

Minnesota Council on Transportation Access Member Guide

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List of Abbreviations

DHS.....	Minnesota Department of Human Services
DTCCC.....	Dakota County Transportation Coordinating Collaborative
MCOTA.....	Minnesota Council on Transportation Access
MnDOT.....	Minnesota Department of Transportation
MPTA.....	Minnesota Public Transit Association
NEMT.....	Non-Emergency Medical Transportation
PTPP.....	Public Transportation Policy Plan
RTCC.....	Regional Transportation Coordinating Council
STS.....	Special Transportation Service
TCAP.....	Twin Cities Area Transit Coordination Assistance Project
TNC.....	Transportation Network Company (e.g., Lyft, Uber, etc.)

Introduction

Document Purpose

Transportation provides opportunities for people to work, go to school, visit friends, buy groceries or see a doctor. Transportation improves individual lives and is important to all facets of our state's economy, culture and communities. Reliable transportation is a prerequisite for a healthy economy and is often the first step toward independence and opportunity for people with low incomes, older adults and people with disabilities. Without adequate transportation services, many of our non-driving neighbors wouldn't have the ability to remain in their own homes and would be compelled to reside in care facilities. While there has been significant investment in transit at the federal, state and local levels, serious transportation gaps in service exist in many communities.

The Minnesota Council on Transportation Access acts as steward in the coordination of varied funding programs and requirements across dozens of departments and agencies. At the federal level, there are approximately 62 transit programs administered by eight departments through many agencies. It is prudent to increase access by coordinating transit services to reduce duplicative efforts and identify and address gaps.

Creating transportation coordination and cooperation is a guiding principle of MCOTA. When representatives of different agencies and organizations involved in transportation programs work together, they increase capacity, serve unmet needs, improve quality of service, improve understanding and access to services by the public, and achieve more cost-effective service delivery.

The Minnesota State Legislature established MCOTA in 2010. It includes representatives from 13 organizations, listed in Appendix A. The member organizations are the Minnesota Departments of Commerce, Education, Employment and Economic Development, Human Services, Transportation, and Veterans Affairs; the Metropolitan Council; the Office of the Governor; the Minnesota Board on Aging; Minnesota Management and Budget; Minnesota State Council on Disability; and the Minnesota Public Transit Association.

MCOTA is tasked with three key transportation goals:

- 1) Identify and reduce transportation gaps
- 2) Develop effective and streamlined access to transportation
- 3) Provide more transportation options

MCOTA Mission

The mission of MCOTA is to work together to remove obstacles that prevent the successful coordination of transportation programs and resources among their respective customers.

MCOTA Vision

Minnesotans will have access to coordinated transportation services to meet their mobility needs.

MCOTA Legislative Duties

Under [Minn. Stat. 174.285](#), the purpose of MCOTA is to study, evaluate, oversee and make recommendations to improve the coordination, availability, accessibility, efficiency, cost-effectiveness and safety of transportation services provided to the transit public.

To improve transit coordination and accessibility, the statute assigns the council 20 duties:

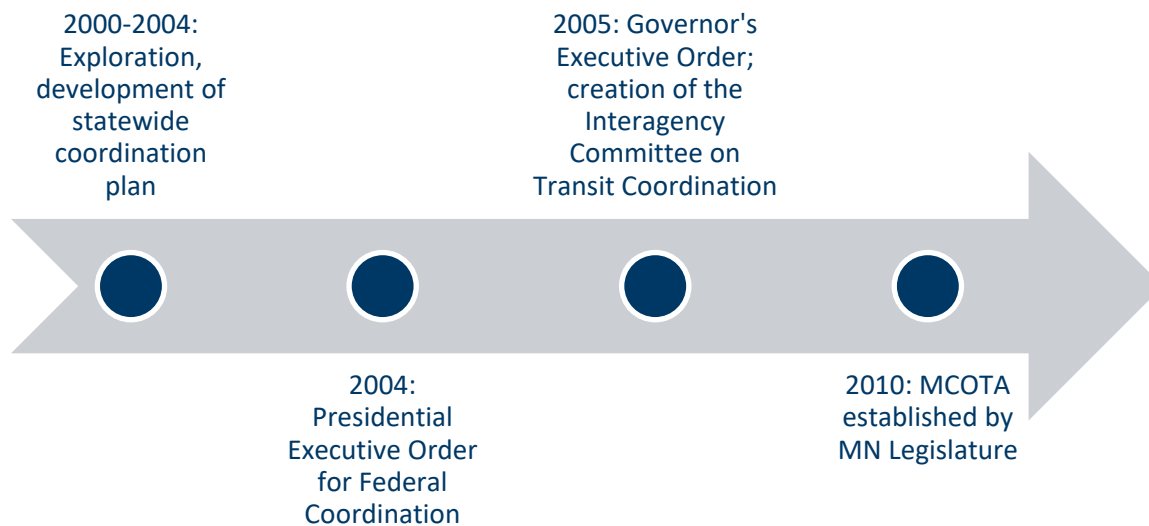
1. Compile information on existing transportation alternatives for the transit public, and serve as a clearinghouse for information on services, funding sources, innovations and coordination efforts.
2. Identify best practices and strategies that have been successful in Minnesota and in other states for coordination of local, regional, state and federal funding and services.
3. Recommend statewide objectives for providing public transportation services for the transit public.
4. Identify barriers prohibiting coordination and accessibility of public transportation services and aggressively pursue the elimination of those barriers.
5. Recommend policies and procedures for coordinating local, regional, state and federal funding and services for the transit public.
6. Identify stakeholders in providing services for the transit public, and seek input from them concerning barriers and appropriate strategies.
7. Recommend guidelines for developing transportation coordination plans throughout the state.
8. Encourage all state agencies participating in the council to purchase trips within the coordinated system.
9. Facilitate the creation and operation of transportation brokerages to match riders to the appropriate service, promote shared dispatching, compile and disseminate information on transportation options and promote regional communication.
10. Encourage volunteer driver programs and recommend legislation to address liability and insurance issues.
11. Recommend minimum performance standards for delivery of services.
12. Identify methods to eliminate fraud and abuse in special transportation services.
13. Develop a standard method for addressing liability insurance requirements for transportation services purchased, provided or coordinated.
14. Design and develop a contracting template for providing coordinated transportation services.
15. Recommend an interagency uniform contracting and billing and accounting system for providing coordinated transportation services.

