

Region 1 2011 Local Human Service Transit Coordination Plan

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Adopted by:

Northwest Regional Development Commission

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Executive Summary

The focus of this Plan was Human Service Transportation Coordination with a special emphasis on transit dependent populations in Northwest Minnesota identified as: People in Poverty, Minority Population, Limited English Proficiency, Persons 65 and older, Zero Vehicle Households, and Low Wage Jobs. The largest concentrations of the transit dependant populations identified are located in the communities of Warroad, Roseau, Hallock, Warren, Thief River Falls, Red Lake Falls, Crookston, East Grand Forks, and Ada; these are primarily the county seats or larger communities that provide medical services, housing for seniors, low income housing opportunities, social service offices, and retail services needed by these populations.

The Region 1 transit system is supported by Far-North Transit which serves Roseau County and the City of Baudette in Lake of the Woods County, Tri-Valley Opportunity Council serving; Polk, Marshall, Pennington, Red Lake, Norman, and within the past year has started service in Kittson County. Tri-Valley also serves the City of Bagley in Clearwater County. The City of Fosston operates a small urban service area with a radius of 1-mile from the city.

Far North Transit is a rural public transit system, which operates three small buses within the eastern and western parts of Roseau County and one that serves the City of Baudette. The system is administered by the Roseau County Committee on Aging. The system operates weekly from 7A.M.-5P.M.

Tri-Valley Heartland Express is a rural public transit system, which operates twenty- two mid size buses and provides transit service to a large portion of Northwestern Minnesota. The system is open to general public and provides both city and countywide service. This system has special start and end times as appropriate to drop off and pick up from places of employment, the general operating times are weekly from 7:30AM to 5:00 P.M. The Tri-Valley transit system provides transportation service to Fargo/Moorhead, Grand Forks, Bemidji, and a variety of smaller communities to meet the needs the public has for the use of transit services. The Tri-Valley main office is located in Crookston and has two satellite offices in Thief River Falls and Ada.

Transit planning goals and projects brought forward from the last transit planning document include service to Kittson County, weekend service, a connection to airline service via bus routes, coordinated maintenance of buses between separate providers, coordination of bus service and volunteer driver programs, education and marketing, the implementation of a travel trainer, and the use of JARC 5316 buses.

Kittson County was the last county in the NWRDC Region to be provided with transit services. The new service will need additional cooperation with other transit providers and travel trainers to help introduce the public to this new service. The City of Crookston now has weekend church services. Tri-Valley coordinates the use of a mobile mechanic to provide services to other buses in the region. A travel trainer is visiting with

communities to market the bus and inform residents about the availability of buses to the public. Tri-Valley Bus has also implemented the Job Access Reverse Commute program to provide bus services to communities with need. The public workshop and steering committee groups discussed expanding these services and incorporating strategies and projects to develop a Coordinated Transit Human Services Plan. Below are more of the strategies and projects discussed.

Strategies include; improving service, better organizational support, coordination between providers, improved service convenience, marketing, and system coordination/communication. Projects include; coordinating bus service, education and marketing, regional coordination that includes more meetings with the steering committee on an annual basis. Coordinated pick-ups and drop-offs or delivery over county line. The current operating procedure for the Roseau County Transit is only within county boundaries. Increase the use of technology with GPS in buses and at dispatch. Hire more mobility managers for distribution region-wide. An informational marketing program that addresses all the potential public users was also viewed as an important element to transit use in the region.

The steering committee recommends more frequent meetings to discuss the transit projects that are occurring in other service provider areas. The continued communication within this group will aid in the future development and utilization of the transit system in northwestern MN.

Introduction

The goal of transit coordination is to enhance transportation access by minimizing duplication of services and facilitating the most appropriate and cost-effective transportation possible with available resources. The purpose of human services public transit coordination is to improve transportation services for persons with disabilities, older adults, and individuals with low incomes by ensuring that communities maximize use of transportation resources funded through public and private sources.

This document is an update of the 2006 Northwest Regional Development Commission Region 1 Transit Plan and will assist stakeholders as they determine ways to coordinate transit services in Region 1. The 2011 Region 1 Local Human Service Transit Coordination Plan documents technical analysis that evaluates existing transportation services in Region 1 and assesses strengths and weaknesses of transportation service provision among public transit agencies, social service agencies, and other providers. The plan also records public outreach efforts and stakeholders' preferred strategies and projects to improve transportation coordination in Region 1.

A Local Human Services Transit Coordination plan is a federal requirement under the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Federal regulations state that projects eligible for funding under the Transportation for Elderly Persons and Persons with Disabilities (Section 5310), Job Access and Reverse Commute (Section 5316), and The New Freedom Initiative (Section 5317) programs must advance strategies identified in a Local Human Service Transit Coordination Plan. This planning process fulfills federal requirements by engaging transportation providers, social services agencies, and members of the public in identifying strategies for regional transportation coordination.

Beyond fulfilling federal requirements, this planning process encouraged representatives of diverse organizations to join together in articulating specific projects that could advance coordination strategies in Region 1. Through public outreach activities, stakeholders brainstormed project ideas and refined these ideas in a collaborative setting. The final project list reflects input of a broad range of regional stakeholders and provides a 5-year blueprint for future coordination efforts in Region 1.

Plan Process

The goal of the 2011 Region 1 Local Human Service Transit Coordination Plan is to identify coordination strategies that will improve transportation services' ability to serve the unique needs of the elderly, persons with disabilities, and persons with low incomes. This planning process combines a needs assessment with public outreach tools to identify strategies for improved human services transit coordination in Region 1. An overview of the plan's key elements is described here.

Needs Assessment

The needs assessment establishes baseline conditions in Region 1 by analyzing demographic trends and identifying available resources for human services transportation. Key elements of the needs assessment include:

- Identifying and analyzing regional demographic and transportation trends
- Mapping transit-dependent demographic groups, existing transit services, and key regional destinations
- Developing an inventory of public, private, and non-profit transportation provider capabilities and resources

Public Outreach

Public outreach activities informed the strategies and projects identified in this plan. Public outreach occurred during two steering committee meetings held on April 14, 2011 and June 23, 2011 and a public workshop held on May 26, 2011.

The plan steering committee closely guided plan decision-making. Steering committee duties included:

- Evaluating strategies and assessing outcomes of projects identified in the 2006 NWRDC Region 1 Transit Plan.
- Developing project ideas and identifying priority strategies as part of the public workshop.
- Prioritizing project ideas identified at the public workshop for inclusion in the final plan.

The steering committee was made up of representatives from public transit agencies, county human service agencies, area agency on aging representatives, and others. Members included:

Steering Committee Membership

Laurel Skala	Fosston Transit	laurel.skala@fosston.com
Teri Kouba	Grand Forks/EGF MPO	teri.kouba@theforksmmpo.org
Leann Holte	Polk County	leann.holte@co.polk.mn.us
Kent Ehrenstrom	Mn/DOT D2 Transit	Kent.Ehrenstrom@state.mn.us
Steve Butler	Far North Transit	rcco@wiktel.com
Sally Hagl-McGlynn	ODC Thief River Falls	smcglynn@odcmn.com
Shannon Hendrickson	NW Area Agency on Aging	shendrickson@nwrdc.org
Ken Yutrzenka	Penn Co. Human Services	kcyutrzenka@co.pennington.mn.us
Cynthia Pic	Tri-Valley Opp. Council	cpic@tvoc.org
Jo Bittner	Polk County DAC	EGFDAC@midconetwork.com
Sue Peterson	TRF Workforce Center	susan.m.peterson@state.mn.us
Danica Robson	Riverside Terrace	RiversideTerrace@schuettco.com
Dave Mills	Red Lake County	dsmills@mail.co.red-lake.mn.us
Sally Erickson	Thief River Falls DAC	fdacse@mncable.net
Wayne Holt	East Polk DAC	epcdac@gvtel.com
Cindy Gratzek	Warren ODC	cgratzek@odcmn.com
Renea Johnson	Riverview Health,	rjohnson@riverviewhealth.org

Strategy Identification and Plan Adoption

In addition to the steering committee, NWRDC hosted a public workshop on June 23, 2011 to incorporate input from all interested stakeholders. A total of 16 people attended, listed in Appendix A. At the workshop, stakeholders identified strengths and weaknesses of transit coordination in the region. Building from these, stakeholders then identified priority strategies for transit coordination and brainstormed project ideas that could address these strategies. Using input gathered at this workshop, the steering committee prioritized the projects and strategies included in the final plan. A draft plan was distributed to stakeholders for public comment between September 2, 2011-October 2, 2011, prior to a public meeting held November 2, 2011. This plan will be adopted by the Region 1 RDC on December 3, 2011.

Needs Assessment

Regional Background

Region 1 Overview

Region 1 is located in the northwest corner of Minnesota and consists of Kittson, Marshall, Norman, Pennington, Polk, Red Lake, and Roseau Counties. The political geography of Region 1 consists of seven counties, 54 incorporated cities, 228 townships and 6 unorganized territories. The Region has three regional trade centers, Thief River Falls, Crookston, and East Grand Forks. An MPO also represents East Grand Forks.

The Region features a climate with wide seasonal variations and a diversified economy based in agriculture and manufacturing. This combination of factors has encouraged independent progressive thinking, leading to the successful development of large manufacturing companies such as Polaris, Marvin Windows, Arctic Cat, and Digi-Key. Kittson County has reversed its trend of a declining population with the construction of Northstar Ag Industries. The county also has opportunities to bring other business and a new populous to the county in the coming years.

The independent way of life and the long travel distances between regional centers makes the use of public transportation difficult for area residents to comprehend and accept as a mode of travel. There is also a significant population that live on county gravel roads with very limited service.

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This system has special start and end times as appropriate to drop off and pick up from places of employment, the general operating times are weekly from 7:30AM to 5:00 P.M. The Tri-Valley transit system provides transportation service to Fargo/Moorhead, Grand Forks, Bemidji, and a variety of smaller communities to meet the needs the public has for the use of transit services. The Tri-Valley main office is located in Crookston and has two satellite offices in Thief River Falls and Ada.

The transit systems have comfortable seating capacity with large buses capable of carrying forty-four passengers. The buses are equipped with dependable wheel chair lifts and tie downs to provide safe and efficient transportation for the transit users.

The Fosston Community Transit Service is a rural public system, which operate one small bus within the City of Fosston. The transit system provides dial-a-ride service on weekdays from 7:30A.M. to 5:30P.M. The system is owned and operated by the City of Fosston, with the City Clerk responsible for the day-to-day management of the system.

Region 1 has three regional trade centers as defined by the University of Minnesota Center for Urban and Regional Affairs during the 2000 Mn/DOT state transportation plan. Grand Forks/East Grand Forks is listed as a primary trade center, with Crookston and Thief River Falls listed as shopping trade centers. Other major communities include the City of Roseau and Warroad; these communities employ thousands of people and have major manufacturing industries in the state with Marvin Windows and Polaris Industries.

The large manufacturing businesses within Region 1 draws employees from long distances that often originate in rural areas thus creating a need for park and ride facilities, this need is often met with the use of parking lots at outlet chains such as Walmart.

