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**Cover photos courtesy of the 2021 MPTA
Bus Roadeo and Maple Grove Transit**



**Maple Grove Transit
Creates a Mobility Hub**

Maple Grove Transit has created a Mobility Hub at the Maple Grove Transit Station.

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Hopefully, the Maple Grove Mobility Hub can be a case study for other local projects.

President's Column



**MPTA President
Ryan Daniel**

It's an exciting time for transit as the state begins to re-open and life starts to return to something close to normal.

We had a very successful Bus Roadeo in St. Cloud! Thanks so much to everyone who participated: competitors, judges, volunteers, hecklers and of course – our event sponsors. We couldn't do it without you. The Roadeo provided a great opportunity to connect with colleagues and catch up while also giving our dedicated bus operators a chance to show off their driving skills. We really appreciate how hard the bus operators have been working during a challenging time!

The 2021 Legislative Session finally ended with passage of a two-year state budget that includes transportation funding. Given the strong funding support that transit received through federal COVID relief legislation, we were not expecting big increases in the transit budget. We were able to maintain our base level of funding and additional dollars were provided for Bus Rapid Transit projects and Active Transportation. Thanks so much to everyone who contacted legislators and helped stress how important transit systems have been during this pandemic.

MPTA was successful in our efforts to get legislation passed that will help systems who rely on volunteer drivers. The final Commerce budget bill included a definition of volunteer driver to avoid confusion and added insurance costs for our volunteers. The tax bill included an income tax subtraction for mileage reimbursement for volunteer drivers. Many thanks to Sherry Munyon, our

MPTA lobbyist and Board Members who have been working on this issue for years!

At the federal level, the talk is all about infrastructure. We could see a once-in-a-generation investment in infrastructure including transit. The FAST Act will expire on September 30th so action is needed to keep federal transit dollars coming to our state. We're hoping that reauthorization of the surface transportation act will serve as the cornerstone of a major infrastructure package. MPTA members will be flying out to Washington, D.C. to meet with members of our Minnesota delegation in person and talk to them about the critical work that transit systems are doing all across the state.

As we look toward the fall, the highlight will be the Minnesota/Wisconsin Public Transportation Conference. This major event will be held October 4-6, 2021 at the Duluth Entertainment and Convention Center (DECC). The planning committee has been working hard to develop a strong program of timely topics and updates that you need to know as well as fun activities and training sessions. Coming at a key time for transit systems, this joint conference will allow all of us to get together and learn from each other while planning for a new future. Be sure to mark your calendars and plan to attend the 2021 transit conference! All the information for the conference can be found on the MPTA web site: <https://www.mpta-transit.org/events>

Enjoy summer in Minnesota! We look forward to seeing you in October in Duluth for the joint MN/WI Public Transportation Conference!

Ryan Daniel

MPTA President

A handwritten signature in black ink that reads "Ryan I. Daniel".

Legislative Report

Governor Walz called the legislature back for a special session in order to complete the work of passing a state budget for the biennium. With a June 30th deadline in order to avoid a state government shut down, the legislature was guided by the governor and legislative leaders who set out budget targets or spending limits for each of the budget areas.

For transportation, the budget targets called for an additional \$200 million in general fund dollars. The state budget forecast projects a budget surplus for the coming biennium of about \$1.6 billion. In the end, the final transportation budget bill (HF10) included an additional \$220 million in general fund dollars along with authorization for \$98.4 million in regional bonds issued by the Metropolitan Council for transit capital and an additional \$413 million in trunk highway bonds to be spent over the next four years.

Below are the highlights for transit spending over and above base levels of funding.

Transit/Active/Rail \$78,500,000

Second Amtrak train to Chicago	\$ 10,000,000
Met Council Hwy 55 Transit Study	\$ 250,000
Met Council Zero Emissions Transit vehicles	\$ 250,000
Met Council Arterial BRT	\$ 57,500,000
Safe Routes to School	\$ 5,000,000
Active Transportation	\$ 5,000,000

For Greater Minnesota Transit, the general fund base of \$36,402,000 for the biennium was retained, however, \$1,864,000 in trunk highway funds was replaced with general fund dollars. The legislature is looking more closely at the use of trunk highway funds to ensure that these dollars are used for a highway purpose as specified in the state's Constitution. The legislature felt that using these funds for the Office of Transit and Active Transportation did not fit that definition and so replaced those funds on an ongoing basis with general fund dollars.