16. Encourage the design and development of training programs for coordinated transportation services.
17. Encourage the use of public school transportation vehicles for the transit public.
18. Develop an allocation methodology that equitably distributes transportation funds to compensate units of government and all entities that provide coordinated transportation services.
19. Identify policies and necessary legislation to facilitate vehicle sharing.
20. Advocate for eliminating barriers to coordination, implementing coordination strategies, enacting necessary legislation and appropriating resources to achieve the council’s objectives.

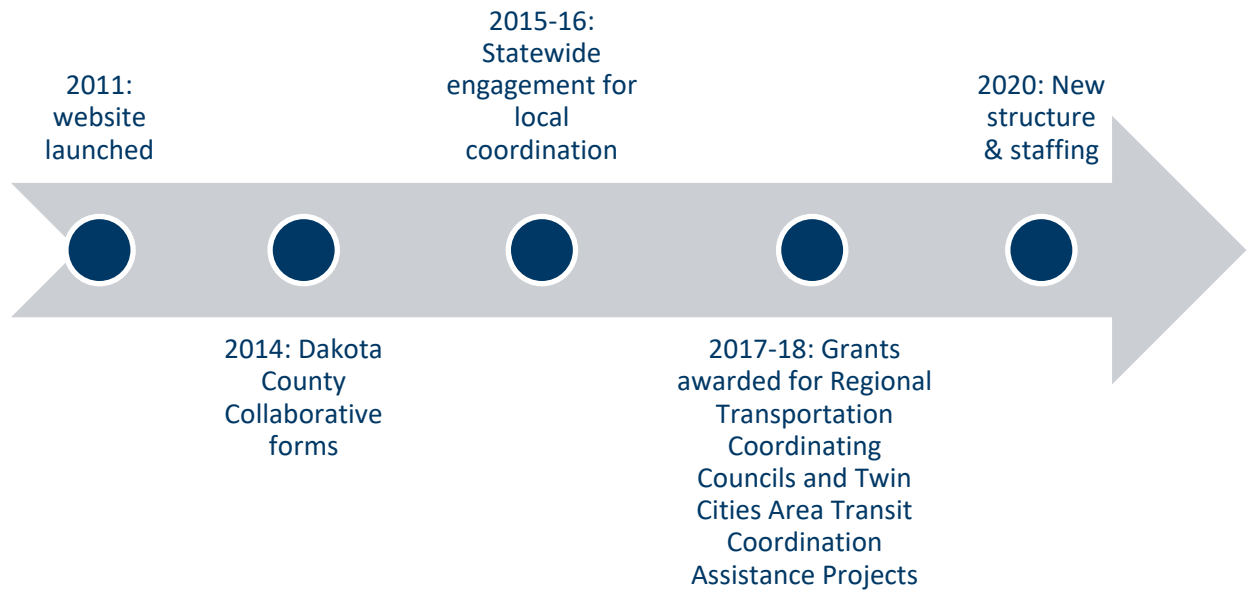
MCOTA Timeline

Milestones in MCOTA’s development:

