

Minutes of the REGULAR MEETING OF THE TAAC COMMITTEE

Wednesday, June 1, 2016

Committee Members Present: Chair Kjensmo Walker, Adora Sage, Ken Rodgers, Robert Platz, Kari Sheldon, Heidi Myhre, Nichole Villavicencio, Pamela Zimmerman, David Fenley and Patty Thorsen.

Committee Members Absent: Margot Imdieke Cross.

Committee Members Excused: Julianne Bina, Christopher Bates and Bob Anderson.

Council Staff Present: Rebecca Fabunmi, Max Holdhusen, Ryan Heath, Steve Mahowald and Pam Steffen from Metro Transit; Dana Rude, Andy Streasick and Alison Coleman.

Public Present: None.

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, June 1, 2016.

APPROVAL OF AGENDA AND MINUTES

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

It was moved by Villavicencio, seconded by Thorsen to approve the minutes of the May 4, 2016 regular meeting of the TAAC Committee. **Motion carried.**

BUSINESS & INFORMATION

1. Legislative Update

This item was not presented.

2. ADA – 2

Andy Streasick spoke to the TAAC committee about transit obligations under the Americans with Disabilities Act. ADA requirements applicable to both paratransit and regular-route providers.

Materials/schedules. Any and all materials distributed by a transit provider relating to system usage must be made available in an alternative format upon request. Transit providers must give primary consideration to a requestor's format of choice, but needn't necessarily provide the information in that format if an equally effective format exists or delivery of information via the format requested would constitute "undue burden."

Service animals. A "service animal" is defined as an animal that is individually trained to perform a specific task for a person with a disability. A service animal always rides free of charge. The animal must remain under control of the passenger at all times. Animal species is irrelevant. Aggressive/disruptive behavior on the part of a service animal can result in that animal being barred from a transit agency. Identifying harnesses/vests cannot be required. Proof of certification/identifying paperwork cannot be required. Allergies/fear/religious considerations cannot be used to bar a service animal. While therapy animals (which exclusively provide emotional support/stabilization) are not generally considered by the ADA to be service animals. Metropolitan Council policy allows for therapy animals to ride free of charge as long as they are not disruptive or aggressive and are under rider control at all times. While transit providers cannot ask excessive questions regarding service animals or require that animals demonstrate specific behaviors, providers can ask the following two questions: 1. Is this a service animal? 2. What task has the animal been trained to perform?

Oxygen tanks and respirators. Portable oxygen tanks and respirators must be allowed on all public transit vehicles. DOT rules on the transport of hazardous materials explicitly allow for these devices.

Lifts/ramps. All public transit buses must be equipped with lifts or ramps. Any passenger has the right to use a bus lift/ramp to board or alight the vehicle upon request. The ADA requires regular maintenance and cycling of lifts/ramps on a regular basis. Many Metropolitan Council vehicle operators cycle lifts/ramps as part of every pullout procedure. All Council vehicles cycle lifts frequently enough to surpass ADA requirements. Occasional lift/ramp failures do not constitute ADA noncompliance. Until 2011, ADA regulations specified that lifts and ramps must be able to accommodate "common mobility devices". While the language around "common mobility devices" has been removed from regulations, the old specifications are still relevant as they establish the baseline level of acceptable accessibility.

Old regulations defined common mobility devices as having three or four wheels; being usable indoors; not exceeding 30 inches in width; not exceeding 48 inches in length (measured from two inches above the ground); and not weighing more than 600 pounds, occupied. For Metro Mobility it is 800 pounds. If there are lift failures the customer will be told they cannot safely transport them unless they get a different chair or the weight changes. Current ADA regulations state that transit providers must carry a wheelchair and occupant if the lift and vehicle can physically accommodate them, unless doing so is inconsistent with legitimate safety requirements. Legitimate safety requirements have been determined by the USDOT to include the blocking of aisles or vestibules, interfering with door closure or preventing safe evacuation. This does not apply to securement. Mobility devices cannot be denied access to transit based on limitations of securement systems. Whenever possible, customers have the right to board front or rear facing upon request. Providers have the right to adopt general practices and adhere to them unless otherwise requested. Specific customers may be required to board in a particular fashion if the provider documents a direct threat associated with that customer boarding differently.

