



# in transit

Minnesota Public Transit Association



## Mike Schadauer to lead Mn/DOT Office of Transit

MINNESOTA—Mike Schadauer, Mn/DOT, was recently named to serve as director of the agency's Office of Transit.

Schadauer currently serves as director of Mn/DOT's Metro District Transit Section.

He succeeds Donna Allan who retired in February.

Judy Ellison, Office of Transit, will continue to serve as acting director until Schadauer's appointment becomes effective on June 2.

In his new position, Schadauer will manage the Office of Transit's grant programs for Greater Minnesota transit systems, participation in the Rural Transportation Assistance Program, development of the Greater Minnesota Transit Plan and Mn/DOT's bicycle and pedestrian initiatives.

Tim Henkel, Planning, Modal and Data Management Division director, cited Schadauer's experience with major transit projects and his leadership and management skills among his qualifications for the post.

Schadauer joined Mn/DOT in 1983 after earning a bachelor's degree in civil engineering with an emphasis in transit from the University of Minnesota.

Schadauer first worked in surveying, mapping and land acquisition and management. His duties included applying automation to survey field crew operations and incorporating state mapping data into the national geographic information system.



In 1998, Schadauer was appointed as Mn/DOT rail project development engineer. In that role, he managed preliminary design of stations and environmental reviews for the Hiawatha light rail transit project in Minneapolis.

Schadauer was promoted to his current position with the Metro District in 2001.

His current duties include managing several aspects of the Northstar commuter rail project, Mn/DOT's role in Twin Cities metropolitan transit way planning and various aspects of the proposed Central Corridor light rail project in the Twin Cities metro area.

A Madison, Wisconsin native, Schadauer lives with his family in Minneapolis.

# From the President



Tony Kellen, President  
Minnesota Public Transit Association  
Director of Operations & Technology  
St. Cloud Metro Bus  
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Following the debate on transit funding can be a lot like riding a roller coaster. One minute you're up and the next you may be crashing down again. Certainly the historic passage of the 2008 Transportation Funding bill, left us all feeling very good about the future with new, dedicated funding for transit systems around the state. The Legislature also passed a

strong capital bonding bill with funding for many transit projects including the Central Corridor Light Rail Line between Minneapolis and St. Paul and other transit ways. Things were definitely looking up.

Then the Governor announced his plan to deal with the projected \$935 million general fund deficit and it included a big hit to all transit systems. Metropolitan Council's budget for Metropolitan Area Transit was proposed to be cut by \$30 million in fiscal year 2009 with an ongoing cut of 4% (\$3.1M) on top of that. For Greater Minnesota transit, the proposed cut was \$2.4 million in FY2009 which would result in a loss of 10,000 hours of service in calendar year 2008 and 40,000 hours

in calendar year 2009 out of a total of 980,000 hours of service currently provided. The Legislature's plan for dealing with the budget deficit does not include significant cuts to transit budgets. We'll have to stay tuned for the outcome of the negotiations.

In the Twin Cities Metropolitan Area, the seven metro counties considered whether or not to implement the ¼ percent sales tax increase authorized under the 2008 Transportation Funding bill. After much public debate, five of the seven counties voted to join a joint powers board and impose the tax, providing about \$100 million per year in additional funding for transit. More good news. Then the Governor made the decision to line-item veto parts of the capital bonding bill including the Central Corridor and many other transit ways projects. There is still some hope that the Central Corridor project will re-emerge before the end of the session.

We are continually reminded of one critical point: we can never rest on our laurels or remain complacent. Transit riders need visible, vocal, committed advocates looking out for them all the time. Without the support and participation of transit systems and advocates around the state, we would be dealing with a much more uncertain future. The Minnesota Public Transit Association continues to provide the only statewide coalition of folks who work on the front-lines every day, providing transit service to thousands of Minnesotans. Your support of MPTA is crucial to our ability to educate decision makers, raise the level of awareness of transit benefits and secure the resources needed for all of us to do our jobs. We need YOU as a MPTA member. For more information on our association, visit our web site: [www.mtpa-transit.org](http://www.mtpa-transit.org).

Minnesota Public Transit Association



## Metro Bus marketing coordinator retires

ST. CLOUD – Long time Metro Bus Marketing Coordinator, Donna Carlson is retiring at the end of May. During her 7 ½ years with Metro Bus, she was instrumental in developing and promoting of the Metro Bus branding program which included the distinctive Metro Bus logo, fleet graphic design, web design, managed the very successful vinyl bus wrap program, and last year's 2 millionth rider celebration. "We'll miss Donna's flare and passion for Metro Bus," remarked Tom Cruikshank, Director of Planning and Marketing.

"Donna's most oft proclaimed Chamber of Commerce meeting saying is being the 'Butt's on Buses Lady'. A saying that always get a chuckle." Prior to her tenure with Metro Bus, Donna was the Marketing Director of the St. Louis County Heritage and Arts Center in Duluth and the Recreation Manager for the City of Green Valley, Arizona. She will remain in the St. Cloud area with her husband, Dick, of 42 years and their two cats. She plans to do some traveling, a lot of sewing, drink mint juleps and eat bon bons.

# Legislative Update

Margaret Donahoe  
Legislative Director  
Minnesota Transportation Alliance

Governor Pawlenty released his recommendations for bringing the state's general fund into balance in the face of a \$935 million budget deficit. For transit systems, the proposal would cut funding significantly:

Metropolitan Area Transit:		
FY09	FY10	FY11
29,931,000	3,151,000	3,151,000

Greater MN Transit		
FY09	FY10	FY11
\$2,452,000	\$752,000	\$752,000

The House and Senate responded with their own versions of how to address the budget deficit. The House proposal includes a very modest cut to transit funding:

Greater Minnesota Transit		
\$19,000 / FY09		\$40,000 / FY10-FY11
Metropolitan Area Transit		
\$94,000 / FY09		\$236,000 / FY10-FY11

The Senate proposal included no reduction in transit funding. Now it's up to the Legislature and Governor and work out a final deal that will balance the budget. If the Governor and legislature cannot agree on an overall plan for balancing the state's budget and the session ends, the Governor has the authority – after exhausting the state's reserve fund – to unallot previous appropriations in order to bring the budget into balance. That means the Governor could wind up cutting the previous appropriation for FY09 for transit systems.

