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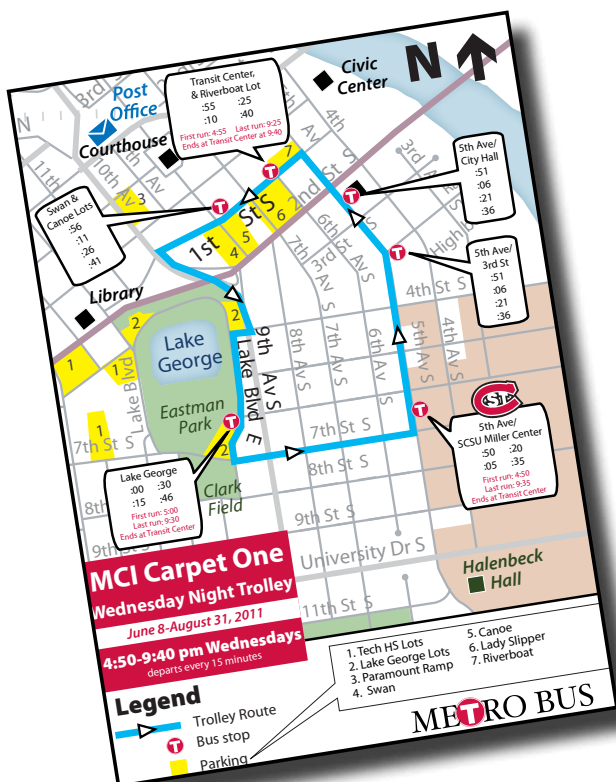
St. Cloud Metro Bus offers free trolley rides this summer

By BERTA HARTIG, St. Cloud Metro Bus

The Metro Bus trolley will operate Wednesday evenings this summer, in conjunction with a new free weekly concert festival called "Summertime by George!"

Summertime by George! features live music from local and regional bands, a farmer's market, artisans, and a kid's zone. This family-friendly event, coordinated by the Rotary Club of St. Cloud, is held at the newly renovated Lake George.

The trolley will run a 15 minute looping route between downtown St. Cloud parking, St. Cloud State University and the event at Lake George. Operation of the Wednesday night summer trolley is sponsored by MCI Carpet One and the Rotary Club of St. Cloud, enabling the public to ride free.



Learn about [Summertime by George!](#)

From the President



Tony Kellen, President
Minnesota Public Transit Association
Director of Operations & Technology
St. Cloud Metro Bus
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Mark your calendars!

MN Bus Rodeo
July 22-23, St. Cloud

Annual Conference
Oct. 12-14, St. Paul

President's Column

Rising fuel prices, a state legislative session that seems destined to drag on, cuts and uncertainty at the federal level — it's not an easy time for transit right now. That's exactly why it's so important for you to be an active member of the Minnesota Public Transit Association!

MPTA has been busy speaking up at legislative hearings, meeting with key legislators and staff for the governor and generating public support for transit in Minnesota. Our effectiveness is determined by how much legislators hear from the folks back home about the importance of the transit service they use, so we're counting on you to help educate and mobilize transit riders and supporters.

Transit advocates all across the state collected thousands of postcards from transit riders and delivered those postcards to Governor Dayton to demonstrate the strong support among the public for maintaining current bus and rail service. Thanks to everyone who participated and contributed to this effort. It was important to have representation from people in all corners of the state who support transit service.

MPTA representatives and our lobbyist have been speaking out at legislative hearings about the impact of proposed budget cuts for transit service. The level of funding cuts proposed by the legislature would have a significant impact on our ability to serve people in our communities and on their ability to pay for rides. Steep fare increases or service cuts will hurt transit-dependent people at a tough time. In addition, when the governor hosted a Round Table discussion of transit funding cuts, MPTA was there to make sure the governor understood the hardships that funding cuts would have — particularly in more rural areas with limited transit service.

As we get down to the wire, this is when we need you to really speak up and to ask folks in your communities to speak up or the transit funding we need could well be significantly cut just as expenses are growing and demand for transit service is increasing. Don't give up!

We're also busy serving our member systems through the annual Bus Rodeo and the Annual Minnesota Public Transit Conference. This year's Bus Rodeo will be held in St. Cloud July

22-23 and the Transit Conference will be held in St. Paul October 12-14th. Both of these events will provide you and your staff with opportunities to enhance skills and gather critical information about the future of transit in our state. All the details for both of these events can be found on our web site: www.mpta-transit.org.

