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**2024  
Minnesota  
Public Transit  
Conference -  
Great Training,  
Great Fun!**



# President's Column



Thank you to everyone who attended the 2024 Minnesota Public Transit Conference held in October in Mankato!

We had a great turnout and a fantastic program with sessions on topics that are important for everyone in

transit as we deal with new challenges and new opportunities.

The annual conference also provides an opportunity to honor professionals in transit who have demonstrated leadership and a real commitment to improving transit for Minnesotans.

This year we honored: **Lori Van Beek** for Distinguished Career, **Brandon Nurmi** for Transit Professional of the Year, **SouthWest Transit** for Transit System of the Year, **the University of Minnesota's Universal and Employee Transit Pass Project** for Management Innovation, **David Knick** with Trailblazer Transit and **Morgan Lee** with Arrowhead Transit for Bus Operator of the Year and **Elliot Belgard** with Martin County and St. Cloud **Mayor Dave Kleis** for Friend of Transit.

Our 2024 MPTA Bus Rodeo was also a great event and lots of fun for all of the operators and the judges and volunteers who made it all happen! I want to thank Minnesota Valley Transit Authority, our host system for all of their work and support as well as those who serve on the Rodeo Committee.

These events not only improve transit service by providing great training and important information, they build a stronger transit community. The chance to learn from others in transit is invaluable.

As we head into 2025, we remain committed to transit in Minnesota regardless of changes in the legislature, in Congress and in various transportation agencies. Our focus will be on advocating for the resources and support our member systems need to flourish and serve the riders who rely on transit service to live their lives.

With new legislators and a new session coming up quickly, it will be important to have strong transit advocates. MPTA is here to help you connect with your local legislators and stay on top of activity - both in St. Paul and in Washington, D.C. Transit funding will continue to be a challenge and a big topic of debate so we need your input and participation!

Speaking of input, please take a few minutes to complete our survey of transit system funding needs: <https://www.surveymonkey.com/r/QRTX2ZX>

Your assistance will make a big difference as MPTA works to advocate for the resources that transit systems need!

On behalf of the Board of the Minnesota Public Transit Association, please accept our heartfelt thanks for your membership and participation with MPTA.

**We wish you Happy Holidays and Happy New Year!**

Sincerely,

A handwritten signature in black ink that reads "Ryan I. Daniel". The signature is written in a cursive, slightly slanted style.

Ryan Daniel  
MPTA President



# 2024 Transit Conference Thank You to Participants and Volunteers!



*Join us next year in  
Rochester Oct 6-8, 2025*





# Legislative Report

## 2025 Legislative Session Preview

The Minnesota legislature will return to St. Paul on January 14th with new members and a likely tie in terms of Democrats and Republicans in the Minnesota House.

The governorship and the Minnesota Senate (with four-year terms) were not on the ballot in 2024, but all of the seats in the Minnesota House were up for election. Prior to the election, the DFL held a slim majority in the House. The results of the election have left a 67-67 tie, barring any changes that could occur through lawsuits challenging the results.



This is not the first time the Minnesota House has had to function with 67-67 tie. The same outcome occurred in 1979. An agreement was reached whereby Republicans held the speakership and Democrats chaired key committees, but the session ended in chaos and a special session was needed to complete work on the two-year budget.

The leaders of the two parties in the House today: Rep. Melissa Hortman (DFL) and Rep. Lisa Demuth (GOP) are searching for an alternative plan for a leadership structure. They have already agreed that each committee will have co-chairs rather than one committee chair and that an equal number of Republicans and Democrats will sit on each committee. A supermajority of votes will be needed for legislation to pass out of committee.

The co-chairs for the House Transportation Committee will be Rep. Erin Koegel (DFL) and Rep. Jon Koznick (GOP). The co-chairs for the Capital Investment Committee which has jurisdiction over the capital bonding bill will be Rep. Mary Franson (GOP) and Rep. Fue Lee (DFL).

Meanwhile, the Minnesota Senate will need to continue to work with the DFL holding a one-vote majority, as was the case last year. We don't anticipate much change in the makeup of the Transportation or Capital Investment committees in the Senate.

Governor Walz (DFL) has two years left in his term so legislation will need to be able to garner his signature to be successful.

With such tight vote margins, any legislation that does not have bipartisan support is unlikely to pass. The only legislation that has to pass in order to avoid a government shutdown is the two-year budget. Many folks are betting on the need for a special session after the regular session ends on May 19th.

MPTA will be busy educating new lawmakers and helping all legislators understand the importance of transit service and the needs that systems have for vehicle maintenance and replacement, new technology, facility repair and replacement and, of course, dollars for operations. We need your input as we work to tell the story of how transit systems across the state are playing a key role in getting people where they need to be and keeping communities strong.

