



Legislative Task Force on Aging Presentation

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- What we know
- MnDOT work that supports the aging population:
 - Greater Minnesota Transit
 - Transportation Access Coordination
 - Shared Mobility Innovation
 - Complete Streets
 - Active Transportation
 - ADA and Accessibility
- Questions & Discussion

Travel behavior of people age 65+ in Minnesota

- More trips for shopping and medical purposes than other age groups.
- Majority of older Minnesotans live in Greater Minnesota, which is projected to persist.
- More reliance on private vehicles for transportation due to lower density of destinations and fewer public transportation options in Greater Minnesota.

Source: MnDOT Aging Population Trend Paper (http://minnesotago.org/download_file/view/1159)

Transportation needs for people age 65+ in Minnesota

SAFETY

- People age 65+ can be physically more vulnerable and slower to heal.
- Safety concerns include uneven or icy sidewalks, fear of driving, anxiety using transit services.
- Less likely to be involved in a crash than younger drivers, but more likely to die in one.

ACCESSIBILITY

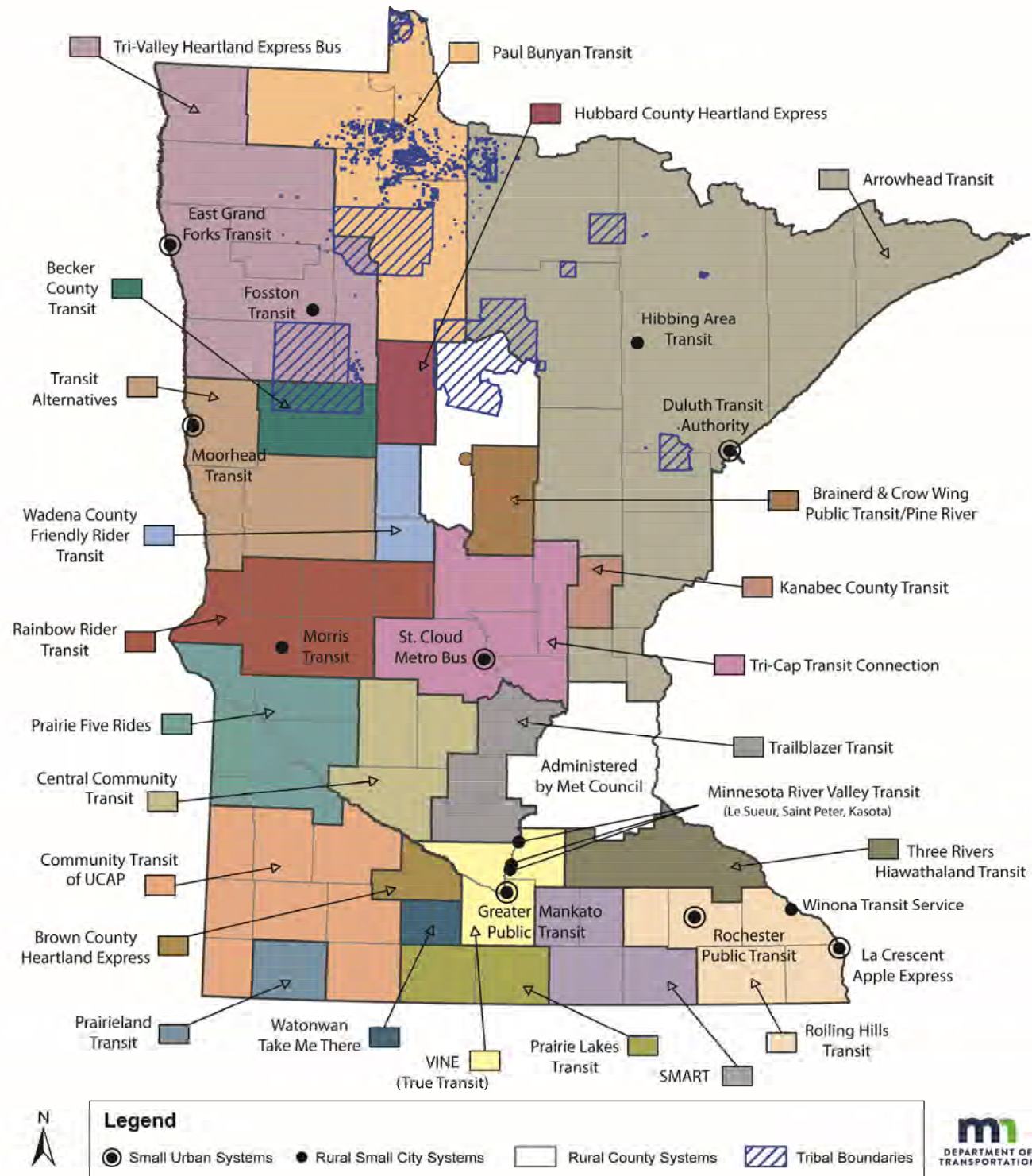
- People age 65+ more likely to have a disability — 30% of 65+ have at least one disability.
- Memory loss or limited vision can make wayfinding and navigation difficult. Technology advances can help older adults overcome trip-planning and physical barriers.

AFFORDABILITY

- Transportation affordability can be an issue, particularly for those on a fixed income. For example, it costs an average of \$11,000/year to own and operate a vehicle.
- Transit service providers often offer older adults rides at a lower rate, but local governments' share of the cost to serve older riders is projected to double from 2020 to 2030.

