

# Minutes

## Transportation Accessibility Advisory Committee



**Meeting date:** November 5, 2025

**Time:** 12:30 PM

**Location:** 390 Robert Street

### Members present:

- ☒ Chair, David Fenley, at large
- ☒ Vice Chair, Darrell Paulsen, Precinct F
- ☒ Sam Jasmine, Precinct A
- ☒ Patsy Murphy, Precinct C
- ☐ Ken Rodgers, Precinct D
- ☐ Jeffrey Dains, Precinct E
- ☒ Kari Sheldon, Precinct G

- ☒ Michele Severson, MCD
- ☐ Erik Henriksen, MCD
- ☒ Patty Thorsen, MAAA
- ☒ Heidi Myhre, MCCD
- ☒ Claudia Fuglie, MCCD
- ☒ Chris Leifeld, AARP MN

### Ex-officio:

- ☒ Julie Sellner, Metro Mobility Service Center
- ☐ Douglas Cook, Metro Transit Customer Advocate
- ☐ Anjuli Cameron, Metropolitan Council

☐ = present, E = excused

### Dakota Land, Water, and People Acknowledgment

The Metropolitan Council acknowledges that the land we currently call Minnesota and specifically the seven-county region is the ancestral homeland of the Dakota Oyate who are present and active contributors to our thriving region. As part of the Metropolitan Council's commitment to address the unresolved legacy of genocide, dispossession, and settler colonialism and the fact that government institutions, including the Metropolitan Council, benefitted economically, politically, and institutionally after the forceable removal of the Dakota Oyate, the Metropolitan Council is dedicated to instilling Land, Water, and People Commitments in regional policy. These commitments support the Dakota Oyate, the eleven federally recognized Tribes in Minnesota, Ho-Chunk Nation, and the American Indian Communities representing over 150 diverse Tribal Nations that call the seven-county region home.

### Call to order

A quorum being present, Committee Chair Fenley called the regular meeting of the Transportation Accessibility Advisory Committee to order at 12:30 p.m.

### Dakota Land, Water, and People Acknowledgment

The Dakota Land, Water, and People Acknowledgment was read by Chair Fenley.

### Agenda approved

It was moved by Member Fuglie, seconded by Member Thorsen to approve the agenda. Committee members did not have any comments or changes to the agenda. **Motion carried.**

### Approval of minutes

It was moved by Vice-Chair Paulsen, seconded by Member Thorsen to approve the minutes of the August 6, 2025, regular meeting of the Transportation Accessibility Advisory Committee. **Motion carried.**

It was moved by Vice-Chair Paulsen with the amendment that Member Myhre was in attendance, seconded by Member Thorsen to approve the minutes of the September 3, 2025, regular meeting of the Transportation Accessibility Advisory Committee. **Motion carried.**

## Business and information items

1. The committee received an overview of the upcoming redesign of the **Regional Solicitation** process, which is the Metropolitan Council's method for distributing roughly \$250 million in federal transportation funds every two years. Steve Peterson from Metropolitan Transportation Services and consultant project manager Molly Stewart explained that the Council, acting as the federal Metropolitan Planning Organization for the Twin Cities, has used this process since the early 1990s to award funds for roadway, transit, bicycle, and pedestrian projects across the region. Although the program distributes substantial funding, they noted that Metro Mobility is not supported through this process.

Because the Council recently adopted *Imagine 2050* and the updated Transportation Policy Plan, staff spent two years restructuring the solicitation so that future funding decisions align with evolving regional goals, especially around safety, sustainability, resilience, and equity. The previous mode-based structure—centered on roadways, transit, and bike/ped—was no longer flexible enough to support these priorities in a balanced way. Through 25 listening sessions with practitioners and a policymaker workshop, staff shaped a new framework organized around goal areas, allowing projects to be grouped by core outcomes rather than by mode. The new categories include Safety, Dynamic and Resilient Systems, Environment, and Travel Options, with Equity woven into scoring across all applications.

Stewart described how technical working groups helped refine the scoring measures and funding targets. While roadway reconstruction projects remain the costliest and therefore receive the largest share of funds, the new structure creates a stand-alone safety category at TAB's direction and sets aside dedicated funding for bicycle and pedestrian improvements. Simplifying the application was a major focus, reducing redundancy and allowing applicants to concentrate on the outcomes most relevant to their project.

The new cycle will also incorporate \$50 million in regional sales tax revenue for active transportation, evaluated through a streamlined process focused on state statute criteria. A future EV-charging program is planned for 2028.

Throughout the presentation, staff emphasized accessibility requirements. Applying agencies must have ADA transition plans in place, and projects funded through the program must meet ADA design standards. Bike and pedestrian proposals will be scored partly on how they improve access for people of all ages and abilities, and active transportation funds can be used for ADA improvements such as curb ramps. The Council also tracks post-award outcomes, including sidewalk mileage and ADA-compliant ramp construction.

