Welcome!
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From early on, transportation solutions – other than using our own two legs – were pursued...

- Horses
- Buggies
- Bicycles
- Boats
- Horse Cars
- Trollies
- Zeppelins
- Trains
- Gondolas
- Planes
- Automobiles
- SegWays
Athletic Supporters
Horses and buggies are all well and good, but some of us in the outlying areas are unable to harness the horse or drive the car anymore.

How do I get to the Doctor? To the Supermarket? Hardware Store?
Do I have to ask my neighbor (again)?
Do I have to ask my daughter (again)?
Do I try to walk?
Do I try to drive?
Do I just stay home?
Improving Mobility for “Transportation Disadvantaged”

Who are:

- older adults,
- individuals with disabilities,
- individuals with low incomes,
- and/or military veterans.
Our Region’s Demographics

- Current average age: 25 – 64 years old
- 90% population growth of 65 year olds - now through 2035

Why must this issue be addressed??
Labor Shed
Health & well being issues that arise due to lack of transit...

Depression and loneliness
Impaired drivers on streets
Increased risk of serious illness or death due to the inability to get to medical help
Lack of mental and social stimulation
Anxiety
Most often if a person is transport poor, they are also technology poor as well (lack of internet service) – hence adding to isolation
Exclusion
Obligation causing estrangement
Barriers to assisting those in need:

- Uncertainty over the extent to which one should physically help a passenger
- Fear of an accident
- Time commitment
- Additional costs
- Frustration leading to indifference
What is leading this action right now?

In May of this year, grant monies were awarded to the East Central Regional Development Commission from Minnesota’s Commissioner of Transportation to develop a platform on which to build Region 7E’s East Central Regional Transportation Coordination Council.

This council will be comprised of stakeholders - public and private members of the region - who represent those who transport and those who need transportation, who are committed to the RTCC.
When are we going to get started?

NOW!

The deadline for this Phase 1 is July 1st, 2019
Where?

Our 5 County Region of East Central Minnesota

Chisago
Mille Lacs
Kanabec
Pine
Isanti
Why are You Here Today?
To Create the Formation of the Regional Transportation Coordinating Council (RTCC)

We are on step #1 of 7, which is

*To establish a firmly rooted & committed stakeholder’s committee.*
Steps 2 through 7:

- Establish the legal and organizational structure,
- Initiate marketing and membership development,
- Obtain initial funding commitments,
- Identify and develop services – finding the gaps,
- Generate awareness and interest amongst targeted markets,
- Foster public-private relationships.
The Responsibility of the Stakeholders

The Stakeholders will develop a formal structure and operational plan for the implementation of a Regional Transportation Coordinating Council in accordance with all applicable federal, state, and local laws, rules and regulations.
Develop Efficiency Structures:

501(c)3 Non-Profit
vs.
501(c)6 Non-Profit
vs.
Joint Powers
Who?
Who is in the room today?

- Public Transportation Providers
- Private Transportation Providers
- City Officials
- County Officials
- Health, Family, Social & Human Service Providers
- Veteran Service Officers
- Habilitative Service Directors
- Health Care Providers
- Senior Service Administrators
- Workforce Administrators
- Area Representatives
- Business Owners
- Anyone else?

Are We Missing Anyone that Should be Here?

Introductions...

Would you each please give examples of your experiences and who you serve?

*Please feel free to add any comments on what we’ve discussed already and/or the following:*

What do you feel is the basis for our transportation issues?

Where do you see that people need to go to?

Where are the people located that have transportation issues?

How has this been remedied so far?

How do you foresee that new implementation could be financially supported?
Past Planning and Outcomes:

Penny Simonsen and Bob Bollenbeck worked through the planning stages in 2006, updated in 2012 and then in 2017.

