

intransit

DTA encourages summer transportation for day care groups

By TOM ELWELL, Duluth Transit Authority

DULUTH — It's not uncommon to see groups of children traveling around on DTA buses or waiting at the downtown transit center during the summer months in the Twin Ports. The DTA welcomes the business; but has established a policy to limit the number of day care and summer youth group riders allowed to board a bus at the same time.

In the past, day care groups would show up at a bus stop — some with as many as 30-40 children. More often than not, there were passengers already on the bus and more to pick up along the route. This became an inconvenience for those groups and regular riders who experienced delays or over-crowding of buses, especially in recent years when overall ridership has increased.

Now, the DTA sends letters to all day care providers in Duluth and Superior every spring, inviting them to utilize DTA services for group outings and field trips during the summer months; and encouraging them to contact the DTA in advance when they plan to transport groups of 20 or more at the same time. Groups can also notify the DTA in advance by filling

out the Daycare Rider's Trip Request Form online at www.duluthtransit.com.

As an incentive, day care groups who contact the DTA one day in advance receive a "Fun Activity Packet" when they board the bus. This packet includes a coloring section and fun activities which can be used as a group activity at another time. As an added incentive

DTA rewards day care groups who give advance notice about field trips with a "Fun Activity Packet." The packet includes a coloring section and fun activities for a group activity at another time.

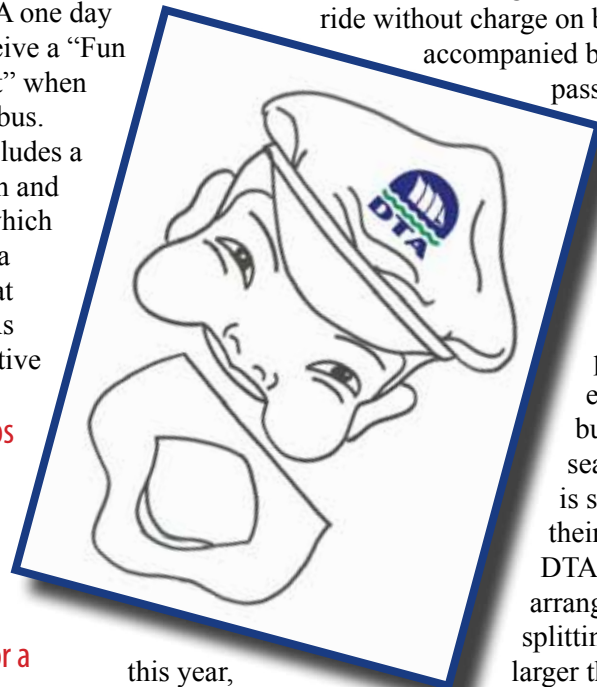
contact the DTA five days in advance receive four complimentary one-ride tickets.

The DTA also recommends that group trips be planned during mid-day hours when buses have more capacity; and to use the DTA's online Google Plan & Ride feature to plan out the roundtrip

rides. The DTA encourages adequate supervision of young children when riding DTA buses by allowing up to three children, age four and under, to ride without charge on buses when accompanied by an attending passenger age 13 or older.

When large day care groups call in advance with their travel plans, the DTA ensures that a bus with adequate seating capacity is scheduled for their trips. The DTA also helps with arrangements for splitting up groups larger than 20 using several regular route

buses to transport the group. This often requires half the group taking the next scheduled bus or another route. The DTA does not provide extra service to accommodate day care groups, beyond regular route service; but strives to serve all segments of the population in the Twin Ports.



this year, day care groups who

From the President



Tony Kellen, President
Minnesota Public Transit Association
Director of Operations & Technology
St. Cloud Metro Bus
tkellen@stcloudmtc.com
320.529.4481



President's Column

The Legislative Session is over and transit services will continue uninterrupted! With all of the dire news about the state's budget deficit, everyone was on edge with proposed new cuts to existing budgets.

Thanks to the hard work of our MPTA lobbyist and members, we worked to communicate with lawmakers about the importance of maintaining existing transit service during these tough economic times.