We can't afford resignation. Please take just a few minutes to send an e-mail message to your legislators. Even if you have already contacted them earlier in the session, it's important to check in and remind them how much their constituents are relying on continued transit service.

SPEAK UP
for transit funding.
Please take just a few
minutes to send an e-mail
message to your legislators.

Legislative Update

Margaret Donahoe
Advocacy Director
Minnesota Public Transit Association



Legislative Report

As we go to press, the 2011 Legislative Session remains one with a huge divide to overcome between the Republican controlled legislature and a DFL Governor. The conventional wisdom seems to be that the session will not conclude by May 23rd, the official end of the Regular Session. Major differences remain over how to bridge a \$5 billion funding gap for the coming biennium (FY2012-13) including debates over who decides the fiscal impact of proposed legislation and therefore whether or not the budget balances.

The legislature has passed House and Senate versions of all the omnibus appropriations bills that fund state government. They claim to have produced a balanced budget without raising additional revenue through tax increases; however, legislative leaders have relied on outside consultants to estimate the impact of certain policies while state agency officials question the validity of the assumptions and methodology used. For example, the legislature relies on a waiver from the federal government that may or may not happen as part of their estimate for cost reductions. The Departments of Revenue and Management and Budget have come out saying that all of budget bills passed will not erase the \$5 billion budget deficit in the general fund. Analyzing all of the budget bills, the state would still face a \$1.2 billion deficit with the House position and a \$1.1 billion deficit with the Senate bills. This represents almost one-third of the deficit after the K-12 Education funding shift.

The Transportation Omnibus Budget bill has been agreed to by a House/Senate conference committee. The bill (HF1140) cuts \$118 million out of the transportation budget for the coming biennium (FY2012-13).

Last biennium (FY2010-11) the legislature provided \$30.4 million for MnDOT's Office of Transit. The Governor has proposed spending of \$34.2 million for the

coming FY12-13 biennium. For Metropolitan Area Transit, the state provided \$119.7 million in general fund dollars last biennium. The governor has proposed spending \$129.7 million in general funds.

The general fund cuts included in the conference committee report:

- 1) \$109.2M cut to Metropolitan Area Transit (\$54.6M per year)
- 2) \$7.6M cut to Greater Minnesota Transit (\$3.8M per year)
- 3) \$1M cut to the Office of Commuter and Passenger Rail (eliminates all funding)
- 4) \$98,000 cut to the MnDOT Freight Office

The base level of funding for Metropolitan Transit had been set at \$64.9M per year. The conference committee report provides just \$10.2 million per year and sets the base for the following biennium (FY2014-15) at a little over \$39M per year.

The general fund base for Greater Minnesota Transit had been set at \$16.2M per year. The conference report provides \$12.5M per year and includes language calling for \$100,000 each year to fund the administrative expenses of the Minnesota Council on Transportation Access. The legislation sets the base for the following biennium at about the same level (\$12.563M for FY2014 and \$12.482M for FY2015).

So with rising fuel prices, funding is being reduced even for the out years.

Language in the bill prohibits the Metropolitan Council from reducing special transportation services (Metro Mobility) and the Council must provide financial assistance to suburban transit providers at the same level of funding provided in fiscal year 2011.

Continued...

Legislative Update, continued...

The Council is directed to use reserve funds to the maximum amount feasible, shift funds from the Livable Communities Fund, Right-of-Way Acquisition Fund (RALF) and Council operating budget and to increase fares. Only after these strategies are used may the council reduce transit service.

Language in the conference report also allows the Counties Transit Improvement Board (CTIB) to transfer funds to the Metropolitan Council that are not needed for debt service on bonds that have been issued, but does not allow those funds to be used for rail or bus rapid transit.

Federal Transit Funding

Congress approved and the President signed an appropriations bill to complete funding the federal government for the fiscal year that ends Sept. 30. The bill enacts a spending deal made late between Obama, House Republicans, and Senate Democrats, which averted a government shutdown at the 11th hour. It wipes out all funding for high-speed rail this fiscal year, cancels \$400 million of last year's unobligated high-speed rail funds, reduces Amtrak capital funding \$130 million, cuts transit capital funding \$400 million, cancels \$280 million in prior transit appropriations, and rescinds \$2.5 billion in highway contract authority plus \$630 million in old unused highway earmarks — from 1998 and earlier years.