**Transit advocates need to contact their legislators and urge them to resolve the budget problem without significant funding cuts that will hurt transit service and undermine the funding bill that they just passed into law.**

The Legislature passed a capital bonding bill with \$925 million worth of projects. The Governor had threatened to veto the bill if the total dollar amount exceeded \$825 million. When the bill reached his desk, he decided to use his line-item veto authority to delete funding for about \$208 million worth of projects. The list of cuts includes:

Central Corridor LRT	\$70M
Northshore Express	\$1.5M
Southeast Express	\$500,000

High-Speed Rail Chicago-St. Paul	\$4M
Bottineau corridor	\$500,000
I-94 corridor transit way	\$750,000
I-494 corridor transit way	\$500,000
Red corridor transit way	\$500,000
Robert Street corridor transit way	\$500,000
Rush Line corridor transit way	\$500,000
Southwest corridor transit way	\$500,000
Union Depot	\$2M

The veto of the Central Corridor projects puts the state in a position to lose \$450 million in federal New Starts money. The Governor needs to hear from transit advocates that this project is important to the future transit network in the Metropolitan Area.

Funding to match \$133 million in federal funds under an Urban Partnership Agreement was passed. This project will provide improvements, including transit service, along I-35W between Minneapolis and Lakeville.

With the enactment of legislation authorizing the seven counties in the Twin Cities Metropolitan Area to levy a ¼ percent sales tax for transit ways, each county decided to consider this option and vote on whether or not to join the joint powers board and levy the tax. All seven counties have now taken a vote. Five counties voted "yes" – Anoka, Dakota, Hennepin, Ramsey and Washington. Two counties voted "no" – Carver and Scott. This means that the amount of revenue brought in for transit will not be quite as high as originally estimated, but Carver and Scott account for the lowest percentage of all the sales tax revenue generated in the seven county metropolitan area.

The counties have agreed to call the Board administering this tax the Counties Transit Improvement Board (CTIB). The Board will consist of two county commissioners from each member county and the Metropolitan Council Chair. A system of weighted voting will be used for 95 out of a total of 100 votes with the other 5 votes for the Metropolitan Council Chair. The weighting is based on the population and percent of sales tax generated by each county.

The legislation authorizing the regional sales tax required that the first \$30 million generated must go to the Metropolitan Council to help deal with its operating deficit. The tax will be levied starting July 1, 2008.

For information on how to contact your legislators, call House information at 651-296-2146 or Senate information at 651-296-0504. The Governor's phone number is 651-296-3391.



# French fries driving Metro bus on St. Cloud State student routes

ST. CLOUD – A St. Cloud Metro Bus vehicle powered by recycled deep fryer vegetable oil - called the Husky Fried Ride - was unveiled in conjunction with Earth Day festivities on Friday, April 18, at St. Cloud State University.

Partners St. Cloud State University and Metro Bus brought the bus into service with a ceremony at 11 a.m. Friday, April 18, at the finish line for Earth Day runs on the Campus of St. Cloud State. The unveiling kicked off the University's celebration of Earth Day, which included the ninth annual Earth Day Half Marathon Festival.

Metro Bus believes that the endeavor is unique, being one of the first metropolitan bus systems in the country to use waste vegetable oil to power a public transit bus. Project costs, estimated at over \$11,000 include the fuel system conversion, and equipment to collect, filter, store, mix and warm the fuel. Sponsors for the St. Cloud State/Metro Bus initiative include Sodexo, which donated \$3,000 and the mechanisms for providing the vegetable oil; the SCSU Student Government, which donated \$1,400 to purchase the filtration system; and Rheume's House of Lettering, which provided a portion of the cost for the vinyl-wrap graphics on the bus.

The project is being led by Metro Bus Maintenance Manager, Ed Yorek, who's enthusiasm has really been contagious. "This project would not have happened had it not been for the entrepreneurial and inventive spirit of Ed Yorek" exclaimed David W. Tripp, Metro Bus Executive Director, adding that "Even though our current testing and operations have all been positive, I'm convinced that should we encounter any minor glitches, Ed and his crew will solve them".

The Husky Fried Ride, a 40-foot New Flyer bus, is powered by a mixture of 80 percent recycled vegetable oil and 20 percent diesel fuel, the latter necessary to keep the fuel fluid during the winter months. The vegetable oil comes from deep fryers at St. Cloud State, where Sodexo provides food service for Garvey Commons and Atwood Center. Sodexo will be providing approximately 150 gallons of vegetable oil a week when classes are in session, oil that would otherwise be hauled away. Metro Bus has now also secured agreements with St. Cloud Hospital, the Radisson Hotel, and a number of Chinese restaurants to also donate their waste cooking oil.

The environmentally-friendly vehicle, Metro Bus #701, operates on class days during the school year on the Husky Shuttle park and ride route and on four Campus Clipper routes to student housing areas throughout St. Cloud.



Children from Lindgren Childcare Center raised money for a vegetable oil storage tank used on the St. Cloud State University campus.



Cloud Metro Bus Executive Director David W. Tripp speaks to media with Sodexo Senior Vice President Deb Naughton and St. Cloud State University President Earl H. Potter III.

# Thank legislators who voted to make the Transportation bill a law

## Statewide Transit systems will benefit from increased revenues over the next 10 years and beyond

Take a minute to say “thank you” to your legislators. Give them a call!

