

East Central Regional Transportation Coordinating Council Meeting 3

November 8th, 2018

East Central Regional Development Commission Office

Meeting notes:

29 participants in attendance. The list and agency represented is attached.

Timeline:

1. Completed the Geographic Region and described the project at previous meeting
2. Need to complete by February 3, 2019 an Operational Implementation Plan
3. Need to complete Stakeholder Involvement Strategies
4. Need to arrange for public meetings

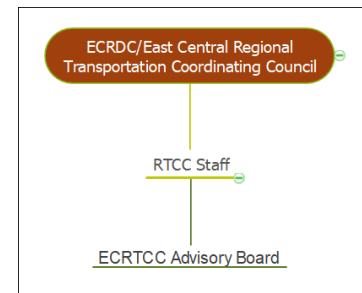
Updates:

1. Began involvement with Volunteer River Program Committee (TRY)
2. Addressed 2 of the 5 countywide township board meetings
3. Will be speaking at the Isanti County TRIAD meeting on 12/18

Role of ECRDC:

The ECRTCC shall be governed in accordance with the East Central Regional Development Commission's authority pursuant to the Regional Development Act.

ECRTCC Advisory Board and Role:



Each agency/organization should be represented by at least one key member at each meeting.

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|---|-----------------------------------|
| 1. Area Agency on Aging | 9. Centers for Independent Living |
| 2. Transportation Providers | 10. Political Representation |
| 3. Private Transportation Providers (TRY, LYFT, Taxi) | 11. Senior Service Administrators |
| 4. City Administration | 12. Workforce Development |
| 5. County Commissioners | 13. Home Health Aids |
| 6. Human Services Agencies | 14. Habilitation Services |
| 7. Veteran Service Organizations | 15. Tribal Government |
| 8. Health Care Systems | |

Clarification of Coordination Plan:

The Coordination Plan identifies the needs and strategies, goals, objectives, and actions. They identify stakeholders and develop elements to deliver required actions for the implementation phase

ECRTCC Bylaws:

Reviewed revised bylaws and made a new revision to remove the word "public" from the sixth bullet under Article II: Purpose. To read: Help facilitate public awareness of available transit services within the region.

Mission Statement:

Option 1. To coordinate so that transportation is convenient and affordable for those facing transportation barriers and to improve mobility and expand multimodal transportation options for persons throughout the East Central Minnesota Region.

Option 2. To coordinate the provision of services to make available convenient and affordable transportation when needs arise to benefit the residents in the East Central Minnesota Region.

Option 3. To coordinate the provision of multimodal transportation services to assure that transportation is convenient and affordable and will benefit those residents facing transportation barriers throughout the East Central Minnesota Region 7E. (Combo)

Goals #1:

Before we can define our goals, we need to define specific barriers are in our region.

1. Who are all of the providers that are currently available?
2. Where are the current fixed routes and where are the gaps?
3. Where do public transit providers (dial a ride) travel to?
4. What are the travel barriers, stopping points, county line issues?
5. What are the funding sources for transportation other than from the rider?
6. Coordination of everyone's services

Tasks and Take Aways

1. Find out what is already in place – Send current list (Appendix C – Transportation Directory 2011 Study) to the following:
 - a. Hospitals
 - b. Clinics
 - c. Dialysis providers
 - d. All county Social Services Directors
 - e. Volunteer driver programs - RSVP
2. Ask them to update list of:
 - a. Contact information (Who do you call if you have a patient that need to get from home in Warman to the clinic in Mora and then back home again?)
 - b. Who are they serving? (55+, anyone, veterans, disabled – an average per month)
 - c. Where do they service? (townships would be preferred)
 - d. What payment types are used? (Medicare, Medicaid, cash, break down approx. uses of insurance)
 - e. What are all the services that they use?
 - f. What services are used the most?
 - g. Issues with service
 - h. Late at night, early morning...
3. Within each board member's sphere of influence, please share:
 - a. What is already in place? (What)
 - b. What are the demographics of the use? (Who)
 - c. What are the destinations of the use? (Why)
 - d. What is the cost?
 - e. How is it paid for? (How)
 - f. Where is it servicing? (Where)

- g. What times is it being used? (When)
 - h. What and how many options are available in the region?
4. Need input from riders
 5. Simplify, Identify duplication
 6. We must set measurement levels for goal achievement.