In 2006, there were key issues discovered, solutions were developed and ultimately put into place. Feedback created more ideas as more resolutions established.
2006 Case Study in Customer Concerns, Needs and Expectations

- Lack of transportation when crossing county lines
- Low interest from older adults to ride a bus
- Need public transit availability in all five counties
- Providers must understand limitations – whether they are real limitations or not
- Consolidate/Coordinate operations of existing transportation
- There is the need to bring ALL TO THE TABLE: schools, long-term care providers
- *Blend ridership (share valuable resources)*
- Ridership cost
- Difficulty of reaching rural areas
- More effective marketing of existing transportation providers
- Developing needed funding
- Extended hours in evenings, weekends, emergency
2006 Conclusions:

Strategies & Implementation:

1. Funding
   a. Utilize 5311 public transit programs in Kanabec & Pine Counties
   b. Coordinate funding, pool resources by hiring a Mobility Manager within the region

2. Increase education and coordination of available transportation through promotion

3. Expand the hours/days/area by developing expanded services for those in need
Updates - 2011

- Pine County contracted with Arrowhead Transit

- In 2009, Kanabec County merged with Mille Lacs County and formed the new Timber Trails Transit as a direct result of the 2006 planning process

- Transit development in Pine, Kanabec, and Mille Lacs counties joined the movement of Chisago-Isanti Heartland Express which serves Chisago & Isanti Counties

- All counties are now provided with public provider service
2011 Goals:

- Maintain existing level of transit
- Develop regional volunteer driver’s network
- Expand coordination amongst public transit, private providers and 5311 providers
- Enhance regional connectors to beyond the region’s public transit providers service areas
- Call center/dispatch coordination
- Develop a transportation management association
2017 Needs Update…

- Regional Volunteer Driver Network
- Regional Transportation Manager/Organization that will work across jurisdictional boundaries
  - Sharing resources
  - Coordinating routes and dispatch services to meet needs

& Opinions Survey:

- Buses are either too full or empty
- Grocery shopping overloads the buses
- School age children overload the buses
- Level of in-migration of older riders will continue to tax the current system
- Current system of differing rates for different passengers complicates the delivery of the service
- Lack of continuity between providers and volunteer driver’s programs add confusion
Development/Expansion of Service Obstacles:

- County-line barriers
- Heavy risk management has killed appetite for development or change
- “Unique” transit needs
- Low awareness of services
- No organized Uber-type service available
2017 Conclusions:

- Riders in East Central MN desire longer service hours, consistent reliable services, access to public transportation, and the ability to go beyond the boundaries of East Central Minnesota.

- Remain focused on delivering the most transit services in the most cost effective manner while maintaining the needs of riders as the guide to future decision making.
Arrowhead Transit

Connections to and from Duluth ~
From Grand Rapids, Grand Marais, Pine City, McGrath, Aitkin, Cloquet/Carlton, International Falls, Hibbing, & Meadowlands
Overlay of Arrowhead Transit in Region
Timber Trails Transit Lines

Connections in and around Kanabec and Mille Lacs Counties
Overlay of Timber Trails within Region

Connectivity in and around Mora, Pine City, Braham

Route in Isle, Onamia, Milaca, Pease, Princeton and Cambridge areas
Heartland Express

Connections in and around Chisago & Isanti Counties
Overlay of Heartland Express in Region
Tri-CAP Transit

Connections to and from Morrison, Stearns, Benton, Sherburne & soon to be Mille Lacs Counties
Overlay of Tri-CAP Transport in Region

Connectivity into Mille Lacs County
It’s time –

With all of us together, with the previous plans accomplished, with MnDOT standing with us, *the Time is Right* to move forward towards implementation.
Project Timeline:

1. Define Geographic Region and Describe the Project – *This has been completed.*

2. Prepare an Operational Implementation Plan – *between today and Feb 3rd.*

The success of our progression will be through collaboration with MnDOT and with each other. We will meet on a regular basis, coming to the table with innovative attitudes, conceptual ideas and realistic goals - delivering the, “Yes, we cans”, to the “No, we can’ts.”
What makes this “implementation” different?

YOU!

Thank you, Thank you, Thank you!