Key Destinations

The key destinations for transit riders in region 1 consist primarily in the transport of elderly, handicapped, and low income individuals for trips to communities with health care facilities and shopping services. There is currently an ongoing effort to establish more transit service to the communities with large manufacturing that have employees traveling from a 20-60 mile radius to the place of employment.

Grand Forks/East Grand Forks, Fargo/Moorhead, Crookston, Thief River Falls, Roseau, Warroad, Red Lake Falls, Fosston, and Warren communities are destination centers that provide hospital services, recreational opportunities, and shopping opportunities that the majority of transit users have an interest in acquiring.

The Far North Transit provider provides daily service between Roseau and Warroad and is able to meet the needs of some employees that are working at either Marvin Windows or Polaris, Tri-Valley provides transit service between East Grand Forks and Crookston and has worked well in providing a service to employees that live in one community and work in another.

The primary destinations for manufacturing include East Grand Forks, Crookston, Red Lake Falls, Thief River Falls, Karlstad, Lancaster, Roseau, and Warroad.

Demographics

Region 1 has a low zero vehicle household ratio with many families having 2 or more vehicles. The county seat is the largest city within the county with the exception of Polk County where East Grand Forks has the highest population. These larger communities have the greatest need for public transportation as they have the highest zero vehicle household ratio, largest population of elderly, largest population of limited English proficiency, has the highest minority population, the highest level of households in poverty, and the highest population density. The charts and graphs provide information about the demographic profile and makeup of region 1.

Population Density

The persons per square mile in Region 1 are very low, ranging from 3.3 to 52.4. Appendix B-1 illustrates the population density in the region. Many of the flood prone housing districts in the region were bought out by FEMA after the 1997 flood. The Townships adjacent to the Red River of the North have portions with 0 population per square mile. The results of an aging population, flood events, and available services have forced many rural residents to move into nearby cities. The region still has a large

population of people that could utilize transit service if made available for pickups at the rural homesteads.

Households in Poverty

Region 1 is consistently low in poverty housing. Appendix B-2 illustrates the majority of the region has 0.2-3.9 households in poverty per square mile census tract. The larger communities of East Grand Forks, Crookston, and Thief River Falls have the highest percentile of poverty housing and the highest needs for public transit services.

Minority Populations

Appendix B-3 illustrates the majority of the region has a 0-2.5 minority population per square mile. The minority populations located in Region 1 tend to be focused on the larger communities and several smaller farming communities, where full time employment is limited to the agricultural season.

LEP Populations

Region 1 has a low density of limited English proficiency, the highest populations of non English speaking people tends to center around the larger communities. Appendix B-4 illustrates these areas. The large manufacturing firms do business internationally especially Digi-Key a billion dollar business and they are seeking bi-lingual qualified candidates for doing business. These manufacturing jobs are located in Thief River Falls, Roseau, Warroad, Crookston, and East Grand Forks.

The chart below shows the population changes by county and total state numbers from 1960. One of the major factors in the declining populations in NW Minnesota from the 1990 to the current 2010 census is the amount of major floods that have occurred in the region. Many of those flood prone areas have been resolved and the population levels have started to rebound. The rural flood prone areas have forced residents to move into communities and especially the regional trade centers. These larger communities are better suited to the older residents. They have care centers, hospitals, and the necessary retail stores to serve an aging population that may not be able to drive themselves.

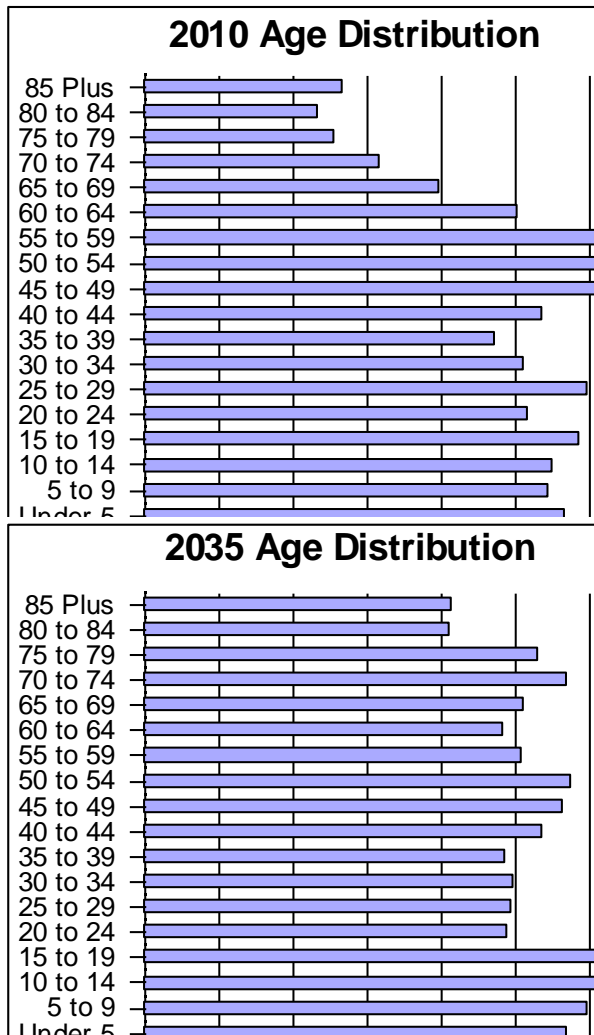
Region 1 Population

County	1960	1970	1980	1990	2000	2010	(1960 - 2010)
Kittson	8,343	6,853	6,672	5,767	5,285	4,552	-3,791
Marshall	14,262	13,060	13,027	10,993	10,155	9,439	-4,823
Norman	11,253	10,008	9,379	7,975	7,442	6,852	-4,401
Penn	12,468	13,266	15,258	13,306	13,584	13,930	1,462
Polk	36,182	34,435	34,844	32,589	31,369	31,600	-4,852
Red Lake	5,830	5,388	5,471	4,525	4,299	4,089	-1,741
Roseau	12,154	11,569	12,574	15,026	16,338	15,629	3,475
Region	100,492	94,579	97,225	90,181	88,472	86,091	-14,401
Minnesota	3,413,864	3,804,971	4,075,970	4,375,099	4,919,479	5,303,925	1,890,061

Although currently a middle-aged region, the area is predicted to have significant elderly population growth in the near future. The elderly are one of the main population groups targeted to use transit in Northwest Minnesota. An explosive population growth in older Americans will require changes to be made to current transit systems.

Seniors

Region 1 will have steady growth in the senior population over the next 25-years years as illustrated in the age distribution chart below. As the baby boomers age the need for transit services will continue to grow in Region 1 and throughout the state. Appendix B-5 highlights the portions of the region with the highest percentile of population over the age of 65.



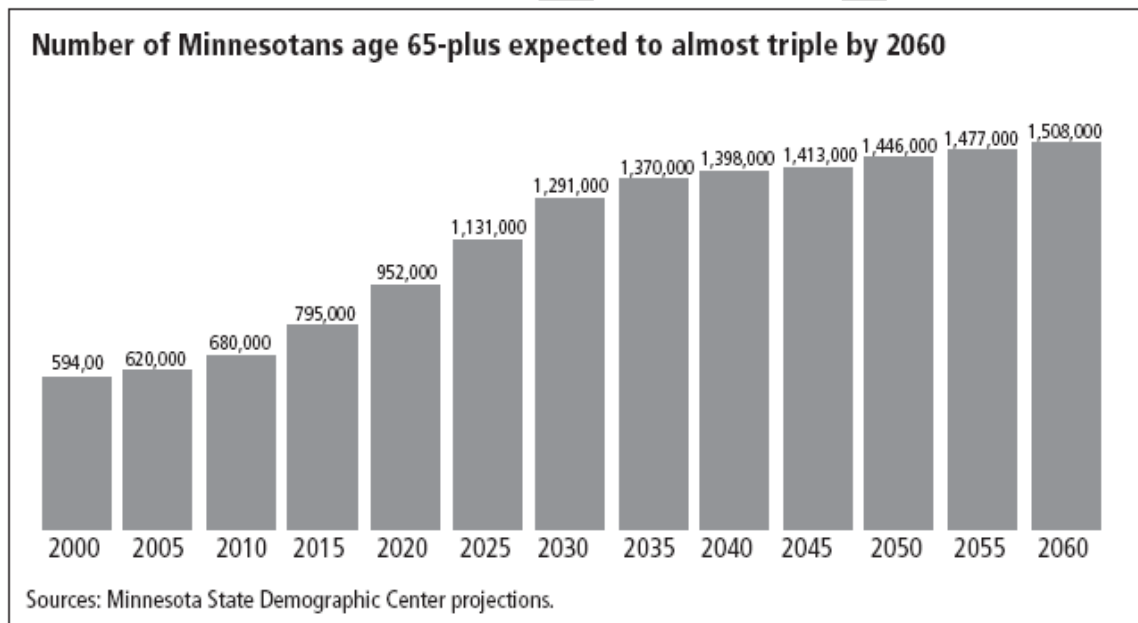
Source: 2010 Age Distribution (U.S. Census of the Population) 2035 Age Distribution (MN State Demographer Population Projections)

Zero Vehicle Households

Region 1 has a low zero vehicle household ratio because of the rural agricultural aspect of the seven counties. The largest areas with no vehicles tend to concentrate on the highest populated areas or lowest income portions of the respective county. The long distances necessary for travel to reach services requires the use of personnel vehicles throughout the Northwestern portion of the state. Appendix B-6 represents zero vehicle households.

The rural dynamics of Northwestern Minnesota and predominate agricultural profession categorizes many of the demographics to illustrate the same information. The population densities, households in poverty, minority populations, limited English proficiency populations, highest number of seniors and zero vehicle households all tend to concentrate on the urban centers. The county seat is generally the areas with the most need for transit services.

The population of region 1 continues to decline as the death rate exceeds the birth rate. The youth move away for college and find employment in other parts of the state or country. Industry personnel have started action plans and training programs to keep the residents living in this part of the state. Colleges are developing curriculums that focus on specific trainings to keep the young people living and working in the agricultural and manufacturing jobs that are available in Northwestern Minnesota.



Northwest Minnesota contains seven counties: Kittson, Marshall, Norman, Pennington, Polk, Red Lake, and Roseau County. Characterized by Swedish, Norwegian, German, Asian, Polish and French-Canadians who settled in the area in the late 1800's, Northwest Minnesota has fifty-four incorporated cities, 228 townships and six unorganized territories. Features include a climate with wide seasonal fluctuation, a glacier-created topography and an economy based on agriculture and manufacturing.

County	Area (Sq. Miles)
Kittson	1,123
Marshall	1,675
Norman	885
Pennington	622
Polk	2,013
Red Lake	432
Roseau	1,676
NW Minnesota	8,426

Low-income individuals may practice various forms of transportation such as bicycling or walking, but the seasonal nature of weather in Northwest Minnesota makes it nearly impossible to practice this year-round. Low-income individuals are not different because of their preferences, but because of limited resources. Vehicle ownership is not often a choice for a low-income family, and is based on affordability issues of the vehicle, insurance, gas and maintenance.

The economic status of county residents is listed below. Low-income individuals are targeted as one of the main populations to use public transit. With the exception of Roseau, poverty level percentages are very similar.