### Senate Yes Vote (651-296-)

Anderson, Ellen R. (DFL).....	5537
Bakk, Thomas M. (DFL).....	8881
Berglin, Linda (DFL).....	4261
Betzold, Don (DFL).....	2556
Bonoff, Terri E. (DFL).....	4314
Carlson, Jim (DFL).....	7-8073
Chaudhary, Satveer S. (DFL).....	4334
Clark, Tarryl (DFL).....	6455
Cohen, Richard J. (DFL).....	5931
Dibble, D. Scott (DFL).....	4191
Dille, Steve (R).....	4131
Doll, John (DFL).....	5975
Erickson Ropes, Sharon L. (DFL).....	5649
Foley, Leo T. (DFL).....	4154
Frederickson, Dennis R. (R).....	8138
Higgins, Linda (DFL).....	9246
Kubly, Gary W. (DFL).....	5094
Langseth, Keith (DFL).....	3205
Larson, Dan (DFL).....	7-8061
Latz, Ron (DFL).....	7-8065
Lourey, Tony (DFL).....	0293
Lynch, Ann (DFL).....	4848
Marty, John (DFL).....	5645
Metzen, James P. (DFL).....	4370
Moua, Mee (DFL).....	5285
Murphy, Steve (DFL).....	4264
Olseen, Rick E. (DFL).....	5419
Olson, Mary A. (DFL).....	4913
Pappas, Sandra L. (DFL).....	1802
Pogemiller, Lawrence J. (DFL).....	7809
Prettner Solon, Yvonne (DFL).....	4188
Rest, Ann H. (DFL).....	2889
Rummel, Sandy (DFL).....	1253
Saltzman, Kathy L. (DFL).....	4166
Saxhaug, Tom (DFL).....	4136
Scheid, Linda (DFL).....	8869
Sheran, Kathy (DFL).....	6153
Sieben, Katie (DFL).....	7-8060
Skoe, Rod (DFL).....	4196
Skogen, Dan (DFL).....	5655
Sparks, Dan (DFL).....	9248
Stumpf, LeRoy A. (DFL).....	8660
Tomassoni, David J. (DFL).....	8017
Torres Ray, Patricia (DFL).....	4274
Vickerman, Jim (DFL).....	5650
Wiger, Charles W. (DFL).....	6820

### House Yes Votes (651-296-)

Abeler, Jim (R).....	1729
Anzelc, Tom (DFL).....	4936
Atkins, Joe (DFL).....	4192
Benson, John (DFL).....	9934
Bigham, Karla (DFL).....	4342
Bly, David (DFL).....	7065
Brown, Robin (DFL).....	8216
Brynaert, Kathy (DFL).....	3248

Bunn, Julie (DFL).....	4244
Carlson, Lyndon (DFL).....	4255
Clark, Karen (DFL).....	0294
Davnie, Jim (DFL).....	0173
Dill, David (DFL).....	2190
Dittrich, Denise (DFL).....	5513
Dominguez, Augustine “Willie” (DFL).....	8659
Doty, Al (DFL).....	4247
Eken, Kent (DFL).....	9918
Erhardt, Ron (R).....	4363
Faust, Tim (DFL).....	0518
Fritz, Patti (DFL).....	8237
Gardner, Paul (DFL).....	2907
Greiling, Mindy (DFL).....	5387
Hamilton, Rod (R).....	5373
Hansen, Rick (DFL).....	6828
Hausman, Alice (DFL).....	3824
Haws, Larry (DFL).....	6612
Heidgerken, Bud (R).....	4317
Hilstrom, Debra (DFL).....	3709
Hilty, Bill (DFL).....	4308
Hornstein, Frank (DFL).....	9281
Hortman, Melissa (DFL).....	4280
Hosch, Larry (DFL).....	4373
Huntley, Thomas (DFL).....	2228
Jaros, Mike (DFL).....	4246
Johnson, Sheldon (DFL).....	4201
Juhnke, Al (DFL).....	6206
Kahn, Phyllis (DFL).....	4257
Kalin, Jeremy (DFL).....	5377
Kelliher, Margaret Anderson (DFL).....	0171
Knuth, Kate (DFL).....	0141
Koenen, Lyle (DFL).....	4346
Kranz, Scott (DFL).....	4226
Laine, Carolyn (DFL).....	4331
Lenczewski, Ann (DFL).....	4218
Lesch, John (DFL).....	4224
Liebling, Tina (DFL).....	0573
Lieder, Bernard (DFL).....	5091
Lillie, Leon (DFL).....	1188
Loeffler, Diane (DFL).....	4219
Madore, Shelley (DFL).....	5506
Mahoney, Tim (DFL).....	4277
Mariani, Carlos (DFL).....	9714
Marquart, Paul (DFL).....	6829
Masin, Sandra (DFL).....	3533
Moe, Frank (DFL).....	5516
Morgan, Will (DFL).....	4212
Morrow, Terry (DFL).....	8634
Mullery, Joe (DFL).....	4262
Murphy, Erin (DFL).....	8799
Murphy, Mary (DFL).....	2676
Nelson, Michael (DFL).....	3751
Norton, Kim (DFL).....	9249
Olin, Dave (DFL).....	9635
Otremba, Mary Ellen (DFL).....	3201
Paymar, Michael.....	4199
Pelowski Jr., Gene (DFL).....	8637
Peterson, Neil W. (R).....	7803
Peterson, Sandra (DFL).....	4176
Poppe, Jeanne (DFL).....	4193

Rukavina, Tom (DFL).....	0170
26A Ruth, Connie (R).....	5368
Ruud, Maria (DFL).....	3964
Sailer, Brita (DFL).....	4265
Scalze, Bev (DFL).....	7153
Sertich, Anthony “Tony” (DFL).....	0172
Simon, Steve (DFL).....	9889
Slawik, Nora (DFL).....	7807
Slocum, Linda (DFL).....	7158
Solberg, Loren (DFL).....	2365
Swails, Marsha (DFL).....	1147
Thao, Cy (DFL).....	5158
Thissen, Paul (DFL).....	5375
Tillberry, Tom (DFL).....	5510
Tingelstad, Kathy (R).....	5369
Tschumper, Ken (DFL).....	9278
Wagenius, Jean (DFL).....	4200
Walker, Neva (DFL).....	7152
Ward, John (DFL).....	4333
Welti, Andy (DFL).....	4378
Winkler, Ryan (DFL).....	7026
Wollschlager, Sandy (DFL).....	8635