Greater Minnesota Public Transit Map

Systems Administered by the Minnesota Department of Transportation
Current as of December 2022



Greater Minnesota Transit

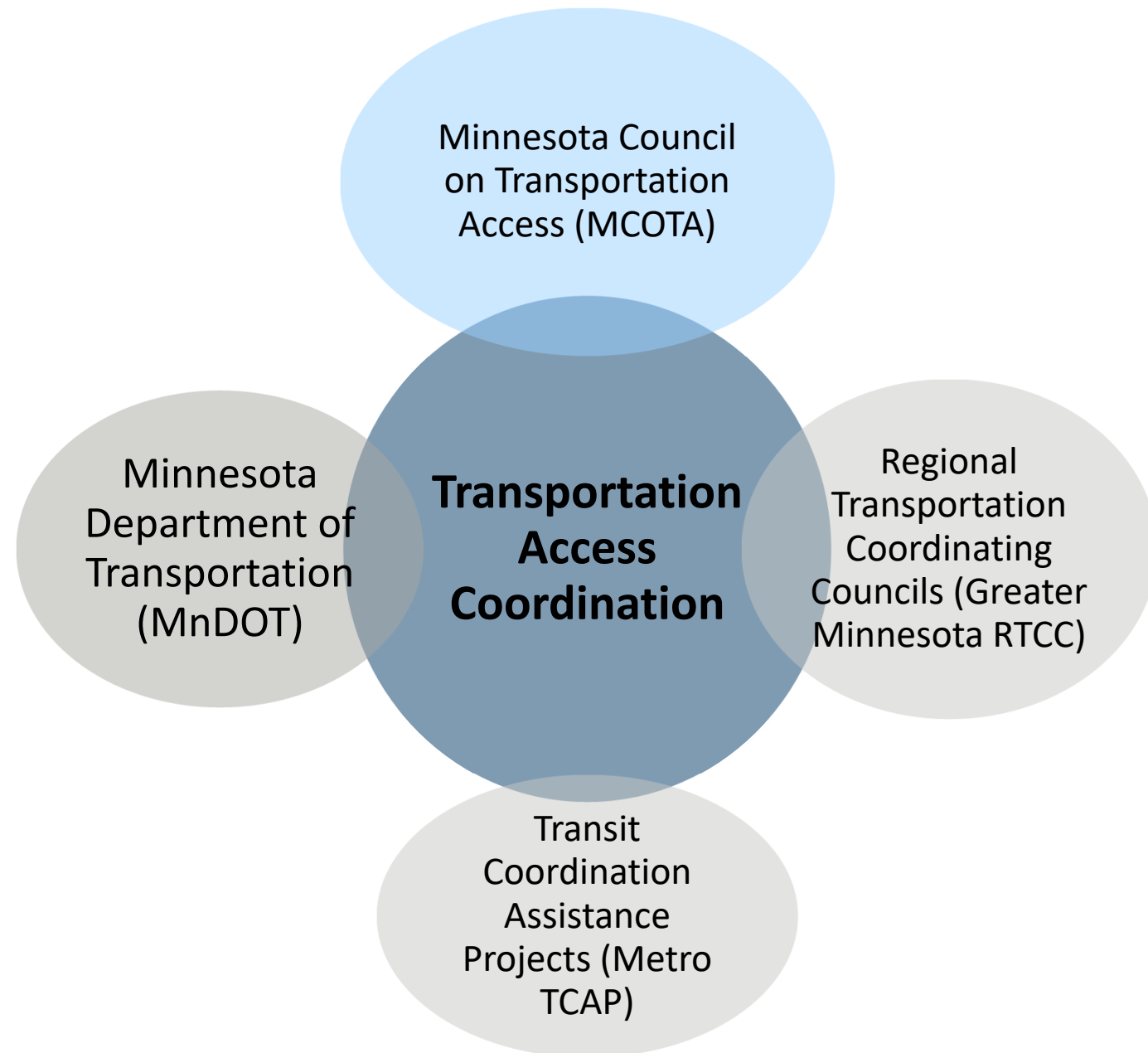
- Transit serves a critical role for seniors throughout Greater Minnesota, allowing residents to participate in the state's communities and economy.
- In 2022, Greater Minnesota had **35 public transit systems and 6 tribal transit systems** offering scheduled transit service in 79 counties.
- Over 7 million rides in 2022

Greater Minnesota Transit



- Developing a new Greater Minnesota Transit Plan – completion anticipated in spring of 2025.
- The Transit Plan will bring together state and local goals and set a strategic direction towards maintaining and improving transit in Greater Minnesota.

Transportation Access Coordination: Who is involved?



Statewide Coordination:

- **Minnesota Council on Transportation Access (MCOTA)**

Regional Coordination:

- **Regional Transportation Coordinating Councils (Greater Minnesota RTCCs)**
- **Transit Coordination Assistance Projects (Metro TCAPs)**