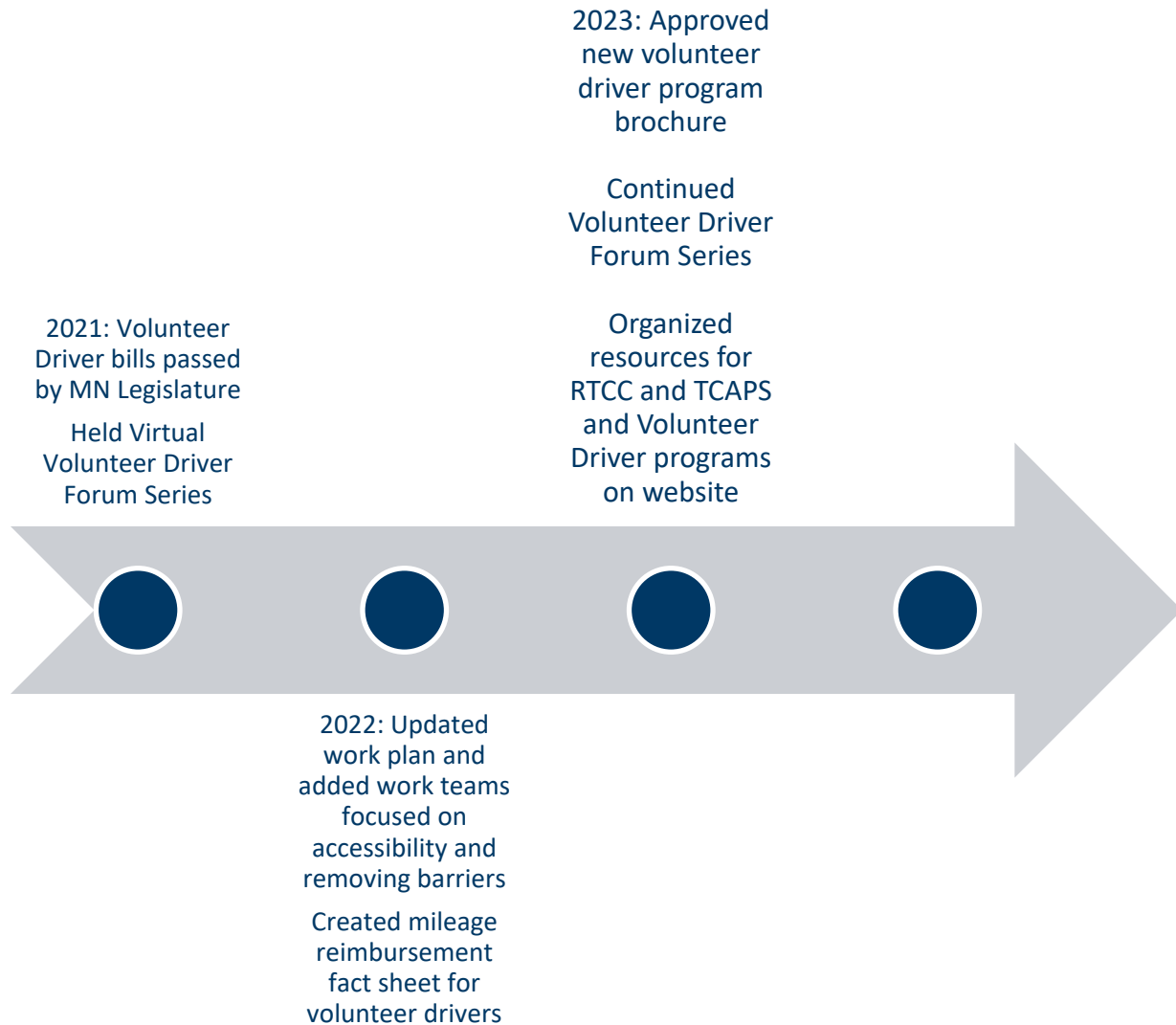
2000-2010



2011-2020



2021-2023

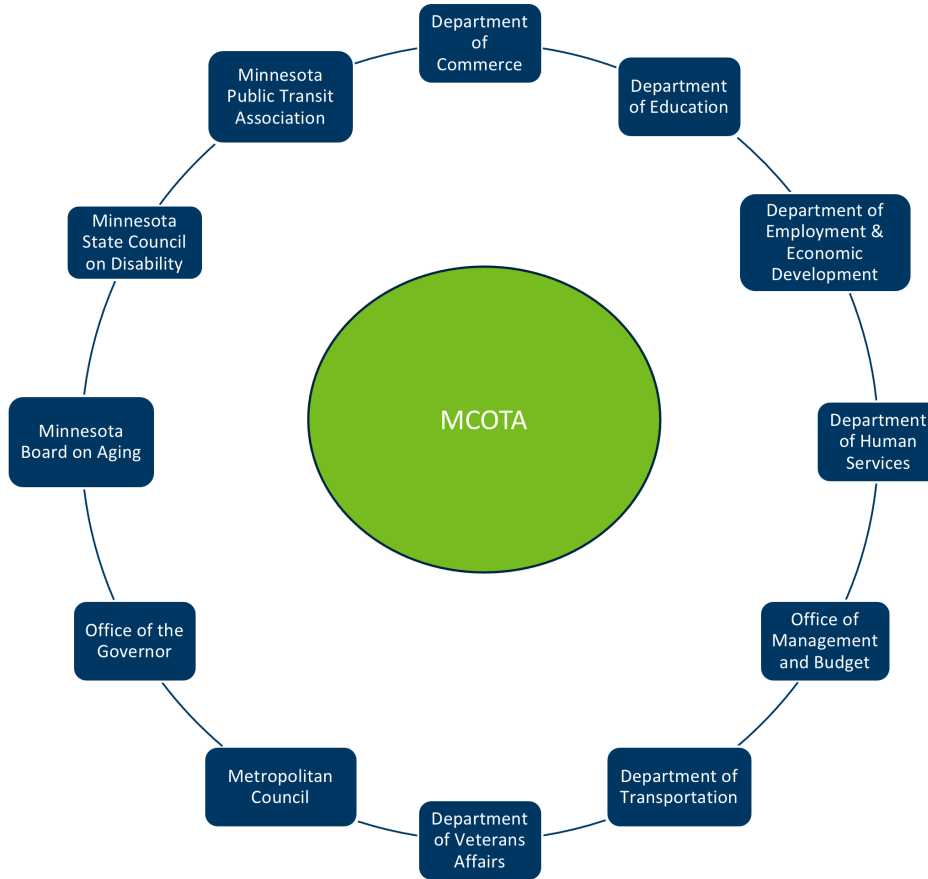


MCOTA Organization

Organizational Structure

MCOTA's consists of representatives from 13 state agencies and organizations: Minnesota Departments of Transportation and Human Services, in collaboration with the Office of the Governor, Minnesota Council on Disability, Minnesota Public Transit Association, Minnesota Department of Health, Minnesota Department of Commerce, Minnesota Department of Education, Minnesota Management and Budget, Minnesota Department of Veterans Affairs, Metropolitan Council, Minnesota Board on Aging, and Minnesota Department of Employment and Economic Development.

Figure 1: MCOTA Organizational Structure



Member Roles

This table briefly summarizes members’ current and past roles with MCOTA.

