Olmstead Plan. calls for people with disabilities are living, learning, working, and enjoying life in the most integrated setting. The Plan will help achieve a better Minnesota for all Minnesotans, because it will help Minnesotans with disabilities have the opportunity, both now and in the future to:

- Live close to their family and friends
- Live more independently
- Engage in productive employment
- Participate in community life.

In short, it will offer Minnesotans with disabilities opportunities just like everyone else.

Unfortunately in the area of transportation, opportunities become frustrations that everyone else experiences.
Olmstead will have the greatest near term demand placed on urban area transportation. Where the majority of clients were transported in groups to a central worksite, some will now be traveling to work on a varied schedule creating more individual trips and fewer group trips. Public transit is a shared ride service. This means that other passengers may be on-board during any part of a ride and that scheduled pick-up times or routes of travel may be altered so another passenger can be accommodated. It is likely that the vehicle will stop and pick-up other passengers as it proceeds.
The service needs for a customer requiring transportation to work are also much more frequent. They are also more timely as a worker cannot be late to work on a frequent basis and retain their job.

If one person rides to work the numbers don’t appear to be too great. But when calculating the time it takes per ride (Avg 24 minutes) The number of people to utilize a fully utilize a vehicle is 10. So for every 10 people riding to work the transit system would need to add another vehicle. In practice they would need to add more because the majority of the trips would be during the traditional morning and afternoon peaks.
Metro Areas in Greater Minnesota have fixed route and ADA paratransit service. Focusing on the ADA paratransit service the metro areas in Greater Minnesota operated in 2014 a total of 233,000 rides and 92,000 hours. Avg 2.5 PPH

Looking at a portion of the Olmstead population. Specifically DT&H clients. In the metro areas there are 2820 total clients. If 10% transitioned to ADA Paratransit service a significant increase in service would need to take place. ADA service is mandated and supply must equal demand.

Will olmstead pop use ADA for their transit or will they be on the fixed route buses? Why is this significant? What are the key/memorable points?

### Urban Client Numbers

<table>
<thead>
<tr>
<th></th>
<th># of Workers Paid Subminimum Wages</th>
<th>Transit Systems</th>
</tr>
</thead>
<tbody>
<tr>
<td>St Cloud</td>
<td>WACOSA</td>
<td>St Cloud MetroBus/TRICAP</td>
</tr>
<tr>
<td>St Cloud</td>
<td>Independence Center</td>
<td>St Cloud MetroBus/TRICAP</td>
</tr>
<tr>
<td>Mankato</td>
<td>Mankato Rehab Center</td>
<td>Mankato Transit</td>
</tr>
<tr>
<td>Duluth</td>
<td>UDAC</td>
<td>Duluth DTA/Arrowhead</td>
</tr>
<tr>
<td>Duluth</td>
<td>Pinewood–Duluth Inc</td>
<td>Duluth DTA/Arrowhead</td>
</tr>
<tr>
<td>Rochester</td>
<td>Goodwill Industries – Voc Rehab</td>
<td>Duluth DTA/Arrowhead</td>
</tr>
<tr>
<td>Rochester</td>
<td>Ability Building Center</td>
<td>Rochester Transit</td>
</tr>
<tr>
<td>Rochester</td>
<td>Possibilities of Southern Mn</td>
<td>Rochester Transit</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>2820</td>
</tr>
<tr>
<td>10 % Total</td>
<td></td>
<td>282</td>
</tr>
</tbody>
</table>

Metro Areas in Greater Minnesota have fixed route and ADA paratransit service. Focusing on the ADA paratransit service the metro areas in Greater Minnesota operated in 2014 a total of 233,000 rides and 92,000 hours. Avg 2.5 PPH

Looking at a portion of the Olmstead population. Specifically DT&H clients. In the metro areas there are 2820 total clients. If 10% transitioned to ADA Paratransit service a significant increase in service would need to take place. ADA service is mandated and supply must equal demand.  

Will olmstead pop use ADA for their transit or will they be on the fixed route buses? Why is this significant? What are the key/memorable points?
We can then look at the number of service hours that would need to be added if a 10% segment of the eligible population transitioned to ADA service. Almost a 60% increase in the level of service currently provided in Greater Minnesota Metro Areas.