### Listed below are legislators who voted on the Transportation Bill:

A Rep. Dave Olin-(DFL)
B Rep. Bernie Lieder-(DFL)
Sen. LeRoy A. Stumpf-(DFL)
A Rep. Kent Eken-(DFL)
B Rep. Brita Sailer-(DFL)
Sen. Rod Skoe-(DFL)
A Rep. Tom Anzelc-(DFL)
B Rep. Loren A. Solberg-(DFL)
Sen. Tom Saxhaug-(DFL)
A Rep. Frank Moe-(DFL)
B Rep. Larry Howes-(R)
Sen. Mary A. Olson-(DFL)
A Rep. Tom Rukavina-(DFL)
B Rep. Anthony “Tony” Sertich-(DFL)
Sen. David J. Tomassoni-(DFL)
A Rep. David Dill-(DFL)
B Rep. Mary Murphy-(DFL)
Sen. Thomas M. Bakk-(DFL)
A Rep. Thomas Huntley-(DFL)
B Rep. Mike Jaros-(DFL)
Sen. Yvonne Prettner Solon-(DFL)
A Rep. Bill Hilty-(DFL)
B Rep. Tim Faust-(DFL)
Sen. Tony Lourey-(DFL)
A Rep. Morrie Lanning-(R)
B Rep. Paul Marquart-(DFL)
Sen. Keith Langseth-(DFL)
A Rep. Bud Normes-(R)
B Rep. Dean Simpson-(R)
Sen. Dan Skogen-(DFL)
A Rep. Torrey Westrom-(R)
B Rep. Mary Ellen Otremba-(DFL)
Sen. Bill G. Ingebrigtsen-(R)
A Rep. John Ward-(DFL)
B Rep. Al Doty-(DFL)
Sen. Paul E. Koering-(R)

Continued on next page

## Continued list of legislators who voted on the Transportation Bill:

A Rep. Bud Heidgerken-(R)  
B Rep. Al Juhnke-(DFL)  
Sen. Joe Gimse-(R)  
A Rep. Daniel Severson-(R)  
B Rep. Larry Hosch-(DFL)  
Sen. Michelle L. Fischbach-(R)  
A Rep. Steve Gottwalt-(R)  
B Rep. Larry Haws-(DFL)  
Sen. Tarryl Clark-(DFL)  
A Rep. Sondra Erickson-(R)  
B Rep. Mark Olson-(R)  
Sen. Betsy L. Wergin-(R)  
A Rep. Rob Eastlund-(R)  
B Rep. Jeremy Kalin-(DFL)  
Sen. Rick E. Olseen-(DFL)  
A Rep. Ron Shimanski-(R)  
B Rep. Dean Urdahl-(R)  
Sen. Steve Dille-(R)  
A Rep. Bruce Anderson-(R)  
B Rep. Tom Emmer-(R)  
Sen. Amy T. Koch-(R)  
A Rep. Aaron Peterson-(DFL)  
B Rep. Lyle Koenen-(DFL)  
Sen. Gary W. Kubly-(DFL)  
A Rep. Marty Seifert-(R)  
B Rep. Brad Finstad-(R)  
Sen. Dennis R. Frederickson-(R)  
A Rep. Doug Magnus-(R)  
B Rep. Rod Hamilton-(R)  
Sen. Jim Vickerman-(DFL)  
A Rep. Terry Morrow-(DFL)  
B Rep. Kathy Brynaert-(DFL)  
Sen. Kathy Sheran-(DFL)  
A Rep. Bob Gunther-(R)  
B Rep. Tony Cornish-(R)  
Sen. Julie A. Rosen-(R)  
A Rep. Laura Brod-(R)  
B Rep. David Bly-(DFL)  
Sen. Thomas M. Neuville-(R)  
A Rep. Connie Ruth-(R)  
B Rep. Patti Fritz-(DFL)  
Sen. Dick Day-(R)  
A Rep. Robin Brown-(DFL)  
B Rep. Jeanne Poppe-(DFL)  
Sen. Dan Sparks-(DFL)  
A Rep. Sandy Wollschlager-(DFL)  
B Rep. Steve Sviggum-(R)  
Sen. Steve Murphy-(DFL)  
A Rep. Randy Demmer-(R)  
B Rep. Kim Norton-(DFL)  
Sen. David H. Senjem-(R)  
A Rep. Tina Liebling-(DFL)  
B Rep. Andy Welti-(DFL)  
Sen. Ann Lynch-(DFL)  
A Rep. Gene Pelowski Jr.-(DFL)  
B Rep. Ken Tschumper-(DFL)  
Sen. Sharon L. Erickson Ropes-(DFL)