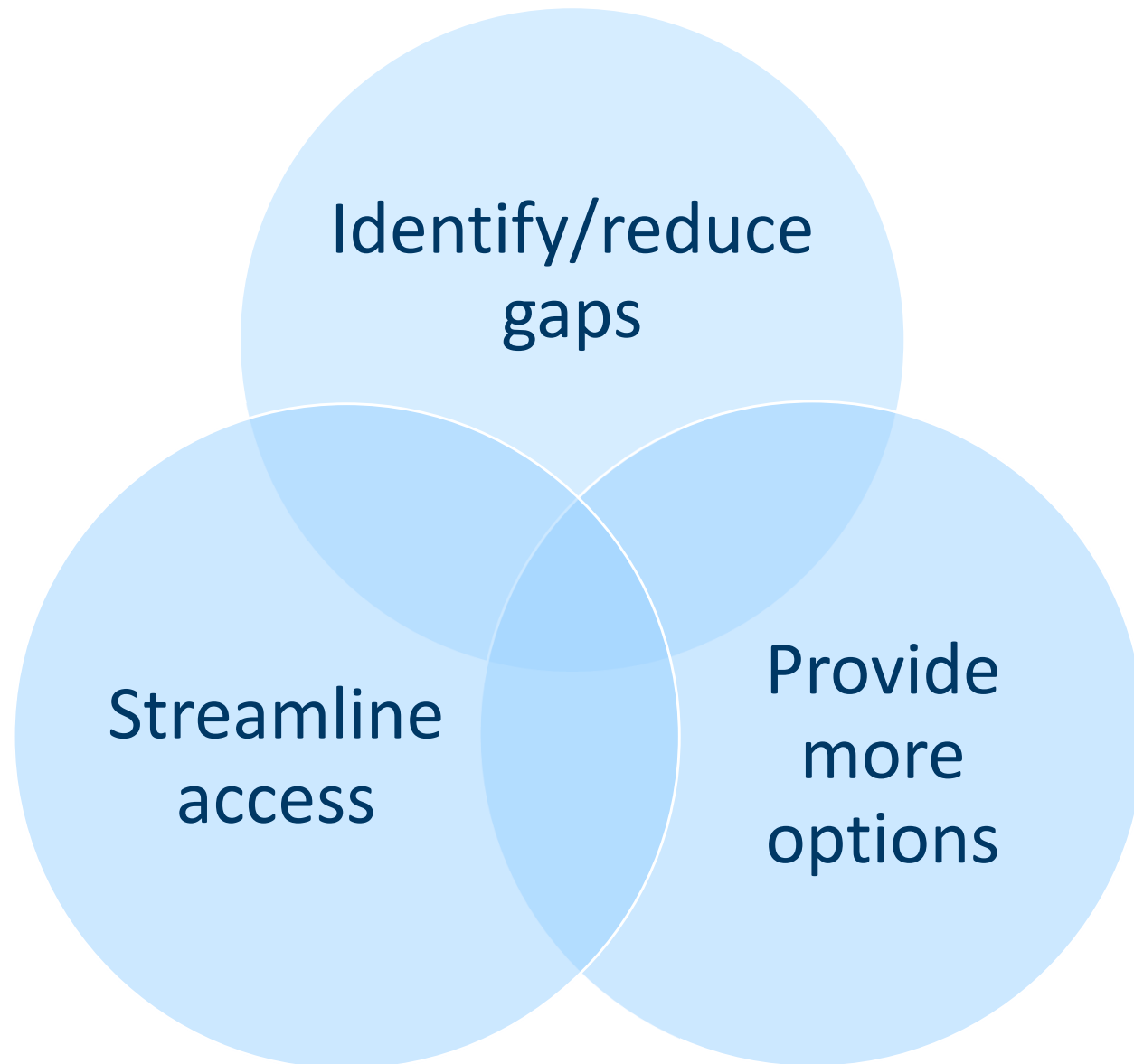
Minnesota Council on Transportation Access (MCOTA)

Established by the Minnesota Legislature in 2010

13-member state agencies & organizations:

- Governor's Office
- Council on Disability
- Mn Public Transit Association
- MnDOT
- Met Council
- Human Services
- Health Services
- Board on Aging
- DEED
- Education
- Commerce
- MMB
- Veterans Affairs

MCOTA's Strategic Plan



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

Mission: To work together to remove obstacles that prevent the successful coordination of transportation programs and resources among their respective customers.

Focus: Transportation access and coordination for older adults, people with disabilities and people with low income.

Regional Transportation Coordinating Councils: Regional RTCCs

7 RTCCs in Greater Minnesota

- Arrowhead/Arrowhead Regional Development Commission
- Northwest/NW Regional Development Commission
- Region Five/Region Five Regional Development Commission
- East Central/East Central Regional Development Commission
- Headwaters/Headwaters Regional Development Commission
- Mid-Minnesota/Mid-MN Regional Development Commission
- Southwest/United Community Action Partnership



LEGEND

- | | | |
|-----------|-----------------|---------------------|
| Region 4* | Connect Central | Northwest |
| Region 5 | East Central | Southwest Minnesota |
| Region 6W | Headwaters* | |
| Arrowhead | Mid-Minnesota | |

**(currently not active)*

12/7/2023

September 2022

Transit Coordination Assistance Projects: Metro TCAPs

6 TCAPS in Metro Counties:

- Anoka
- Dakota – Go Dakota
- Carver/Scott – Smart Link
- Hennepin (*in development*)
- Ramsey – Newtrax
- Washington – Go Washington



Transportation Access Coordination: What can be accomplished?

- Work related to Volunteer Drivers:
 - Law change in 2022 provided a state income tax deduction for volunteer drivers who would otherwise pay taxes on mileage reimbursement.
 - Created Volunteer Driver Webinars to promote best practices and a Volunteer Driver Program Resources webpage: <https://coordinatemntransit.org/resources/volunteer-drivers>
- Examples of programs through RTCC and TCAP partners:
 - Mid-Minnesota RTCC creates and distributes volunteer driver-focused videos.
 - Arrowhead RTCC facilitates vehicle-sharing among community agencies to expand capacity and resources.
 - The Hop Scott Volunteer Driver Program in Scott County.
 - Community micro transit services (Newtrax) in Ramsey County and parts of Washington County.

