

**EXHIBIT 3-9: TR 4B – REPORT ON MCOTA’S ALIGNMENT
WITH OLMSTEAD PLAN**

MCOTA and the Relationship to Olmstead

Overview

In January of 2013, under Executive Order 13-01, the Minnesota Department of Transportation began its participation in the development and implementation of the state of Minnesota's Olmstead Plan "Putting the Promise of Olmstead into Practice". MnDOT identified four strategic actions in the plan to gather baseline information around current transit capacity and need, integrate Olmstead Principals into existing plans and to engage MCOTA in the implementation process of the Olmstead Plan. Below is a review of the progress with MCOTA to date and recommendations for next steps.

Background and Current Status

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.

Due to the cross agency nature of providing transportation for the Olmstead population MnDOT looked to MCOTA as potential to begin the cross agency conversation that will be needed to identify needs and expand overall awareness of Olmstead obligations. Since June of 2013 MnDOT's agency lead has been providing updates to MCOTA's members on the progress on Minnesota's Olmstead Plan. The relationship has proved to be useful for primarily exchanging information, and the strategic actions focused on gathering baseline information have benefited from already planned MCOTA research. However, the connection to a more concrete strategic direction to directly contribute to Olmstead's population based outcomes is not apparent.

While, many strides have been made in creating greater awareness on Olmstead needs among a broader group of transportation stakeholders MnDOT, in conjunction with the MCOTA membership, has determined that inclusion of MCOTA in the Olmstead Plan will be discontinued. The primary reason is that MCOTA's charge is advisory and the Olmstead Plan is seeking direct measurable impact to furthering Minnesota's Olmstead Plan which MCOTA is outside of MCOTA's purview. MnDOT does see value in the maintaining a connection and MnDOT's Olmstead agency lead will continue to provide updates on Olmstead progress to MCOTA and recommend Olmstead based research for consideration in MCOTA's work plan. A copy of MCOTA's current work plan is provided for reference.

Next Steps

MnDOT is in the process of developing alternatives to replace MCOTA in the transportation section of Minnesota's Olmstead Plan. Three recommendations of potential replacements are below.

Inclusive Transit Planning

Provide technical assistance to transit systems on best models for increasing the participation of people with disabilities in the design and implementation of responsive, coordinated transportation systems.

Enhancing Communications

Provide technical assistance on improving persons with disabilities access to transit through improved communication techniques. These techniques may include: travel training, driver sensitivity training and improved signage.

Development of Performance Measures

Identification of key measures for determining increased access by persons with disabilities. These measures may include: overall disabled ridership, customer satisfaction responses, and level of investment.

Appendix A

Amendment to 2014-2015 MCOTA Biennial Work Plan			
	Cost	Objectives	MCOTA Duties Addressed:
MCOTA2015-3 Minnesota mobility management case studies	(\$30,000)	The purpose of this project is to conduct an analysis of mobility management efforts at the state, regional, and provider levels and to <u>develop a plan for creating and sustainably funding a comprehensive statewide mobility management system</u> that recognizes the importance of multimodal mobility coordination and meets the vision and goals of state, regional/local decision makers, public transportation providers and leads to improved transportation and mobility for residents in Minnesota.	(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; (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; (16) encourage the design and development of training programs for coordinated transportation
MCOTA2015-3 Minnesota Council On Transportation Access Action Plan (Proposed)	(\$30,000)	The purpose of this project is to conduct stakeholder engagement and strategic planning in order to develop a strategic action plan for MCOTA's role and recommendations for statewide transportation coordination.	(3) Recommend statewide objectives for providing public transportation services for the transit public; (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; (11) Recommend minimum performance standards for delivery of services. (20) Advocate aggressively for eliminating barriers to coordination, implementing coordination strategies, enacting necessary legislation and appropriating resources to achieve the council's objectives.