Programs under the jurisdiction of the House and Senate Transportation, Housing and Urban Affairs, and Related Affairs Appropriations Subcommittees took the largest hit of any of the dozen appropriations subcommittees, having its discretionary spending for this fiscal year cut 18.3 percent, from \$67.9 billion last fiscal year to \$55.5 billion this fiscal year, Transportation Weekly reported.

Prospects are not looking great for the FY2012 budget at this point. The Republican plan proposed by Rep. Paul Ryan from Wisconsin would cut spending across the board pretty dramatically. In response to the plan, American Public Transportation Association (APTA) President Bill Millar noted:

“The budget plan proposed by Chairman Ryan would place ill-conceived limits on federal investment in transportation,” said Millar. “The House budget plan needlessly restricts investment options by calling for all transportation programs to be cut 30 percent or more. This would halt thousands projects needed in the years ahead to bring our nation’s public transportation infrastructure up to a state of good repair and build the capacity for millions of new riders.

“Instead of adopting limits on transportation investment, Congress needs to pass a well-funded, six-year, multimodal surface transportation bill. While transportation programs account for less than 3 percent of the federal budget, they support or create more than 2.5 million jobs annually. Modest changes to the collection of federal motor fuel user fees in a new surface transportation bill could easily eliminate the small amount of deficit spending in these programs.”

The Obama Administration responded to the budget debate in the House with its own deficit reduction proposal and issued a call for bipartisan talks to resolve budget deficit and national debt reduction talks by early summer.

GMTPAC Advisory Committee

Cathleen Amick, Community Transit — District 8
Mark Anderson, Mankato Transit — District 7
Chad Gessel, RiverRider Public Transit — District 3
Tony Kellen, St. Cloud Metro Bus — MPTA President
Jack Larson, Arrowhead Transit — District 1
Greg Negard, Paul Bunyan Transit — District 2
Amy Repinski, Three Rivers Hiawathaland Transit — District 6
Daryn Toso, Transit Alternatives — District 4

**If you any questions about GMTPAC
contact Tom Gottfried, Mn/DOT
Office of Transit, (651) 366-4171
or tom.gottfried@state.mn.us.**

MPTA works with Mn/DOT to create new advisory committee for Greater Minnesota

The Greater Minnesota Transit Provider Advisory Committee (GMTPAC) was formed to discuss and provide Mn/DOT feedback about a variety of current issues and future directions regarding the administration and operation of public transit programs. Mn/DOT Office of Transit wants to work more closely with transit providers.

“MPTA acted upon Mn/DOT’s request for members of the Advisory committee,” said Tony Kellen, MPTA President.

At the October 28, 2010 MPTA Executive Board Meeting, the Association formally recognized the group and recommended a slate of providers for the committee.

“This is another great example of cooperation between MPTA and Mn/DOT,” said Kellen.

“The committee is composed of eight individuals, representing systems of all sizes from the seven Mn/DOT Districts in Greater Minnesota,” said Tom Gottfried, Mn/DOT, Planning Director. “We plan to meet three or four times a year to talk about initiatives affecting Greater Minnesota Public Transit and Providers.”

The first meeting was held January 18 at the Mn/DOT conference center in St. Cloud. The group discussed several topics, including a legislative update, Vehicle Maintenance and Repair Reporting, and Annual

Application Service Design.

As a result of the feedback obtained at the January meeting Mn/DOT decided to make Vehicle Maintenance and Repair Reporting optional for transit systems. In addition Mn/DOT agreed with committee members that an effective Vehicle PM monitoring program will be easier to administer and more effective at Program Oversight.

Other transit issues impacting Greater Minnesota will be discussed at future meetings. If you have questions about GMTPAC, contact Tom Gottfried, Mn/DOT Office of Transit, (651) 366-4171 or tom.gottfried@state.mn.us.





DTA again providing FREE ROUND-TRIP FARES for West Duluth commuters during second phase of I-35 construction in Duluth

By TOM ELWELL, Duluth Transit Authority

Mn/DOT and the Duluth Transit Authority (DTA) have teamed-up again this construction season to ease rush-hour traffic congestion on I-35 and Grand Avenue during the second phase of the I-35 Mega Project in West Duluth by providing FREE round-trip fares for weekday commuters there. Traffic on I-35 has been reduced to a single lane in both directions with much of the traffic diverted onto Grand Avenue.