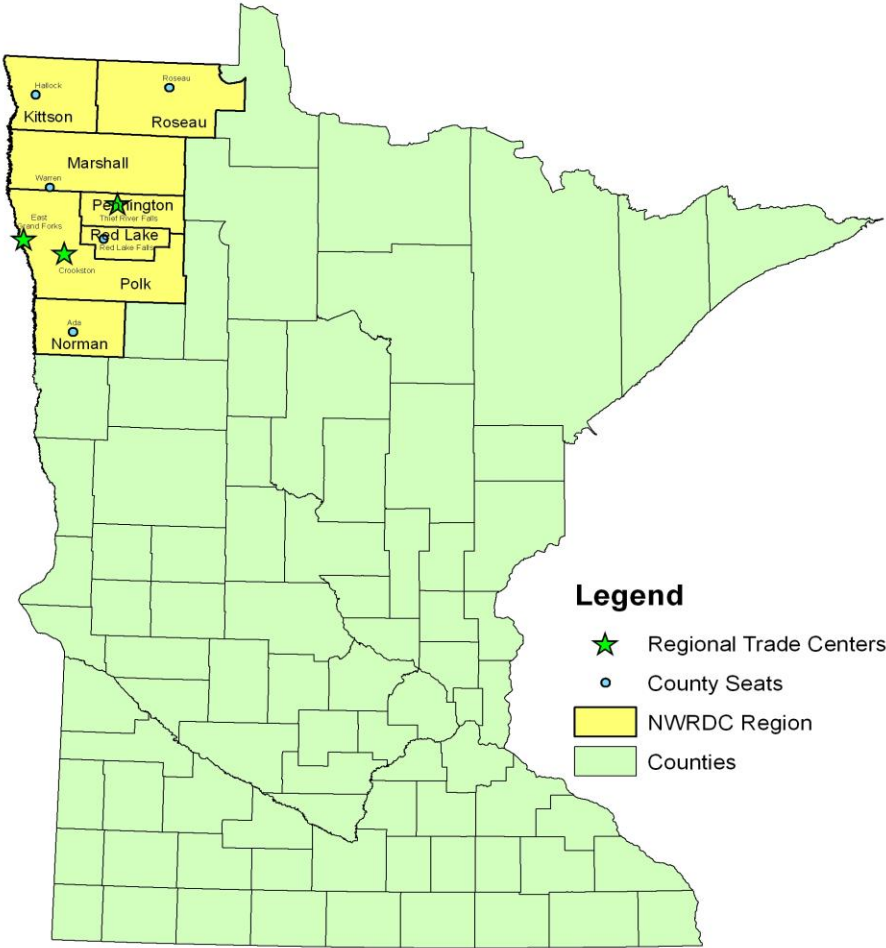
Income	Kittson	Marshall	Norman	Pennington	Polk	Red Lake	Roseau
Median Household Income	\$32,515	\$34,804	\$32,535	\$34,216	\$35,105	\$32,052	\$39,852
Median Family Income	\$40,072	\$41,908	\$41,280	\$43,936	\$44,310	\$40,275	\$46,185
Population below poverty level	521	979	749	1,467	3,284	448	1,054
Percent below poverty level	10.2	9.8	10.3	11.1	10.9	10.8	6.6

Source: State Demographic Center, 2000 Census

The Northwest Minnesota region is characterized by an increasing labor force, as well as an increasing amount of employed individuals. The unemployment rises and falls, however the rate for the region is higher than the unemployment rate for Minnesota and for the United States. The higher unemployment rate seen might be partially due to agriculture. Many individuals are employed in this field on a somewhat seasonal time frame.

Region	Year	Labor Force	Employed	Unemployed	Unemp. Rate	MN Unemp. Rate	US Unemp. Rate
Northwest	2005	50,481	47,880	2,601	5.20%	4.00%	5.10%
	2000	46,465	44,063	2,402	5.20%	3.10%	4.00%
	1995	46,748	44,037	2,711	5.80%	3.70%	5.60%
Headwaters	2005	40,698	38,403	2,295	5.60%	4.00%	5.10%
	2000	38,460	36,465	1,995	5.20%	3.10%	4.00%
	1995	35,549	32,891	2,658	7.50%	3.70%	5.60%
Arrowhead	2005	169,194	160,470	8,724	5.20%	4.00%	5.10%
	2000	164,243	156,647	7,596	4.60%	3.10%	4.00%
	1995	157,959	147,646	10,313	6.50%	3.70%	5.60%
West Central	2005	119,233	114,330	4,903	4.10%	4.00%	5.10%
	2000	111,471	107,332	4,139	3.70%	3.10%	4.00%
	1995	105,073	99,986	5,087	4.80%	3.70%	5.60%
North Central	2005	84,822	80,382	4,440	5.20%	4.00%	5.10%
	2000	78,146	74,710	3,436	4.40%	3.10%	4.00%

NWRDC Region County Seat and Regional Trade Centers



The chart above has the square miles of land within each county. The state map illustrates the location of the NWRDC Region, with the regional trade centers and county seats marked as these are the primary areas of transit need in the region.

A geographic barrier to transit services in Region 1 is the large area as depicted with the map. The rural populations living on gravel roads don't have easy access to transit services without first coordinating a ride into a community. A large percentage of the population works between 20-60 miles from home.



The Sorlie Bridge in East Grand Forks closed to traffic in 2010. The Sorlie is a major connector between East Grand Forks/Grand Forks and serves as a main corridor for transit services between the two communities. Cities Area Transit (CAT) is the public transportation provider for Grand Forks, ND and East Grand Forks, MN. Cities Area Transit buses operate Monday through Saturday covering the cities with eight different routes as well as providing Dial-A-Ride and Senior Rider services.

Transportation and Demographics

To better understand the relationship between regional demographics, transit options, and key destinations, a series of maps were created depicting these elements in this region. These are included in Appendix B.

The Region 1 population is predominately white with nearly 96% of the population.

Total Population	88,472	100.0%
Population Reporting One Race	87,611	99.0%
White	84,731	95.8%
Black or African American	187	0.2%
American Indian or Alaska Native	1,003	1.1%
Asian	514	0.6%
Native Hawaiian or Other Pacific Islander	14	0.0%
Some Other Race	1,162	1.3%
Population Reporting Two or More Races	861	1.0%

Source ESRI Data

The aging population continues to increase while the new births continue to decrease resulting in a declining population base in Northwestern Minnesota.

Although the population of Minnesota is increasing, not all the counties in Northwest Minnesota are following this trend. Reasons for population decline include natural disasters, rural migration, employment and housing. Long-term data for the region reveals a larger population decline occurring since the 1980's. Most population growth in the area is centered on cities and the townships surrounding them.

All of the minority population groups have a slight increase in future population projections, but not enough to have a considerable impact on future transportation modes.

2010 Population by Race/Ethnicity

Total	85,257
White Alone	94.8%
Black Alone	0.3%
American Indian Alone	1.2%
Asian or Pacific Islander Alone	0.7%
Some Other Race Alone	1.8%
Two or More Races	1.2%
Hispanic Origin	3.7%
Diversity Index	16.4

2015 Population by Race/Ethnicity

Total	83,719
White Alone	94.3%
Black Alone	0.3%
American Indian Alone	1.3%
Asian or Pacific Islander Alone	0.7%
Some Other Race Alone	2.1%
Two or More Races	1.3%
Hispanic Origin	4.2%
Diversity Index	18.2

The information below displays the transportation modes for getting to work in 2000. Public transportation only made up of .5% our the NWRDC 7 county region. The reasoning behind these low numbers are attributed to several factors but manly the operating time of the bus and the time of day that work starts.

2000 Workers 16+ by Means of Transportation to Work

Total	41,048
Drove Alone - Car, Truck, or Van	73.8%
Carpooled - Car, Truck, or Van	14.2%
Public Transportation	0.5%
Walked	4.7%
Other Means	0.8%
Worked at Home	6.1%

The next set of information is the travel time it takes for residents to get to work. 30% of the population takes 10-19 minutes to travel to work. 3.8% of the population take 45-59 minutes. These numbers give an understanding of the size of the seven county region and the distances that people drive to work.

2000 Workers 16+ by Travel Time to Work

Total	41,048
Did Not Work at Home	93.9%
Less than 5 minutes	9.6%
5 to 9 minutes	23.1%
10 to 19 minutes	30.2%
20 to 24 minutes	8.7%
25 to 34 minutes	11.3%
35 to 44 minutes	3.0%
45 to 59 minutes	3.8%
60 to 89 minutes	2.6%
90 or more minutes	1.5%
Worked at Home	6.1%
Average Travel Time to Work (in min)	17.9

A new Sanford Health facility is being built in Thief River Falls. The new facility will be located on Highway 59 and adjoin the existing facility. Thief River Falls and Grand Forks, ND are the major hospital providers in the Region. This new facility will service many of the transit users into the future. Digi-Key is the Regions' largest employer with over 2,600 employees is expanding and adding more employees annually. A projection shows the company adding over 200 employees in 2011. Arctic Cat is located next to Digi-Key employing over 1,300. These large industries provide a lot of employment opportunities to the residents of NW Minnesota. Coordinating transit use between these large employers and transit providers will be an important role for the NWRDC in the coming years.

There is a housing shortage in Thief River Falls forcing many of the people that work in Thief River Falls to live in adjacent communities. Transit services as in the JARC program has worked well for the Crookston to East Grand Forks travelers, not so well for the Thief River Falls adjacent communities. A bus is currently making several trips per day between the colleges in Thief River Falls and East Grand Forks. The college service has continued to grow in popularity and introduces young people to transit use.

The maps in Appendix B illustrate the most used bus routes in the region. East Grand Forks, Crookston and Thief River Falls have the highest concentration of transit travel and will continue to increase with the JARC program and new initiatives that provides services between the colleges in all three cities. These communities are the regional trade centers that offer shopping, medical, and entertainment ventures to the transit system users.

Jefferson Bus Lines serves Region 1 with stops in Erskine, Fosston, Crookston, and Grand Forks. Tri-Valley Heartland Express (THE BUS) out of Crookston covers a large area of the Region and will drop off Jefferson customers at the respective pick up location. Amtrak also serves Grand Forks and serves as a destination center.

Transportation Provider Inventory Findings

Throughout months of March through May 2011, the NWRDC developed an inventory meant to capture service information for all public, private, school district, human service, and non-profit transportation providers in the region. The inventory includes information such as fleet size, vehicle capacity, passenger eligibility requirements, and service cost; this information provides a source of comparison across agencies and a means to identify service gaps. To complete the inventory, the NWRDC sent an on-line questionnaire to 60 of the region's transportation providers in spring 2011. 34 responses were returned. A full record of responses to the questionnaire is available at www.nwrdc.org. A directory listing of providers is available in Appendix C.