You can read the details about the session in the Legislative Report. The bottom line for this year is a continuation of existing service with no increases in fares. Next year may be a much tougher year so we can't relax or let up in our advocacy for transit. The state faces a projected \$5 billion deficit for the coming biennium (2012-13) or almost three times the deficit faced this year. With all of the easy fixes already used up, the path to a balanced budget becomes incredibly difficult next year.

Many states are looking to the federal government for assistance with transit funding and Minnesota is no exception. Once again, MPTA was busy meeting with members of our Congressional Delegation to stress the need for a long-term transportation authorization act as well as transit funding in the FY2011 Transportation and HUD Appropriations bill.

I had planned to be in Washington in June as part of the Minnesota Transportation Alliance Fly-In, but had to cancel the trip when I received word that my father was extremely ill. I was fortunate to be with my father Levern who passed away Wednesday June 9th peacefully at home in Ft. Walton Beach surrounded by his loved ones. Although he is gone, he will always be in my heart and the smile he gave me I will carry forever.

Our MPTA lobbyist, Sherry Munyon represented the Association and made sure that the Congressional Delegation understood the funding needs of all transit systems in Minnesota.

We now turn our attention to planning and preparing the 2010 Minnesota Public Transit Conference. Our theme this year is "Public Transit: A vote for the future." You can find lots of information about this year's conference on the MPTA website: www.mpta-transit.org

During the conference, the Minnesota Public Transit Association recognizes outstanding transit programs and individuals deserving recognition for their professional efforts and achievements. Forms are available on the website to nominate individuals or systems for the following awards: Friend of Transit, National Friend of Transit, Distinguished Career Award, Transit Professional of the Year, Transit System of the Year, Management Innovation, and Minnesota Bus Operator of the Year.

"Public Transit: A vote for the future."

2010 Minnesota Public Transit Conference

Nominate individuals or systems for an award

Friend of Transit, National Friend of Transit, Distinguished Career Award, Transit Professional of the Year, Transit System of the Year, Management Innovation, and Minnesota Bus Operator of the Year.

Send us your nominations for these awards and help recognize some deserving colleagues.

Margaret Donahoe
Advocacy Director
Minnesota Public Transit Association

MPTA 2010 Legislative Agenda available at
www.mpta-transit.org.

Legislative Report

The Minnesota Public Transit Association (MPTA) worked hard this session to fight for maintenance of transit services in the face of a general fund budget deficit that grew to over \$3 billion for the current biennium.

Last session the governor used his line-item veto and unallotment authority to cut approximately \$2.7 billion in general fund appropriations after the legislature adjourned. Metropolitan Area transit was hit with a \$1.5 million cut as part of the unallotments. When the Minnesota Supreme Court ruled that Pawlenty overstepped his authority in his use of unallotment, the legislature suddenly had to deal with another \$2.7 billion shortfall on top of the previously projected \$994 million shortfall at the start of the 2010 Session.

The one transit-related item that survived the governor's veto pen was a \$1 million appropriation for an extension of the Northstar Commuter Rail line to St. Cloud.

For transit, there are two budget bills impacting transit budgets. The first bill, passed in April, reduced the general fund appropriation for Greater Minnesota transit and Metropolitan Area Transit but took the projected increase in motor vehicle sales tax revenue into account. Some of the cut under this bill (Chapter 215) was a one-time hit and some of the cut was an ongoing cut to the base appropriation. The

consensus was that this reduction in funding would not lead to any service cuts or fare increases.

A few days before the session was scheduled to adjourn, the decision from the court made the final budget deal more difficult and transit was again brought into the budget balancing act. The global deal to balance the budget (Chapter 1) that passed during a one-day special session called on May 17, included additional cuts to the transit general fund appropriation — both one-time cuts and ongoing cuts to the base appropriation.

Thanks to the dedication of MVST and the work done to increase support for transit, the overall state funding will continue to increase as long as the projections for MVST revenue stay on track. The Metropolitan Council still has authority granted last session to shift funds from its Livable Communities Fund to transit operations. Staff from the Council have indicated that there will not be a reduction in current service or a fare increase other than what has been planned.

Bonding For Transit

The good news is that the tax bill included authority for the Metropolitan Council to issue \$34.6 million in debt obligations financed with the regional levy to fund its transit capital improvement plan.