Commuters boarding DTA buses during morning peak hours at bus stops west of 46th Avenue West and Grand Avenue, including a temporary Park & Ride lot at the Lake Superior Zoo, get free express service to downtown Duluth and a free return trip transfer, which is good anytime that day.

Last year, the DTA's Ride FREE service helped reduce rush-hour traffic congestion on I-35 and Grand Avenue and minimized the effects of the I-35 construction on the West Duluth neighborhood. The DTA averaged nearly 404 rides per day with more than 43,227 free rides during last year's construction season (April 17 through October). In addition to the free rides, 30,689 more were generated in the West Duluth corridor during the construction season for a total of 73,916 rides.

"Buses only" express lanes on Grand Avenue are again being utilized by all DTA buses during morning and afternoon peak hours for speedy express service between West Duluth and downtown Duluth.

Mn/DOT and the DTA are encouraging West Duluth commuters and those commuting from the south on I-35, to take advantage of the FREE DTA commuter service during the upcoming 6-month construction season. The DTA is anticipating greater ridership during this year's construction season because of rising gas prices.

More information about the DTA's FREE RIDE program is available at www.duluthtransit.com. Mn/DOT plans to complete the 2-year I-35 re-construction project this year. For I-35 construction updates, see Mn/DOT's website at www.dot.state.mn.us/duluthmegaproject/.



New GOLD drivers in their leather SW jackets.
A jeweled gold SW lapel pin for two consecutive years as a GOLD driver.

SouthWest Transit honors the “Best of the BEST”

By LINDA SPEVACEK, SouthWest Transit

Recently the SouthWest Transit (SWT) Commission and staff honored 29 of its 55 drivers as Gold drivers for 2011, the “Best of the BEST.”

The BEST Program is an incentive program designed to encourage the best individual and group performance from our drivers. It rewards operators both financially and with public recognition for their part in reaching safety and customer service goals. The program has been a great success with the drivers since it began in 2002; MPTA honored the program with its first ever Management Innovation Award.

To be eligible, a driver must be with SWT for one full calendar quarter, maintain professional behavior in the workplace, have no chargeable

accidents, and have no missed routes or intermediate stops.

Once eligible, operators are scored on the following criteria: following all policy and procedures daily, maintaining on-time performance, making required public announcements, having no “at fault” customer complaints, and maintaining acceptable attendance and punctuality.

In addition to a monetary award, the program rewards the operators who score 100 percent in all four quarters to be recognized as our GOLD drivers.

In 2010, 18 GOLD drivers received a leather SW jacket and a Gold colored nameplate to display on their buses. Seven GOLD drivers earned 100 percent for two consecutive years and were awarded a jeweled gold SW lapel pin to recognize their accomplishment. Four drivers attained GOLD status for three consecutive years and received a leather SW tote bag that matches their jacket.

These GOLD drivers have played a large part in the success of SouthWest Transit as an award-winning transit agency, which focuses on safety and customer service.

We have been recognized by the American Public Transportation Association (APTA) in 2007, 2008, 2009 and 2010 for our safety and security programs and as Outstanding Public Transportation System of the Year in 2004. MPTA named SWT the Minnesota Transit System of the Year in 2008.

SWT provides over 1 million rides a year, and our 2010 rider survey indicated that 99 percent of our riders were satisfied or very satisfied with our entire service.

Our 2010 statistics show that all scheduled routes departed 99 percent on-time. We had one road call for every 35,000 miles driven, and less than one preventable accident for every 200,000 miles operated.

The entire SouthWest Transit staff strives each day to live up to its credo:
Expect the Best.



(Left to right): Metro Transit General Manager Brian Lamb, Program Director Mark Fuhrmann of New Starts rail projects in the Twin Cities, Metropolitan Council Regional Administrator Pat Born, FTA Administrator Peter Rogoff, Minneapolis Mayor R.T. Rybak, state Rep. Alice Hausman, St. Paul City Council Member Melvin Carter, St. Paul Mayor Chris Coleman, Ramsey County Commissioner Toni Carter, Gov. Mark Dayton, Met Council Chair Susan Haigh, Hennepin County Commissioner Peter McLaughlin (also head of the Counties Transit Improvement Board), Ramsey County Commissioner Jim McDonough, former Met Council Chair Peter Bell and Ramsey County Commissioner Rafael Ortega.