Personal Care Assistants. PCA's cannot be required by a transportation provider except in cases where an individual has a pattern and practice of: endangering other passengers or disrupting operation of transit service. While federal law does not require that PCA's ride free of charge, Council policy waives fares for PCA's. Vehicle operators are never required to assist passengers with personal needs except for tie downs or securement. PCA's cannot be required to show documentation identifying them as attendants.

Tie-downs/seat belts. Securement systems that prevent an occupied common mobility device (under old parameters) from moving more than two inches in any direction during normal operation must be available on all public transit buses. Seatbelts with shoulder harnesses need to be available for use at every securement location, but cannot be required unless all passengers are required to use them. Transit providers can require that mobility devices be secured as a condition of service. The Metropolitan Council does so. Metro Mobility requires that all passengers use seat belts. Operators must be trained to utilize securement systems and must offer assistance upon request. Metropolitan Council policy states that ultimate responsibility for ensuring proper securement lies with operators. So operators must assist with securement. Riders cannot be denied trips because their mobility devices cannot be adequately secured. Riders must be allowed to transfer from a mobility device to a conventional seat upon request but cannot be required to do so. Operators needn't assist with transferring.

Suspensions. A transit provider can suspend a rider for activity that is illegal, violent or seriously disruptive. Passengers cannot be suspended for disability related behavior that is annoying, inconvenient or offensive but does not pose a direct threat to others. Every suspended passenger has a right to due process under an appeals procedure. Appeals must be processed in a timely manner.

Reasonable modifications. In March of 2015, USDOT issued a final rule clarifying reasonable modification requirements for regular route service and fundamentally altering them for paratransit service. Essentially, transportation providers are required to assure access through reasonable modifications as long as doing so does not violate law, constitute a fundamental alteration of service or create a direct threat to health and safety. The driver may help with up to four grocery size bags if necessary. Helping someone with bags is not a requirement.

ADA requirements applicable to only regular route transit providers:

Stop/station accessibility. Every bus stop and transit station built or altered after 1991 must be accessible to transit users with disabilities and must allow for safe lift/ramp deployment. If a particular stop is temporarily inaccessible (due to an accident, construction, snowfall, etc.) it must be closed to all transit users. If vehicles

for more than one route serve a stop or station, announcements must be made to allow passengers to aurally identify route numbers. The announcements can be prerecorded or made by operators.

Stop announcements. Operators of regular route transit vehicles are required to announce, at minimum, the following information: all transfer points; major intersections; destination points of interest; stop/station name if applicable and any stop specifically requested by a rider with a disability. Metro Transit modified its operational protocol in 2012 with regard to announcing transfer points. Announcements must be made at sufficient intervals to allow for adequate orientation. Announcements must be clearly audible to passengers on the vehicle. Transit vehicles 22 feet or greater in length must be equipped with a public address (PA) system to ensure audible announcements.

Fares. Under federal law, off-peak fares for riders with documented disabilities cannot exceed 50 percent of the standard peak fare. Transit providers may require that riders obtain special identification in order to qualify for fare reduction. Regional fare policy offers riders with disabilities 75 cent fares all day long, seven days a week. To qualify for this reduction, a rider with a disability must obtain one of the following forms of identification: A valid MN ID or Driver's License with an "L" indicator; a valid MN ID or Driver's license with an "A" indicator or a valid Metro Mobility ID card.

Seating. Regular route buses must identify specific seats as being intended for use by passengers with disabilities. At the request of a passenger with a disability, an operator is required to request that a seat currently occupied by a non-disabled passenger be vacated. If a non-disabled passenger refuses to vacate a seat, an operator is under no obligation to further pursue the matter. Regular route busses 22 feet or greater in length must be able to accommodate at least two common mobility devices. Regular route buses less than 22 feet in length must be able to accommodate at least one common mobility device. If a passenger with a disability is unable to ride a bus or train because of unavailable seating, the transit provider must make other accommodations. If the next regularly scheduled bus or train will take less than 30 minutes to arrive at the pickup location, the accommodation may be to ensure the accessibility of that vehicle. If the next vehicle is over 30 minutes away the dispatcher may send another vehicle to pick up the passenger. Every public transit rail car must accommodate at least two common mobility devices. On rail vehicles, space provided need not be marked and may include the area typically used by passengers who are standing. Metro Transit LRT cars do indicate disability seating areas and do accommodate common mobility devices outside of the area used by passengers who are standing.