The bad news is that the funding included in the capital bonding bill for transit was vetoed by the

governor. The Legislature included a fairly significant amount of funding for transit in the bonding bill this year, reflecting the legislative support for new transit facilities. The governor had included \$10 million in his recommendations for the bonding bill. In the end, the legislature included a lump sum of \$43.5 million for “transitways” without specifying how those funds would be distributed among a number of qualifying projects (Bottineau Blvd, Central Corridor LRT, Red Rock corridor, Riverview Corridor, Robert Street corridor, Rush Line and Southwest LRT). The governor decided to veto the \$43.5 million line item. Not only is this a setback for transit, it is particular disappointing at a time when the constructions cost are low and the interest rates are down. We will work on the project again next year.

For Greater Minnesota Transit, the legislature included \$2.5 million in bonds for transit facilities. The governor had not recommended any funding in this area and he used his line-item veto authority to delete that appropriation. This was far below the request for Greater Minnesota and we will work this again next year as well.

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continued...

Legislative update continued...

Transit Policies

The legislature did pass an omnibus transportation policy bill that was signed into law by the governor. The bill includes a number of policy changes impacting transit:

- Requires a transportation authority to designate a business liaison to mitigate construction impacts of rail transit projects. Exempts the Central Corridor light rail line.
- Expands authority to use bus shoulders throughout the state by certain transit buses and motor carrier buses.
- Amends the Greater MN transit investment plan, requires quantification of 100 percent of transit needs in Greater Minnesota, requires separate accounting of state and federal transit funds and clarifies the local match requirements for local transit providers.
- Creates the Minnesota Council on Transportation Access to improve coordination, availability and cost-effectiveness of transit services. Their Council's charge is to make recommendations for the improvement of coordination of the diverse transportation services provided to the transit riding public. The Council will address coordination issues related to the variety of transit services provided statewide, including specialized service for the disabled, human services transport services, school transportation, and volunteer driver transit services. A representative of MPTA is included in the membership.
- Requires the Metropolitan Council to designate a Northstar commuter rail station in the cities of Ramsey and Coon Rapids as the next infill stations on the Northstar line.
- Complete Streets - intended to provide a framework so future streets are planned to be safe and accessible for people of all ages and abilities; pedestrians, transit riders, and bicyclists; as well as automobile drivers. The new law, is effective August 1, 2010.
- Requires Mn/DOT to work with stake holders to implement the policy throughout nearly all aspects of

The legislature passed an omnibus transportation policy bill that was signed into law by the governor. The bill includes a number of policy changes impacting transit and is effective August 1.

Mn/DOT's work, from road planning to maintenance, reviewing or updating processes, standards and requirements as needed. This does not require retrofits to existing roadways.

- Provides local governments that are interested in Complete Streets greater flexibility from current design requirements. Cities and Counties are "encouraged" to enact a process that considered how to best accommodate multiple transportation needs of a community. Local governments that pass a Complete Streets resolution will work through the traditional variance process to secure approval of any design proposals that differ from the State Aid manual, and the variance process will be analyzed during the next three years to assess if it can accommodate the expected increase in variance requests due to Complete Streets.
- Requires Mn/DOT to report on implementation progress, training of staff, and broader community engagement.

- Effective August 1, 2010.

Separate legislation requires MnDOT and the Metropolitan Council to prepare a report in every odd-numbered year on the status of fixed guideway transit projects including capital expenditures committed and proposed and estimated annual operations and maintenance expenditures with a breakdown of committed and proposed sources of funds for the projects in the transportation policy plan.

Legislation that would have authorized transit improvement (TIF) districts along transit lines did not pass this year. The bill specified qualifying expenditures include acquisition of transit stations, streetscape improvements, etc.

While there were missed opportunities and the session did not end on a positive note, transit service will continue to run and will we continue to make transit an issue for elected officials and those who wish to serve as elected officials.



Winners of the MVTA seventh annual Bus Rodeo
From left: First place, Chuck Palmer, Farmington; second place, Gregg Smith, Lakeville; and third place, George Kaminski, Rosemount.



MVTA announces local Rodeo winners

By ROBIN SELVIG, Minnesota Valley Transit Authority

Rosemount, Minn. – The Minnesota Valley Transit Authority (MVTA) sponsored its seventh annual Bus Rodeo on June 6 at the Dakota County Technical College in Rosemount. The top two drivers will travel to the statewide event on July 24 in Alexandria, Mn.