Central Corridor LRT Project obtains Full Funding Grant Agreement

By LAURA BAENEN, Metropolitan Council

Local, state and federal officials who had key roles in helping the Central Corridor LRT Project obtain a Full Funding Grant Agreement from the federal government pause for a celebratory group photo after signing a 6-foot length of light rail April 26 in St. Paul, Minn. The FFGA is the federal government's contractual commitment to pay half the cost of the \$957 million project. The line linking St. Paul and Minneapolis will begin passenger service in 2014.

In the News on the Web

[Feds to sign commitment to MN light rail funding](#), *Business Week*. April 27.

[Get ready for Minnesota's 'other' season](#), *Echo Press*, Alexandria. April 22.

[Two Northland highway projects earn national recognition](#), *Duluth News Tribune*. April 30.

[Minn. Senate passes bill cutting public transit](#), *Minnesota Public Radio*, April 4.



Transit systems across the country are reporting ridership increases due to the high gas prices.

On average, riders can save \$10,116 annually and \$843 per month, according to APTA's Transit Savings Report. These savings are based on the April 13, 2011 average national gas price (\$3.81 per gallon-reported by AAA) and the national unreserved monthly parking rate.

MVTA First Quarter 2011 ridership highest ever

By ROBIN SELVIG, Minnesota Valley Transit Authority

Minnesota Valley Transit Authority (MVTA) posted its highest first quarter ridership ever for the period ending March 31, 2011, with 631,132 rides. This is an increase of 6.4 percent from the same period in 2010 and a 1.2 percent increase from the same period during MVTA's record ridership year of 2008.

Express ridership to downtown Minneapolis and downtown St. Paul both grew during the first quarter, indicating a recovery of jobs in the core cities. Regular route weekday local ridership also experienced significant growth during the first quarter of 2011—up 11.2 percent over the same period in 2010.

“We are excited to see our ridership rebounding,” said MVTA Board Chair and Dakota County Commissioner Will Branning. “It's good news to everyone if employment opportunities are picking up.”

MVTA Executive Director Beverley Miller also noted that increased gas prices are contributing to the ridership growth. “We know that when gas reaches \$3.50-\$4 per gallon, people start to look at alternatives to driving alone to get to work, and they are receptive to trying transit. Once we get them on the bus, folks see how convenient it is and many become regular riders.”

Miller added, “The MVTA also looks optimistic about future ridership, as the Bus Rapid Transit (BRT) station-to-station service on Cedar Avenue inches ever closer to its opening in 2012.”

Transit systems across the country are reporting ridership increases due to the high gas prices, according to the American Public Transportation Association (APTA).

“As more and more Americans look for ways to save money at the gas pump, the choice to switch to public transportation is a smart decision,” said APTA president William Millar, “Switching from driving to riding public transportation is a proven way for individuals to cut monthly and yearly transportation costs.”

On average, riders can save \$10,116 annually and \$843 per month, according to APTA's Transit Savings Report. These savings are based on the April 13, 2011 average national gas price (\$3.81 per gallon-reported by AAA) and the national unreserved monthly parking rate. This is the largest savings in nearly three years.



Mn/DOT's 2011 transit planning efforts

By BECKY ALPER, Principal Planner, Mn/DOT's Office of Transit

In February of 2011, Mn/DOT's Office of Transit wrapped up the Greater Minnesota Transit Investment Plan. The Investment Plan quantified future demand for transit service, the cost of meeting that demand, and set priorities for Mn/DOT's transit investments. Copies of the final plan and associated tech memos are available on the web at <http://www.dot.state.mn.us/transit/reports/investmentplan/index.html>.

Three new transit planning projects have begun — two are region specific and one involves all of Greater Minnesota. These planning efforts are all collaborations with local stakeholders and have common goals of improving transportation alternatives for citizens of Greater Minnesota, advancing decision making capabilities, and designing efficient systems. Below is a summary of each planning effort and who to contact for more information.

Local Human Services Transit Coordination Plans

Public Transit-Human Service Transportation Coordination Plans are required by federal law and were first created in Minnesota in 2006. In order to be eligible for Federal Transit Administration (FTA) Section 5310, 5316, and 5317 funds, potential projects must be identified in a local coordination plan. This planning effort will survey current transportation providers and services, discuss transportation needs among the elderly, persons with disabilities, and people with low incomes, identify strategies to address those needs, and establish implementation priorities among projects and activities. The planning process will engage a variety of stakeholders in both public transit and human service transportation. New this year, the plans will map and analyze the employment and residence connections among low-income workers. Regional Development Commission Transportation Planners are working with Mn/DOT to produce a total of 12 plans to be completed this fall, one per Minnesota Development Region.