A Rep. Joyce Peppin-(R)  
B Rep. Kurt Zellers-(R)  
Sen. Warren Limmer-(R)  
A Rep. Steve Smith-(R)  
B Rep. John Berns-(R)  
Sen. Gen Olson-(R)  
A Rep. Paul Kohls-(R)  
B Rep. Joe Hoppe-(R)  
Sen. Julianne E. Ortman-(R)  
A Rep. Michael Beard-(R)  
B Rep. Mark Buesgens-(R)  
Sen. Claire A. Robling-(R)  
A Rep. Mary Liz Holberg-(R)  
B Rep. Pat Garofalo-(R)  
Sen. Pat Pariseau-(R)  
A Rep. Shelley Madore-(DFL)  
B Rep. Dennis Ozment-(R)  
Sen. Chris Gerlach-(R)  
A Rep. Sandra Masin-(DFL)  
B Rep. Lynn Wardlow-(R)  
Sen. Jim Carlson-(DFL)  
A Rep. Rick Hansen-(DFL)  
B Rep. Joseph Atkins-(DFL)  
Sen. James P. Metzger-(DFL)  
A Rep. Will Morgan-(DFL)  
B Rep. Ann Lenczewski-(DFL)  
Sen. John Doll-(DFL)  
A Rep. Ron Erhardt-(R)  
B Rep. Neil W. Peterson-(R)  
Sen. Geoff Michel-(R)  
A Rep. Maria Ruud-(DFL)  
B Rep. Erik Paulsen-(R)  
Sen. David W. Hann-(R)  
A Rep. Sarah Anderson-(R)  
B Rep. John Benson-(DFL)  
Sen. Terri E. Bonoff-(DFL)  
A Rep. Steve Simon-(DFL)  
B Rep. Ryan Winkler-(DFL)  
Sen. Ron Latz-(DFL)  
A Rep. Sandra Peterson-(DFL)  
B Rep. Lyndon Carlson-(DFL)  
Sen. Ann H. Rest-(DFL)  
A Rep. Michael Nelson-(DFL)  
B Rep. Debra Hilstrom-(DFL)  
Sen. Linda Scheid-(DFL)  
A Rep. Denise Dittich-(DFL)  
B Rep. Melissa Hortman-(DFL)  
Sen. Leo T. Foley-(DFL)  
A Rep. Tom Hackbarth-(R)  
B Rep. Jim Abeler-(R)  
Sen. Michael J. Jungbauer-(R)  
A Rep. Chris DeLaForest-(R)  
B Rep. Kathy Tingelstad-(R)  
Sen. Debbie J. Johnson-(R)  
A Rep. Carolyn Laine-(DFL)  
B Rep. Kate Knuth-(DFL)  
Sen. Satveer S. Chaudhary-(DFL)  
A Rep. Scott Kranz-(DFL)  
B Rep. Tom Tillberry-(DFL)  
Sen. Don Betzold-(DFL)

A Rep. Bob Dettmer-(R)  
B Rep. Matt Dean-(R)  
Sen. Ray Vanderveer-(R)  
A Rep. Paul Gardner-(DFL)  
B Rep. Carol McFarlane-(R)  
Sen. Sandy Rummel-(DFL)  
A Rep. Mindy Greiling-(DFL)  
B Rep. Bev Scalze-(DFL)  
Sen. John Marty-(DFL)  
A Rep. Leon Lillie-(DFL)  
B Rep. Nora Slawik-(DFL)  
Sen. Charles W. Wiger-(DFL)  
A Rep. Julie Bunn-(DFL)  
B Rep. Marsha Swails-(DFL)  
Sen. Kathy L. Saltzman-(DFL)  
A Rep. Karla Bigham-(DFL)  
B Rep. Denny McNamara-(R)  
Sen. Katie Sieben-(DFL)  
A Rep. Joe Mullery-(DFL)  
B Rep. Augustine Willie Dominguez-(DFL)  
Sen. Linda Higgins-(DFL)  
A Rep. Diane Loeffler-(DFL)  
B Rep. Phyllis Kahn-(DFL)  
Sen. Lawrence J. Pogemiller-(DFL)  
A Rep. Margaret Anderson Kelliher-(DFL)  
B Rep. Frank Hornstein-(DFL)  
Sen. D. Scott Dibble-(DFL)  
A Rep. Karen Clark-(DFL)  
B Rep. Neva Walker-(DFL)  
Sen. Linda Berglin-(DFL)  
A Rep. Jim Davnie-(DFL)  
B Rep. Jean Wagenius-(DFL)  
Sen. Patricia Torres Ray-(DFL)  
A Rep. Paul Thissen-(DFL)  
B Rep. Linda Slocum-(DFL)  
Sen. Dan Larson-(DFL)  
A Rep. Erin Murphy-(DFL)  
B Rep. Michael Paymar-(DFL)  
Sen. Richard J. Cohen-(DFL)  
A Rep. Cy Thao-(DFL)  
B Rep. Carlos Mariani-(DFL)  
Sen. Sandra L. Pappas-(DFL)  
A Rep. John Lesch-(DFL)  
B Rep. Alice Hausman-(DFL)  
Sen. Ellen R. Anderson-(DFL)  
A Rep. Tim Mahoney-(DFL)  
B Rep. Sheldon Johnson-(DFL)  
Sen. Mee Moua-(DFL)



## Transit in the News

# Metro Transit logs highest first quarter ridership in 24 years

MINNEAPOLIS/ST. PAUL – The last time more people rode Metro Transit in the first three months of the year Apple introduced the Mac, a stamp cost 20 cents and the summer Olympics were in L.A. That was 1984.

This year customers boarded Metro Transit buses and trains 19.2 million times from January through March. That's 7.2 percent, or 1.3 million rides, more than the same period last year.

Metro Transit recorded ridership increases across all types of its service, paced by a 16.4 percent increase on the Hiawatha light-rail line. Three-month ridership was 2.1 million, the first time first-quarter ridership topped 2 million in the four-year history of light-rail service.

Ridership on urban local services was up 8.3 percent, and express bus ridership was up 4.3 percent. Suburban local ridership saw a 6 percent increase and rides on Maple Grove contracted routes jumped 49 percent.

The first-quarter figures continue a very positive trend, said General Manager Brian Lamb. Ridership last year was the highest in a quarter century, and ridership over the past two years is up 10.4 percent.

"People are looking for alternatives to driving alone as they cope with higher gas prices, growing congestion and the stress of driving," Lamb said. "With about 80 percent of riders heading to work and school, Metro Transit is proving its value not only as a congestion reliever but also as a service that helps drive the economic engine of the region."

Metro Transit saw double-digit increases in its employer- and student-based programs. Workers at 175 companies use discounted annual Metropasses issued through their employers. Metropass holders took 2.2 million rides in the first quarter, up 15 percent over last year. Students at the University of Minnesota holding U-Passes logged 1.4 million rides, also an increase of 15 percent over the first three months of 2007.

"We are well on our way toward exceeding our goal of 78 million rides this year," he said.