The NWRDC Region has a variety of transportation providers from public 5310, 5311, 5316, 5317, private vans and cars, taxi service to private service of residents living within an established business or government agency. School buses, health care facilities, churches, human services, and senior centers also have vehicles available for transporting people. The ODC's, DT&H, and public transit systems are often operating small to medium size buses. Some of the larger public systems have buses capable of carrying over 40 passengers. The average start and end times for all systems were between the 7a.m. to 5p.m. time slots. This average often limits the use of public transportation for the individuals that have shift work, start early, or work later than the business norm. The lack of weekend service also limits the use by a large population of potential bus riders creating a substantial gap in service. Another gap discussed was the lack of volunteer drivers to transport riders to their desired locations.

Since the previous transit plan in 2006 several of the transit providers have started to coordinate volunteer driver programs with the bus services. One obstacle that often prohibits more efficient transport of people is the privacy act which keeps such a service from functioning.

The level of service in Region 1 declines in the rural areas. Kittson County is a new recipient of transit services and still evaluating the best service procedure to accommodate the most people. The Thief River Falls Workcenter spends the most amount of time arranging and processing ride coordination.

The costs of rides per passenger are varied by the ride destination and the agency paying for the ride. Some ride for free while a long distance out of the region ride may cost \$200. Medical Assistance, state or federal funding, a personnel expense or an expense by the facility where an

individual lives cover the cost of rides. The counties are sometimes liable for a portion of the billing. Some of the bus trips are only for a specific client such as the services provided by the school district. Many of the transit providers spend a large amount of time arranging rides and coordination pick up and drop offs. They also coordinate services between respective transit agencies. If a transit provider needs to make a delivery out of their respective region they will often line up a ride exchange so the person can be delivered to a route already scheduled by the other transit agency. Sometimes this is not allowed, citing personnel privacy issues or who is paying for the ride. Some of the barriers include the lack of coordination in certain circumstances, the lack of volunteer drivers, insurance issues, and the ability of the service being operational during the needed time of day.

Outcomes since the 2006 Northwest Region Public Transit Plan

Another component of the needs assessment is an analysis of the 2006 Northwest Region Public Transit Plan. The 2006 Northwest Region Public Transit Plan was the first local human services transit coordination plan to be conducted in this region, and includes a list of strategies and projects for improving transit coordination. The 2011 steering committee reviewed these strategies and projects and assessed regional progress on transit coordination since 2006. The group also identified causes for success and barriers to action regarding project implementation. The complete list of 2006 strategies and projects and an assessment of their outcome is presented below.

The strategies and projects are prioritized in order of the largest concern from the 2006 transit plan. The projects are listed with the type of action taken over the past five-years.

Strategy: Improve Service

Project: Establish transit service to counties with no service.

Action Taken Kittson County now has transit services, marketing and education is necessary to get the public involved.

Project: Airline/bus connectivity

Action Taken Tri-Valley is providing bus rides to the airport in Thief River Falls and a connection to the Grand Forks airport.

Project: Provide service on weekends.

Action Taken The City of Crookston is utilizing a church bus on weekends.

Project: Provide rides to employment.

Action Taken Tri-Valley has started operation of the JARC program in Polk, Marshall, Red Lake, and Pennington Counties.

Strategy: Organizational Support

Project: Coordinate bus services

Action Taken All agencies are doing a better job of coordinating bus services with volunteer drivers.

Project: Education and Marketing

Action Taken A regional blitz of media information was distributed through a variety of social media outlets. Radio, TV, Newspaper. Provide a summer fun bus for transporting children across town.

Project: Maintenance of bus fleet.

Action Taken Tri-Valley has a mobile bus mechanic that is available for service calls to other transit agencies.

Strategy: Coordination

Projects:

Regional Coordination: The previous (2006) stakeholder group wanted to meet on a regular basis (quarterly?) in order to provide an increased sense of coordination between providers.

No action taken on this activity. The steering committee still feels this is a high priority strategy that should be pursued in the coming years. NWRDC noted that there is a funding mechanism to assist in the coordination of a steering committee group. The District 2 transit manager will be contacted about this opportunity.

Transit Providers Group: Put together a group composed of private and public transit providers in Northwest Minnesota. Meet on a semi-annual basis in order to provide increased coordination and information on current transit issues, deficiencies and concerns, including those listed in this transportation plan. Meet in smaller, more local groups if necessary.

No action taken

Improve Service Convenience:

Project: Coordinated pick up and drop offs

Coordinate pick-up and drop locations between service providers and/or county boundaries. Specific attention should be paid to Roseau County, whose transit system is not currently able to extend beyond its defined borders to locations such as Thief River Falls, Crookston, or East Grand Forks.

Some action taken

Regional Extended Service: There is a regional need for extended transit hours for the weekends and evenings. Extended service solutions will vary based on the city and the transit provider.

Some action taken There's increasing usage by church groups and Tri-Valley is transporting multiple rides per day between the colleges in Thief River Falls and East Grand Forks.

Project: Increase use of technology

No action taken

The use of GPS will help to efficiently provide on the fly pick-ups to the requesting public. Upcoming technology could make it easier to coordinate between service providers as well as provide a multitude of other benefits.

Strategy: Marketing

Projects: advertise to the public the use of the public bus system.

Some action taken Mn/DOT provided funding to market the use of the public bus system. A travel trainer is often needed to get communities to try something new.

Strategy: System coordination/Communication

Project: Hire a Mobility Manager:

Action Taken Tri-Valley has a mobility manager to inform, educate, and participate in transit riding with the public.

Project: Service Inventory: Compile an inventory manual of all transit services available and pass out to transit providers. Gaps and doubled services can be avoided, and routes can be coordinated between different agencies, if necessary.

No action taken The communication between the service providers has increased and if a transit management position was in place to keep objectives moving forward; projects could get implemented at a faster pace.

Project: Education:

Some action taken Utilized local television channels, radio ads, flyers to increase the knowledge of the buses.

Implementation of the above projects relies upon coordination, cooperation, interest, funding, and cost-efficiency. Projects that were successful were because of what the people wanted, if there was a project champion to pursue the project, and if they had the local and or federal funding mechanism to make the application feasible.

The implementation of transit provider meetings (annually or bi-annually) is a vehicle in which to enact the proposed solutions. Future revisions of performance measures manuals for individual service providers will encompass the above strategies, as well as identify potential upcoming concerns. The timeline for completion is extended, as some solutions require multi-agency support and organization on a large scale.

Many of the projects with little or no action was because of the lack of follow-up to the proposal. It was considered to expensive or the idea just didn't have enough mutual support from local government and other supporting transit agencies.

Summary of Existing Conditions and Needs

The final component of this needs assessment is a stakeholder-generated list of strengths and weaknesses of existing transit coordination efforts. At the public workshop, participants identified strengths and weaknesses of existing coordination efforts in Region 1. Combined with the plan's technical findings, these strengths and weaknesses form the basis for identifying strategies to address transportation coordination in this region.

The steering committee identified the strengths of the transit system in region 1. The results are listed below.

- Have strong transit agencies in the region, willingness to work together
- Have great agencies implementing the program
- There's an interest in coordinating services to provide the public with the best service
- There is service available to most

- Vehicles are available in all 7 counties, with lift accessibility
- There is good service to most costumers
- Interest in transit is increasing

The steering committee also discussed the weaknesses of the current transit services in the region. The weaknesses are listed below.

- Need regional coordination to provide more services
- Times of bus service is too short, need extended hours
- Public perception needs attention
- Lack of technology/FB/easy pay methods
- Marketing/lack of education to public
- More mobility managers/courses
- Lack of weekend/night service

The steering committee discussed the operating procedures of the transit systems in Region 1 and highlighted the services being done well. Everyone agreed that the transit providers work well with each other to keep costs down. They are all willing to coordinate services as best they can for the benefit of the public. The items listed in the weaknesses section highlight the need for more education and marketing. They also discussed having an easy pay method either through a credit card swipe or scheduling payments through PayPal. Facebook was also discussed as a mode of getting people connected and educated about the bus. The general public doesn't view the buses as public transportation that is open to everyone. A bus wrapped with some advertising will help to educate the buses are for public use. A county coordination transit champion and more mobility managers are needed to get more attention to transit systems.

Strategy and Project Identification

The priority strategies and projects identified in this plan were initially identified by stakeholders at the public workshop and further refined by the steering committee. At the public workshop, stakeholders reviewed strategies for transit coordination, identified which strategies should be prioritized for this region, and brainstormed project ideas for implementation of these strategies. Taking the entire list of ideas generated, public workshop participants voted on high-

priority strategies and projects to be highlighted in the final plan. Later, steering committee members considered this input while prioritizing strategies and projects for inclusion in the list presented below. A complete list of project ideas considered during the planning process is presented in Appendix D.

To categorize project ideas, steering committee members created an “Effort vs. Impact” chart to compare these project ideas. This created a relative sense of how much effort (low to high) each project idea would take as well as how much impact (minor to major) each project could have in its region. This chart can be found in Appendix E. The strategies and projects listed below represent those ideas the steering committee prioritized as having the most potential to improve transit coordination in Region 1.

Prioritized Strategies

The steering committee listed strategies identified at the public workshop and organized those into three categories they include; Coordinate and Consolidate Transportation Services and Resources; Mobility; and Communication, Training, and Organizational Support.

The Coordinate and Consolidate Transportation Services and Resources include;

- **Coordination Software between agencies**
- **Program Coordinator/Organizer/ Dispatch**
- **Central Call Center**
- **GPS transit buses**
- **PayPal type service/Card toll/bankcard use**
- **Web based transit scheduling/systems**
- **Organization/coordination of transit systems**
- **Shared vehicles and capital equipment**

The Coordinate and Consolidate Transportation Services and Resources Project Ideas include;

- **Shared resources and services**
- **Purchase software to economize trips**
- **Coordinate ride schedules with employer start times and shift changes**
- **Coordinated dispatching services between providers and riders**
- **Organize a call center that can dispatch with multiple providers**

- Coordinate rides from one service region into another
- Coordinated payment service usable on all the systems (PayPal)

The Mobility Strategies include;

- Mobility manager exposure
- Increase rides
- Coordination of volunteer drivers
- GPS Tracking in vehicles
- Mechanic on the fly
- Senior meal volunteer increase/availability
- Small community service
- Enhancing customer travel
- Convene a regional coordinated group

The mobility project Ideas include;

- More access to mobility manager
- Improved service convenience
- Enhanced volunteer program
- Improved service with electronic upgrades
- Maintenance of vehicle fleet
- Enhanced volunteer driver program
- Improved service/convenience
- Education

The Communication, Training, and Organizational Support Strategies include;

- Travel Trainer
- GPS services
- Marketing

- Web based transit services
- Expand Education Efforts
- Communication between providers
- Software Improvements
- Pricing list availability
- Informational fact sheet for mentors

The Communication, Training, and Organizational Support Strategies Project Ideas include

- Organize/coordination of 5310 vehicles to extend service
- Mentor/volunteer Program
- Communication software
- Software for transit
- Education
- Enhance travel training/mobility manager
- Coordinate volunteer driver program
- Coordinate contract with other facilities
- Travel Trainer educational courses

Prioritized Project List

Easy to do/Major Improvement

Overview of Project:

Travel Trainer/Mobility Manager

The mobility manager will visit with a variety of potential transit users to educate them on how the transit system works.

