fenley said that is a great idea. We do want to get our members on other committees where they can bring their perspective. I will make one more comment on this topic. Then I will move on to the next

agenda item. I did receive an email from Richard Rowan. I will just read it verbatim. I will read it word for word. He said:

“One thing that comes to mind is how does Metro Transit and the Met Council engage with cities, towns and other jurisdictions regarding changing demographics? For instance, there has been a large increase in Senior Housing around the metro, creating concentration of people in areas where there may not be easy access to services. How does Metro Transit determine if there is a need for more fixed route access in those areas? He goes on to say that John Levin touched on this slide on last month’s meeting. But Richard has been wondering how jurisdictions work with Metro Transit as development changes the metro area. and if Metro Transit can take an active role on this.”

Chair Fenley said so I think this is a fantastic suggestion and I think that might be a good one for John Levin to comment on. We can visit that with all these other great items that you all suggested.

So lets go on to the next agenda item.

## **SUBCOMMITTEE REPORTS**

### **1. Blue Line**

This item was presented earlier.

### **2. Green Line**

This item was not presented.

### **3. Gold Line**

Vice Chair Paulsen said the Gold Line has been a designated BRT line that has gotten mentioned in the President’s transportation plan for America. So, the Gold Line is the model BRT line that we are using in the standard for other BRT lines around the country. So to say that the Gold Line and the Rush Line are not necessary lines that we need, and because people are not commuting like before because of Covid, we believe the ridership is going to be down. That is what the people are saying in public. That is what I am hearing.

I have been going to public meetings with local Council members, and local transit folks. With people that are opposed to a Rush Line because it impacts the regional trail. Simply, we just moved the trail over. We moved some of the trees. So they lose some of their canopies that the neighbors got used to for shading. But we are going to put natural plants and stuff that have been in there and native to the area. That means that some of the tree lines can look a lot differently. That is mostly what the folks who have complained about.

We are talking about are we going to lose our trail? Are we going to lose this? Are we going to lose that? But what we really here is that they are really concerned about safety and security. About it being clean and being properly lit. Those are all things that TAAC and TAAC members have been saying for months. So we are on the right side of this. And I just want to say thank you for giving me the opportunity to be your voice for both of those committees. And thank you for coming to me and saying: “This station doesn’t look right.” It means that I have to cross this very busy road and you got to look at it. So when Ken brought that to our attention, I see staff, very easily, and very quickly jump into action to try to fix that.

So what that tells me is in the 18 years or so that I have been on this committee, I have seen the staff make a 180 degree change with what they bring to us and how they look at our comments. And how they look at our concerns when we bring it back to them. So I am saying we are doing the right thing. I wish everybody that is up for reappointment for this committee, renew your appointment. Because I want to continue doing the work and pushing Metro Transit staff in creating those relationships that we have become accustomed to over the last year and a half or so. If there is something that you want to know that I am telling you, just say “You are not telling me this. Do you know this?” I will tell you whether or not.

#### **4. Purple Line**

Vice Chair Paulsen said I will say, congratulations to Victoria Reinhart, the Ramsey County Commissioner for securing the rights to the Purple Line, which used to be the Rush Line, which is going to go north and south and is going to make connections in Maplewood. It is going to make connections at Union Depot. And it is going to go out to Woodbury. Having said that, Victoria Reinhart and several other folks, including myself, who has worked tirelessly over the last two to three years to make sure that we get the Purple Line as a destination to Metro Transit. Because we have gotten that destination, I wanted to give congratulations to the County Commissioner to doing that as well as that goes to Patty and Patsy's information about branding and what that might look like in the future.

We have been talking to the feds about changing the Rush Line to the Purple Line for years. So the fact that they have given us permission to do so is great to do so.

#### **Bus Priority Seating TAAC Work Group**

Vice Chair Paulsen said I was there when we did the commercial shootings. I don't want to tell you how it went but I know people that were there. They probably have some good comments.

Jasmine said it is my understanding that the video shoot is done. Now they are just working out where they are going to show it everything. Is this correct?

Vice Chair Paulsen said from my understanding, yes, the shots were done. I don't know if they are all closed up yet. If they have all of the text on there. So I have not seen them. I don't know if anybody else had seen it.

Jasmine said I have not seen them. None of us have seen them.