Table 1: MCOTA Members and Roles

Member	Current role(s) with MCOTA	Past role(s)
Minnesota Department of Transportation	One of primary members, chair, funding for research/studies	
Minnesota Department of Human Services	One of primary members, leadership, with a focus on access to health care	
Office of the Governor	Liaison to Governor’s Office	Involved since 2020

Member	Current role(s) with MCOTA	Past role(s)
Minnesota State Council on Disability	Representing their constituents' perspectives; advocate for accessibility in services and products	
Metropolitan Council	Representing perspectives of Metro Transit, TransitLink, and Metro Mobility. Involved with TCAPs	
Minnesota Board on Aging	Represents older adults and Older Americans' Act Title III services.	
Minnesota Department of Commerce	Providing guidance about vehicle insurance (volunteer drivers, share vehicles)	
Minnesota Department of Education	Providing the staff person who works with transportation	Explored sharing of school buses; challenges and good practices in transporting students with disabilities; student transportation with Metro Transit Go-To Cards
Minnesota Department of Employment and Economic Development	Employment access and training	Lead on youth employment & transportation study
Minnesota Department of Health	Food access, public health, active transportation, equity	
Minnesota Department of Veterans Affairs	Representing their constituents' perspectives	
Minnesota Management and Budget	Business management for state agencies; 2020-21: Logic model development assistance	
Minnesota Public Transit Association	Volunteer driver programs and public transit services	

Executive Leadership Team

The executive leadership team includes the MCOTA chair, vice chair and executive director who oversee the implementation of MCOTA initiatives, review and approve work team recommendations, approve work products, and ensure coordination among different levels of work within the council structure.

Senior state agency leadership will meet once per year to identify priorities for the council's work. The

agency senior leadership team consists of member agency commissioners and sets strategic direction and prioritizes work plan items for the MCOTA leadership team.

Executive Director

As part of the structure outlined in the MCOTA strategic plan, Tom Gottfried, program director and transportation mobility manager for the MnDOT Office of Transit and Active Transportation, is the executive director of MCOTA. Tom provides coordination and leadership functions for the council. This role is critical in building relationships between agencies and stakeholders and in guiding the work of MCOTA working teams. He serves on the MCOTA leadership team, recruit participants for working teams, facilitates work group meetings and shepherds groups towards successful outcomes.



Staff Support

MCOTA Project Manager

Michelle Lichtig is the project manager for MCOTA and is responsible for project management of MCOTA work teams. She is a MnDOT program manager for the Greater Minnesota Regional Transportation Coordinating Councils and the Transit Coordination Assistance Projects.



Work Teams

MCOTA's Strategic Plan recommended the creation of several work teams to develop specific initiatives. The work teams include MCOTA members, agency staff, content experts and RTCC/TCAP members. The work teams are:

Volunteer Driver Program Initiatives Work Team

This work team focuses on strengthening volunteer driver programs, including reducing legislative barriers and networking and professional development.

Accessibility and Olmstead Work Team

This work team is focused on ensuring access to accessible transportation (e.g., transportation providers that can accommodate those with wheelchairs), building awareness of Non-Emergency Medical Transportation Services (NEMT), and improving the accessibility of rural transportation services.

Removing Barriers Work Team

The Removing Barriers Work Team's goal is to help people use transportation to access healthcare and other essential items and services. (e.g., food/groceries, pharmacies, social events, recreation activities) that contribute to wellbeing.

Communications Work Team

This work team proposes content for and reviews the MCOTA annual legislative report, newsletter, website (including RTCC and TCAP sections) and other products such as this member guide.

Operations Work Team

This work team meets as needed to focus on operations and research, including the development of a Logic Model for RTCC Phase 4 and TCAP workplans. The logic model's long-term outcome aligns with MCOTA vision: *Minnesotans will have access to coordinated transportation services to meet their mobility needs* and aligns with the various MCOTA, TCAP, and RTCC plans.

Bylaws

[MCOTA's current bylaws](#) describe the membership structure as well as meeting and decision-making processes.

Regional Transportation Coordinating Councils and Twin Cities Area Transit Coordination Assistance Projects

MCOTA works with local governments and organizations throughout the state to create and support Regional Transportation Coordinating Councils and the Metro Area Transit Coordination Assistance Projects. RTCCs and TCAPs include stakeholders and public members interested in improving mobility for those with limited transportation options such as older adults, people with disabilities, low-income individuals and veterans.

RTCCs and TCAPs build on the service delivery foundation of public transit systems, and layer on mobility management to expand service options and to provide transportation across service boundaries.

Regional Coordination Progress

MCOTA member agencies MnDOT and the Metropolitan Council continued their development of a statewide network of regional mobility management organizations. Greater Minnesota Regional Transportation Coordinating Councils and Twin Cities Transit Coordination Assistance Projects are made up of local agencies, transportation providers and community members. These partner groups are interested in expanding transportation options to those most in need, such as older adults, people with disabilities, low-income adults and veterans. RTCCs and TCAPs are primarily funded through Federal Section 5310 funds and are required to serve older adults, people with disabilities, and low-income populations.