Clients served by Project:

All potential users of the transit system

Communities Served:

This project will affect all communities in the region

Type of Agency Responsible:

Tri-Valley currently has one travel trainer based out of Crookston. Another agent could help to cover the large area and get the public involved in the transit system. All the counties would be required to help in paying for this position.

Strategy Addressed:

The communication, training, and organizational support strategy is addressed.

Overview of Project:

GPS system for dispatch and buses

Provide GPS devices in buses to maximize service design and enhance productivity.

Clients served by Project:

All of the traveling public would benefit. The providers would also see a cost savings in the future.

Communities Served:

All communities would benefit, depending on how many providers participated.

Type of Agency Responsible:

Tri-Valley Bus has shown the most interest and serves the largest area.

Strategy Addressed:

The mobility strategy of improving service is addressed with this application.

Overview of Project:

Shared resources

Clients served by Project:

All clients benefit by getting services at a lower cost

Communities Served:

All communities

Type of Agency Responsible:

All agencies

Strategy Addressed:

Coordination and consolidate transportation services and resources

Overview of Project:

Mentoring program

Clients served by Project:

All transit users

Communities Served:

All that participate

Type of Agency Responsible:

The NWRDC could lead this type of project

Strategy Addressed:

Communication, training and organizational support

Overview of Project:

Organized/coordinated transit

Clients served by Project:

All transit users and the efficiency of the transit providers

Communities Served:

All communities

Type of Agency Responsible:

The coordinated group of transit providers

Strategy Addressed:

Communication and organizational support

Overview of Project:

Mobility manager exposure

Clients served by Project:

Non users of the transit system

Communities Served:

All participating

Type of Agency Responsible:

Agencies that have the mobility managers

Strategy Addressed:

Communication, training and organizational support

Overview of Project:

Mechanic on the fly

Clients served by Project:

Transit providers

Communities Served:

Service would depend on the transit provider's location

Type of Agency Responsible:

Tri-Valley Bus

Strategy Addressed:

Coordinated transportation services, mechanically services can be scheduled for bus fleet

Overview of Project:

Small community service

Clients served by Project:

Small rural towns that have no service or limited service

Communities Served:

Communities with no service

Type of Agency Responsible:

All providers would participate

Strategy Addressed:

Mobility strategies will be improved

Overview of Project:

Enhanced customer travel

Clients served by Project:

Wheel chair dependant populations

Communities Served:

All with handicapped people

Type of Agency Responsible:

Providers with chair lift capability

Strategy Addressed:

Mobility strategies are addressed

Overview of Project:

Marketing

Clients served by Project:

All transit populations

Communities Served:

All the communities will benefit

Type of Agency Responsible:

Local units of government, free radio ads, and transit providers

Strategy Addressed:

Communication, training and organizational support

Overview of Project:

Regional transit champion

Clients served by Project:

All the providers looking for assistance or that need help with applications

Communities Served:

The entire region benefits

Type of Agency Responsible:

Any provider agency or government entity that would like to lead

Strategy Addressed:

Communication, training and organizational support

Easy to do/Minor Improvement

Overview of Project:

Installation of call center

Clients served by Project:

All transit dependent clients that call ahead for rides

Communities Served:

All communities benefit from a call center

Type of Agency Responsible:

Tri-Valley has discussed service as a regional call center

Strategy Addressed:

The communication strategy is addressed with this project

Overview of Project:

Provide the ability to use web based transit

Clients served by Project:

This project will focus primarily on the younger or computer trained populations

Communities Served:

This project will serve all the communities

Type of Agency Responsible:

Generally the call center or central dispatch would handle these types of appointments

Strategy Addressed:

Coordinated dispatch

Overview of Project:

Commit transit providers to share equipment

Clients served by Project:

All transit users will benefit by having cheaper rates

Communities Served:

The service would occur between transit providers

Type of Agency Responsible:

All providers

Strategy Addressed:

Coordination and consolidation of services

Overview of Project:

Increase ridership

Clients served by Project:

All the population

Communities Served:

All communities will benefit

Type of Agency Responsible:

All public and private transit providers

Strategy Addressed:

The mobility strategies are addressed

Overview of Project:

Formation of a regional coordinated group

Clients served by Project:

The end result will mean more efficient better service to all transit riders

Communities Served:

All communities within region 1

Type of Agency Responsible:

The NWRDC can lead in this role, other transit providers

Strategy Addressed:

Communication, training and organizational support

Overview of Project:

Create informational fact sheets

Clients served by Project:

All the clients that are getting service from other governmental entities.

Communities Served:

All communities will benefit

Strategy Addressed:

The communication strategy addresses this project

Type of Agency Responsible:

Human service entities

Difficult to do/Major Improvement

Overview of Project:

Purchase software

Clients served by Project:

The transit providers

Communities Served:

The improved service will benefit all riders

Strategy Addressed:

Coordinated transportation services

Type of Agency Responsible:

The transit provider

Overview of Project:

Provide payment services through a card troll of PayPal system

Clients served by Project:

It will make the payment method easier for the general public and the people that don't know how to ride the bus.

Communities Served:

Any of the communities that have a transit provider with a card troll system

Strategy Addressed:

The coordination of transportation services would be the strategy to address this project

Type of Agency Responsible:

Providers that are capable of purchasing the card troll system

Overview of Project:

Provide web based ride scheduling

Clients served by Project:

All cliental with the capacity to operate a computer

Communities Served:

This project will serve all the communities where the providers have use.

Strategy Addressed:

Coordinated and consolidated transportation services/coordinated dispatch

Type of Agency Responsible:

This could be a transit provider or a hired outside consultant

Overview of Project:

Coordinating volunteer drivers

Clients served by Project:

The medical assist patients that use volunteer drivers

Communities Served:

Any of the communities that provide volunteer drivers

Strategy Addressed:

Coordination and consolidate transportation services and resources

Type of Agency Responsible:

Social service offices and others that coordinate rides

Overview of Project:

Service of the senior meal volunteers, recruit more volunteers

Clients served by Project:

The elderly population that uses the senior meal program

Communities Served:

The communities that have senior meal sites

Strategy Addressed:

Coordinate and consolidate transportation services

Type of Agency Responsible:

LSS provides the funds for the senior meal programs the NWRDC AAA also participates the senior centers and elected officials are often the agencies that recruit the volunteers

Difficult to do/Minor Improvement

Overview of Project:

Coordination of large employers start time

Clients served by Project:

The low income group that could benefit from the use of transit services

Communities Served:

Warroad, Roseau, Thief River falls, Warren, Red Lake Falls, Oslo, Alvarado, Middle River, Holt, Newfolden, Crookston, and East Grand Forks would be the benefactors of organized start times.

Strategy Addressed:

Coordinate and consolidate transportation services and resources

Type of Agency Responsible:

The NWRDC has taken on this role in the past, need to get cooperation from

Adoption and Approval of Plan

The NWRDC TAC reviewed and approved execution of the 2011 Local Human Service Transit Coordination Plan on March 7, 2011. The TAC was kept informed on the process of the plan throughout the summer months. The TAC will be given a copy of the draft plan for review and approval.

The steering committee was formed in May of 2011 with the first steering committee meeting taking place on April 14, 2011 at the Pennington County Courthouse. The meeting focused on the 2006 transit plan and discussion ensued on invites to the open house workshop.

May 26, 2011 the public open house workshop was held at the Tri-Valley Bus Facility in Thief River Falls. Strategies and projects were reviewed and discussed.

June 23, 2011 the final steering committee meeting was held at the Tri-Valley Bus facility in Thief River Falls

The draft plan will be posted on the NWRDC transportation page the week of September 6th, 2011.

The draft plan was forwarded to Mn/DOT for review the first week of September.

A draft plan was distributed to stakeholders for public comment between September 2, 2011-October 2, 2011. This plan will be adopted by the Region 1 RDC on December 3, 2011.

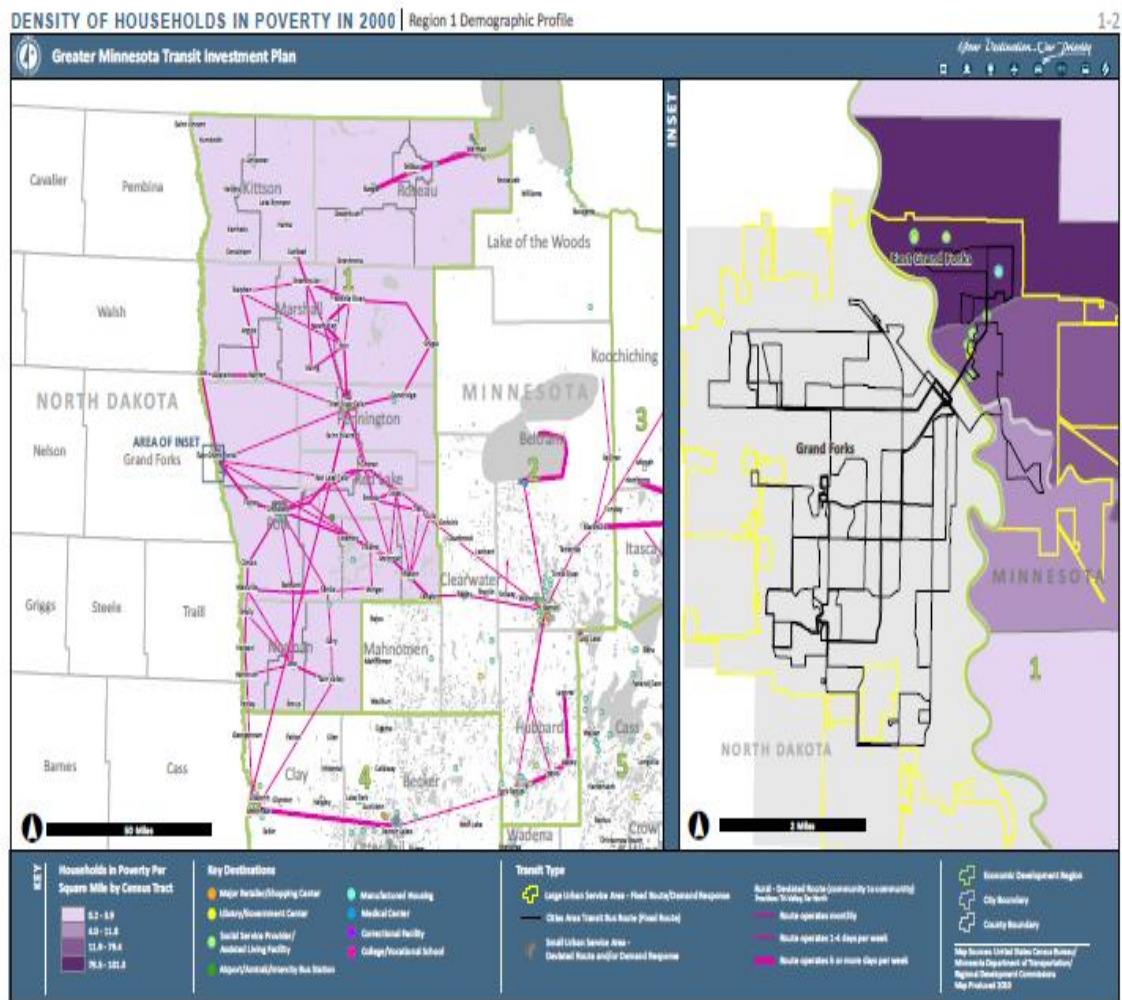
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Appendix A- Public Workshop Participants