Contact: Fay Cleaveland
fay.cleaveland@state.mn.us
651-366-4194

Greater Mankato Transit Redesign Study

This study follows on the footsteps of the recently completed Mankato Area Transportation and Planning Study (MATAPS). MATAPS analyzed multi-modal transportation improvements with a 2035 planning horizon. The Greater Mankato Transit Redesign Study, led by the City of Mankato, is partnering with local Mn/DOT District 7 staff, Minnesota State University – Mankato, and a variety of stakeholders to further examine some of the transit-related outcomes of MATAPS. In particular, Minnesota State University – Mankato, with approximately 17,000 students, is taking an active role in the study. Project components include an analysis and redesign of existing bus routes, the development of a Bus Rapid Transit (BRT) concept, and the establishment of a service and operations plan for a 4 county regional transit system (Blue Earth, Le Sueur, Nicollet, and Waseca). The RFP is now available on the City of Mankato website and prospective responders have until June 3 to submit a proposal.

Contact: Becky Alper
becky.alper@state.mn.us
651-366-4180

continued...

MVTA named finalist in International Association of Public Transport PTx2 Awards

By ROBIN SELVIG, Minnesota Valley Transit Authority

The Minnesota Valley Transit Authority (MVTA) Driver Assist System was named one of five finalists in the Technology & Innovation Award category in the first International PTx2 Awards sponsored by The International Association of Public Transport (UITP).

The finalists were selected from among some 155 applicants representing 43 countries around the world. The PTx2 Awards were launched by UITP to share initiatives that support the ambitious objective of doubling the public transport market share worldwide by 2025 – the PTx2 strategy — and reward excellence.

Other award categories were: Daring Ambition; Finance Innovation; Knowledge & Research; Political Commitment; Public Transport Advocacy; and Service Improvement. The winners were named April 14 during the 59th UITP World Congress & Exhibition, hosted by the Roads and Transport Authority (RTA) in Dubai. Vix Technology of France won the Technology & Innovation Award.

“We were excited to be compared to our peers across the world for the work we are doing here at the MVTA,” said MVTA Executive Director Beverley Miller. “The MVTA continues to focus on excellence in our service, and we

believe technology and innovation are key elements to our long-term success.”

UITP is the international network for public transport authorities and operators, policy decision-makers, scientific institutes and the public transport supply and service industry. It is a platform for worldwide cooperation, business development and the sharing of know-how between its 3,400 members from 92 countries. UITP is the global advocate for public transport and sustainable mobility, and the promoter of innovations in the sector. For more information, please visit www.uitp.org.



Advertisement for the Greater Minnesota Transit Investment Plan, January 2011. The image shows a man in a white shirt and dark pants standing next to a red bus with its door open. An elderly woman with white hair, wearing a white jacket and a blue scarf, is using a green walker to board the bus. The bus has "BUS" and "ride" visible on its side. The background is a bright, sunny outdoor setting. The text "Greater Minnesota Transit Investment Plan" and "January 2011" is overlaid on the right side of the image. At the bottom, there is a red banner with the slogan "Your Destination... Our Priority" and a row of icons representing various modes of public transit: a bus, a person, a wheelchair, a train, a car, a bicycle, and a person walking.

Mn/DOT's transit planning efforts, continued...

Central Minnesota Area Commuter Study

The Central Minnesota Area Commuter Study focuses mainly on the Mn/DOT District 3 counties (the 12 central Minnesota counties surrounding St. Cloud) and their commuter ties to both St. Cloud and the Twin Cities for employment and economic activity. This area is home to seven public transit systems and also has the state's only commuter rail service, the Northstar Commuter Rail. Increased vehicle congestion on many of the key corridors during peak commute periods and both population and economic growth has spurred the need to explore strategies to handle transportation demand. This study will partner with Mn/DOT District 3 staff and local stakeholders to explore strategies to handle the increased transportation demand. One strategy may be the development of a more integrated and coordinated public transit system capable of accommodating the needs of commuters. The study will include market research of commuters, an inventory of existing conditions, and the development of recommendations to support future commuter needs. Expected completion is the end of 2011.

