

**Fifth Quarterly Newsletter of:**

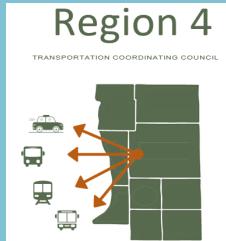
**Region 4 Regional Transportation Coordinating Council (R4RTCC)**



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Alissa Smith  
218.770.0381  
[alissas@wcmca.org](mailto:alissas@wcmca.org)

Family & Community Svcs.  
Special Projects Coordinator

## *Our Management Team*

Heather Molesworth  
320.304.3458  
[heatherm@wcmca.org](mailto:heatherm@wcmca.org)



Family and Community Svcs.  
Director

As the R4RTCC, we have come a long way since we began. That being said, we still have a ways to go. We're listing our Mission as well as our Vision and Objectives as a reminder of why the work we're doing is so important.

### **Our Mission**

*"To coordinate and expand the provision of transportation services to benefit those residents of West Central Minnesota facing transportation barriers."*

### **Vision and Objectives**

***Serving the needs of Douglas, Traverse, Stevens, Pope, Grant, Otter Tail, Clay, Becker and Wilkin counties' residents, focusing on achieving a more coordinated system across transportation modes through enhanced information, communication and service organization.***

**THANK YOU BOARD MEMBERS FOR YOUR COMMITMENT TO MAKING TRANSPORTATION EASI-**

**A Security Directive has been issued by the Transportation Security Administration**  
from an executive order issued by the President ~ effective February 1-May 11, 2021

**Face masks required.**



TSA requires proper wearing of face masks, per federal law. Face masks are to be worn at all times. Failure to comply will result in denial of boarding or removal, and may result in penalties.



Stay Healthy. Stay Secure.  
[tsa.gov/coronavirus](https://tsa.gov/coronavirus)

#### **Actions Required:**

1. Federal law requires wearing a mask while on any form of public transportation. *Mask means a material covering the nose and mouth of the wearer, excluding face shields.*
2. Refusing to wear a mask is a violation of federal law; passengers may be subject to penalties under federal law.

For more information visit [tsa.org](https://tsa.org)



**Marcy Petersen**  
Transportation  
Systems  
Integrator



**John Przybylski**  
Administrative  
Assistant  
Transportation

## What is GIS/GTFS?

MnDOT has started gathering information from the Region 4 public transit providers. This information is being collected for GIS/GTFS usage which we will explain further.

A geographic information system (**GIS**) is a framework for gathering, managing, and analyzing data. Rooted in the science of geography, **GIS** integrates many types of data. It analyzes spatial location and organizes layers of information into visualizations using maps and 3D scenes.



The General Transit Feed Specification (**GTFS**) is a **data** specification that allows public transit agencies to publish their transit **data** in a format that can be consumed by a wide variety of software applications.

Today, the **GTFS data** format is used by thousands of public transport providers.

How will it be used to achieve our goal of a TMCC?  
(Transportation Management Coordination Center)  
Or One-Call/One-Click?

What can you do with GTFS data, you ask? Here are a few examples of applications you can build based on this type of data:

- Trip planning and maps
- Timetable
- Data visualizations
- Accessibility
- Real-time transit information

GTFS Data is GIS Data, so you can use this data to visualize the public transit system, perform spatial analysis, reveal patterns, identify hot spots and white spaces, conduct time-based analysis and get powerful insight.



Executive Director, Kris Chisholm

## 2nd Annual Car Care Program Breakfast

was held February 16th

Stats shared by Executive Director, Kris Chisholm

\*154 cars donated to the program in 2020 in Douglas & Pope Counties

\*71 cars were fixed

\*50 cars were donated

\*55% of car recipients are single mothers

\*At the end of 2020, Car Care donated their 1000th car since beginning the program!

### CHANGEMAKER CHALLENGE

Through an employee campaign, each partner will set up change collection challenges in an attempt to raise the largest donation for Car Care Program in 30 days.

Contact Kris for more information:  
320-460-7911



## Newseworthy Partners

Rainbow Rider and Car Care Program were both recently featured on the cover of the Grant County Herald. Following is excerpts of those articles.

### Rainbow Rider recognized for COVID-19 safety measures

By Brenda Brittin; Rainbow Rider Transit Director

Rainbow Rider was recognized in a video by the Minnesota Public Transit Association for their efforts with increased cleaning and PPE, and transporting essential workers and passengers on essential errands.

Transit systems have been helping people and service communities throughout the pandemic, and they continue to transport people safely. Rainbow Rider has taken many steps to increase cleaning and provide safe transit to their community.