May 26, 2011 Workshop Participants

Name	Organization
Shannon Hendrickson	NWRDC AAA
Ken Yutrzenka	Pennington County Human Services
Tammy Sykes	LSS
Melissah Lundeen	Kittson County Social Services
Steve Butler	Far North Transit
Susan Peterson	Thief River Falls Workforce Center
Mark Hoiland	Tri-Valley Transit
John Johnson	Options
Teri Kouba	East Grand Forks MPO Transit
Cathy Fynboh	Digi-Key
Carol Demars	LSS
Jo Bittner	Polk County DAC
Dave Mills	Red Lake County Social Services
Cindy Pic	Tri-Valley Transit
Danica Robson	Riverside Terrace
Troy Schroeder	NWRDC

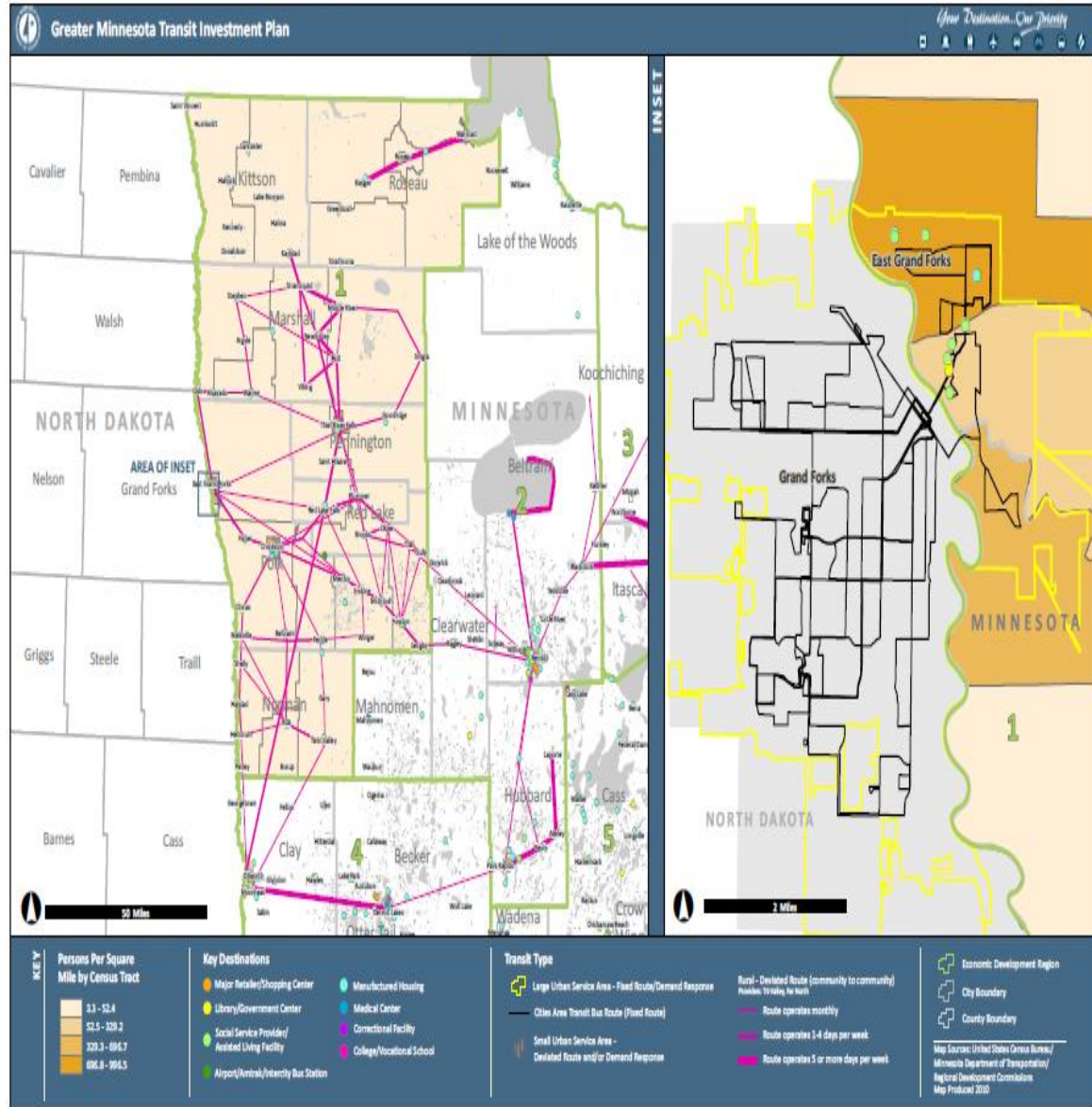
Appendix B-1 Transit Services, Transit-Dependent Populations, and Key Destinations in Region 1. Density of households in poverty.



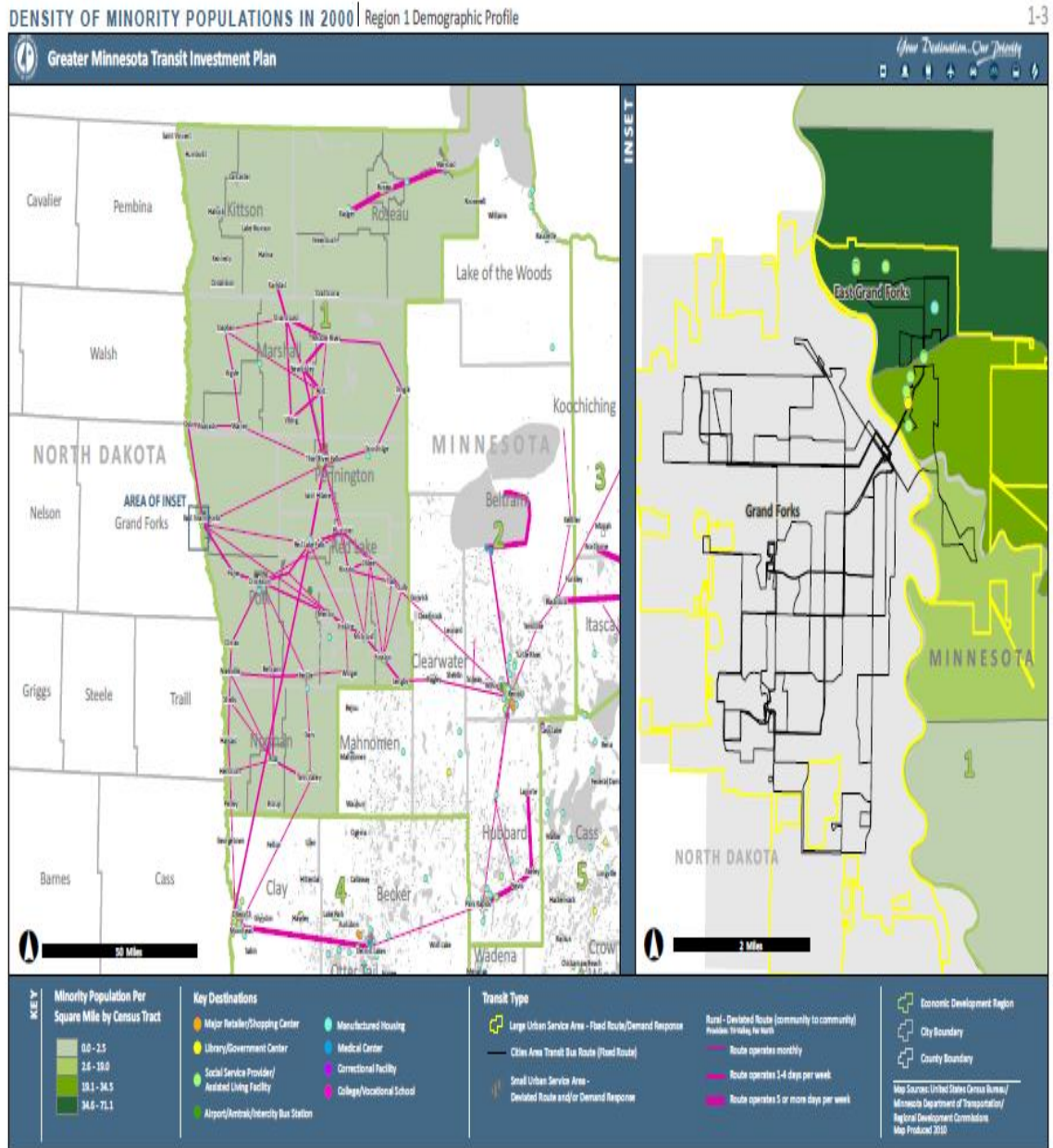
Appendix B-2 Transit Services, Transit-Dependent Populations, and Key Destinations in Region 1. Population Density

