

DRAFT Minnesota Council on Transportation Access (MCOTA) Senior Leadership Meeting Agenda

Wednesday, June 23, 2021 1:00 – 3:00 PM

Zoom Virtual Meeting (Hosted by UMN Center for Transportation Studies)

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AGENDA: Supporting Materials (attached)

1:00 **Welcome** (Commissioner Anderson Kelliher)

1:05 **Roll Call** (Kaydee Kirk, Center for Transportation Studies, University of Minnesota)

1:10 **Public Comment** (2-3 minutes per comment)

1:20 **MCOTA Proposed SFY 2022/23 Work Plan** (Tom Gottfried, MCOTA Executive Director)

Action: Information

1:30 **Legislation 2021 Session Update:**

- **MCOTA Volunteer Driver Legislation status** (Tom Gottfried, MCOTA Executive Director)

1:40 **Issues & Opportunities** (All) *Action: Discussion*

What is your agency's top transportation challenge that could benefit from a strategic and holistic enterprise approach?

- Why is this your top issue?
- What resources are you planning to spend/utilize in 2022/23 to address this challenge?
- Is there an opportunity for MCOTA be an asset to your agency to partner with you to address this transportation issue?
- Do you see other state agencies as partners (beyond MCOTA) to address this challenge, is there opportunity for an enterprise level approach?

Determine MCOTA's program/project priorities for SFY 2022/23

- Is your agency willing to commit resources?
- What is a reasonable outcome and/or expectation?
- Next Steps:

- MCOTA SFY 2022/23 Work Plan
 - Draft: July 28th MCOTA Meeting
 - Final: September 22nd MCOTA Meeting

Action: Information, Discussion, Leadership Recommendation of MCOTA priorities

2:50 **Wrap up** – All

3:00 **Adjourn**

Attachment 1: To Facilitate Discussion (May 26th Meeting)

Please identify your agency's top transportation challenge:

Working with your agency leadership and your agency's different services/programs/projects that are impacted by transportation access. The following are potential examples:

- Lack of any transportation access
- Limited transportation access as
 - Capacity, not enough drivers, appropriate vehicles, time constraints
 - Reliability, not on time, incorrect information, vehicle breakdowns, operational errors, communications system failures
 - Quality, lack driver training, lack staff training, poor quality equipment, language barriers
- Cost of transportation access is too expensive
- Funding capacity for transportation is non-existent, or is limited and demand is higher than capacity
- other

In addition, we are asking for you to identify what resources are or could be made able to address this transportation access issue for SFY 2022/23, this could be:

- Staff time, and/or
- Funding, and/or
- Agency's advocacy and/or
- other

We are sure you will identify more than a few transportation challenges in your agency. We are asking you to identify your agency's 2022/23 top priority, and to share and be prepared to discuss in context that MCOTA can be your partner in the resolution to this issue. This could include:

- legislative action by your and maybe other state agencies (MCOTA members and/or beyond membership)
- Multiple state agencies' policies
- Funding at the agency level or other state agencies
- And could be as simple as an administrative adjustment by one or more state agencies

Lastly, we are asking you and your leadership what reasonable outcomes for SFY 2022/23 are. Or if this is an issue that will need a longer horizon, please identify what your expectations are.

Next steps are for MCOTA at the July and September to draft and finalize the MCOTA work Plan to address the transportation access issues identified and prioritized by Senior Leadership from the June 23rd meeting.

To assist you in working with your Senior Leadership Tom Gottfried will facilitate a meeting, per your request, and suggest topics, programs, and/or transportation access issues that have been already identified specific to your agency and/or programs. These will be set up between May 31st through June 18th. All these meetings will be virtual via Teams and will be 60-90 minutes each. This meeting is to assist you; however, all the final priorities is your agency's own, and the commitment to address these issues is totally your agency's decision. MCOTA is your transportation access partner, in statue and in practice.

Attachment 2: Context what are the RTCCs and TCAPs priorities for 2022/23?

The following are the Program Priorities for the RTCC and TCAP – the seven (7) 2022/23 Program Tasks

Task #1: Transportation Guidance / Consultation

- Goal: To inform people in the community about existing services
- Problem Statement: Services are underutilized because Consumers have limited knowledge about current services

Task #2: Vehicle Sharing

- Goal: To maximize utilization of existing vehicles used by organizations including 5310
- Problem Statement: Potential shared opportunities are not identified and need assistance to build partnerships for transportation coordination

Task #3: Private non-profit and for-profit providers-engagement

- Goal: To engage private for profit and non – profit organizations as stakeholders
- Problem Statement: Addressing transportation issues will be limited without private for-profit providers and non-profit organizations' involvement

Task #4: Volunteer Drivers Programs

- Goal: To have supportive resources to develop and sustain volunteer driver programs
- Problem Statement: Current programs need assistance to re-start and/or increase service post Covid-19

Task #5: Staff Training

- Goal: RTCC staff gain expertise as a regional transportation resource.
- Problem Statement: Need to develop and sustain expertise for RTCC staff and maintain engagement with MCOTA/MNDOT

Task #6: Local Coordination Plan (SFY 2023-27)

- Goal: To identify viable projects FTA eligible (capital projects)
- Problem Statement: Without a local coordination plan the region is unable to successfully determine and address specific FTA funding (capital projects)

Task #7: Emergency Preparedness Facilitation

- Goal: To facilitate networking with all emergency response units and all transportation providers within the region.
- Problem Statement: Local counties and emergency operations center may not have identified and established relationships with all transportation providers for emergency-situation response