Vice Chair Paulsen said so if we have not seen them, I am going to presume that they are not done yet and they will not be ready for us to view for at least the next month or so.

Doug Cook said as far as the video shoot. People showed up. We had a great shoot there. On both days. It was great. So plans for the future, I think they are going to do a little presentation at the next TAAC meeting. So that will be going on the agenda as far as where we are. I think they will put it in the market by the end of this year. So we are working on with the editors and to get that accomplished and we will actually be in training videos and we talked about training. As a part for new drivers and regular drivers for ongoing training. So they will talk a little bit more on this next month. And get your feedback on that as well.

#### **CHAIRS REPORT**

Chair Fenley said I will use my report to go over a couple of things that Guthrie put in the comments here. I am going to do it fast. I want to move on. We have five minutes left. There are four open TAAC seats. The application deadline is October 15. For more information you can visit the Met Council webpage. I don't have time to go over what those seats are.

Also there are two Metro Mobility Fall Conversations happening. One is Tuesday, October 26, from 10:30 a.m. till noon. And another one on Thursday, October 28, from 4:00 p.m. till 5:30 p.m. There are some sign in sheets for both events. They are in-person. More information can be found on the Metro Mobility website. I do give monthly updates to the Transportation Committee.

In response to Chris's question, last month or a couple of months ago. Monday, following this meeting, in the evening, there is a Transportation Committee meeting. that is a committee that consists of Council members. I do give updates. I tend to stick to what we discussed at the meeting. For example, at the last meeting I did express our concern with the lowering of bus fares but not

lowering of Metro Mobility fares. So I did let them know that we discussed that. From an equity perspective, we were not thrilled with that.

Vice Chair Paulsen said they changed that right away.

## **PUBLIC COMMENT**

Andy Streasick said I just wanted to point out one slight reference on the TAAC appointments. Katie is looking for the applications by the 17<sup>th</sup> instead of the 18<sup>th</sup>. She would appreciate that. As for folks who are E through H, in regards to Transit Team in late May, they sold part of their company to Beacon Transportation. But the Richters are still partial owners. None of the management or operations staff have changed at all. So, who gets some of the profits of the company, is all that has changed with regard to Beacon. All of the operating staff, management staff and drivers, reservationists all the way down. All that staffing has remained the same.

## **MEMBER COMMENT**

Jasmine said it is my understanding that the meeting will be offered online. I don't think it is Zoom. I think it is something else. Andy may know better. It is some kind of online meeting. But I don't know that it is Zoom.

Chair Fenley said it is the same conversations that have been going on for many years now. Are there any members that would like to make comment?

Myhre said I want to make one comment. I noticed that the drivers are wearing the masks. But can they cover their whole face when they work with us? Including their noses. Not all of them do that.

Chair Fenley said the best way to make complaints about Metro Transit. There are some online forms and a phone number to call. It will get more directly to the people who are in charge, education of the drivers.

Vice Chair Paulsen said I also have one about Metro Mobility. Drivers moral and basically driver retention. The last couple of weeks I have been hearing a lot of different drivers saying the union doesn't care about us. They don't give a damn if we come to work or not. But what really is interesting is it starts out with "Why don't you have your mask on? You really need to put your mask on." I said "by law if I can't wear my mask at that moment, I don't have to wear it. So please, if you want to help me put it on, I will have you do that." If you want to know the real reason, I think you guys are saying this. What is happening is the drivers got yelled at about a few weeks ago, they got yelled at for not wearing their mask. Instead of saying the drivers have to do this, they said everybody has to do this. Systemwide, including the riders and the drivers.

I spent the better part of my time (5 minutes or so) engaging with the driver on the ramp, about whether or not I have to wear my mask. When it comes down to it, if all I needed to do is put my mask over my nose, he could have said that.

Streasick said Darrell may have a waiver on file with the Metro Mobility Service Center signed by a MD. Drivers shouldn't be picking you up without a mask. There should be a waiver on file according to federal regulation. Just have a MD fill out the waiver to say you don't have to wear a mask.

Vice Chair Paulsen said I don't have a waiver. I did not know I had to have a waiver.

## **ADJOURNMENT**

Business completed, the meeting adjourned at 2:34 p.m.

Alison Coleman  
Recording Secretary