For Metropolitan Area Transit, the base level of general fund dollars for transit systems operations of \$65,308,000 for the biennium was retained along with the base level of funding for Metro Mobility at \$112,392,000 for a total of \$235,700,000 for the biennium which includes the one-time dollars for Arterial BRT projects and two transit studies.



Legislative Report

New policies affecting transit include:

- Revising the share of motor vehicle sales tax revenue that is made available to MnDOT for greater Minnesota transit program administration, to be up to two percent of annual revenue (instead of a fixed dollar amount).
- Establishing Metro Mobility as a forecasted program for General Fund spending. Specifies state obligations, provides for forecast adjustments, and requires financial reviews in conjunction with each forecast. Effective starting with funding in fiscal year 2026.
- Preventing the Metropolitan Council from using the regional transit capital bond proceeds authorized in this article for light rail transit lines or line expansion.
- Directing the Metropolitan Council to develop a zero-emission transit vehicle transition plan for the council's transit fleet. Makes the initial plan due by February 15, 2022.
- Requiring annual reporting to the Metropolitan Council and the legislature on replacement service provider (i.e., "opt-out") operating expenses and reserves.
- Requiring replacement service providers to report on all expenditures of COVID-19-related federal funds. Effective the day after enactment.
- Directing MnDOT to arrange for a study by the Center for Transportation Studies at the University of Minnesota of public transportation and commuter impacts following substantial resolution of the COVID-19 pandemic. Makes a copy of the study due to the legislature by February 1, 2023.
- Requiring that fares from Metro Mobility are set in accordance with federal law and are used only for that program.

Passage of the Transportation Budget bill with base levels of general fund dollars intact, ensures that MVST dollars and federal funds are available to assist with additional costs related to COVID and to keep transit systems operating over the next several years.

Volunteer Driver Provisions

MPTA is pleased to report that legislation removing obstacles for volunteer drivers was passed and signed into law.

Omnibus Commerce Bill

Clarifies that a private passenger vehicle driven by a volunteer driver is not a transportation network company vehicle. Clarifies that a private passenger vehicle driven by a volunteer driver is not a commercial vehicle.

A "volunteer driver" means an individual who transports persons or goods on behalf of a nonprofit entity or governmental unit in a private passenger vehicle and receives no compensation for services provided other than the reimbursement of actual expenses.

Omnibus Tax Bill

Volunteer driver reimbursement. Provides a subtraction for the amount of mileage reimbursements paid by a charitable organization to a volunteer driver. The reimbursement rate for charitable organizations is 14 cents per mile, and the reimbursement rate for businesses is 56 cents per mile. For volunteer drivers, reimbursements above the volunteer driver rate are included in taxable income. The subtraction equals reimbursements received in excess of 14 cents per mile up to the limit for business mileage. Effective beginning in tax year 2021.

Legislative Report

Federal Transit Update

There has been a flurry of activity at the federal level as President Biden negotiates with Congressional leaders and members over a plan to increase investments in infrastructure.

With the FAST Act set to expire on September 30th, action is needed and we are encouraging Congressional members to do more than pass a continuing resolution to keep funds flowing to the states.

Various levels of funding increases for transit have been proposed. The FAST Act, passed in 2015, provided about \$70 billion in transit dollars over a five-year period.

The Americans Jobs Plan (AJP), presented by the White House would have significantly increased transit funding levels as would the House INVEST In America Act.

A group of Senators seeking to find compromise on an infrastructure plan developed a framework for increased funding that also includes an increase in transit dollars.

Five-Year Totals:

AJP	INVEST In America	Bipartisan Framework (8-year plan)
\$119 Billion	\$109 Billion	\$119 Billion + \$7.5 Billion electric buses

The Bipartisan Infrastructure Framework provides an additional \$48.5 billion for public transit and \$66 billion for passenger and freight rail.