To make it easier to take the bus or train, Metro Transit implemented two new trip planning features during the first quarter.

- Enhanced its self-service, on-line trip planner by adding mapping capability. The trip maps are interactive and intuitive, so customers can zoom in and out and more easily see the locations of the bus and train stops that they will use. The trip planner also provides maps with complete walking directions to and from bus and train stops.
- Began a customer test of NexTrip, a web tool that provides real-time bus departure information using global positioning technology.

"We continue to look for the best uses of technology to improve customer service and advance our commitment to the environment through our Go Greener Initiative," Lamb said.

# DTA first quarter ridership is up 12.4 percent

DULUTH – Duluth Transit Authority system-wide ridership increased by 6 percent in 2007 and for the first quarter of 2008, ridership continues an upward swing in both Duluth and Superior.

First quarter 2008 ridership figures reported to the DTA Board of Directors showed a 12.4 percent increase of 85,000 rides over the first quarter of 2007.

January 2008 ridership of 240,790 passengers was up 4.8 percent over January 2007. February 2008 ridership of 264,924 passengers was up 21 percent over February 2007. March 2008 ridership of 263,637 passengers was up 11.9 percent over March of 2007.

U-Pass ridership for the first quarter of 2008 at UMD, College of St. Scholastica, Lake Superior College and UWS has also increased 25 percent with 13,041 rides over the first quarter of

2007. UMD ridership for February totaled 55,506 and was the highest monthly total ever at UMD. March ridership at UMD totaled 42,116 – which was the highest March ridership ever at UMD. U-Pass ridership at UWS was inaugurated in August, 2006 and totaled 2,092 rides during March.

Total DTA ridership for 2007 was 2,692,931 and this upward trend in ridership is expected to continue as gas prices rise.

STRIDE (Special Transit RIDE) ridership has also increased by 10.7 percent during the first quarter of 2008.

The additional passenger revenue generated from increased ridership has been offset by the increase in the price of diesel fuel. The average March price of diesel fuel was \$3.53, which is \$1.15 more per gallon than March 2007. The DTA purchases an average of 40,000 gallons of bio-diesel fuel per month.



# Transit in the News

## Metro Transit helps customers mark Earth Day

MINNEAPOLIS/ST. PAUL – Ride a wind-powered light-rail train, hop on a bus fueled with a 20 percent biodiesel blend, sign up for the Commuter Challenge or check out how much transit riders are saving in carbon dioxide emissions.

These are all options for those interested in focusing on the environment Tuesday as the world marks the 38<sup>th</sup> annual Earth Day.

Metro Transit’s line up of environmental events and activities extend beyond Earth Day itself, said Brian Lamb, Metro Transit general manager.

Lamb said the agency is purchasing enough wind energy from Xcel’s Windsource program to power all Hiawatha light-rail trains by wind on Tuesday and again on May 3 and 4, to coincide with the annual Living Green Expo at the state fairgrounds.

“Light rail is a very environmentally friendly way to travel on any day,” he said. “The wind-driven train also helps focus on our agency-wide commitment to the environment.”

That commitment includes operating buses with a diesel fuel that contains a 20 percent soy mixture. The B20 fuel is powering buses based at four of Metro Transit’s five service garages. Buses at the fifth garage will convert to B20 when new fuel tanks are installed.

“Biodiesel decreases our dependence on foreign oil and also helps support Minnesota’s agricultural economy,” Lamb said.

In addition, Metro Transit currently operates 22 hybrid electric buses, a number that will increase to 172 over

four years. Hybrid buses get 26 percent better fuel mileage and produce 90 percent fewer emissions than the buses that they will replace. Hybrid buses are used mostly on Nicollet Mall, creating a more welcoming downtown environment for pedestrians, shoppers and outdoor diners.

To kick-off environmental activities, Metro Transit is offering free Go Greener transit passes to those headed to Sunday’s Wishes for the Sky public art event to celebrate Earth Day. Go Greener free ride passes, which can be used between 10 a.m. and 5 p.m. to attend the event on Harriet Island in St. Paul, can be downloaded at [wishesforthesky.org](http://wishesforthesky.org).

“Everyone can get involved in Earth Day by taking part in the Commuter Challenge,” Lamb said.

Those who take the challenge on Metro Transit’s website and pledge to try an alternative to driving alone at least once by the end of June are eligible for prizes, including a lap-top computer, I-Pods, bicycles and gift certificates.

“Last year, more than 12,000 people took the challenge, and 88 percent are still using alternative transportation for at least some of their commuting,” he said.

Lamb said beginning on Earth Day, the agency’s website - [metrotransit.org](http://metrotransit.org) – will feature a real-time calculation of how much carbon dioxide emissions transit customers have saved so far this year by riding buses and trains instead of driving alone in cars. The rate of savings increases during weekday rush hours when transit ridership is highest.

“This is a compelling visualization of the very positive impact transit customers collectively have on reducing greenhouse gas emissions in our region,” Lamb said.





## Central Corridor LRT Update

### Transit-pedestrian mall with buses would be more cost effective than rerouting buses

Metro Transit officials prefer to keep buses on Washington Avenue when it is converted to a transit-pedestrian mall for Central Corridor LRT because it would be more cost effective than rerouting daily all 900 of them. Buses can take riders to the heart of campus, avoiding forced transfers to rail. This would avoid the need for additional capital investments for building bus-rail transfer stations. One option studied for removing buses from Washington Avenue would terminate buses at the edge of campus, requiring riders to transfer to trains at new transit stations at each end. Two other options studied would reroute buses via University Avenue and Fourth Street to either Pleasant Street or over the 10th Avenue bridge. All options that reroute buses off of Washington Avenue would increase overall travel time for bus riders.