Drivers from both the Burnsville and Eagan Bus Garages operated by Schmitt & Sons Transit Services (SST) took written as well as driving tests covering various turns, stops, safety issues, smoothness and other driving-related issues. There were 15 drivers participating in the competition. Winners of the MVTA 2010 Rodeo are:

- First Place – David “Chuck” Palmer of Farmington, MN
- Second Place – Gregg Smith of Lakeville, MN
- Third Place – George Kaminski of Rosemount, MN

Palmer, who took second place in 2007, and Smith, who took top honors in 2006, second place in 2008 and third place in 2004, will travel to the Statewide Rodeo.

“We use the MVTA Bus Rodeo to sharpen the skills and written knowledge of our drivers, in a fun and competitive environment,” said MVTA Operations Manager Samantha Porter. “Family members and friends attend this annual event that is designed to create camaraderie and heighten everyone’s awareness about bus driving,” she said.

The MVTA is the public transportation provider for the businesses and residents of Apple Valley, Burnsville, Eagan, Rosemount, and Savage.

Saturday Farmers Market Opens at Burnsville Transit Station on June 19

Burnsville, Minn. – Returning to its initial roots, the St. Paul Farmers Market that takes place in Burnsville on Saturday mornings, will open at the Burnsville Transit Station on Saturday, June 19, from 7 a.m. – 12 p.m. The Market was initially set at the Minnesota Valley Transit Authority (MVTA) site in 1998, but has since occupied the high school parking lot at Diamondhead Education Center on Burnsville Parkway.

Construction on the Burnsville Parkway this summer spurred St. Paul Farmers Market officials along with the MVTA to seek the necessary permits to host the Saturday market at the Transit Station. “With the increase in interest in participating in Farmers Markets,” MVTA Executive Director Beverley Miller said, “we are excited to welcome vendors and Market attendees back to our facility. We hope it is a great summer for everyone.” The Burnsville City Council approved the interim use permits at their meeting on June 8.

SouthWest Transit implements successful cost-saving initiative

By LINDA SPEVACEK, SouthWest Transit

A cost-saving measure that has proved quite successful for SouthWest Transit has been the midday park-out of buses.

The majority of the service SWT provides is express morning service from Chaska, Chanhassen and Eden Prairie to downtown Minneapolis and the University of Minnesota, with return express service westbound in the afternoon. Some routes provide mid-day express service, but most of the buses were returning to the garage facility in Eden Prairie empty after their morning runs and heading back downtown empty in the afternoon.

In 2008, SWT contracted with the Minnesota State Fair to park buses at the fairgrounds during those off-peak hours, saving an estimated \$20,000 per



month in fuel and maintenance costs. Drivers are shuttled to and from the garage. In June, 2010 SWT contracted with the Metropolitan Sports Facilities Commission to park buses at the HHH Metrodome in downtown Minneapolis, a site closer to the start and end of our downtown service. Even more savings are anticipated.

Friendly Rider Transit in Wadena County celebrated seven years in April 2010.

The county has a population of just over 13,000; however, the Transit system provides close to 40,000 rides per year. The system also provides rides to the residents of the city of Staples in Todd County.

Bob Roggenkamp, who came from 32 years in the trucking industry to help Wadena County get Transit started in April of 2003, is retiring as its first coordinator. George Behl who has been dispatching for more than three years is stepping in as the coordinator.

The drivers and staff at Friendly Rider are to be credited with an exemplary safety record. The transit system in Wadena County has moved through some pretty rough economic times but through the frugal guidance of the coordinator and the cooperation of the staff the system is on solid ground and we expect transit to continue to be a viable resource for the residents of Wadena County and the city of Staples.



Retiring: Bob Roggenkamp



Promoted: George Behl



Ridership on Metro Transit's buses is up again, mainly because the economy is improving. (MPR Photo/Dan Olson)



More metro area commuters riding the bus

By DAN OLSON, Minnesota Public Radio, June 6, 2010

St. Paul, Minn. — Here's another sliver of evidence the economy is improving. Bus ridership in the Twin Cities is rising again. Metro Transit officials say the economy, more than any other factor — more than climate change, more than the Gulf oil spill — affects ridership numbers.