The path to infrastructure funding is not entirely clear at this time. The US House passed the INVEST In America Act with additional funding for water infrastructure attached for a total five-year funding plan of \$715 billion. In the Senate, surface transportation authorization bills are put together by a number of different committees and then passed by the full Senate. We are still waiting for all of the committee work to be done. At the same time, the bipartisan framework plan includes surface transportation so that may be the vehicle that is ultimately used in the Senate.

All indications point to increases in ongoing federal funding for transit unless no agreement is reached and Congress passes another extension of the FAST Act.



Rochester Rapid Transit Project Considered for Major Federal Funding

May 25, 2021 – ROCHESTER, MINN.

– Rochester’s bus rapid transit (BRT) project received the support of the federal government today as U.S. Transportation Secretary Buttigieg announced a recommended \$2.5 billion budget for new and expanded public transit services across the country, including \$56.1 million for Rochester Rapid Transit.

U.S. Federal Transit Administration has recommended funding for Rochester Rapid Transit as one of two Minnesota transit projects in its Fiscal Year 2022 Annual Capital Investment Grants (CIG) report also released today.

Rochester City Council President Brooke Carlson welcomed the news. “We are excited by this positive indication from the FTA and appreciate the work to get to this point and will continue pushing for funding for this important regional asset”

“High-amenity public transit is among the most catalytic of public infrastructure



investments,” said Patrick Seeb, executive director of Destination Medical Center Economic Development Agency. “Rochester Rapid Transit will advance our transportation goals and provide opportunities for future transit oriented development. We are grateful for the efforts locally and in Washington to advance the project.”

Rochester Rapid Transit is a critical 2.6 mile transit project that will connect downtown Rochester, the Mayo Civic Center, Mayo Clinic campuses, and the Rochester-Olmsted Government Center.



Rochester Rapid Transit Project Considered for Major Federal Funding

The corridor is one of the most heavily used corridors in the city of Rochester, carrying more than 21,800 vehicles and 13,000 transit riders each day. This project would significantly reduce congestion; connect people to jobs, health care, education, and recreation; and support economic development in the region.

Rochester's two U.S. Senators also shared their support for the proposed funding.



“Investing in public transit creates jobs, reduces traffic, and ensures Minnesotans are able to travel to school, work, and other destinations safely,” said Senator Klobuchar. “The Federal Transit Administration’s recommendations include critical grants for our state’s transportation infrastructure, and I look forward to working with my colleagues in Washington to continue pushing for funding to improve transportation across Minnesota.”

“We need to create an economy that works for everyone, and connect people with opportunities all across the state,” said Senator Smith. “These projects will help us achieve that goal by providing important transportation options for Minnesotans in Rochester and the metro area. What's more, these investments will support many jobs during construction.”



The 2021 MPTA Bus Rodeo

On July 9th and 10th, the best bus operators from around Minnesota gathered in St. Cloud for the 33rd Annual MPTA Bus Rodeo.

The event was hosted locally by St. Cloud Metro Bus and held in the K Lot outside the Herb Brooks National Hockey Center on the campus of St. Cloud State University.



Drivers competed in both large and small bus divisions which included driving through an obstacle course, completing wheelchair securement test and training, and timed parking circumstances. This year there was 26 participants, 15 small bus contestants and 11 large bus contestants. Large buses are typically used in fixed route service, while small buses are often utilized for para-transit.



Here are your 2021 Minnesota State Bus Rodeo champions!

The Large Bus Competition Winners:

First Place: Paul Mattson, Duluth Transit Authority (DTA)

Second Place: Todd Pfeilstickler, Metro Transit

Third Place: Rick Roser, Duluth Transit Authority (DTA)

The Small Bus Competition Winners:

First Place: David Peacock, St. Cloud Metro Bus

Second Place: Julio Zavala-Lopez, Smart Transit

Third Place: Leroy Rentz, Wadena County Rider

Driver's Choice: Larry Dolan, St. Cloud Metro Bus



The 2021 MPTA Bus Rodeo

We'd like to give a special thank you to the Rodeo Planning Committee!