Overview

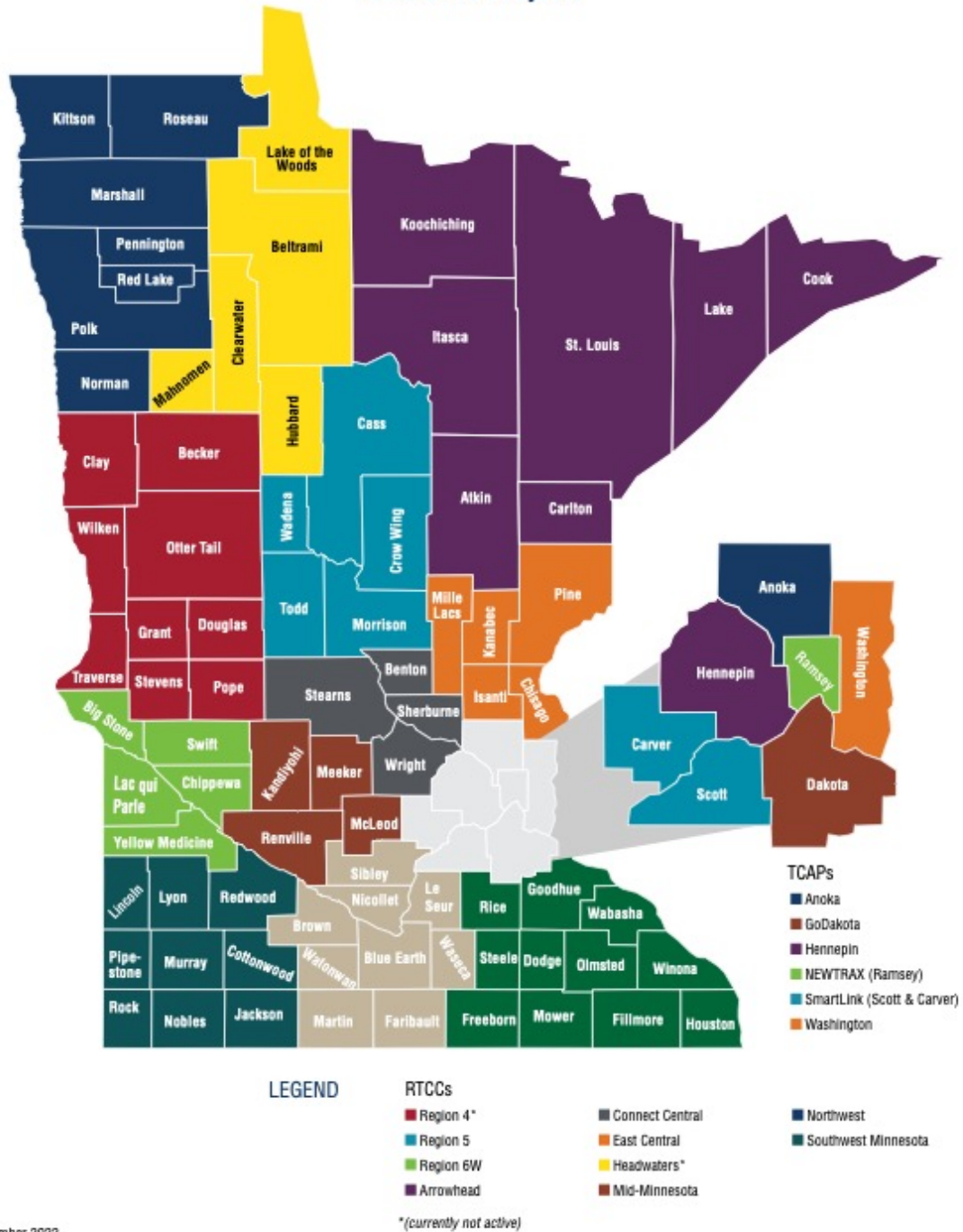
RTCCs and TCAPs build on the service delivery foundation of public transit systems and seek to expand service options with community partners. Each RTCC and TCAP has a coordination plan among providers and service agencies to achieve outcomes that align with MCOTA's vision of reducing transportation gaps and improving access and options.

Each RTCC and TCAP has, or will have, a formalized coordination plan among providers and service agencies to achieve three outcomes:

1. Identify and reduce transportation gaps
2. Streamline access to transportation
3. Provide more transportation options

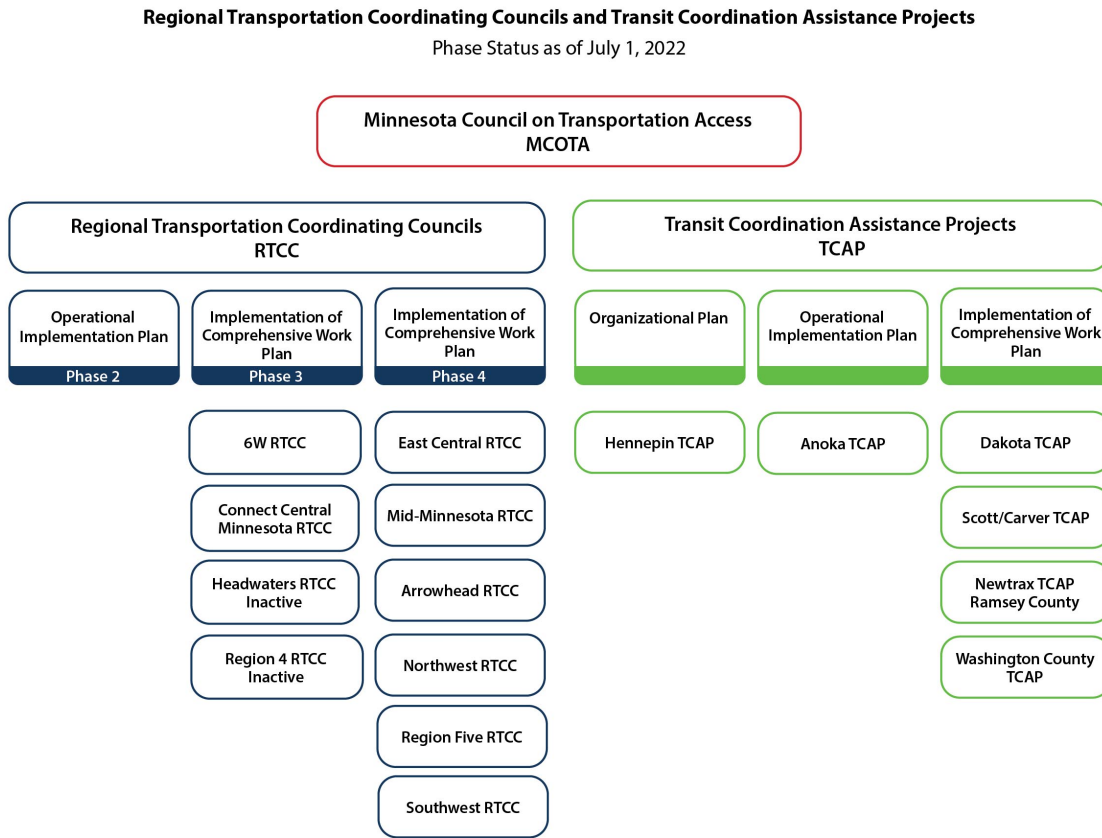
Figure 2: Map of Minnesota with RTCCs and TCAPS as of July 2022