Contact: Noel Shughart, noel.shughart@state.mn.us, 651-366-4181

metro council.org

[Federal Transit Administration commits \\$478 million to Central Corridor light rail](#)

Central Corridor LRT partners signed on the ceremonial dotted line today, sealing the deal on the federal government's commitment to pay half the cost of building the light-rail line between Minneapolis and St. Paul. Federal Transit Administration Chief Pete Rogoff called the project "a tremendous boost for thousands of businesses along the corridor" and "the kind of economic development that brings enduring jobs and economic opportunity for years to come."

[Business, transit advocates speak out about proposed funding cuts](#)

Speakers at an April 21 roundtable on transit funding came from diverse backgrounds but their message was clear: Now is not the time to cut transit funding.

A bill passed by the House eliminates \$130 million in general fund appropriations for Metro Transit, while a bill passed by the Senate trims appropriations by \$32 million. Gov. Dayton would keep funding at current levels.

[Bus rapid transit construction underway on Cedar Avenue](#)

Officials at an April 11 groundbreaking for the BRT project emphasized the importance of dedicated transitway investments — like BRT, light rail and commuter rail — to economic development.

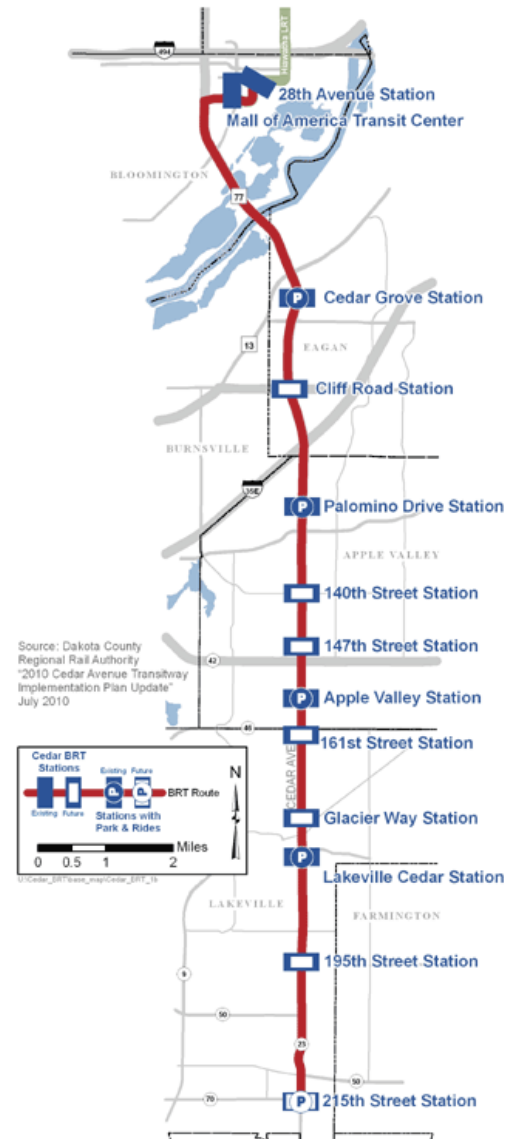


Illustration shows the vision for the Cedar Avenue BRT corridor when all phases are complete in 2030.

Central Corridor Making Tracks News

Central Corridor LRT Update

Making Tracks



[Read News](#)

InTransit Bulletin Board

- June 11** **Passenger Assistance Training** West St. Paul
DARTS
- May 21** **Defensive Driving** West St. Paul
& Maltreatment Awareness
DARTS
- May 21** **Driver Refresher Training** Austin
Austin-Mower County Area Transit
- June 11** **Driver Refresher Training** Mankato
Mankato-Greater Makato Transit System
- June 25** **Defensive Driving** Austin
& Maltreatment Awareness
Austin-Mower County Area Transit
- June 25** **Driver Refresher Training** Marshall
Western Community Action Community Transit

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 classes through the website at:

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

**Deadline for applying to host 3rd quarter classes
(July-August-September) is Wednesday, June 1.**

Trainers available

We have 13 qualified trainers throughout Greater Minnesota who are eager to come to your facility to train your drivers!



Minnesota Bus Roadeo

July 22-23, St. Cloud [Learn More](#)

Annual Conference

Oct. 12-14, St. Paul RiverCentre, St. Paul
[Learn More](#)

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InTransit newsletter is a bimonthly newsletter published by the Minnesota Public Transit Association (MPTA). Opinions and views expressed in this publication may not necessarily be those of the Minnesota Public Transit Association or its members.

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Metropolitan Council Newsletter

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