ADA requirements applicable to only ADA paratransit providers:

Eligibility requirements. In order to be eligible for ADA paratransit, symptoms of a disability or health condition must, at least sometimes, prevent an applicant from being able to: independently navigate the regular route system; independently board or alight from a regular route vehicle or independently self-propel to and/or stops or stations in areas that have regular route service. Eligibility is based on current functional ability, not clinical diagnosis.

Eligibility determinations. Transit agencies may require written information, medical verification and the completion of in-person assessments in evaluating ADA paratransit eligibility. Individuals can incur no cost in the process of applying for ADA paratransit. If a transit agency does not make an eligibility determination within 21 calendar days of receiving a completed application, the applicant must be granted presumptive eligibility until a determination is made. The determination starts 21 days after the assessment. There are three types of ADA paratransit eligibility: 1. Full (for individuals who, due to symptoms of their disabilities or health conditions, are never capable of independent travel via regular route transit). 2. Conditional (for individuals who, due to symptoms of their disabilities or health conditions, are only capable of independent travel via regular route transit when specific supports are in place). 3. Temporary (for individuals who, due to symptoms of short-term disabilities or health conditions, are incapable of independent travel via regular route transit). Individuals found conditionally eligible for ADA paratransit may be denied trips for which all of the supports necessary for them to access regular route transit independently are in place. Individuals found ineligible or conditionally eligible for ADA paratransit have the right to due process through a transportation provider's appeal process. Appeals must be processed in a timely manner. The Metropolitan Council does not currently enforce conditional eligibility. Once you are considered eligible you can take any trip on Metro Mobility.

Escort policy. ADA paratransit providers must provide a minimum of curb-to-curb service per federal law. ADA paratransit providers must provide first door through first door service (physical escorts from drivers) upon request per federal law. Metropolitan Council policy requires that all ADA paratransit trips include first door

through first door service unless a notarized waiver expressly requesting otherwise has been signed by a customer or his/her legal guardian or an outdoor drop was requested at the time of booking.

Fares. Under federal law, “the fare for a trip charged to an ADA paratransit eligible user of the complementary paratransit service shall not exceed twice the fare that would be charged to an individual paying full fare (i.e. without regard to discounts) for a trip of similar length, at a similar time of day, on the entity’s fixed route system”.

Service areas and hours. ADA paratransit must serve at least the same area as regular route transit at the same times. Commuter regular route service does not create an ADA paratransit obligation. In cases of local regular route bus service, ADA paratransit must serve a ¾ mile corridor along each bus route. In cases of all day express bus service and rail, ADA paratransit must serve the areas within a ¾ mile radius of each stop. Metro Mobility exceeds both the service area and hours of service mandated by the ADA.

He showed maps of the Metro Mobility Service Area and the Metro Mobility ADA/STS service areas.

Trip denials. The ADA allows for zero trip denials, assuming that a valid trip was booked at least one day in advance. Trip denials include: any refusal of service based on capacity constraints; the offering of a pick-up time more than an hour different than the time requested; any waiting list for service; or any trip refused for lack of an available accessible vehicle.

Trip booking. Riders must call at least one day in advance to book rides. ADA paratransit providers can negotiate with riders over ride times, but must offer times within one hour of the original request. Riders may limit negotiations on one end of a trip “arrive by” or “pick up no earlier than” times but not both.

Trip performance. ADA paratransit provides a shared ride service. Paratransit providers have a 30-minute window to arrive at a pickup location and be considered on time. While the ADA allows for the 30-minute window to start up to 15 minutes before the scheduled arrival time, Metro Mobility starts the 30-minute window at the scheduled arrival time. Customers must have at least a 5-minute window to board a bus at the agreed upon pickup location.

Identification. Paratransit operators have the right to require picture ID’s as proof of eligibility to ride. If a potential rider fails to produce an ID it is allowable that they not be transported. Council policy allows for two different forms of ID acceptable to ADA paratransit providers: A valid Metro Mobility card and a valid MN State ID or driver’s license with or without an “A” indicator.