Regional Transportation Coordinating Councils & Transit Coordination Assistance Projects



September 2022

Figure 3: Chart showing status of RTCCs and TCAPs as of July 1, 2022



2020-2024 Strategic Plan

In January 2020, MCOTA approved a new five-year strategic plan. It puts the council in a position to more effectively act on its legislatively defined duties through a revised governance structure, through a focus on four key strategic priorities, and by developing measures to assess the council's progress.

MCOTA is focusing on the following four key strategies to improve transportation coordination in Minnesota:

1. Provide support and technical assistance to local partners

2. Share best practices and build coalitions
3. Identify and respond to research needs
4. Engage in responsible education, communication and advocacy activities

View the full strategic plan:

- [Minnesota Council on Transportation Access Strategic Plan 2020-2024 \(PDF\)](#)

Meetings

MCOTA Meetings

MCOTA meets every two months, usually on the 4th Wednesday of the month from 1:00 to 3:00 p.m. The months for regular meetings are July, September, November, January, March, and May. In 2020, MCOTA moved from a monthly meeting schedule to a bi-monthly schedule to allow for more time for work teams.

Senior Leadership Meeting

MCOTA holds an annual senior leadership meeting with agency commissioners. The purpose is to ensure MCOTA's strategic plan, organizational structure and activities align with all of MCOTA's legislative duties and to identify recommendations for executive and legislative action.

Work Team Meetings

Active Work Team meet regularly to make progress on their tangible projects and products.

Volunteer Driver Program Initiatives Work Team: monthly

Accessibility & Olmstead Work Team: monthly

Removing Barriers Work Team: monthly

Communications Work Team: bi-monthly

Operations Work Team: meets as needed; was not active in 2022-23

Publications and Reports

MCOTA maintains regular communications to inform legislators, members, RTCC and TCAP networks, and other stakeholders about MCOTA's activities.

Website

MCOTA maintains the CoordinateMNTransit.org website, which includes information about MCOTA, its publications and meetings, and information for the RTCCs and TCAPs and upcoming events.

Newsletter

MCOTA publishes a quarterly email [newsletter](#) that began in 2017 in response to requests from stakeholders. The distribution list includes people who have attended MCOTA events as well as other transit stakeholders and those who sign up on the CoordinateMNTransit.org website.

Annual Legislative Report

MCOTA publishes an annual legislative report to comply to comply with [Minnesota Statutes 174.285, subdivision 5](#).

By January 15 of each year, beginning in 2012, the council shall report its findings, recommendations, and activities to the governor's office and to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation, health, and human services, and to the legislature as provided under section 3.195.

[Current and past years' reports](#) are available online.

Appendix A: MCOTA Research Reports

Reports from research studies conducted by MCOTA are available [online](#):

- [Best Practices for Addressing Youth Employment and Training Transportation \(PDF, 2018\)](#)
This MCOTA-sponsored study found that youth throughout Minnesota are likely to face employment transportation issues.
- [2018 Volunteer Driver Program Forum summary \(PDF\)](#)
Summary and highlights from the May 2018 state-wide Volunteer Driver Program Forum, a day-long event that brought together those running volunteer driver programs and other stakeholders to share information to maintain and strengthen the programs.
- [Public/Private Partnerships in Transit: Case Studies and Analysis \(PDF\)](#)
This study focuses on six public/private partnerships that involve transportation network companies (TNCs), such as Lyft and Uber.
- [Cost-Benefit Analysis of Volunteer Driver Programs: Minnesota Case Studies \(PDF, 2017\)](#)
This study identified the economic benefits of volunteer driver programs in Minnesota, using six volunteer driver programs as case studies.
- [Volunteer Driver Programs in Minnesota: Benefits and Barriers \(PDF, 2017\)](#)
This study surveyed organizations that use volunteer drivers and the challenges and opportunities they face.
- [Common Standards for Reporting Financial Information for Transportation \(PDF, 2015\)](#)
This study examined ways to

standardize recordkeeping and reporting at the state level.

- [Vehicle Sharing Among Human Service Providers in Minnesota: Steps to Address Barriers \(PDF, 2013\)](#)
A study on how vehicle sharing works and how it could be improved among human service providers in Minnesota.
- [NEMT Coordinators in Minnesota \(PDF, 2013\)](#)
A study on how Minnesota counties use coordinators to deliver non-emergency medical transportation.
- [Calculating Benefits of Transit Coordination: Minnesota Case Studies \(PDF, 2013\)](#)
An analysis of the economic costs and benefits of transit coordination strategies in Minnesota.
- [Synthesis of 2011 Greater Minnesota regional plans \(PDF, 2012\)](#)
A summary of the 2011 local coordination plans in Greater Minnesota.
- [Successful Local Transportation Coordination Case Studies \(PDF, 2011\)](#)
Highlights examples of various types of transportation coordination throughout the Minnesota.