Even so, by a very wide margin Americans — including Twin Cities residents — continue to choose cars over buses for their trips around town.

Americans collectively make billions of trips a year — to work, shopping, to the corner store. But the number of trips made via mass transit is still a very small piece of the pie — just 2 percent, according to some national research.

On a given workday in the Twin Cities, fewer than 10 percent of commuter trips are by transit, according to the Metropolitan Council.

But the selective use of trip statistics irks Twin Cities Metro Transit spokesman Bob Gibbons. Gibbons says a more meaningful measure is to look at how many people ride buses at critical times — at rush hour, for example.

“If you believe in public transportation as a congestion management tool, you're really not entirely interested in that two-block trip to pick up a gallon of milk. You're interested in the downtown work commute trip from home to jobs,” said Gibbons.

Even a lay person can figure out if all the people riding on rush-hour express buses between downtown St. Paul and Minneapolis were driving their cars, congestion would be much worse.

About 40 percent of the people who work in downtown Minneapolis arrive by bus or rail. In St. Paul, it's about 17 percent.

Another hot spot is the University of Minnesota in Minneapolis, where thousands of students, staff and faculty use the bus.

Metro Transit ridership is close to its highest point in 25 years. Still, it's a long way from ridership peaks during and just after World War II.

Cheap gas and expanding incomes spurred more people to buy cars, and transit ridership began its decline after that time.

Metro Transit says its surveys show lots of people want to ride the bus. But there aren't any bus routes close to them, or bus trips take too long, or buses don't run often enough. The excuses, of course, are often true.

Laura Graves describes as “fantastic” the bus service from Edina to downtown Minneapolis, when she worked there.

Now she lives in Minnetonka with a job way across town in Woodbury, a commute that is a transit desert.

“I investigated the bus option and there's nothing, there is absolutely nothing. There wasn't a way to make it work,” said Graves.

So, every workday she endures a 45-60 minute commute each way.

Graves said she's not in a position right now to consider moving to be closer to her workplace.

Laura's situation mirrors a widespread commuter pattern — where people live in one suburb and work in another — but very often, transit service is not available. Supplying bus service for all of them would not be cheap.

[Read the rest of the story online.](#)



The event was well attended by business leaders in the St. Cloud community. Speakers included David Tripp, Metro Bus Executive Director; Paul Soubry, President and CEO, New Flyer Industries; Paul Ringsmuth, Metro Bus Commission Chair; and Dave Kleis, Mayor, City of St. Cloud and Metro Bus Commissioner. In addition, representatives from the offices of Congresswoman Michele Bachmann, Senator Al Franken, and Senator Amy Klobuchar delivered remarks.

St. Cloud Metro Bus is hometown proud

By BERTA HARTIG, St. Cloud Metro Bus

St. Cloud Metro Bus recently welcomed four new 35-foot New Flyer low floor buses to its fleet. New Flyer presented the buses to Metro Bus at a media event that followed the St. Cloud Economic Development Partnership Breakfast. The buses, built at New Flyer's St. Cloud manufacturing plant in St. Cloud, were funded by the American Recovery and Reinvestment Act (ARRA).

"We are very pleased with our new buses," said Metro Bus Executive Director David W. Tripp. "Our drivers like the fit and finish of the new buses and say it's a comfortable ride, and riders will appreciate the quieter ride of the new buses. Our mechanics are impressed with its solid design."

These new buses replace four less efficient, 13+ year-old standard floor buses on the Fixed Route.

The new buses will go into service in July and are the first Fixed Route buses to sport the signature red, black and white Metro Bus brand design. Several Dial-a-Ride buses have been purchased in recent years and have a similar look.

"On the back of our new buses, we have a decal that says "Hometown Proud, Built in St. Cloud, MN" said Tripp. "That really sums it up for us — New Flyer is a major employer here and our Community is proud that these buses were built for St. Cloud by the people of St. Cloud."