No-show policies. A pattern and practice of no-showing scheduled rides constitutes a “seriously disruptive behavior” and therefore may be grounds for suspension. A no-show is a trip where a passenger fails to board the vehicle within five minutes of the bus arriving within the pickup window. A late cancel is counted as a no-show because it has a similar operational impact to a no-show. A cancel is considered late if it occurs less than one hour before the negotiated pickup time. Trips canceled less than an hour prior to their scheduled time (including those cancelled at the door) are treated similarly to no-shows because they have the same operational impact as no-shows. Generally Metropolitan Council policy calls for the suspension of any rider who no-shows/late cancels four times within a rolling thirty-day period, as long as the four no-shows constitute four percent or more of that rider’s trips in the 30-day period. Any rider suspended for no-shows must have the right to due process through a system of appeals.

Guests. In addition to a PCA, every ADA paratransit customer is allowed one guest per trip. Guests pay the same fare as customers. In order to guarantee sufficient capacity for guests and PCAs, the ADA paratransit provider must be told that a guest and/or PCA will be accompanying a customer at the time that the trip is booked.

Metro Mobility certification is every four years. Shoulder harnesses do not have to be used.

Pam Steffen said that if a bus cannot hold a person with a wheelchair or scooter they are to open the door and call the Transit Control Center and tell them he doesn’t have room for this person and ask when is the next bus coming. The driver does not leave the person in a wheelchair unless they know that there is another bus within 15 minutes away and has room. If this happens a lot they will add another bus.

3. Orange Line

Rebecca Fabunmi and Max Holdhusen spoke to the TAAC committee. She is a Principal Engineer for Metro Transit and he is the Community Outreach Coordinator for Metro Transit. The Orange Line is a 17 mile

transitway from downtown Minneapolis to Burnsville. It has 12 stations starting in Minneapolis then going to Richfield, Bloomington and Burnsville. It has all day service seven days a week. It will be every 10 minutes during the peak then every 15 minutes every morning, midday and evening. It will have 20 minutes later in the evening. It will have service for 20 hours a day. It is expected to open in late 2019. It is associated with the I-35 project which includes the Lake Street station, which is a giant construction project that includes all of the bridges between 38th Street and the I-94 Commons near downtown. It will be a very large construction project that is set to take over four years long. That is in conjunction with Hennepin County, the City of Minneapolis and the Metropolitan Council.

The last time they presented to the TAAC was October 7, 2015. This presentation will focus on station design. They were awarded design and engineering contract to HNTB in January 2016. They have begun the preliminary design work of the stations and some of the other infrastructure improvements that go along with the line, which includes a bus only fly over ramp from I-35W to downtown and will provide direct access for every bus going on I-35W from the center HOV lane to downtown. That will get rid of a lot of delay.

Earlier this spring they also changed their downtown station locations. Initially the station locations were set to be 5th Street, 7th Street, 9th Street and 11th Street. Now they spread them out a little more for greater coverage of downtown. They include 3rd Street, 5th Street with connection to the Blue Line and Green Line, 8th Street with connection to the Route 19 and Route 5, and 11th Street. It is a little bit broader span of the four stations.

They have continued working with their partner agencies, the county, the city and MnDOT on the Lake Street Station as that continues. In the spring they had their open houses for the environmental documentation of that project and that comment period is now closed. The design work is currently at 60 percent. They are expecting 90 percent by late fall of this year. And 100 percent design completion by the beginning of 2017. That is when all of the designs of the Lake Street station will be complete.

Other Orange Line design. They are hoping to be at 30 percent design at the end of August. Sixty percent by the end of the year. And 100 percent design in mid-summer of 2017. The Orange Line Lake Street station will start in 2018 and continue on until it is complete. The timeline for that construction project are still unknown. The other Orange Line stations that have a much smaller footprint will take about a year. So that will begin in 2018 and be ready for opening in 2019. Revenue service will begin in late 2019 or early 2020 when all of the construction wraps up.

What they are currently doing is looking at each of the stations, not including the downtown stations. In terms of Lake Street going south. Lake Street is part of a different project and has a different schedule. They are in their layout concept stage right now. They plan to shortly incorporate elevations to get them to their 30 percent with that. So they are looking at the different amenities and the footprint of each station. Some of the station concepts will be incorporated. But each station has a different situation with it. So it won't be a template that will be the same for each station.

Basically the footprint will be the same concept as with the A Line. There will be heaters, real-time signage, LED lighting, ticket vending machines, a pylon to direct people to where the station is. There will be validators, etc.

At Lake Street, the station there will be able to accommodate three buses. The length of the platform will be at least 200 feet or greater than that. That is on a different design schedule path.