Shared Mobility Innovation: Moving Greater MN Forward Program



- The first and only rural, tribal, and small urban-focused innovative mobility system in the nation.
- An all-sector collaboration to provide technical and financial support and a forward-looking road map to manage financing and growth.

Moving Greater Minnesota Forward: Phases

Phase 1: Idea Development

Program: 10-week Lean Startup course plus 6-months of coaching

Participants: Local government and community organizations, public transit agencies, small biz, startups, mobility providers

Timing: New cohort every six months starting Sept 2023

Phase 1 completion

Phase 2: Testing

Program: Up to two years of pilot funding

Participants: Local or tribal government or public transit agencies with private partner(s)

Timing: Annual project call starting February 2024

Phase 2 completion

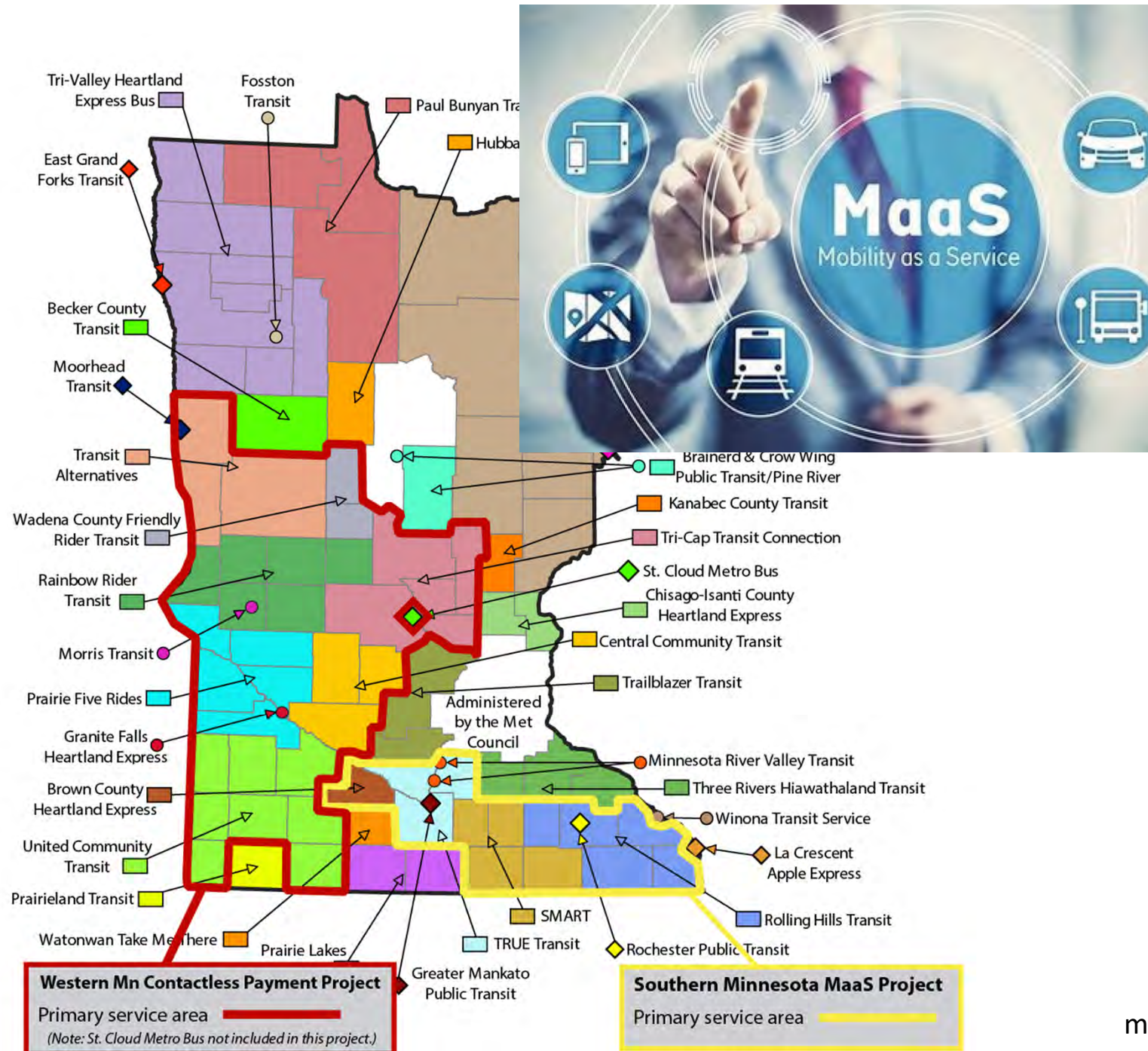
Phase 3: Scaling

Program: Ongoing funding to scale success

Participants: Local or tribal government or public transit agencies with private partner(s)