Committee members asked how the "all ages and abilities" concept is defined and whether it accounts for the varying needs of older adults, people with disabilities, or cyclists with different levels of experience. Staff explained that the standard generally refers to predictable, low-stress facilities that feel safe for inexperienced users and people with mobility limitations, and that more detailed design guidance will be offered during application development. Members also inquired about the growing role of e-bikes and whether the program considers speed management or conflicts between riders and pedestrians. Stewart noted that local jurisdictions currently set most e-bike policies and that the solicitation does not include e-bike-specific scoring at this time.

Additional questions focused on engagement expectations. Committee members asked whether applicants must complete full engagement before applying, and how large or controversial projects—such as the Summit Avenue reconstruction—fit into the new timeline. Staff explained that many project submissions occur early in the design process; initial engagement may focus on confirming needs, with deeper engagement occurring as the design advances. What matters for scoring is a demonstrated understanding of community context and a clear connection between engagement feedback and the project's proposed benefits. Equity scoring, worth roughly 20% of total points, prioritizes meaningful engagement with communities most affected by the project.

Committee members also asked how the new structure supports accessibility within bike and



pedestrian categories, how safety outcomes are measured, and whether the new framework accommodates multimodal projects. Staff confirmed that multimodal projects may appear in multiple goal areas depending on their primary outcomes, and that safety scoring has been strengthened substantially in response to regional trends.

The presenters closed by outlining the upcoming timeline: application materials will be released for public comment in December, the next call for projects opens early 2026, and selected projects will be announced by the end of 2026.

2. Julie Sellner from **Metro Mobility** provided a detailed update on service performance over the past few months, noting she would speak to ADA and non-ADA results in total unless members wanted separate breakdowns. She began by reviewing key definitions: on-time performance measures pickups within a 30-minute negotiated window; appointment-time performance measures drop-offs no later than the appointment time and no earlier than 30 minutes before; onboard time reflects whether trips stayed within maximum allowed ride time; and capacity denials count trips the system cannot perform due to constraints. Year-to-date overall on-time performance remained unchanged from September at 93.5 percent, with nearly 1.48 million total trips provided and roughly 96,000 late trips. She walked through the details of how those trips landed within or outside various pickup windows, showing that most late trips occurred within five to ten minutes past the pickup window.

Julie compared 2025 performance to both federal requirements and 2024 results, noting that Metro Mobility improved on-time performance for over 27,000 more passengers than last year, and over 51,000 more than would have been served if the service only met the federal 90-percent threshold. Appointment-time performance stood at 92.9 percent, just slightly below where it had been two months prior. She outlined the early-drop-off and late-drop-off details, emphasizing that each number represented a real person impacted by these variances, and that these metrics drive continuous efforts to improve the experience. Committee members then shared personal experiences about missed appointments, difficulties when human services staff expect clients to rely on Metro Mobility, and issues with fare payment, reimbursement, and coupon handling. Julie acknowledged the concerns, explained the automatic reimbursement process around the 15th of each month, clarified what drivers are trained to do, and encouraged riders to call Metro Mobility directly when something appears incorrect so staff can verify and apply credits.

Members asked follow-up questions about how passengers can verify their card balances, how to teach others to check those balances online or by phone, and how drivers determine whether a credit has been applied. Julie explained the available options and reiterated that updates appear on the card once it is tapped on a vehicle. She then reviewed comparative appointment-time performance: Metro Mobility improved 2025 appointment-time arrivals by nearly 48,000 passengers over 2024, and more than 41,000 above the federal benchmark. Onboard-time performance remained strong at 97.2 percent, with just under 42,000 trips exceeding the allowed ride time. Comparisons to 2024 showed continued improvement.

Members asked about training, scheduling systems, and how routing software optimizes trips, along with questions about no-shows and how much flexibility drivers apply to the five-minute wait policy. Julie described the optimization tools, the daily routing process, and the challenges posed by weather, staffing, equipment issues, and client-side issues. She emphasized that routes begin each morning planned for 100-percent performance, and that real-time disruptions gradually affect results. The discussion concluded with recognition of COVID-19's ongoing impact on ridership levels and staffing, as well as committee interest in longer-term historical comparisons.

## Reports

### Subcommittee

1. Purple Line – Darrell Paulsen



The Purple Line will present to the committee in January about the future of the line.

### **Public invitation**

No public comment.

### **Member comment**

Scottie Carter from the Office of Equity and Equal Opportunity introduced himself. His role is to make sure the council is ADA and Title VI compliant.

### **Adjournment**

Business completed; the meeting adjourned at 2:16 p.m.

### **Certification**

I hereby certify that the foregoing narrative and exhibits constitute a true and accurate record of the Transportation Accessibility Advisory Committee meeting of November 5, 2025.

Approved this 3rd day of December 2025.

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