### Cities, counties and regional rail authorities required to hold hearings on LRT plans

State law requires cities, counties and regional rail authorities to hold public hearings on preliminary engineering plans for the Central Corridor LRT Project. This is known as the municipal consent process. The state Department of Transportation and the Hennepin and Ramsey counties' regional rail authorities will hold the first hearing from 5 to 7 p.m. May 29 at Goodwill/Easter Seals, 553 Fairview Ave. N., in St. Paul. The public will be able to ask questions and get answers one hour before the meeting. The hearing will be an opportunity for the public to comment. In June, St. Paul, Minneapolis and Hennepin and Ramsey counties will hold public hearings prior to their city councils and county boards approving the plans in July. All the hearings will focus on preliminary design plans for stations, tracks and electrical systems. These documents will be available for public review by May 1 in St. Paul at the Metropolitan Council's Robert Street library, the Central Corridor Project Office, Hamline-Midway Library, Merriam Park Library, Rice Street Library, Rondo Community Library, St. Paul Central Library and St. Anthony Park Branch Library and in Minneapolis at the Franklin Library, Minneapolis Central Library and Southeast. An electronic copy will be available at [www.centralcorridor.org](http://www.centralcorridor.org) When the other hearing dates are set, they will be posted under Meetings at [www.centralcorridor.org](http://www.centralcorridor.org).

## Representative Bud Heidgertken Honored

ST. CLOUD – Representative Bud Heidgertken was honored for his support of Tri-CAP and greater Minnesota Transit at the 43 annual meeting of Tri-County Action Program, Inc., (Tri-CAP) held on April 17 in St. Cloud.

Rep Bud Heidgertken has been a local champion for Tri-CAP in Western Stearns County. In September of 2007, Bud was the honorary ribbon cutter at the grand roll out of the Tri-CAP bus service for the City of Melrose. Representative Heidgertken has been an advocate for greater Minnesota transit sometimes against some extreme odds. At the urging of Rep Heidgertken, Tri-CAP is continuing to expand the Melrose service area with extended shopping runs to Freeport & Meire Grove that began on April 7.



Linda Elfstrand, Tri-CAP Transportation Director is pictured with Rep. Heidgertken as he receives his award. In his remarks following the award, Rep Heidgertken noted that not everyone has a clear picture of how important busing is in greater Minnesota, for example most small towns do not have taxi service so the bus fills a very important need as the only transportation option for many residents. Tri-CAP appreciates the work that Rep Heidgertken has done on behalf of transit not only for Stearns County, but all across the state.

## Ridership up in Rochester

ROCHESTER – Transit ridership continues to increase in Rochester. The system carried 1,545,364 passengers in 2007 up over 8 percent from 2006. This is the third consecutive year of substantial ridership increases. While past years have shown the most growth in park and ride passengers the weekday neighborhood routes are also showing substantial gains. The continued growth in Mayo Clinic employment, limited supply of employee parking in the downtown and high gas prices have all contributed to ridership growth. Mayo Clinic provides free bus passes to its employees.



# Metro Transit bus, train fares likely to increase

By Dave Orrick - Pioneer Press

METRO – A possible \$47.5 million hole in the budget of the Metropolitan Council will likely lead to fare hikes on buses and trains at a time when ridership is booming, the agency's top official said recently.

Met Council Chairman Peter Bell said he "suspects" an increase of a quarter to 50 cents for all fares — the first in almost three years — but said higher hikes and service cuts are possible if the funding hole isn't at least partially patched.

In addition to ridership rising — bus ridership for February was 11 percent above a year ago — the predicament has surfaced on the heels of a state transportation funding plan with a mass transit-dedicated sales tax and an expensive push to build the Central Corridor light-rail line linking St. Paul and Minneapolis.

In remarks to legislators and the Pioneer Press, Bell warned that if the agency resorts to service cuts, the federal government's funding of the Central Corridor will be in jeopardy.

"The public will have difficulty understanding why you're spending (close to) a billion dollars on a train. The public will mistakenly believe we're cannibalizing one system for another, although that's not the case because they're separate funding sources," Bell said in an interview after testimony to the Senate Transportation Committee on Tuesday. "The most important point is the feds will not allow us to go to final

design on the Central Corridor if we're degrading our system, so we have to resolve this."

### This wasn't the plan.

After lawmakers overrode the veto of Gov. Tim Pawlenty and passed a transportation funding plan, the Met Council, which oversees Metro Transit, looked somewhat flush. Its budget was intact and it had a new funding stream in the making: proceeds from a quarter-cent metro sales tax authorized by the transportation package.

The sales tax, which still has to be enacted by metro counties, is expected to generate \$90 million to \$110 million annually. Lawmakers guaranteed the Met Council a claim to the first \$30.8 million for several projects.

Then the state's economic woes became apparent. Proceeds from motor vehicle sales taxes — a funding stream for the Met Council — are projected to be down \$17.5 million from what was budgeted, and state accountants revealed a \$935 million hole in the state's budget. Pawlenty proposed cutting Met Council by about \$30 million by reducing regional transit spending by about \$20 million and leveling an across-the-board 4 percent funding cut to balance the budget, Bell said. That brings Met Council's total hole to about \$47.5 million.

Bell is hoping to tap more of the new metro county sales tax to patch the hole, but Hennepin County Commissioner Peter McLaughlin on Tuesday said he won't support that and doubts other metro county officials will, either.

"The counties are taking the politically courageous step of instituting a sales tax and then the Met Council is ripping it off. No one's going to pass it," said McLaughlin, a Democrat and former lawmaker. McLaughlin echoes DFLers who want to lay blame at the feet of Pawlenty, a Republican.

"They have a budget hole because the governor is creating a budget hole," he said. The last time Metro Transit increased fares was a 25-cent hike in July 2005.

## DTA employees honored at annual Safety Breakfast

DULUTH – The Duluth Transit Authority named driver Pero Donovic as the DTA Employee of the Year for 2007 at the DTA's annual Employee Safety & Recognition Award Breakfast, which was held at the DTA's Operations Center on March 20.

The DTA also recognized and commended 74 bus operators and mechanics at the Awards Breakfast for achieving a cumulative total of 781 years of accident-free service.