Appendix B: History of MCOTA

The Minnesota Council on Transportation Access (MCOTA) was established by the Minnesota Legislature in 2010 ([Minn. Statute 2010 174.285](#)) to "study, evaluate, oversee, and make recommendations to improve the coordination, availability, accessibility, efficiency, cost-effectiveness, and safety of transportation services provided to the transit public."

The Council succeeds the [Interagency Committee on Transit Coordination \(ICTC\)](#), which was established in 2005 by Minnesota Governor Tim Pawlenty. The ICTC's mission was to further the coordination of health and human service programs and Minnesota's public transportation systems across the state. To that end, the ICTC surveyed existing transportation alternatives, best practices, and coordination strategies that have worked in Minnesota and other states, from which it developed a series of recommendations for improving the level of transportation coordination.

The formation of this committee paralleled that of the Interagency Transportation Coordinating Council, which was established by a 2004 presidential executive order to address similar objectives at the federal level.

Table 2 below is the list of MCOTA's activities and accomplishments since its inception. This list is updated as part of MCOTA's Annual Legislative Report every year.

Table 2: MCOTA Legislative Duties and Accomplishments Since Inception

Year(s)
2011-2022, expect to continue the Supporting Activities in 2023
Legislative Duty #1
Compile information on existing transportation alternatives for the transit public and serve as a clearinghouse for information on services, funding sources, innovations and coordination efforts.
Supporting Activities
<ul style="list-style-type: none"> • Minnesota coordination website • Economic cost-benefit studies • Transportation section of Minnesotahelp.info • NEMT Advisory Committee support • NEMT Coordination Study • Local Transit Coordination Case Studies • Primer of funding sources for "transit public" in Minnesota • RTCC development, stakeholder engagement, guidance and website assistance • Study of economic benefits of Minnesota volunteer driver programs • Study of public-private partnerships in transit • Periodic stakeholder e-mail communication

Year(s)
<ul style="list-style-type: none"> • Volunteer Driver Program Forum • Study on best practices in youth employment transportation

Year(s)
2011-2022, expect to continue the Supporting Activities in 2023
Legislative Duty #2
Identify best practices and strategies that have been successful in Minnesota and in other states for coordination of local, regional, state and federal funding, and services.
Supporting Activities
<ul style="list-style-type: none"> • NEMT Advisory Committee support • NEMT Coordination Study • Vehicle-sharing Study • Successful Local Transit Coordination Case Studies • Minnesota mobility management case studies • Strategic planning • RTCC development, stakeholder engagement, guidance and website assistance • Volunteer transportation programs inventory and survey • Study of economic benefits of Minnesota volunteer driver programs • Study of public-private partnerships in transit • Volunteer Driver Program Forum • Study on best practices in youth employment transportation

Year(s)
2012-2022, expect to continue the Supporting Activities in 2023
Legislative Duty #3
Recommend statewide objectives for providing public transportation services for the transit public.
Supporting Activities
<ul style="list-style-type: none"> • NEMT Advisory Committee support • NEMT Coordination Study • Definition of coordination

- Strategic planning
- Olmstead Plan goals and measures
- Homelessness and transportation services
- RTCC development, stakeholder engagement, guidance and website assistance

Year(s)
2011-2022, expect to continue the Supporting Activities in 2023
Legislative Duty #4
Identify barriers prohibiting coordination and accessibility of public transportation services and aggressively pursue the elimination of those barriers.
Supporting Activities
<ul style="list-style-type: none"> • NEMT Advisory Committee support • NEMT Study • Synthesis of 2011 Greater MN regional transportation coordination plans • Planning guidance for the 2011 Local Human Service Transit Coordination Plans in Minnesota • Maps of human service transportation providers' areas of service in MN • Strategic planning • Olmstead Plan goals and measures • Homelessness and transportation services • RTCC development, stakeholder engagement, guidance and website assistance • Ways to increase vehicle sharing in Minnesota • Study of public-private partnerships in transit • Study on best practices in youth employment transportation

Year(s)
2011-2022, expect to continue the Supporting Activities in 2023
Legislative Duty #5
Recommend policies and procedures for coordinating local, regional, state and federal funding, and services for the transit public.
Supporting Activities
<ul style="list-style-type: none"> • Synthesis of 2011 Greater MN regional transportation coordination plans • Successful Local Transit Coordination Case Studies

- Primer of funding sources for “transit public” in Minnesota
- Strategic planning
- RTCC development, stakeholder engagement, guidance and website assistance
- Study of public-private partnerships in transit

Year(s)
2011, 2014-2022, expect to continue the Supporting Activities in 2023
Legislative Duty #6
Identify stakeholders in providing services for the transit public and seek input from them concerning barriers and appropriate strategies.
Supporting Activities
<ul style="list-style-type: none"> • Synthesis of 2011 Greater MN regional transportation coordination plans • Participation in the MN State Council on Disability’s annual Town Hall Mtg. • Data collection and analysis of vehicle sharing • Strategic planning • Homelessness and transportation services • RTCC development, stakeholder engagement, guidance and website assistance • Ways to increase vehicle sharing in Minnesota • Volunteer transportation programs inventory and survey

Year(s)
2011-2022, expect to continue the Supporting Activities in 2023
Legislative Duty #7
Recommend guidelines for developing transportation coordination plans throughout the state.
Supporting Activities
<ul style="list-style-type: none"> • Synthesis of 2011 Greater MN regional transportation coordination plans • Planning guidance for the 2011 Local Human Service Transit Coordination Plans in Minnesota • Successful Local Transit Coordination case studies • RTCC development, stakeholder engagement, guidance and website assistance

Year(s)
None of the years between 2011-2021
Legislative Duty #8
Encourage all state agencies participating in the council to purchase trips within the coordinated system.
Supporting Activities
<ul style="list-style-type: none"> • This model of centralized purchasing is not in place in Minnesota.