Chad Deegen

Chris Thompson

Craig Rempp

Earl Surman

Jean Meyer

Jennifer Torrez

Joanne Brackey

John Garceau

John Meyer

Kendra Kotzer

Margaret Donahoe

Kayla Sullivan

LuAnn Bleiler

Melinda Estey

Mike Bracker

Nick Lemmer

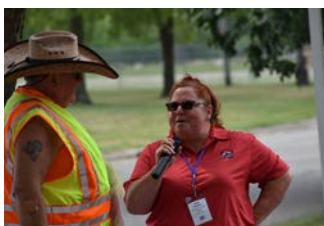
Nick Leske

Scott Olson

Scott Stark

Shawn Pierce

Tim Podas



Metro Transit's Bruce Howard Receives Recognition



Bruce Howard is the Metro Transit Marketing Director.

He was recently recognized in Twin Cities Business as a “Notable Executive in Marketing.”

In more than 28 years at Metro Transit, Marketing Director Bruce Howard made it his mission to help build transit ridership and cultivate one of the nation’s best and most reputable transit systems. “Transit System of the Year” was an honor the American Public Transportation Association bestowed on Metro Transit in 2016.

Under Howard’s leadership, Metro Transit’s marketing team grew ridership, introduced creative boarding pass programs, developed innovative technologies, like mobile ticketing, and launched a new “T METRO” brand to promote the region’s growing network of light rail and bus rapid transit lines.

Then came COVID-19, turning transit marketing on its head.

In conjunction with state- and region-wide mitigation efforts, Metro Transit limited service to essential trips and workers only. Howard quickly pivoted from promoting growth, to communicating protocols that would prevent virus spread and foster customer safety.

Almost overnight Howard took a 180 turn, coordinating messaging about service changes and safety measures across thousands of transit stops, stations, and signs, in addition to a widely-used website, mobile app and call center. The breadth and reach of the changes required nimbleness, transparency and quick thinking.

Paper schedules, maps, newsletters, and signage were all removed from vehicles, replaced with messages about digital options, masking, distancing, and staying home if you’re sick.

Call center staff that Howard oversees transitioned from a central location to teleworking from home while continuing to respond to thousands of calls a day. Media buys and partnership promotions were swapped out with messaging that would limit rides and reinforce precautions.

Thankfully for Metro Transit and the region, Howard and his team were able to successfully shift gears and provide timely, accurate, and critical information on transit and safety measures, helping more than 75,000 daily essential workers stay on the job during the worst pandemic in our lifetime.

MPTA would like to add our thanks to Bruce for all of his work over the years and for his partnership with MPTA in promoting the transit conference. We appreciate his skill and professionalism.



Metro Transit

SouthWest Transit Track Record of Innovation

As a forward-thinking organization, SouthWest Transit (SWT) has built a track record of innovation for public transit in the Twin Cities region.

While SWT has always looked to implement environmentally friendly “green” initiatives, the next two decades this agency will seek to turn its entire bus fleet into a completely carbon-free and self-sustainable operation. Advancements in electric vehicle (EVs) technologies are happening rapidly, now getting to the point where EVs can be looked at to be deployed even on express bus service.

Recently, riders of SW Prime (the agency's local, on-demand ride service) were picked up in this beauty as we tested it live on some routes. With a single charge range of up to 150 miles, advancements like this line up well with SWT's Sustainable Action Plan.



Join us for the MN/WI Public Transit Conference

Join us for a joint conference at the Duluth Event and Convention Center for networking, training, learning, and more!

The Minnesota/Wisconsin Public Transit Conference will be held from Monday, October 4th to Thursday, October 7th, 2021.