Information on these practices can be found on their website: [rainbowriderbus.com](http://rainbowriderbus.com)

Moving forward, transit systems are now critical for helping people who can't drive to get to vaccination sites. As vaccines begin to roll out, and Minnesota plans to get adults vaccinated this spring and into the summer, this will prove to be an important service to the entire community. Transit funding needs to be a priority supported by the legislature as the state of Minnesota gets back on its feet.

To view the article in its entirety visit: [grantcountyherald.com](http://grantcountyherald.com)



### Car Care Program could expand into Grant County

But needs a partner

By C.A. Ray; Editor Grant Co. Herald

"Our goal is to remove the transportation barrier for needy members of our community, thus helping enable them to be independent and self-sufficient," said Chris Chisholm, Executive Director of Car Care Program.

"This is accomplished in two ways. First by providing free car repairs to needy individuals, to help keep their vehicles on the road and safe. Second by repairing donated vehicles and giving them to needy members in our community who do not have a vehicle or whose vehicle is beyond repair. We utilize volunteer labor, discounted parts, and charitable donations to cover the cost of repairs.

Located in Douglas County, the Car Care Program expanded into Pope County in 2019 and is hoping to expand into Otter Tail and Grant County in the near future. Since Car Care is a faith-based program, they are looking for a church, or similar groups to partner with. They are also looking for cars to donate to the program.

To learn more, or to learn how to donate, or what you can do to bring this program to Grant County, call Chris at 320-460-7911 or visit [carcareprogram.org](http://carcareprogram.org)

To view the article in its entirety visit: [grantcountyherald.com](http://grantcountyherald.com)



Moving forward, we have new tasks that will be our area of focus. These will be discussed in greater detail in future RTCC Board Meetings

They include:

#### 1. Transportation /Guidance/Consultation

Goal: To inform people in the community about existing services.

#### 2. Vehicle Sharing

Goal: To maximize utilization of existing vehicles used by organization including 5310

#### 3. Private non-profit and for-profit providers-engagement

Goal: To engage private for profit and non-profit organization as stakeholders

#### 4. Volunteer Drivers Program

Goal: To have supportive resources to develop and sustain volunteer driver programs

#### 5. Staff Training

Goal: RTCC staff gain expertise as a regional transportation resource

#### 6. Local Coordination Plan

Goal: To identify viable projects FTA eligible (capital projects)

#### 7. Emergency Preparedness Facilitation

Goal: To facilitate networking with all emergency response unity and all transportation providers within the region.

## Appointment to RTAP Advisory Committee

Alissa Smith, our Special Projects Coordinator, recently accepted a 2 year appointment to the RTAP Advisory Committee.

RTAP stands for Rural Transit Assistance Program. The goals for the Minnesota RTAP is to provide positive customer focused service to the transit agencies by engaging with them to know their training needs, offering the right opportunities for knowledge transfer and advancing the skills and competencies to those providing transit in Greater Minnesota.

Minnesota's RTAP actions include developing and distributing training materials, providing technical assistance, creating web-site based registrations, producing reports, publishing best practices with newsletters, and offering peer assistance.

Minnesota RTAP is steered by the Advisory Committee, which has 3 representatives from Section 5311 transit providers; 1 from Section 5307; 1 from Tribal Transit; and 2 from Section 5310 (including the position Alissa is filling); MPTA and MnDOT OTAT.

The advisory committee helps guide the decisions for the RTAP program regarding the trainings, programs, and workshops that they fund/schedule for Minnesota Transit agencies.



We appreciate the great suggestions that we received for our Region 4 RTCC podcast. We're happy to say the name will be:  
**Ride More with Region 4**

Visit us at [wcmca.org](http://wcmca.org)  
Click "Transportation"

View past meeting minutes  
Watch videos about the R4 RTCC  
Listen to podcasts (coming soon!)



We have submitted our Phase 4 RTCC application. Phase 4 is about creating resource capacity and relationship connections within each region, among other RTCCs, toward similar statewide outcomes.

The format for the Phase 4 application has also changed. In early 2020, there was discussion within MCOTA and MnDOT leadership and going forward, the application will include specific performance measures and indicators.

The MCOTA Operation Work Team met from July – November and determined the logic model was the best method. Members included RTCCs and TCAPs. There will be seven workplan tasks for all of the RTCC's. The seven tasks are: Transportation Guidance/Consultation, Vehicle Sharing, Private non-profit and for-profit providers- engagement, Volunteer Drivers Programs, Staff training, Local Human Service Transit Coordination Plans and Emergency Preparedness Facilitation.

All tasks share the same long-term outcome: *Increase access to transportation for residents in their regions by aligning resources and reducing gaps.* The tasks are interconnected in building a TMCC.