At 46th Street it will be the same size. They don't anticipate having any physical changes to that size of that platform. At 66th Street it will be an 80 foot platform. At this station it will be Orange Line only. The stations will be located going southbound. It will be on the exit ramp and going northbound it will be on the entrance ramp on I-35W. At the 76th Street station it will be 120 foot platform as it will be at the American Boulevard station. At the 98th Street station there will be two 80 foot platforms. At Nicollet Avenue there will be a platform that is 120 feet and then at Burnsville it will be 180 feet.

There will be no leaning rails. There will be benches there. The buses will always pull up to the front of the roof line. At the stations it is at the 66th Street station there will be multiple buses there. That is the place where the first bus can be but the Orange Line bus may not always be the first bus there. For fleet for these buses there will be big buses that have three doors. There will be a door in the center. They don't have the inside layout. You can get on or off the bus at any door. You pay in advance to get on the bus. Customers with mobility devices will still use the front door. This is not level boarding. The bus will lower to the lowest point it can then a ramp will be put out for customers that need that.

They are incorporating minimal scoring on the platforms by utilizing a larger size panel. They are working on how they place the platform doormats. They will be looking for TAAC ideas and direction in terms of how that will help accommodate them and others in areas where they have mixed fleet. That is at every station outside of downtown except for the 66th Street station. There will be truncated domes there. They were asked to have more tactile placement and identification. But they are still working on that.

At each station there will be a pylon. The heights are to be determined. They are working on that. They are also in discussion in terms of the location. They are trying to make that an identifier. There are few places where it works very well to know where the placement of the pylon will be in particular at 66th Street. There is only one entrance and one exit to that platform. They will work that out in the best way that will work for everybody. There will be real time signage as well amongst other amenities there.

One thing they would like to ask of the TAAC today is if they have any ideas about the platform in terms of where the doormats or the truncated domes should be where there are multiple buses. The first bus will always pull up to the roof line. There will be experiences where there will be multiple buses at a platform at one time.

A list of things that can be incorporated before 30 percent design: categories of environment that include landscaping, approach to public art, pedestrian-level and station lighting. Station amenities including bike parking; location of ticket machines, signage and real-time information; location, height and function of pylon. This can be similar to how the A Line will work in about two weeks. Right now the real-time signage will not be in the pylon. It will function like the light rail. It will be on the roof of the station. Other things to consider are connections and transfers: location and facilities at connecting bus stops, off-platform wayfinding. This week they are discussing wayfinding between Route 515 and the Orange Line station at I-35W; pedestrian paths and connection to trails. There will be a trail connection at the 76th Street Station. Sight lines and visibility. Security features (cameras and call boxes).

Upcoming design work. They should be at 30 percent design by August 31, 2016. They should have site specific station design concepts. Design concepts for the transitway between 76th Street station and under I-494 to the American Boulevard station, which will be a bus only transitway. The downtown flyover from downtown into the I-35W HOV lane. The Burnsville Parkway on-ramp bypass. So there will be preliminary designs for all of those.

There will be continued coordination with the Lake Street station with MnDOT, the City of Minneapolis and Hennepin County. They are hosting a public meeting on June 15th at the Burnsville Transit Station. They just had one in Bloomington at the Kennedy High School.

The flyover is an engineering term for a swooping bridge that brings you from one level of the freeway or street down to another level of a freeway or street. This one will go from 12th Street to the center lane of I-35W. Right now if you are going northbound on I-35W to 11th Street it will bring you to 12th Street as well as a bus only lane to Marquette and Second.

4. Route 9 West End Transit Study

Steve Mahowald spoke to the TAAC committee. He is a Transit Planner in Metro Transit's Service Development division. He will be talking about the West End of Route 9 Transit Study. When they say the west end they are referring to an area that is in St. Louis Park and Golden Valley. The Southeast quadrant of I-394 and Highway 100. It is an area that has been going under redevelopment in the last several years, creating more of a transit oriented design footprint. They are increasing density, improving the pedestrian environment. There is a Home Depot and a Costco in the area. They have also been adding offices and residential buildings. This study also includes the west end of Route 9, west of downtown Minneapolis. Today he will cover the project outline, the area that contains and the routes, some of the goals they are looking at in terms of this study, the evaluation criteria that they are using, the existing conditions and the remaining steps and the timeline they have for this project.