Year(s)
2011-2012, 2014-2022
Legislative Duty #9
Facilitate the creation and operation of transportation brokerages to match riders to the appropriate service, promote shared dispatching, compile and disseminate information on transportation options, and promote regional communication.
Supporting Activities
<ul style="list-style-type: none"> • Mobility management webinars • Planning guidance for the 2011 Local Human Service Transit Coordination Plans in Minnesota • Successful Local Transit Coordination case studies • Minnesota mobility management case studies • RTCC development, stakeholder engagement, guidance and website assistance

Year(s)
2011, 2015-2022, expect to continue the Supporting Activities in 2023
Legislative Duty #10
Encourage volunteer driver programs and recommend legislation to address liability and insurance issues.
Supporting Activities
<ul style="list-style-type: none"> • Successful local transit coordination case studies • A survey and selected case studies of volunteer driver programs in MN, including faith-based programs • RTCC development, stakeholder engagement, guidance and website assistance • Volunteer transportation programs inventory and survey • Study of economic benefits of Minnesota volunteer driver programs • Volunteer driver insurance and reimbursement issues and education

Year(s)
<ul style="list-style-type: none"> • Volunteer Driver Program Forum • Volunteer Driver Program resolution, brochure

Year(s)
2016-2022, expect to continue the Supporting Activities in 2023
Legislative Duty #11
Recommend minimum performance standards for delivery of services.
Supporting Activities
<ul style="list-style-type: none"> • RTCC development, stakeholder engagement, guidance and website assistance

Year(s)
None of the years between 2011-2022
Legislative Duty #12
Identify methods to eliminate fraud and abuse in special transportation services.
Supporting Activities
<ul style="list-style-type: none"> • To be addressed in future work plans

Year(s)
2013, 2015-2022 expect to continue the Supporting Activities in 2023
Legislative Duty #13
Develop a standard method for addressing liability insurance requirements for transportation services purchased, provided or coordinated.
Supporting Activities
<ul style="list-style-type: none"> • Vehicle-sharing Study • RTCC development, stakeholder engagement, guidance and website assistance • Ways to increase vehicle sharing in Minnesota • Volunteer driver insurance and reimbursement issues and education • Volunteer Driver Program resolution, brochure

Year(s)
2011-2012
Legislative Duty #14
Design and develop a contracting template for providing coordinated transportation services.
Supporting Activities
<ul style="list-style-type: none"> • Development of contract template • RTCC development, stakeholder engagement, guidance and website assistance

Year(s)
2011, 2014-2022 expect to continue the Supporting Activities in 2023
Legislative Duty #15
Recommend an interagency uniform contracting and billing and accounting system for providing coordinated transportation services.
Supporting Activities
<ul style="list-style-type: none"> • Collaboration on development of a Unified Transit Data Center pilot project in Scott and Carver counties • Common standards for financial records • RTCC organizing and implementation

Year(s)
2012-2022 expect to continue the Supporting Activities in 2023
Legislative Duty #16
Encourage the design and development of training programs for coordinated transportation services.
Supporting Activities
<ul style="list-style-type: none"> • NEMT Advisory Committee support • NEMT Study • Mobility management webinars • Minnesota mobility management case studies • Minnesota Mobility Management Handbook

Year(s)
<ul style="list-style-type: none"> • RTCC development, stakeholder engagement, guidance and website assistance

Year(s)
2016, expect to continue the Supporting Activities in 2023
Legislative Duty #17
Encourage the use of public school transportation vehicles for the transit public.
Supporting Activities
<ul style="list-style-type: none"> • RTCC development, stakeholder engagement, guidance and website assistance

Year(s)
2014-2015 expect to continue the Supporting Activities in 2023
Legislative Duty #18
Develop an allocation methodology that equitably distributes transportation funds to compensate units of government and all entities that provide coordinated transportation services.
Supporting Activities
<ul style="list-style-type: none"> • Common standards for financial records • RTCC organizing and implementation

Year(s)
2013, 2015, 2016 expect to continue the Supporting Activities in 2023
Legislative Duty #19
Identify policies and necessary legislation to facilitate vehicle sharing.
Supporting Activities
<ul style="list-style-type: none"> • Vehicle-sharing study • Data collection and analysis of vehicle sharing • Maps of human service transportation providers' areas of service in Minnesota • Outreach to providers about options and benefits of vehicle sharing

Year(s)
<ul style="list-style-type: none"> • RTCC development, stakeholder engagement, guidance and website assistance

Year(s)
2012-2022 expect to continue the Supporting Activities in 2023
Legislative Duty #20
Advocate aggressively for eliminating barriers to coordination, implementing coordination strategies, enacting necessary legislation and appropriating resources to achieve the council's objectives.
Supporting Activities
<ul style="list-style-type: none"> • NEMT Advisory Committee support • Transportation section of Minnesotahelp.info • Primer of funding sources for “transit public” in Minnesota • Strategic planning • RTCC development, stakeholder engagement, guidance and website assistance • Volunteer driver insurance and reimbursement issues and education • Volunteer Driver Program resolution, brochure