Employee of the Year, Pero Donovic began his career at the DTA as a part-time bus operator in May of 1999 and was promoted to full-time in October of 2000.

In the 8 years he has been with the DTA, Pero has maintained excellent customer service, safety and attendance records.

Pero was named Employee of the Month in April of 2007 and October 2002.



DTA General Manager Dennis Jensen presents driver Pero Donovic with the Employee of the Year award.



# Transit in the News

## New technology improves Metro Mobility service

METRO—Two new online tracking systems have improved Metro Mobility service to customers while saving the agency time and money.

One system allows Metro Mobility’s street supervisor to monitor several routes and route changes simultaneously – and in real time. The second system is a more useful and efficient database to process customer complaints.

In both cases, Metro Mobility staff have powerful new tools that speed up response time and make better use of agency resources. The bottom line: better service.

“In just a short time, these new systems have led to better accountability and customer service, and made our staff much more productive,” said Andrew Krueger, Metro Mobility’s manager of customer service. “All applications were developed internally, which saved us a substantial amount of money compared with purchasing them.”

Metro Mobility is the state’s largest transit service specifically designed for people with disabilities.

### Road Supervisor System

Drivers and vehicle routes are routinely monitored by Metro Mobility to assure quality service, customer care, punctuality and other aspects of service on the street.

With the new “Road Supervisor” system, a field supervisor working from a laptop in his car can select specific routes and drivers to monitor – or he can select a geographic area and pull up every vehicle and trip that goes in and out of that area. The new software system allows him to monitor 15 or 20 routes each day, compared with only two or three routes previously.

If a route changes due to a late cancellation or late addition, the field supervisor now will know right away. Previously, route schedules were printed up one day in advance, and a supervisor had to hope the itinerary hadn’t changed much.

“Having access to route information and route changes in real-time is a huge improvement in accountability, quality control and productivity,” Krueger said.

### Issue Tracking System

The new “Issue Tracking” system is a quantum leap forward for managers who track customer complaints and make sure they are resolved quickly and effectively.

Complaints entered into the system are automatically forwarded to Metro Mobility’s contracted providers, who actually deliver service on the street. Service providers

typically have up to 72 hours to respond to complaints. Metro Mobility’s customer service manager reviews all provider responses and accepts or rejects the provider’s resolution.

The new system can generate reports by sorting for the driver name, contractor name, routes, incident type, dates, complainant name, complaint type, customer name and more. Until now, that kind of parsing of information was simply not done (except in rare cases) because it took too long.

Another benefit: the new tracking system works seamlessly with other Metro Mobility software – like those used for scheduling rides and for generating reports. The information also is accessible in real-time by the road supervisor for monitoring purposes.

Developed in-house by a couple of Metro Mobility’s self-described “computer guys,” — Matt Yager and Joe Liljedahl — the new Tracking System was implemented on a pilot basis last October and put into full service in November. Comparable store-bought software would have cost the agency \$60,000 to \$100,000.

The system is now being used by Metro Mobility’s “core providers” – Transit Team and First Transit – which form the heart of the operation. In the second phase of the planned rollout, the system will be made available later this year to additional paratransit providers in Dakota, Carver, Scott and Washington Counties.



Metro Mobility field supervisor Brian Montgomery calls up the latest information – in real time – while monitoring paratransit service on the street. Accessing data with new wireless technology has greatly improved accountability and customer service.





## Minnesota Public Transit Newsletter

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## St. Cloud Metro Bus adds Sunday service - hikes fares

ST. CLOUD – For the first time since 1953, Metro Bus Fixed Route service will operate regular schedules on Sunday. Similar to Saturday operations, riders will be able to use most of the routes except for Route 75, Westwood, Sartell, and the four SCSU Campus Clipper routes. General public Dial-a-Ride service will continue to be available to riders along those routes. Sunday Fixed Route service will operate between 8:45 a.m. and 6:15 p.m., and was made possible by a FTA Job Access Reverse Commute (JARC) Grant.

Sunday Metro Bus routes will be operating essentially a Saturday schedule except will start an hour later. Routes operating on Sunday will be Waite Park, Pantown, West Side, North Side, South Side, East Side, Southeast, Sauk Rapids, University, and Southwest. Routes not operating on Sunday will be Westwood, Sartell, and Route 75. These route areas will be covered by Dial-a-Ride service.

Metro Bus Fixed Route 7-Day and 31-Day pass prices adjusted and new 1-Day pass added in response to adding fixed route service on Sundays starting May 11, 2008.

The St. Cloud Metropolitan Transit Commission approved the proposed price changes to 7-Day and 31-Day passes including the addition of a new 1-Day pass.

The 7-Day pass will change from \$12 to \$13, the 31-Day pass will change from \$35 to \$37, and the new 1-Day pass will be \$3. The new prices will take effect Sunday, May 11- the first day of Sunday fixed route service.

## in transit Bulletin Board

### Transit Events

Sept. 29 — Oct. 1 Minnesota Public Transit Conference — River Center — St. Paul, MN  
July 19, 2008 — Minnesota Statewide Bus Rodeo — Bemidji

### RTAP Training Classes

Rural Transit Assistance Program (RTAP) offers training in passenger assistance, defensive driving, abuse prevention along with refresher courses and training for newly hired employees. New hires should take the full eight hours of Passenger Assistance, four hours of Defensive Driving and four hours of Abuse Prevention. Refresher training should be taken once every three years after the initial new hire courses have been completed. Register for classes by completing the form posted on the Office of Transit's web-site at: [www.dot.state.mn.us/transit/RTAP/Form/index.html](http://www.dot.state.mn.us/transit/RTAP/Form/index.html). **See RTAP training calendar at [www.dot.state.mn.us/transit/RTAP/rtaptrng.html](http://www.dot.state.mn.us/transit/RTAP/rtaptrng.html).** For more information, contact RTAP Coordinator Lynn Frank at 651/366-4710 or [lynn.frank@dot.state.mn.us](mailto:lynn.frank@dot.state.mn.us).



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