The project area is west of downtown Minneapolis on Glenwood. Then if you take Glenwood out all the way to County Road 73. The east end of the project would be just west of downtown. The west end of the project is County Road 73. On the south side they have 26th Avenue. On the north side is Glenwood and I-394. Routes that are in this area are Routes 9, 604, 615, 643, 649, 663 and 675. The routes they are focused on include Route 9 west of downtown, Route 615 (schedule only), Route 643, Route 649 and Route 675.

The goal is to simplify the west end of Route 9. The current west end of Route 9 has six branches. It is a complicated route structure. They want to create a more efficient schedule and simplify the west end of this route. They also want to improve access between downtown Minneapolis and that west end concentration. There are approximately 12,000 jobs in this area. He showed a map of the concentration of jobs that pay \$40,000 or less annually. What they would like to do is provide all the off peak weekend express service between downtown and the west end along with the local Route 9.

They also want to effectively meet the transit needs of those who rely upon transit service in areas with the most potential to support that service. The west end is one of those areas. They want to retain most existing riders while growing ridership and productivity. They want to be compatible with future plans for the C Line, the arterial BRT that they are looking at on Penn Avenue and Southwest LRT and Bottineau Boulevard.

Evaluation criteria. They want to make route easy to understand with a schedule that is fairly efficient. This gets to how complicated are the route patterns? Ridership and productivity. One of the measures of productivity is passengers per in-service hour. They want to attract new riders while retaining most existing riders. They are looking for faster off-peak service between downtown and the west end. How many jobs they will be serving within 30 minutes of service and the connecting transit service.

Equity considerations. They are looking at low-income populations, with low auto availability and access to jobs paying less than \$40,000 a year. Review existing conditions and ridership patterns. They have been looking at areas of low and high ridership. They have two branches on this route in particular. The B branch, which is Glenwood west of Penn and the H branch along 26th Street in St. Louis Park, which are peak service only but have very low ridership. On the B branch in Glenwood they have about 25 riders but that is over about five trips. On the H branch on 26th Street in St. Louis Park they have about 14 riders over about five trips. This area has had service since the 1950's. In the 1950's 50 percent of the riders worked in downtown Minneapolis.

One of the areas they look at is median household income. They had two areas that popped up. The Glenwood area in St. Louis Park and 26th Street in St. Louis Park. That area is just west of Cedar Lake. Those are the areas they look at in terms of productivity and reinvestment of resources. They are looking at residential and employment density. They are also looking at low income and zero car populations and projected employment and residential density.

Remaining steps and timeline. Finalize and review existing conditions. Plan development. Initial concept plan would be budget neutral and 10 percent increase. The final concept plan this summer will go to the Council. They will do a public hearing and come back to the Council with a final plan after they get comments and make the revisions in October/November. Implementation in March 2017. Outreach and public engagement. They will reach out to riders, Council members, community groups, drivers and city staff.

Public hearings/open house. They are seeking Council approval for September 8th Public Hearing at Harrison Education Center from 4:30 – 6:00 p.m. Open House September 10th ICON community room from 1:00 – 2:30 p.m.

SUBCOMMITTEE REPORTS

1. Blue Line

No report.

2. Green Line

No report.

3. Orange Line

No report.

PUBLIC COMMENT

None.

MEMBER COMMENT

The TAAC committee formally recognized Dana Rude as the new liaison for the committee, replacing Andy Streasick.

Chair Walker said that the A Line is opening Saturday, June 11. TAAC members are encouraged to attend.

Pam Steffen said there is a separate webpage under metrotransit.org/a-line. It has a countdown calendar at the top. At the bottom of this webpage there are some links that direct you to opening day celebrations. It is June 11. Service begins at 10:00 a.m. The formal ribbon cutting is at 9:25 a.m. Snelling and University is going to be the big event where they will have a band, a stage and food trucks. Local businesses will have discounts. The website has a link for the discounts.

June 11 also marks service changes. Look at the website for routes that are changing. There are handouts on the buses that show the changes.

Villavicencio said that the Metropolitan Council is starting an equity committee. There is a list of the people on the committee and what city they are in. She encouraged people in the TAAC committee to meet with the people in their city to make sure disability is in their equity conversations.

There will be a Metro Mobility Conversation meeting on June 14, in Minneapolis at the Central Library right off of Nicollet Avenue.

ADJOURNMENT

Business completed, the meeting adjourned at 2:32 p.m.

Alison Coleman
Recording Secretary