Goal #2

Create an Office of Mobility Management

1. Areas of transit:
 - a. region to region
 - b. public to private
 - c. private to public
 - d. public to public
 - e. outside of realms
 - f. single point of accountability
 - g. "One Stop Shop"
2. Office of Mobility Management objects are to:
 - a. Dispatch Rides?
 - b. Recruit Drivers?
 - c. Coordinate Routes?
 - d. Create Partnerships?
3. Office of Mobility Management issues:
 - a. What do they need to work with?
 - b. Tools for management
 - c. Public Transit
 - d. What tools do they not have?
 - e. Job Description
 - f. Infrastructure building - for the group to discuss to make the transit successful
4. Office of Mobility Management organization:
 - a. Identify what we have (networking)
 - b. Wheels on the Road coordination piece
 - i. a. development
 - ii. b. finding / developing the software that is intuitive and interactive and creating database
5. Other Office of Mobility Manage details:
 - a. Office of Mobility Management coordination would be handled by ECRDC Staff
 - b. RTCC/Advisory Board will determine how to build the administration structure NOT how to get the routes fixed – RTCC/Advisory Board must stay Off the Ground Level
 - c. RTCC – Advocacy
 - d. RTCC - Build Trust
 - e. Congeal partnerships before operational Office of Management is created.
6. Phase 2 – Implementation
 - a. The Office of Mobility Management WILL BE PUT INTO THE PHASE 2 GRANT REQUEST
 - b. Regionalized Dispatch
 - c. MN Office of Transit has promised funding for the administration portion (will not fund rides)
7. Build Business Plan –
 - a. Infrastructure, detail, HUGE
 - b. Maintenance

Volunteer Driver Discussion:

Demographics of volunteers are changing, is Volunteer Driving sustainable?

Most Volunteer drivers now are 55+ and these drivers are aging out and are now needing the services.

Baby Boomers are not volunteering at this rate – these folks need the extra income, they lost money in the recession, they need a stipend, they are taking part time jobs.

1. Federal Charitable Rate (14¢) vs. Federal Business Rate (54.5¢) Paid to the driver by the organization. Mobility Manager is not the person to deal with this issue.
2. Insurance Issue (need Commercial Insurance)
 - a. Pools
 - b. MCIT, Foster Parents have a pool (check into this), League of MN Cities
3. Must have a certified trip, trip sheet
4. 1099 Law - Any amount of money brought in between the 14¢s and the 54.5¢ must be considered income. If income is over \$600. then a 1099 form must be filed. Messes with Social Security.
5. RSVP
 - a. Excluded from the charitable rate – pot of funds shared between drivers. Rate to drivers will be determined by number of miles clocked by drivers and the amount of money in the pot.
 - b. All RSVP agencies operate independently/differently.
 - c. Unloaded miles are counted
 - d. 100 miles per month (?) total # for total volunteers = pool \$\$ amount will vary. Charge at 54.5¢/mile but some cannot pay full amount? Last month pool allowed 32¢ per mile.
 - e. Supplemental insurance provided at no cost to drivers
6. SHARE “TRY” book – from the transportation summit (Helen)

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Goal #3:

Each agency must advocate for proper funding.

1. Agencies involved in the RTCC need to create a force toward changing this, aimed toward our elected officials.
2. Bill 5662 introduced on April 27, 2018 by Congressman Nolan to increase the charitable rate from 14¢/mile to 54.5¢/mile
3. Stress the serving of seniors and their barriers of access

WE NEED TO MAKE THE LEGISLATIVE ACTION HAPPEN! 50 LETTERS FROM US WILL MAKE AN IMPACT! GOVERNOR, CONGRESSMAN, SENATOR... LET'S ALL SEND TO EACH!

We need to administer this change, we are the tool – the mobility manager must have this tool (the business reimbursement rate) available to recruit the Volunteer Drivers.

Goal #4

Dependency/Connection with previous goal –

1. Explore sustainability of Volunteer drivers and/or private transportation sources
2. 10-year plan

3. Reliance on Public Transit, Mass Transit (NLX)
4. Uber/LYFT
5. Cost to riders
6. Affordability
7. Infusion of finances to make this work
 - a. 3-legged stool - *example*:
 - i. 1/3 Rider
 - ii. 1/3 Organizations such as Lions, ECE, possible membership, counties, cities, etc.
 - iii. 1/3 End Destination such as hospitals, clinics, churches, casinos, etc.

Next Advisory Board Meeting Date: Approximately Jan. 10th - Will Send Doodle