HOMETOWN PROUD!
BUILT IN ST. CLOUD, MN



Statewide Transit Survey yields more than 10,000 responses thanks to transit system assistance

By BECKY ALPER, Principal Planner, Mn/DOT's Office of Transit becky.alper@dot.state.mn.us

When Pam Smith from Arrowhead Transit heard that Mn/DOT's Office of Transit was conducting an on-board survey across all transit systems in Greater MN, she jumped to action. Offering prizes like an AEOA jacket allowed Arrowhead Transit to have 713 completed surveys. Her help at the local level, along with the help of the 58 other Greater MN transit systems, allowed Mn/DOT's transit surveying effort to be successful. In total, more than 10,500 surveys were completed by transit riders in March and April of 2010, more than double the number of surveys returned in 2000 during the last statewide on-board survey effort.

The purpose of the standard statewide survey is to better define who a Greater Minnesota transit rider is as well as gauge rider satisfaction. The survey effort is part of the Greater Minnesota Transit Investment Plan, a legislatively required planning effort that will help guide investments in Greater Minnesota Transit. The Investment Plan will calculate total transit service needs, assess level of service, and develop investment priorities. In addition to more information on the Investment Plan, the website contains a copy of the survey that was distributed and the preliminary findings (www.dot.state.mn.us/transit/transitplan).

While the statewide results are in, system-specific results will be available to transit systems by the end of July. Thank you to all Greater MN transit systems for taking the time and effort to hand out, collect, and provide a "carrot" to people taking the survey. And above all, thank you to all the Greater MN transit riders who filled out a survey — you have helped your transit system and Mn/DOT plan for the future!

While the data is still being compiled, some statewide highlights are out.

When asked why they use transit,

27% of riders said they don't have a car
26% that they don't or can't drive,
and 14% said it saves money.

Out of all respondents

60% are female,
63% earn less than \$20,000
4% are disabled veterans.

When queried on the percentage of transportation needs met, riders responded that 68% of the time the bus meets their needs.



Three fairs, no fares

Minneapolis will host three art fairs the first weekend in August. Attendees can visit them all in the air-conditioned comfort on the FREE Metro Transit Art Hop.

On Saturday, Aug. 7, and Sunday, Aug. 8, free rides will be given between the Loring Park Art Festival, Uptown Art Fair, Powderhorn Art Fair and the Lake Street/Midtown light-rail station.

Metro Transit Art Hop buses travel in a circuit starting and ending at Lake Street & Hiawatha Avenue. Travel time between each stop is roughly 15 minutes. Volunteers are available at each stop to assist riders.



Minnesota Public Transit Conference

Sept. 13 - 15, 2010

Mayo Civic Center, Rochester, MN



Early Registration (On/Before Aug. 30, 2010)

\$75 One Day, Monday, Sept. 13th Only

\$150 One Day, Tuesday, Sept. 14th Only

\$150 One Day, Wednesday, Sept. 15th Only

\$200 Two Days, Monday & Tuesday Sept. 13th - Sept. 14th

\$200 Two Days, Tuesday & Wednesday Sept. 14th - Sept. 15th

\$250 Full Registration Sept. 13th - Sept. 15th

Late Registrations (On or After Sept 1, 2010)

Additional \$25 fee for one day registrations.

Additional \$50 fee for two day or full registrations.

MPTA member organizations receive a \$25 per day discount for Tuesday and/or Wednesday when registering.

Cancellation Policy:

\$25 Fee through Sept. 3.

No Refunds after Sept. 3.

Vendor Expo is Tuesday, Sept. 14. Stay tuned for more conference details by checking out the website:

<http://www.mpta-transit.org/events/conference/home2010/>

Nominate individuals or systems for an award

Friend of Transit, National Friend of Transit, Distinguished Career Award, Transit Professional of the Year, Transit System of the Year, Management Innovation, and Minnesota Bus Operator of the Year.

Send us your nominations for these awards and help recognize some deserving colleagues.

<http://www.mpta-transit.org/events/conference/awards2010/>

Conference Hotels

When making reservations, ask for the MN Public Transit Conference Rates. The host hotels are located across the street from each other.

Doubletree

150 South Broadway,
Rochester, MN 55904-6507
(507) 281-8000

Hilton Garden Inn

225 South Broadway Rochester
MN 55904-6507
(507) 285-1234

Reserve now for best availability!