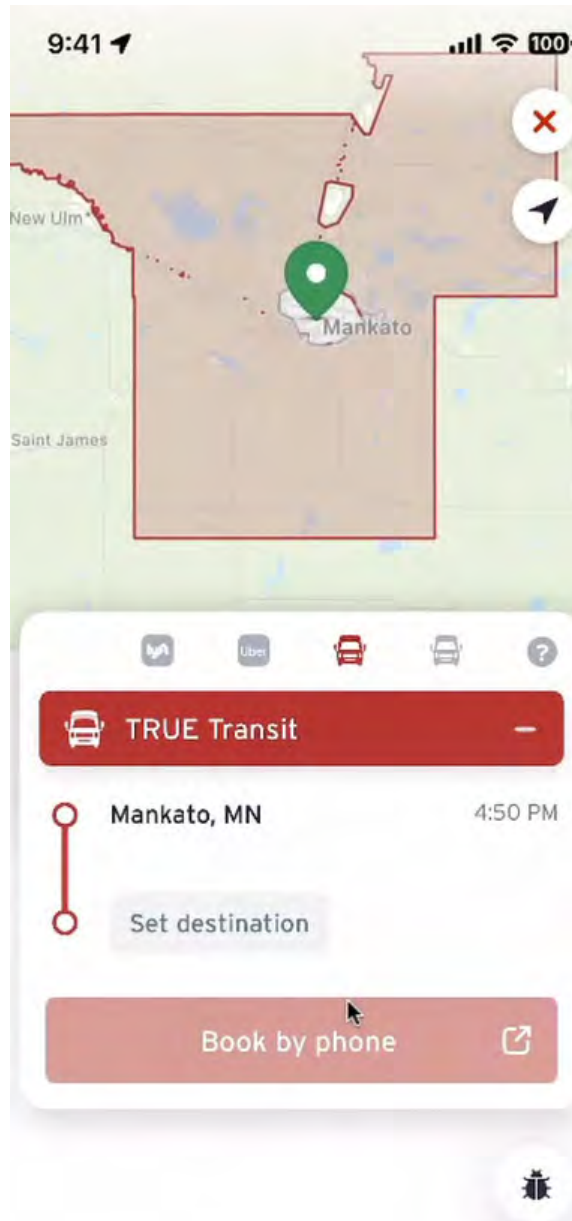
Timing: Successful completion of Phase 2

MnDOT Regional MaaS Project

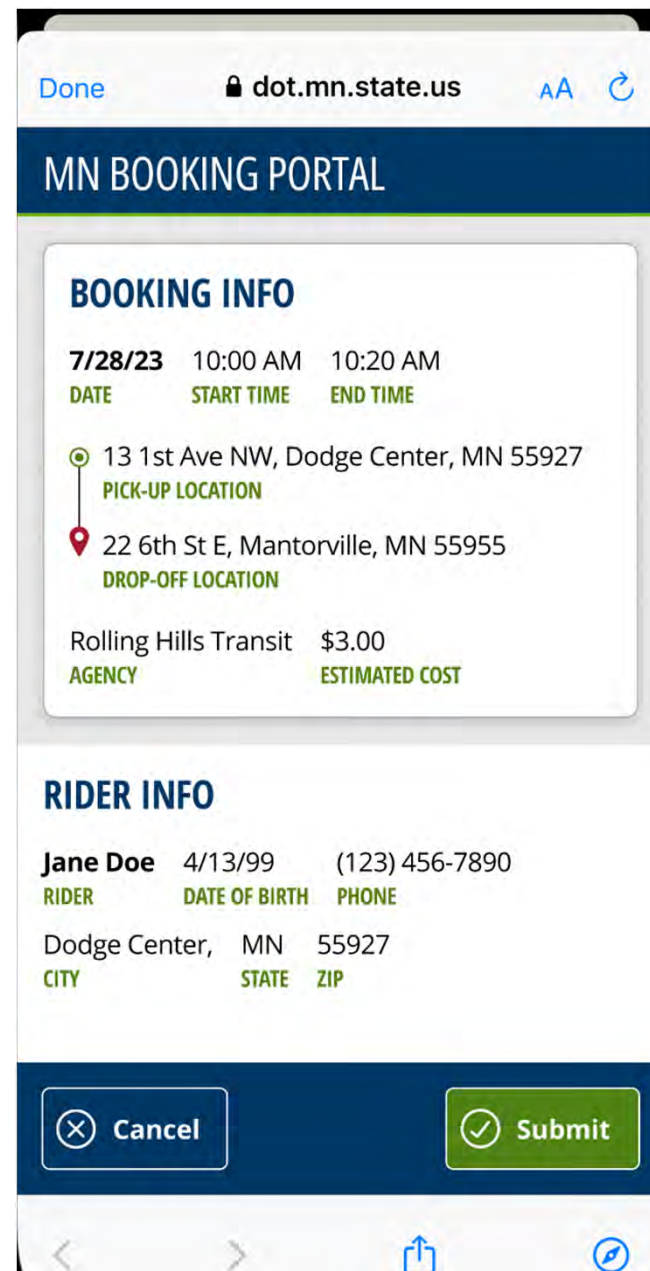


- Mobility as a Service vision: a single platform that provides access to all shared mobility options, allows trip planning, fare payment, and real time updates on trip information
- Integration of transit planning and ticketing with private shuttles and buses, taxis, TNCs, bike and scooter share, van pool, carshare, and new emerging shared mobility technologies
- FTA pilot through April 2024 with transit providers in Southern and Western Minnesota

MnDOT Regional MaaS Project



Demand response



In-app trip booking

Innovation in rural transit trip planning

- First integration of rural transit trip planning in major planning app, the Transit app
- In-app fare payment
- Rural demand response trip booking and management in Transit app