### 10 Percent Transition to Dial A Ride

- 282 Individuals
- 10 individuals = 1 FT Bus
- $282/10 = 28.2$ Buses
- $28.2 \times 2000$ annual hours = 56,400 annual hours
The greatest challenge are for individuals living in the county. Most of the county residents are transported on routes. Similar to the school routes many of you country kids grew up riding on.

As individuals transition to varied trip needs and work schedules, the group trip service delivery concept falls apart.
Large number of clients also are located in the midsized Greater Minnesota cities. Many of these clients if living and working in the communities will benefit from the improved span of service planned for in the Greater Minnesota Transit Investment Plan. But the same issue applies to capacity for these communities operating demand response service where for every 10 or 15 clients being added to the service for daily work trips will require an increase in capacity by adding more vehicles on the street.
Here is an example of rural route.

In addition to the ability to provide service there are significant cost implication to altering this delivery system. And the current level of funding does not address the transportation needs for individuals living in the country.
Here is the new transportation Rate Structure for the DT&H clients. It is simple and straightforward rate structure that will be implemented over time. But the transition of many clients will take place next year and the individual rates are limited to a 1% growth rate over the current rate by legislation.

Rural Impact: Disability Waiver Rates **

<table>
<thead>
<tr>
<th>DT&amp;H Rates</th>
<th>0-10</th>
<th>11-20</th>
<th>21-50</th>
<th>51 miles +</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lift Required</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shared Ride</td>
<td>$15.05</td>
<td>$28.16</td>
<td>$58.76</td>
<td>$80.93</td>
</tr>
<tr>
<td>Non Shared Ride</td>
<td>$19.05</td>
<td>$32.16</td>
<td>$58.76</td>
<td>$80.93</td>
</tr>
<tr>
<td>No Lift Required</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shared Ride With Lift</td>
<td>$9.25</td>
<td>$11.88</td>
<td>$16.88</td>
<td>$20.75</td>
</tr>
<tr>
<td>Shared Ride Without Lift</td>
<td>$8.83</td>
<td>$10.58</td>
<td>$13.92</td>
<td>$16.50</td>
</tr>
<tr>
<td>Non Shared Ride Wo Lift</td>
<td>$10.50</td>
<td>$15.75</td>
<td>$25.75</td>
<td>$33.50</td>
</tr>
</tbody>
</table>

** Rates Limited by “Banding”. Maximum of 1 percent growth over current rate of reimbursement.
This is comparing the cost of the trip when it is a group client trip versus and individual trip. The new rate structure would cover the cost of the group trip, but an individual trip would have a significant loss. If that individual was going to work you may need to multiply that loss by the 500 trips they would make (Loss of $37,125)

Looking at the individual trip example. Mobility management might find options:

- a taxi for $1.50/mile so the cost would be $60/trip.
- A volunteer, if available, $.54/mile so the cost would be $22/trip.
Looking at the current rate avg of $7.00 per trip the deficits are higher. Currently those deficits are being made up by the DT&H, County, or in the case of Public Transit by MnDOT subsidy.
Many smaller rural areas also have DT&H facilities where no community infrastructure exists,

An example is Sandstone. The community of a little more than 2500 has no regular daily transit service beyond what service is provided to the DT&H facility.
Many parts of the state look this way with routes that serve communities one or two days per month. The goal in the Transit investment Plan is to get service to communities 2 times per week to provide 1 trip to the county seat and 1 trip to the regional trade center.
What major themes and challenges are we likely to see in Gr MN?

◦ Issues for disabled people
  • Difficulty understanding how to navigate our fragmented service delivery network (AKA bowl of spaghetti)
  • Lack of understanding why there are service gaps (time of day/location)

◦ Issues for communities
  • Jobs and Housing paramount. But these are not typically in close proximity to each other. May not even be in the same town. Will need transportation to create access to both.
  • Lack of resources (funding) to provide these connections.

◦ Issues for transit agencies
  • Learn how to be part of the solution – Not the solution
How does Public transit attempt to address the Olmstead population needs. It is through a combination of strategies. But must keep in mind that public transit is a shared ride service and the delivery of individual trips is not a public transit service.