- Catch up with friends and colleagues in-person in beautiful Duluth
- Learn about the new products and services for your system being offered by vendors and sponsors
- Participate in important training sessions and get the latest updates you need
- Join sessions on tribal transit that are being added to the conference this year
- Listen in on breakout sessions remotely if you prefer

In Person Attendee Rates:

- \$275 Full Registration, October 4-7
- \$250 Three Days, October 4-6
- \$200 Two Days, Monday & Tuesday October 4-5
- \$200 Two Days, Tuesday & Wednesday October 5-6
- \$200 Two Days, Wednesday & Thursday October 6-7
- \$75 One Day, Monday October 4 Only
- \$150 One Day, Tuesday October 5 Only
- \$150 One Day, Wednesday October 6 Only
- \$150 Tribal Sessions, Thursday October 7

*\$25 cancellation fee

No Refunds After September 24



Virtual Participation:

\$75 Virtual One Day, Monday October 4

\$150 Virtual One Day, Wednesday October 6

\$150 Virtual Tribal Sessions, Thursday October 7

Receptions and Tours:

\$25 Vista Harbor Tour, October 5 at 2:00 p.m.
(Limited to first 50 tour registrants)



MN/WI Public Transit Conference Event Schedule

Monday, October 4, 2021

- 8:00 AM — Registration Opens
- 10:00 AM to 12:00 PM — Training Session I
- 1:00 PM to 3:00 PM — Training Session II
- 1:30 PM to 3:30 PM — Association Meetings
- 2:30 PM to 3:30 PM — CEO Summit
- 4:00 PM to 6:00 PM — MPTA/WIPTA Annual Meetings
- 6:00 PM to 7:30 PM — Welcome Reception

Tuesday, October 5, 2021

- 7:30 AM — Registration Opens
- 8:30 AM to 12:00 PM — Maintenance Committee
- 8:30 AM to 10:00 AM — General Session / Welcome Session / Keynote Speakers
- 10:00 AM to 12:00 PM — Operations/ Paratransit Committee
- 10:00 AM to 11:00 AM — Break in Expo Hall
- 11:00 AM to 12:00 PM — Break-Out Sessions
- 12:00 PM to 2:30 PM — Lunch and Exhibits
- 2:30 PM to 3:30 PM — Tours of Duluth Transit Authority
- 3:30 PM to 5:30 PM — Local Tour Event
- 6:30 PM — Reception

Wednesday, October 6, 2021

- 7:30 AM — Registration Opens
- 8:30 AM to 9:15 AM — General Sessions
- 9:30 AM to 10:30 AM — Break-Out Sessions
- 10:30 AM to 11:00 AM — Break
- 11:00 AM to 12:00 PM — Break-Out Sessions
- 12:00 PM to 1:30 PM — Lunch with Keynote Speaker
- 2:00 PM to 4:00 PM - Tribal Transit Training

Thursday, October 7, 2021

- Tribal Transit Training



MN/WI Public Transit Conference

Sponsors and Vendors

Join us as a Conference Sponsor and Exhibitor!

You won't want to miss the best opportunity this year to get your company's name, products and services in front of hundreds of transit system managers and staff in the Midwest! This joint two-state conference brings transit system professionals from all across the Midwest together in Duluth at a critical time for the transit industry.

A new addition to this year's conference: Tribal Transit Training in the afternoon on October 6th and all day on October 7th. The combination of the regular conference with the tribal training will attract even more participants and help make this our most successful conference yet!

As a conference sponsor, your company's name will be featured prominently on signs throughout the conference area and in the program and packet materials. This is a great way to give back to transit systems and support the transit industry. Sponsorship allows us to provide important training and updates at an affordable price for transit professionals and they appreciate your support of the conference.

Another Sponsorship Opportunity – Help us sponsor the Monday evening Welcome Reception at the DECC for \$150 and your company will be highlighted during the reception.

PLATINUM LEVEL \$5,000-\$7,000	GOLD LEVEL \$2,000	SILVER LEVEL \$1,500	BRONZE LEVEL \$600
<ul style="list-style-type: none"> • Includes 4 representatives • Special recognition at Plenary Sessions throughout the conference • Prominent logo and company description in program • Recognition in conference packet • Prominent display on signs • Prime booth location in the expo hall 	<ul style="list-style-type: none"> • Includes 3 representatives • Special recognition at Annual Meetings and Welcome Reception • Prominent logo and company description in program • Recognition in conference packet • Prominent display on signage at Events and Registration Area • Prime booth location in expo 	<ul style="list-style-type: none"> • Includes 2 representatives • Prominent display in conference packet • Company displayed on all signage at events • Company recognized in conference program • Better booth location in expo hall 	<ul style="list-style-type: none"> • Includes 1 representative • Company recognized on all signage at events • Company listed in conference program • Company recognized in conference packet

MN/WI Public Transit Conference

Sponsors and Vendors

The conference devotes dedicated time slots just to the conference expo with no competing training sessions or events. Our participants will have plenty of time to visit your booth and talk with you about your company's products and services. Booths are filling up fast with other companies so make sure you reserve your spot today!