Complete Streets

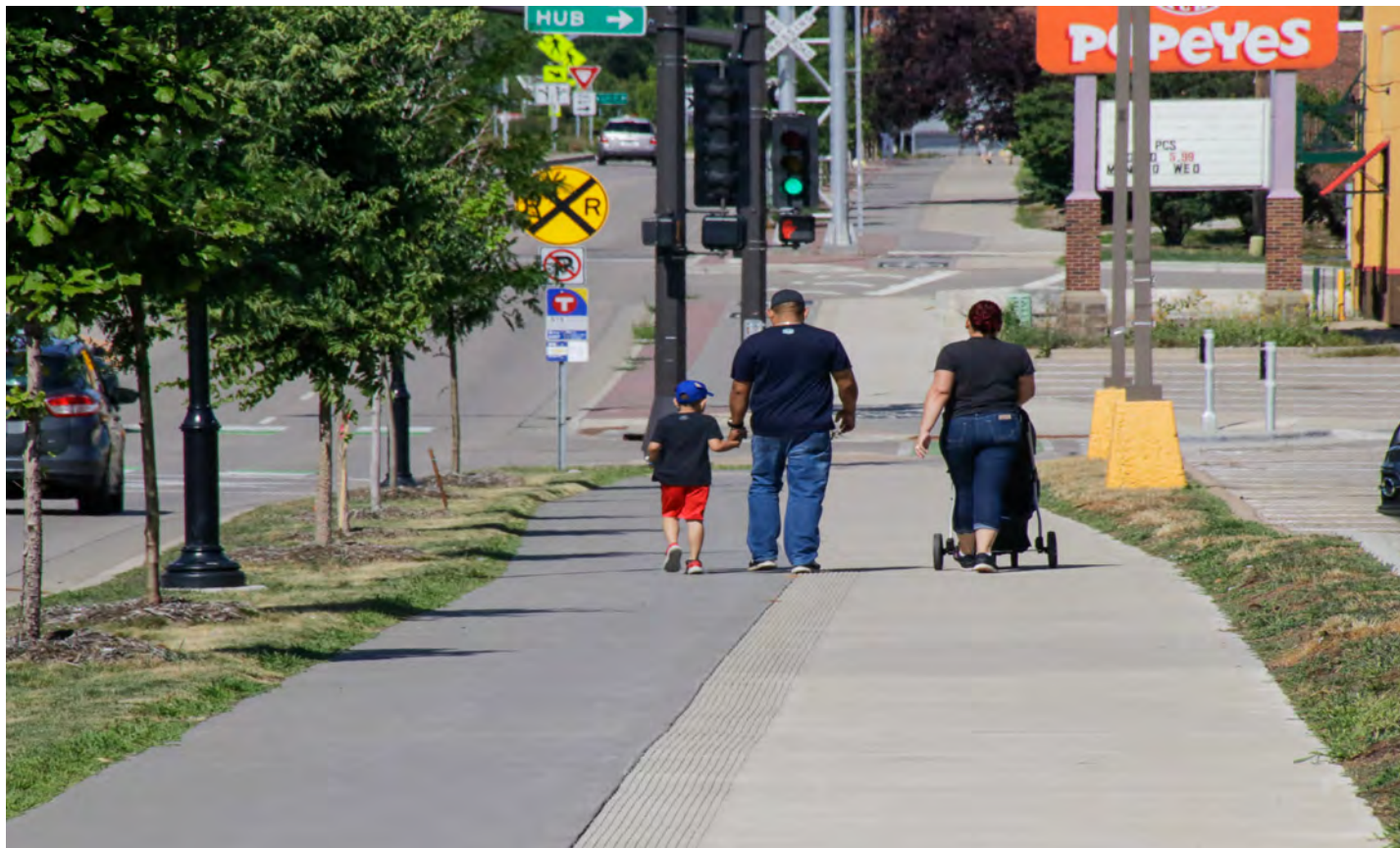


Hwy 61 in Lake City, MN, 2020



Hwy 29/Otter Ave., Parkers Prairie, MN, 2016

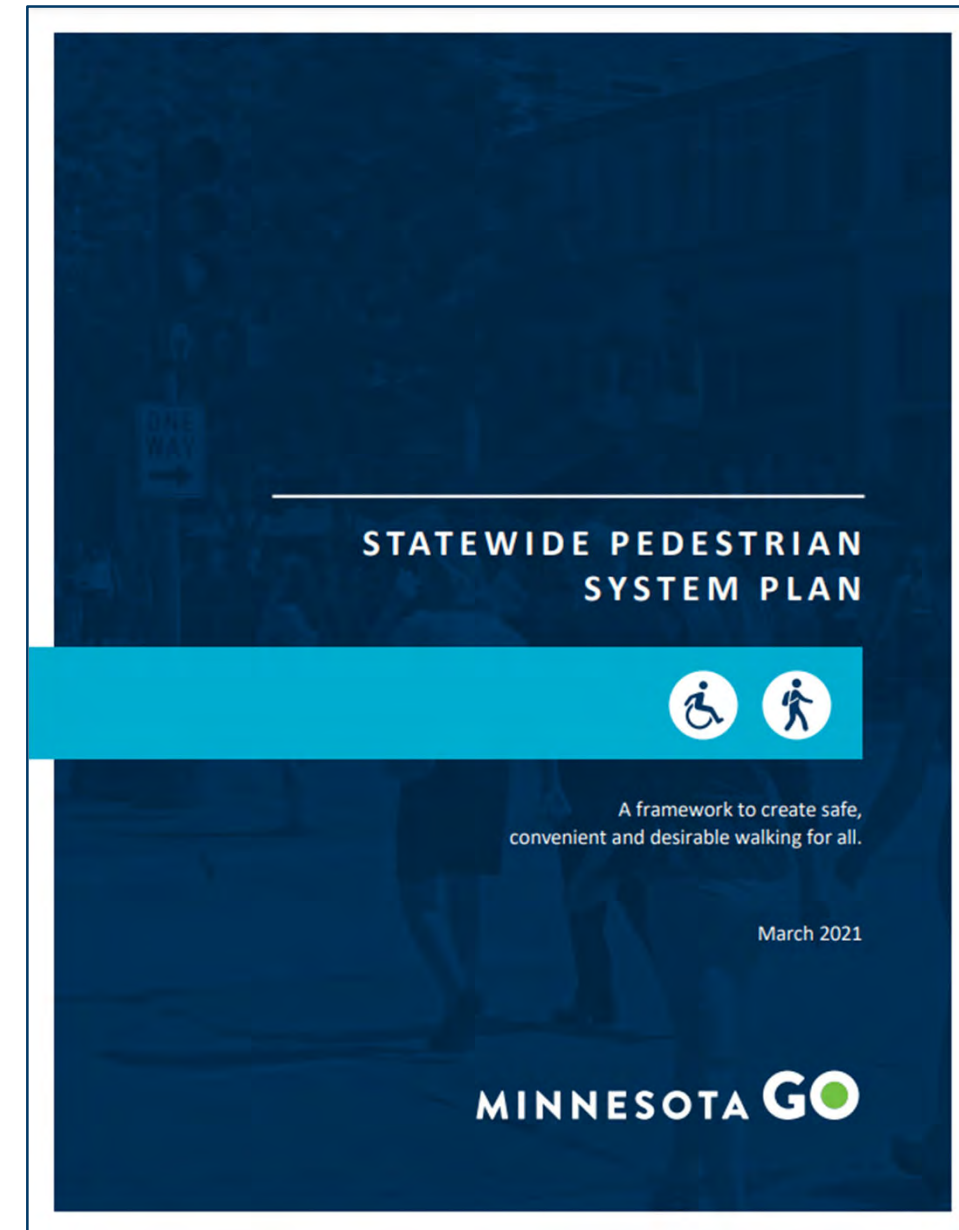
Active Transportation



- Active transportation infrastructure in communities make streets **safer for all ages.**
- Walking and bicycling infrastructure can **help aging adults stay independent.**
- Walking and bicycling **increases opportunities for social interactions** with community members, increasing social wellbeing and connectedness.
- Regular physical activity, like walking and bicycling, can **keep people strong as they age, which helps to prevent falls.**