POPULATION DENSITY 2000 | Region 1 Demographic Profile

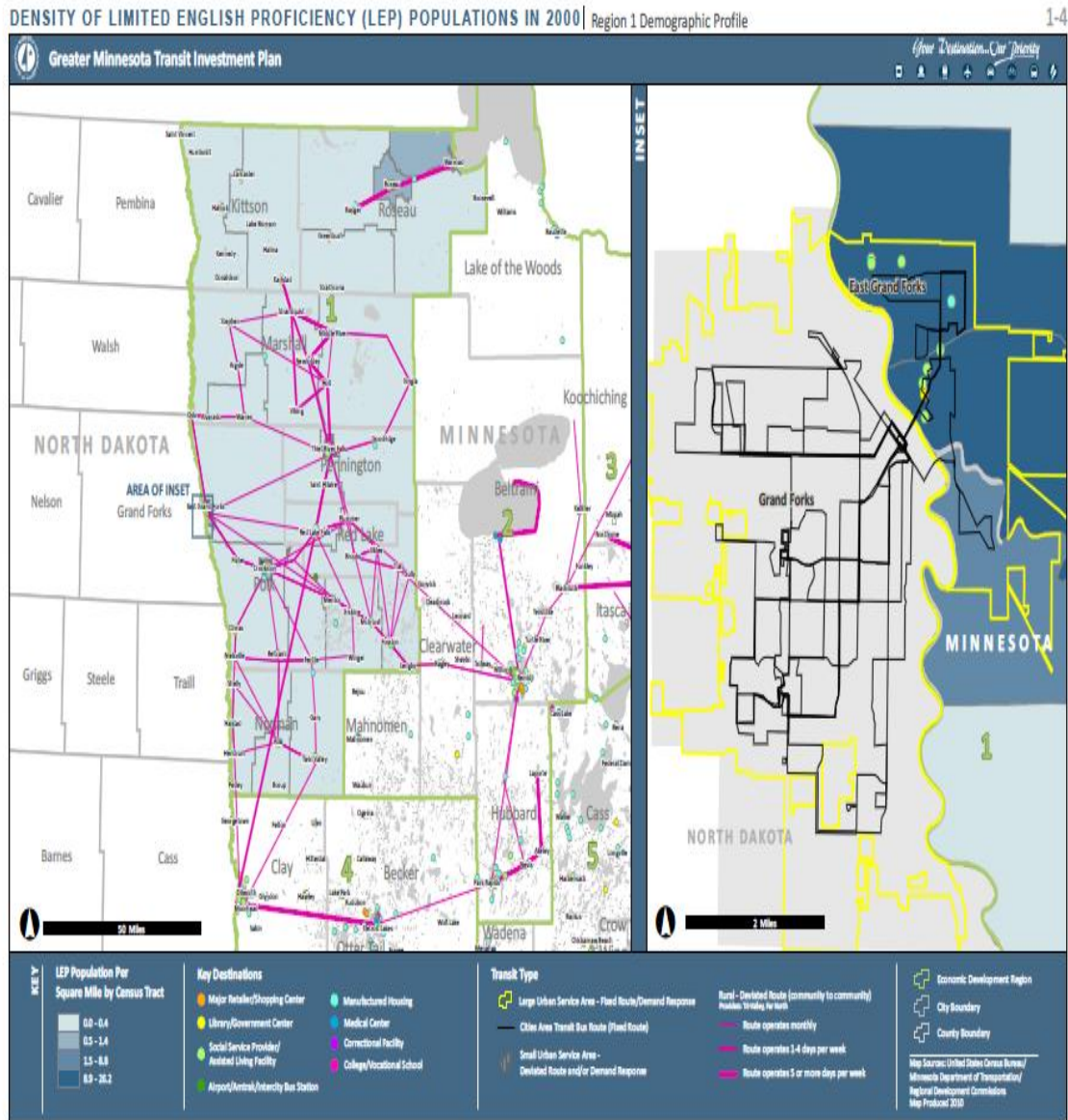
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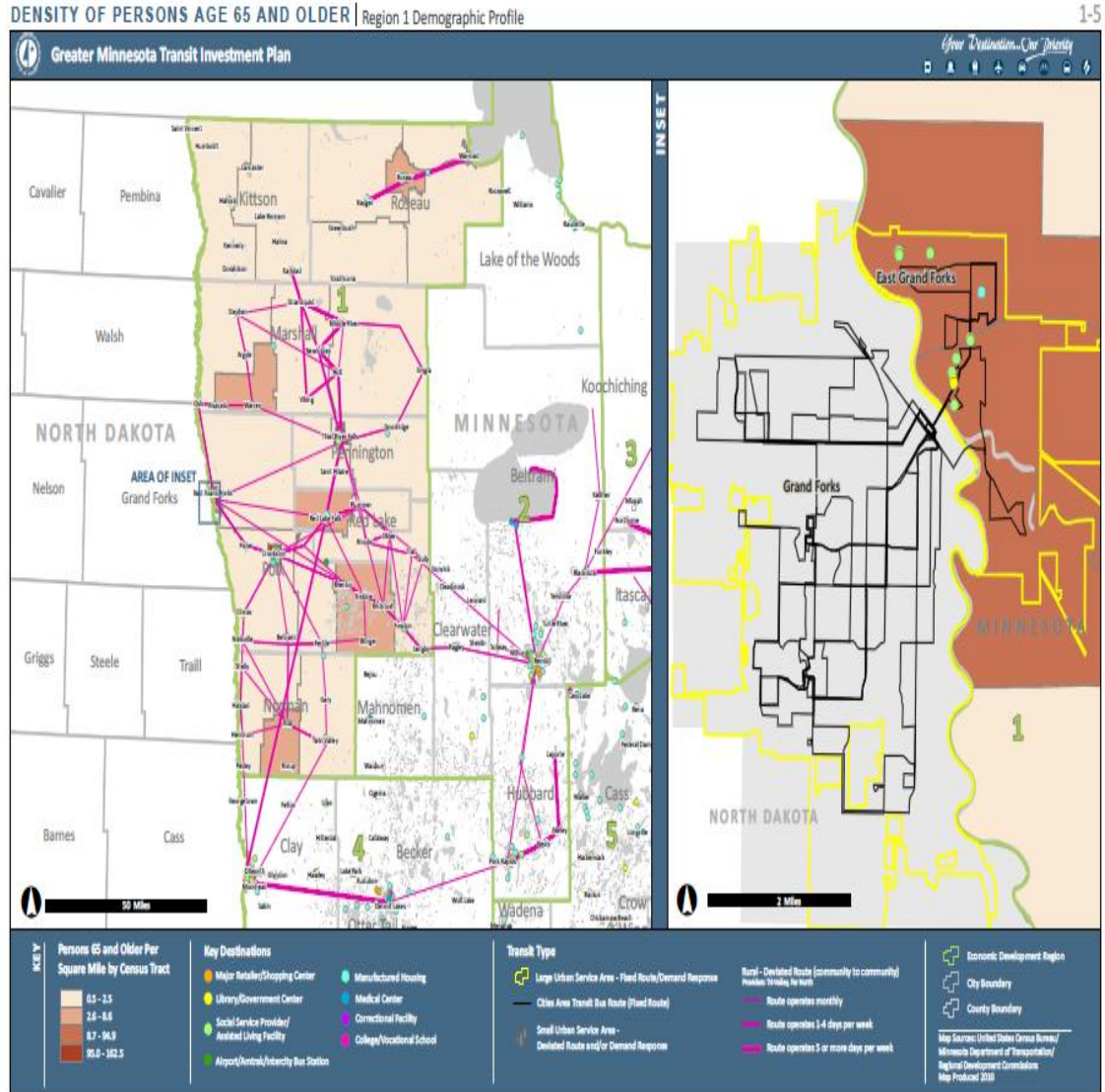
Appendix B-3 Transit Services, Transit-Dependent Populations, and Key Destinations in Region 1. Density of Minority Populations.



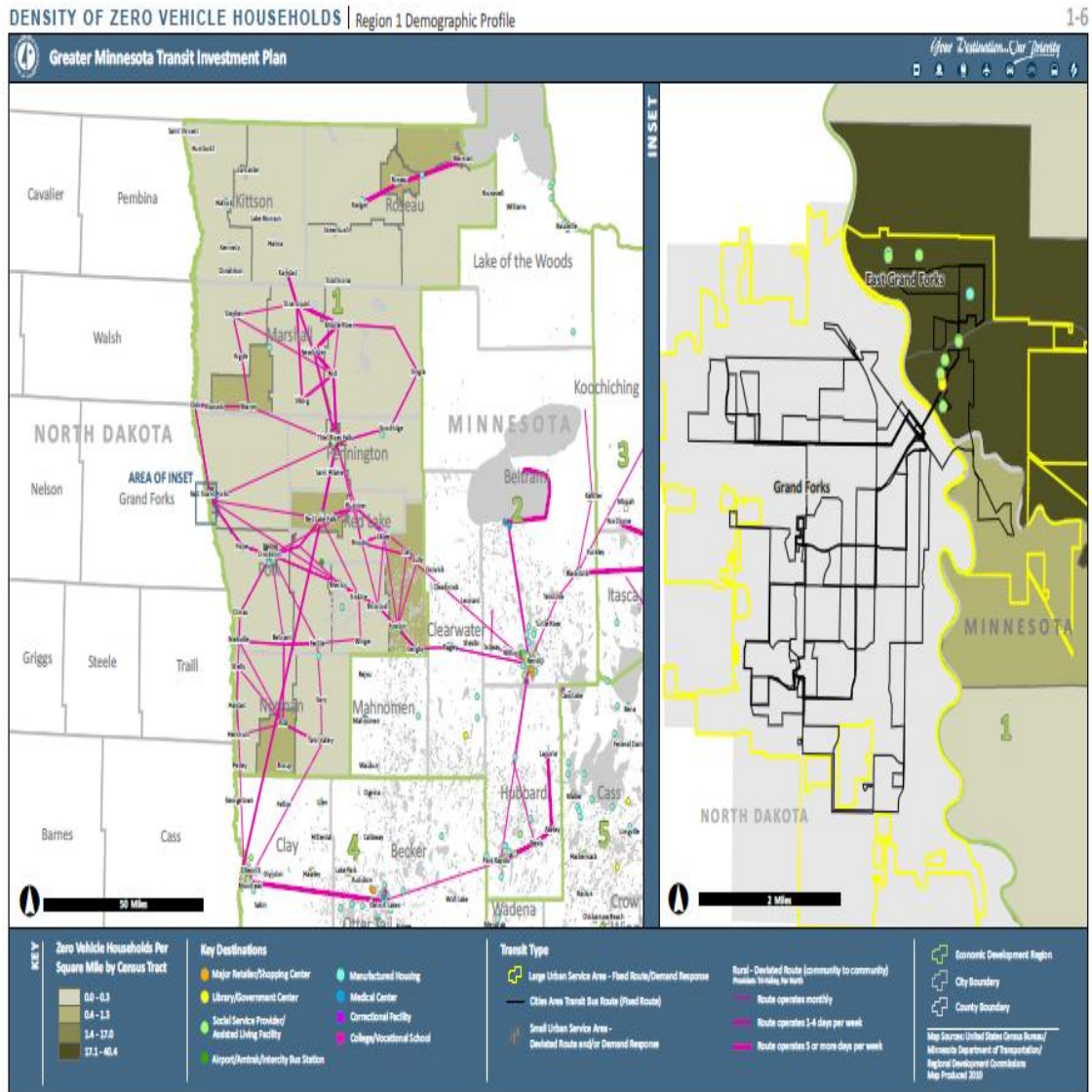
Appendix B-4 Transit Services, Transit-Dependent Populations, and Key Destinations in Region 1