Vendor Registration Rates

- \$600 Regional / National Vendor (or vendor with vehicles)
- \$350 per vehicle (35 feet or larger)
- \$200 per vehicle
- \$400 Statewide (MN or WI) Vendor

Vendors with vehicles are provided an 8 foot table and two chairs.

Other vendors receive a standard booth size 10' x 10' with a 6 foot table, 2 chairs, pipe and drape.

Expo fees include all costs for 2 vendor representatives (includes all conference sessions and receptions).

Electric service and other amenities need to be ordered directly from the Duluth Entertainment Convention Center.

Event Accommodations

Deadline for exhibitor registration:
September 17, 2021

Payment Must be Received:
September 27, 2021

Vendor Set Up:
October 4 - 10:00 am to 4:00 pm

Vendor Hours:
October 5 - 10:00 am to 3:00 pm

Questions? Contact Kendra Kotzer:
kendra@transportationalliance.com

DECC

Duluth Entertainment Convention Center



Holiday Inn

To make your reservations, please call 218-722-1202 and mention MN/WI Public Transit Association Expo 2021. Room cost: \$139 per night plus taxes and fees. Reservations must be made by September 3, 2021.

Radisson Hotel

To make reservations call 1-800-333-3333 and give group name: MN/WI Public Transit Association. Visit their website radissonamericas.com/duluthmn and enter Promo Code: PUBLIC. Room cost: \$129 plus taxes and fees. Reservations must be made by September 3, 2021.

Please submit your nominations for the MPTA Transit Awards!

<https://www.surveymonkey.com/r/VCN298Q>



Maple Grove Transit Creates a Mobility Hub

Maple Grove Transit has created a Mobility Hub at the Maple Grove Transit Station. The concept of shared mobility along with mobility hubs are the current buzz in the transportation industry. Mobility hubs are places of connectivity where different travel options – walking, biking, transit, and shared mobility – come together. They provide an integrated suite of mobility services, amenities, and supporting technologies to better connect high-frequency and express transit with on-demand travel choices. Mobility Hubs can be especially useful for workforce transportation including first mile and last mile connections.

With the potential of permanent changes in mobility habits and patterns related to the COVID pandemic, Maple Grove Transit recognized that it needed to pivot to embrace and engage these changes. A Mobility Hub helps coordinate Maple Grove Transit express buses, local fixed route, MY RIDE demand



response, other micro-transit services, carpooling, Uber/Lyft, biking, and pedestrians all at once at the Maple Grove Transit Station.

Hopefully, the Maple Grove Mobility Hub can be a case study for other local projects. As Maple Grove was kicking off this project, it found out that Metro Transit was just about to embark on an initiative to create a mobility hub planning guide for regional transit programs to weave these principles and



Maple Grove Transit Creates a Mobility Hub

features into their facilities and services. Metro Transit hopes to create a tool that can assist planners in funding and executing a variety of mobility hub projects. Maple Grove has been participating stakeholder in the Metro Transit mobility hub process.



To create this Mobility Hub, Maple Grove Transit needed to reconfiguration a portion of the Maple Grove Transit Station's bus way and the small surface parking lot on the south side of the facility. Walker Parking Consultants were hired to design the project. Originally, the small parking lot on the south side of the facility was primarily used as kiss-and-ride (drop-offs) lot and short-term parking. This area was reconfigured, landscaped, signed and striped to facilitate the Mobility Hub concepts. The photos show the final results. The lot opened in early August.

Four electrical vehicle charging (EVC) stations were also added as part of the project. Maple Grove partnered with Blink to install 19.2kW EVC units, which means it can charge at a

higher kWh rate and generate up to 2.5 times as much electrical revenue per charging session.