Both hotels, same rate: \$109 Single / Double Rooms
\$6.00 per day parking; One Per Room, Additional
Vehicles \$12.00 plus tax per day

The hotel block rate expires Aug. 22, 2010.

metro council.org

A message from Council Chair Peter Bell :

Central Corridor LRT construction will accelerate this summer

Central Corridor light-rail transit (LRT) project is on track and within budget – now \$957 million.

In May, the project achieved another important milestone when the Federal Transit Administration granted permission to enter final design. This is the last step before obtaining a Full Funding Grant Agreement that commits the federal government to paying 50 percent of the project's capital costs, which we hope to receive by year's end. [Read More.](#)

Transit Link dial-a-ride service transition going smoothly

The Metropolitan Council reorganized the region's dial-a-ride transit service to streamline and lend consistency to the service throughout the seven-county metro area. [Read More.](#)

Council approves light rail and locally-preferred route on Southwest Corridor

Southwest LRT is projected to provide approximately 28,000 rides a day by 2030, comparable to current ridership on Hiawatha LRT. [Read More.](#)

Counting travel: Council begins once-in-a-decade study

Work is under way on the 2010 Travel Behavior Inventory, a multi-year data-gathering effort to gain an accurate and complete picture of personal travel in the Twin Cities metropolitan area.

The Metropolitan Council conducts the study every 10 years. The results are used to inform regional transportation planning and research, and to update the Council's regional travel demand forecast model. [Read More.](#)

First transit station on the freeway — on I-35W and 46th Street — is part of planned Bus Rapid Transit (BRT) service

The new two-level transit station at 46th St. and I-35W in Minneapolis is taking shape.

While full BRT service won't start until 2012, the 35W and 46th Street Station is due to open for business in December. On the second floor of the median station, on the bridge over I-35W, customers will catch buses serving local routes. [Read More.](#)



Central Corridor Making Tracks News

Central Corridor LRT Update

Making Tracks



[Read News](#)

InTransit Bulletin Board

| | | |
|--------------------|---------------------------------------------------------------------------------------------------|-------------------|
| July 17 | Driver Refresher Winona ORC | Winona |
| July 17 | Passenger Assistance Tri-Valley Heartland Express | Thief River Falls |
| July 21 | Passenger Assistance Part 1 PHASE | Sandstone |
| July 22 | Passenger Assistance Part 2 PHASE | Sandstone |
| July 24 | Minnesota Statewide Bus Rodeo | Alexandria |
| July 28 | Maltreatment Awareness Only PHASE | Sandstone |
| July 31 | Defensive Driving & Maltreatment Awareness DARTS | West St. Paul |
| July 31 | Defensive Driving & Maltreatment Awareness Tri-Valley Heartland Express | Crookston |
| Aug 7 | Passenger Assistance DARTS | West St. Paul |
| Aug 14 | Driver Refresher Faribault Flyer | Faribault |
| Aug 18 | Defensive Driving Only PHASE | Sandstone |
| Aug 21 | Driver Refresher Tri Valley Heartland Express | Crookston |
| Sept 11 | Defensive Driving Only Connections of Moorhead | Moorhead |
| Sept 13 -15 | Minnesota Public Transit Conference Mayo Civic Center and Radisson/Doubletree | Rochester |
| Sept 25 | Maltreatment Awareness Only Connections of Moorhead | Moorhead |

Register drivers through the Mn/DOT Office of Transit website at:

<http://www.dot.state.mn.us/transit/rtap/index.html>

You can apply to be a Host Agency for July-August-September 2010 classes through the website at:

<http://www.dot.state.mn.us/transit/rtap/rtapclassrequest.html>

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***InTransit* Contributors**

Becky Alper, Mn/DOT's Office of Transit
Margaret Donahoe, Transportation Alliance
Tom Elwell, Duluth Transit Authority
Berta Hartig, St. Cloud Metro Bus
Tony Kellen, St. Cloud Metro Bus
Sarah Lenz, Greater MN Public Transit Coordinator
Bob Roggenkamp, Friendly Rider (Wadena)
Robin Selvig, Minnesota Valley Transit Authority
Linda Spevacek, SouthWest Transit
Metropolitan Council Newsletter

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