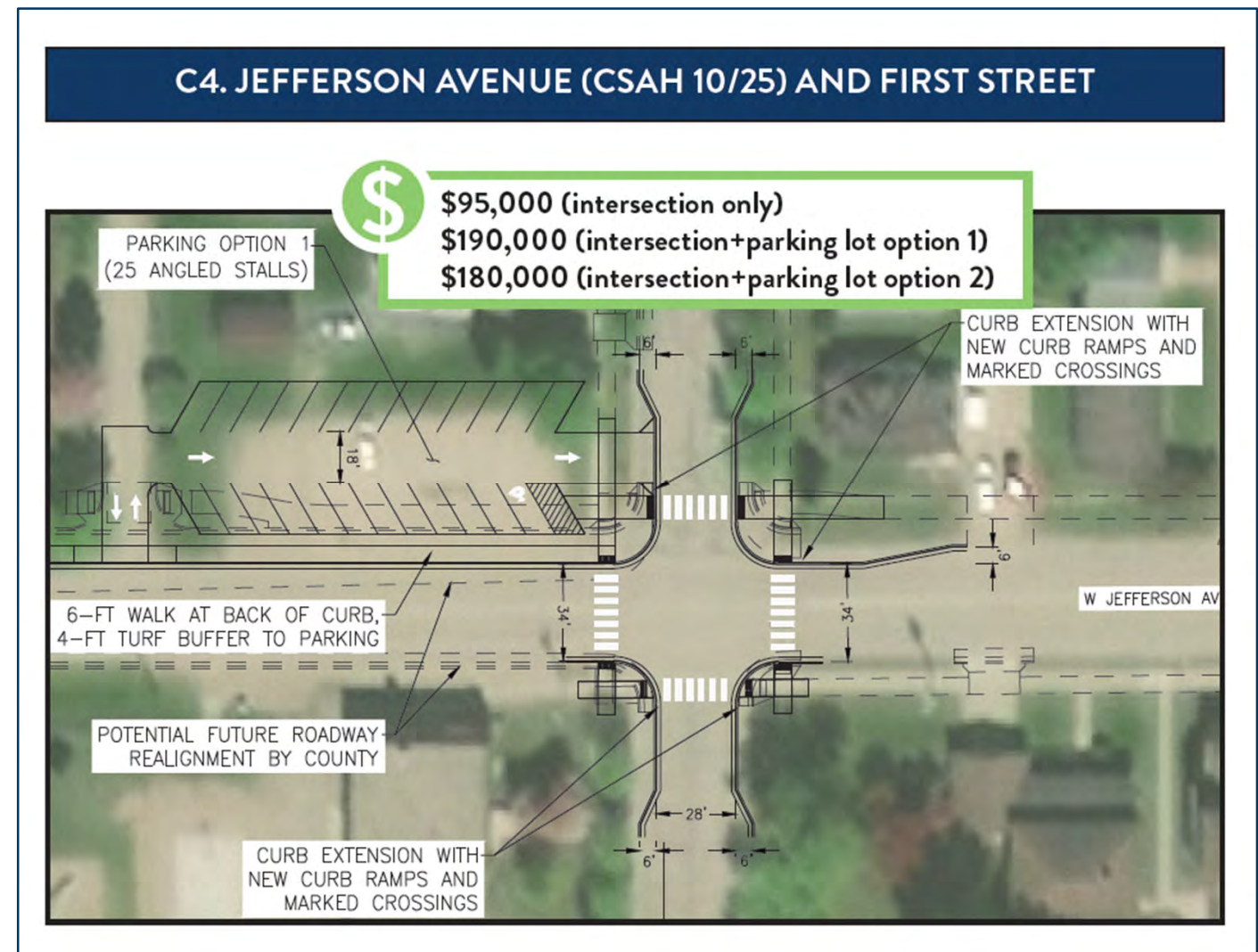
Active Transportation: Planning

- Maintain the Statewide Pedestrian System Plan (SPSP)
- Maintain the Statewide Bicycle System Plan (SBSP)
- US Bicycle Routes



Active Transportation: Design and Engineering

- Lead the creation, improvement, and education around bike/ped design guidance
- Lead technical aspects of demonstration projects
- Implementation of projects identified in modal plans



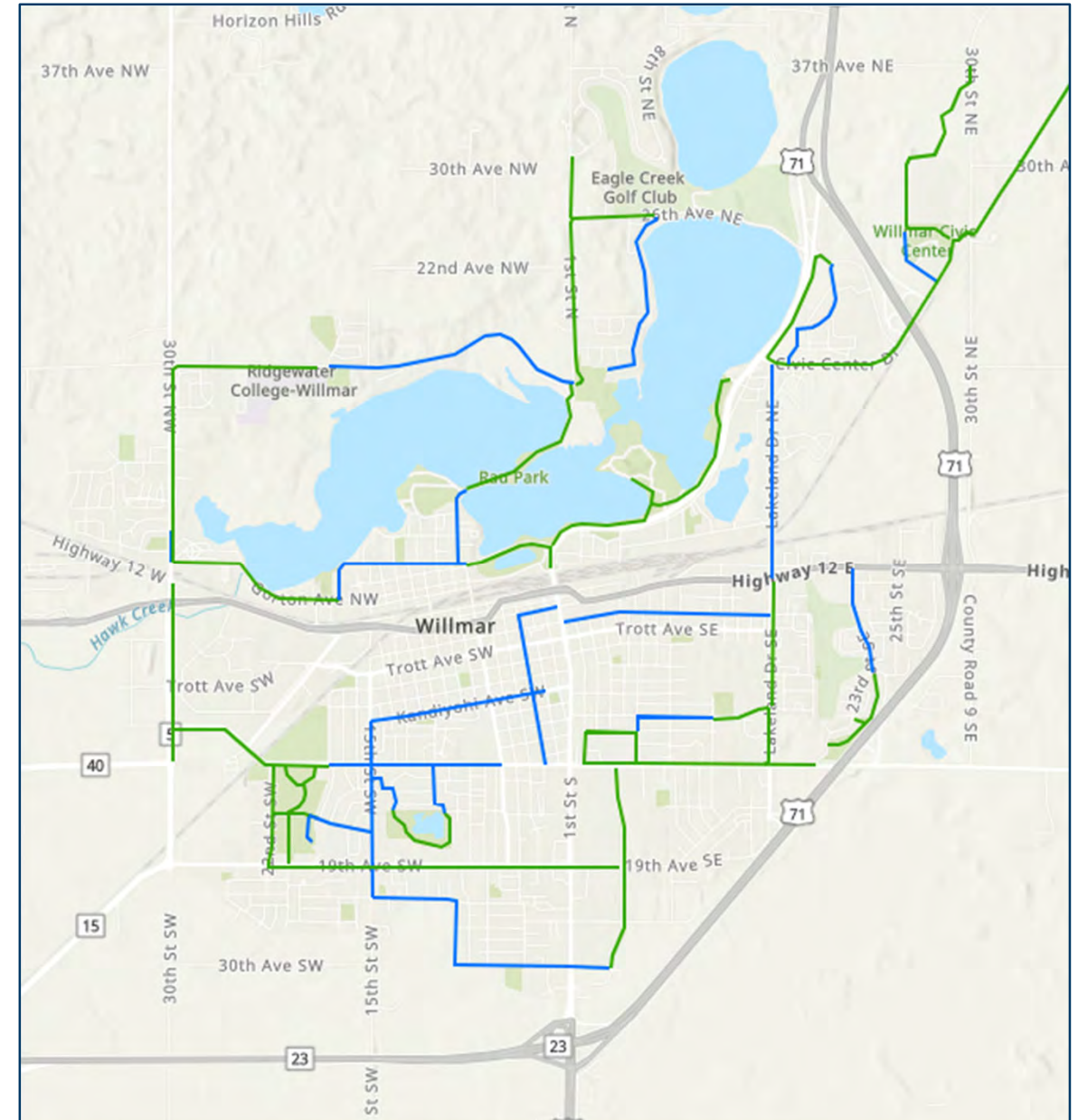
Active Transportation: Programming and Education

- Active Transportation program
- Safe Routes to School program
- Other safety education projects



Active Transportation: Data and Mapping

- AT Data Program with portable and permanent counters
- Tribal Pedestrian Safety Project
- Bike Mapping functions



ADA and Accessibility



- MnDOT has been making routine investments in the accessibility and ADA compliance of its pedestrian facilities.
- Compliant facilities improve usability and access for all users regardless of ability.

Thank You!