Prior to these changes, the bus way was often clogged with express buses, intercity buses (Jefferson Lines), paratransit buses, and cars. Now each type of bus/service has its proper place, space, and lane. Clear signage directs everyone where to go. Enhanced pedestrian features make that circulation more functional and safer.

Maple Grove also made service and policy changes to its demand response MY RIDE service as part of this project. It is also looking at locating the MY RIDE dispatch and customer service center inside the Maple Grove Transit Station as part of phase two.

The Maple Grove Transit Station located at 12350 Main Street North is a 924-stall parking ramp and indoor station that opened in December 2004. This facility was primarily designed to accommodate a bustling commuter express market. The mobility hub re-design has now set up the facility to champion a new mobility concept for years to come. A concept that better serves a wide variety of populations and travel needs.



Focus on GTT, MPTA Vendor Member

By: Global Traffic Technologies

<https://www.gtt.com/public-transit/>

Communities are in transition. There is a fundamental shift from personal vehicles to public transportation in urban areas.

Transit ridership numbers were at an almost 60-year high in 2013 and will continue to grow with urban populations. People are more willing to ride public transit if it is convenient, reliable and on-schedule. Opticom transit solutions help transit systems improve route times and adhere to schedules without compromising safety, budgets or the environment.

As the industry leader for emergency vehicle preemption, Opticom enables emergency services personnel to reduce response times by 25%. The same technological principles can apply for GTT's transit solutions. In fact, many cities can use the same Opticom intersection equipment for both emergency and transit operations maximizing and leveraging their priority control investments. Plus, multiple municipal departments can use the technology to ensure the same level of service with routes run through multiple jurisdictions in neighboring cities.

Opticom can also work with existing automated vehicle location (AVL) systems to provide priority based on specific requirements, such as the schedule, time of day, or the number of passengers. With the Opticom automated schedule management (ASM) module for example, the Opticom system compares its satellite-based location to where it's supposed to be according to the schedule and then the ASM system turns transit signal priority on or off, depending on whether the bus needs help catching up. Alternatively, ASM can be used to manage

headway by comparing the satellite-based locations of all buses on the route and then adjusting the transit signal priority of each accordingly.

When people choose public transit, they are putting their trust in others to ensure they reach their destination not only safely, but also on time.

GTT aims to learn what the vision is for each city, to understand their challenges regarding schedule adherence, managing headway, enhancing rider loyalty and reducing operational costs.

Thank You, Cathleen!



We would like to thank Cathleen Amick for all her hard work as a transit system director and as an active board member with MPTA as well.

Cathleen Amick is leaving United Community Action Partnership to

take a position in the Office of Transit and Active Transportation. She became the Transportation Director and was instrumental in many new regional initiatives before merging multiple one county transit systems into the United Community Action Council during 2015-2019. She is a true leader who advocates for the users of the transit systems, ensuring that all users have access and needs are met to the best of the system's ability.



Cathleen has played a crucial part in creating new programs and sustaining good programs through many challenging times. Her experience and knowledge will be invaluable as she transitions into her new role as Transit Project Manager for MNDOT Office of Transit and Active Transportation. She will be working with Brown County Human Services, Faribault-Martin County Transit, Prairie Five

Rides, Southwestern MN Opportunity Council, Inc., and Watonwan County.

As a MPTA Board member, Cathleen has been invaluable, providing important input and guidance to the association. She has participated and contributed to all of MPTA's events and has been a strong advocate on behalf of all transit systems in Minnesota.



Last year, MPTA members honored Cathleen with the Transit Professional of the Year Award in recognition of her outstanding management of major system expansion and her commitment to the Minnesota Public Transit Association.

Thank you Cathleen and best of luck to you in your next position!



Upcoming Events:

2021 DC Fly In

September 21-23,
2021

2021 Minnesota Public Transit Joint Conference with Wisconsin

Oct. 4-6, 2021
Duluth Entertainment
Convention Center



Photo courtesy of MNTA

Contact Us:

Have a story for us?
Want to nominate
someone for "Meet the
Director?"

Reach out to us here:

Program Email
651-659-0804

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