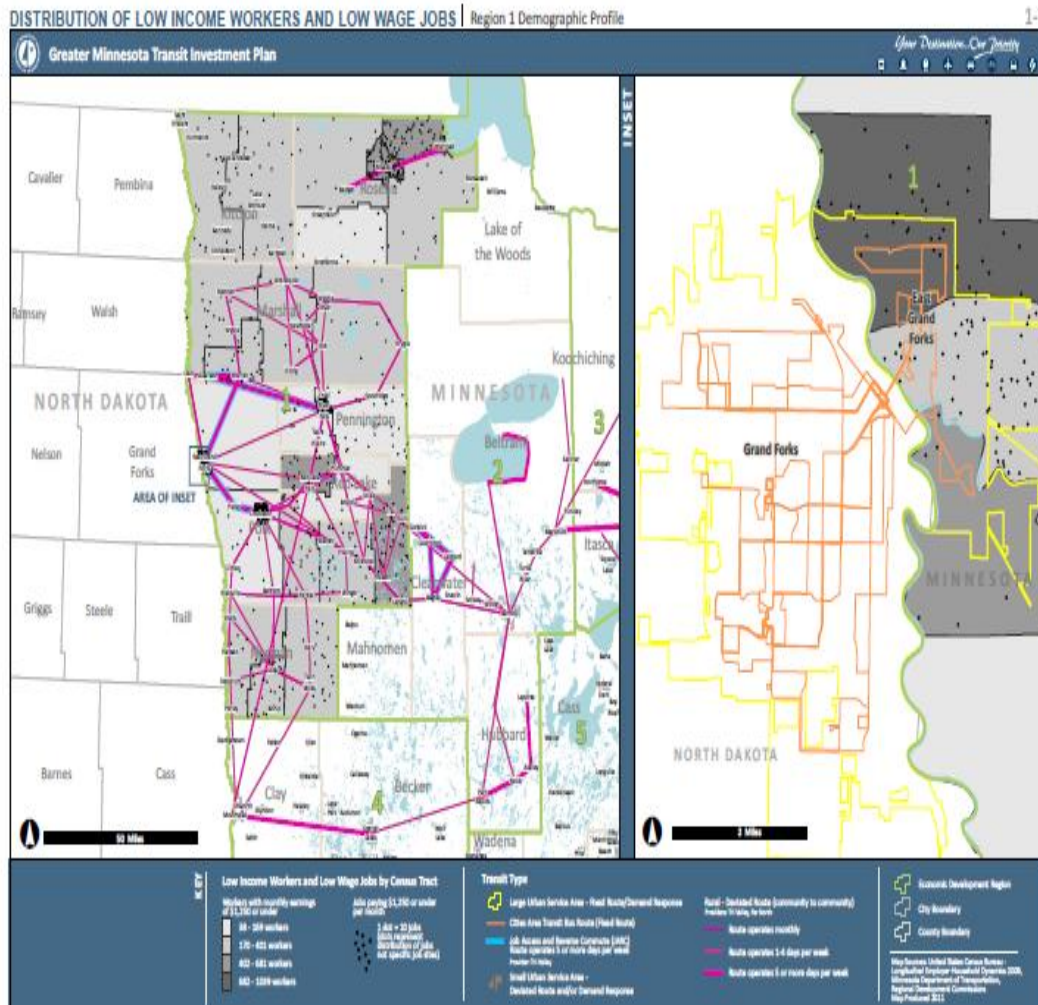
Appendix B-5 Transit Services, Transit-Dependent Populations, and Key Destinations in Region 1



Appendix B-6 Transit Services, Transit-Dependent Populations, and Key Destinations in Region 1



Appendix B-7 Transit Services, Transit-Dependent Populations, and Key Destinations in Region 1. Distribution of Low Income Workers and Low Wage Jobs



Appendix C- Transportation Provider Directory

The following directory includes contact information for all regional transportation providers who responded to an inventory questionnaire sent in the spring of 2011. This is not a complete list of providers in the region.

Kittson County	
Name:	Kittson Central School District
Address:	444 North Ash, PO Box 670 Hallock MN 56728
Phone:	218-843-3682 ext. 232
Web:	www.kittson.mn.us
Service Type:	School Transportation
Name:	Kittson County DAC
Address:	102 Hill Street, Lake Bronson, MN 56734
Phone:	218-754-2225
Web:	Non-profit Transportation
Service Type:	
Name:	Kittson County Social Services
Address:	410 5th St. SE Suite 100, Hallock, MN 56728
Phone:	218-843-2689
Web:	www.co.kittson.mn.us
Service Type:	Volunteer Driver
Name:	Lancaster Public School
Address:	PO Box 217 Lancaster, MN 56735
Phone:	218-762-5400
Web:	www.lancaster.k12.mn.us
Service Type:	School Transportation
Marshall County	
Name:	Marshall County Central
Address:	310 West Minnesota, Newfolden, MN 56738
Phone:	218-874-8530
Web:	www.newfolden.k12.mn.us
Service Type:	School Transportation

Name:	Marshall County Social Services
Address:	208 E. Colvin Ave., Warren, MN 56762
Phone:	218-745-5124
Web:	www.co.marshall.mn.us
Service Type:	Non-profit Transportation
Name:	Occupational Development Center, Inc
Address:	404 East 2 nd Street, Warren, MN 56762
Phone:	218-745-4401
Web:	
Service Type:	Private Transportation
Name:	Stephen/Argyle Central
Address:	PO Box 279, Argyle, MN 56713
Phone:	218-437-6615
Web:	www.sac.k12.mn.us
Service Type:	School Transportation
Pennington County	
Name:	Goodridge Public School
Address:	PO BOX 195, Goodridge, MN 56725
Phone:	218-378-4133
Web:	www.goodridge.k12.mn.us
Service Type:	School Transportation
Name:	Falls DAC, Inc.
Address:	PO Box C., Thief River Falls, MN 56701
Phone:	218-681-5951
Web:	www.positivelyminnesota.com
Service Type:	Non-profit Transportation
Name:	Occupational Development Center
Address:	1520 Hwy 32 South, Thief River Falls, MN 56701
Phone:	218-681-6830
Web:	
Service Type:	Private Transportation
Name:	Pennington Co. Human Services
Address:	PO Box 340, Thief River Falls, MN 56701
Phone:	218-681-2880
Web:	www.co.pennington.mn.us
Service Type:	

Name:	Riverside Terrace
Address:	225 LaBree Ave South #614 , Thief River Falls, MN 56701
Phone:	218-681-7657
Web:	
Service Type:	Service is primarily for the residents
Name:	Thief River Falls Workforce Center
Address:	
Phone:	1301 Hwy 1 East, Thief River Falls, MN 56701
Web:	218-681-0909
Service Type:	www.positivelyminnesota.com
Polk County	
Name:	Altru Rehabilitation Center
Address:	701-780-2315
Phone:	www.altru.org
Web:	Transports patients to the Altru Rehab for therapy from within Grand Forks and East Grand Forks city limits.
Service Type:	
Name:	City of Fosston
Address:	220 East First St., Fosston, MN 56542
Phone:	218-435-1959
Web:	www.fosston.com
Service Type:	Public transportation
Name:	City of Fosston
Address:	P.O. Box 239, Fosston, MN 56542
Phone:	2184351959
Web:	www.fosston.com
Service Type:	
Name:	Climax –Shelly School District
Address:	111 East Broadway, Climax, MN 56523
Phone:	218-857-2835
Web:	www.climax.k12.mn.us
Service Type:	School Transportation

Name:	East Polk DAC
Address:	PO Box 178, Fosston, MN 56542
Phone:	Non profit transportation, referral from Social Services
Web:	
Service Type:	
Name:	Fisher ISD
Address:	313 Park Ave, Fisher, MN 56723
Phone:	218-891-4105
Web:	www.fisher.k12.mn.us
Service Type:	School Transportation
Name:	Good Samaritan Society
Address:	2122 River Road NW, East Grand Forks, MN 56721
Phone:	218-773-7484
Web:	Private transportation
Service Type:	
Name:	ISD #2609
Address:	23130 345th Street SE, Erskine, MN 56535
Phone:	218-563-2900
Web:	www.win-e-mac.k12.mn.us
Service Type:	School Transportation
Name:	MN-DEED – Crookston Workforce Center
Address:	1730 University Ave, Crookston, MN 56716
Phone:	218-281-6020
Web:	www.positivelyminnesota.com
Service Type:	Dislocated Worker program, and Workforce Investment Act.
Name:	Options
Address:	318 3 rd St NW, East Grand Forks, MN 56721
Phone:	On the Web: www.makil.org/options
Web:	Phone: 218-773-6100 or 1-800-726-3692
Service Type:	
Name:	Polk County DAC
Address:	515 5 th AVE South, Crookston, MN 56716
Phone:	218-281-4181
Web:	Private Transportation
Service Type:	

Name:	Polk County Social Services
Address:	612 North Broadway, Crookston, MN 56716
Phone:	218-470-8459
Web:	www.co.polk.mn.us
Service Type:	Private Transportation
Name:	Riverview Adult Day Services
Address:	323 South M St. Crookston, MN 56716
Phone:	Private Transportation
Web:	
Service Type:	
Name:	Tri-Valley Public Transportation
Address:	1345 Fairfax Ave., Crookston, MN 56716
Phone:	218-281-0700
Web:	www.tvoc.org
Service Type:	Public Transportation
Red Lake County	
Name:	Red Lake County Central School
Address:	PO Box 7, Plummer, MN 56748
Phone:	218-465-4222
Web:	www.plummer.k12.mn.us
Service Type:	School Transportation
Roseau County	
Name:	Far North Transit
Address:	215 South main, Roseau, MN 56751
Phone:	218-463-3238
Web:	www.farnorthtransit.com
Service Type:	Public Transportation
Name:	Greenbush/Middle River School
Address:	401 Park Ave, Greenbush MN 56726
Phone:	218-782-2231
Web:	www.middleriver.k12.mn.us
Service Type:	School Transportation

Name:	Focus Corp MN Inc.
Address:	706 7 th Street SW, Roseau, MN 56726
Phone:	218-463-0411
Web:	
Service Type:	

Appendix D- Project Idea Summary

Include all project ideas generated during this planning process, including those from the public workshop and the final steering committee meeting. Use the Project Idea Summary template provided.

Coordinate and Consolidate Transportation Services and Resources Strategies

- 1. Coordination Software between agencies
- 2. Program Coordinator/Organizer/ Dispatch
- 3. Central Call Center
- 4. GPS transit buses
- 5. PayPal type service/Card troll/bankcard use
- 6. Web based transit scheduling/systems
- 7. Organization/coordination of transit systems
- 8. Shared vehicles and capital equipment

Coordinate and Consolidate Transportation Services and Resources

- Shared resources and services

- Purchase software to economize trips
- Coordinate ride schedules with employer start times and shift changes
- Coordinated dispatching services between providers and riders
- Organize a call center that can dispatch with multiple providers
- Coordinate rides from one service region into another

Coordinated payment service usable on all the systems (PayPal)

Mobility Strategies

- Mobility manager exposure
- Increase rides
- Coordination of volunteer drivers
- GPS Tracking in vehicles
- Mechanic on the fly
- Senior meal volunteer increase/availability
- Small community service
- Enhancing customer travel
- Convene a regional coordinated group

Mobility Project Ideas

- More access to mobility manager
- Improved service convenience
- Enhanced volunteer program
- Improved service with electronic upgrades
- Maintenance of vehicle fleet
- Enhanced volunteer driver program
- Improved service/convenience
- Education

Communication, Training, and Organizational Support Strategies

- Travel Trainer
- GPS services
- Marketing
- Web based transit services
- Expand Education Efforts
- Communication between providers
- Software Improvements
- Pricing list availability
- Informational fact sheet for mentors
- Regional transit champion

Communication, Training, and Organizational Support

- Organize/coordination of 5310 vehicles to extend service
- Mentor/volunteer Program
- Communication software
- Software for transit
- Education
- Enhance travel training/mobility manager
- Coordinate volunteer driver program
- Coordinate contract with other facilities
- Travel Trainer educational courses

Appendix E- Project Analysis: Effort vs. Impact Assessment

Difficult to do/Minor impact projects Coordination of large employers start time	Difficult to do/Major impact projects Purchase Software Card troll/PayPal Web scheduled rides Coordinate Volunteer Drivers Senior Meal Volunteers
Easy to do/Minor impact projects Call center Web based transit Share resources/equipment Increase rides Forming a regional coordinated group Informational fact sheet	Easy to do/Major impact projects Travel trainer GPS system in the buses Shared resources/mobility manager Mentoring program Organized/coordinated transit Mobility manager exposure Mechanic on the fly Small community service Enhancing customer travel Marketing Regional transit champion