# Legislative Report

Entering the 2025 legislative session, a small balance in the state's general fund of \$616 million is projected for the 2026-27 biennium, \$1.1 billion less than prior estimates according to the November budget forecast from Minnesota Management and Budget. A reduced forecast for income and sales tax combined with higher spending in long-term care services and special education result in a growing structural imbalance throughout the budget planning horizon.

While the November forecast provides a starting point for the budget-setting process, the forecast issued in February is the one that legislators will use to finalize the state budget.

State transit funding is heavily dependent on revenue from the motor vehicle sales tax as opposed to the general fund, as well as federal funding.

We anticipated that the legislature will consider a capital bonding bill as well during the 2025 session in light of the fact that a bonding bill has not been passed since 2023. MPTA will be advocating for funding for transit projects in the bonding bill as well as some additional revenue for other purposes.

Join us for Transportation Day at the Capitol on February 13th to meet new legislators and educate them about the importance of transit service.

## Federal Election Impacts

Former Congressman Sean Duffy has been nominated to serve as US DOT Secretary, replacing Pete Buttigieg. New leadership at FTA and other agencies will also follow in the new year.

A member of the Republican Party, Duffy – a former prosecutor who served as Wisconsin's Ashland County District Attorney from 2002 until 2010 – is the former U.S. representative for Wisconsin's 7th congressional district from 2011 to 2019.

A Wisconsin native, Mr. Duffy began his political career as a district attorney for Ashland County, in the northern part of the state. He resigned after winning his congressional election. During his time in Congress, Mr. Duffy served on the House Financial Services Committee.

Control of Congress will be in the hands of Republicans in both the Senate and the House with relatively small margins. The GOP will hold 53 seats in the Senate, leaving 47 seats for Democrats. Republicans will probably hold 220 seats in the House with Democrats holding 215 but one race remains outstanding while some Republican House members have been nominated to serve in the Trump cabinet which will lead to special elections to fill those seats.

Current House Transportation and Infrastructure Committee Chair Sam Graves is seeking to retain the chairmanship but that will require a waiver of the 6-year term limit rule.

In the Senate, the Environment and Public Works Committee will be chaired by Shelley Moore Capito, the Banking Committee will be chaired by Tim Scott and the Appropriations Committee will be chaired by Susan Collins.

Congress is currently working in a lame-duck session to deal with a number of issues including government funding. Congress passed a continuation of existing funding levels for transportation and other government programs through Dec. 20. Given the changeover in the Senate and White House, there is a potential that Congress opts to kick the can to the new Congress, rather than finishing the job on Fiscal Year 2025 spending bills. Congress may also address emergency relief funding to assist areas hit with major storms.



# 2024 Bus Rodeo - Huge Success! July 19-20 in Shakopee





# Office of Transit and Active Transportation

## Update



### **Small Urban Transit Program Coordinator**

The Minnesota Department of Transportation's Office and Transit and Active Transportation is hiring a Small Urban Transit Program Coordinator (Planning Program Coordinator Transportation).

With this newly formed position, the Office of Transit and Active Transportation is striving to raise its level of support, cooperation, and planning with Greater Minnesota's small urban transit systems (City of La Crescent, Rochester Public Transit, City of Mankato Transit, St. Cloud Metropolitan Transit Authority, Duluth Transit Authority, Moorhead (MATBUS) and City of East Grand Forks).

This position exists to coordinate a cooperative and comprehensive small urban transit planning with Minnesota's seven small urban transit providers. Representing the Department of Transportation, this position is a critical link to small urban systems in building transit staff relationships, coordinating planning efforts across transit systems, advising as a stakeholder on major capital improvement projects, and providing best practices for growing and maintaining their transit systems. This position will also ensure compliance with federal and state requirements and provide professional planning technical expertise and analysis related to small urban transit systems in Greater Minnesota.

The job posting and application process can be accessed on the State of Minnesota job website here: [Small Urban Transit Program Coordinator - mn.gov](#)

This vacancy posting will be available from 11/25/24 – 12/24/24.

### **Welcome New Staff:**

Procurement Specialist – Ryan

The Office of Transit and Active Transportation is pleased to introduce Ryan Nelson to our office as the new Procurement Specialist.

This position was created in direct response to feedback from our transit partners and is a key part of our continuous improvement effort which included providing more staff support on procurements. Ryan joined our office on October 23rd and has already jumped in to help Harinee with vehicle inspections to move those through the process more quickly.

As the procurement specialist, Ryan will be working under the direction of Jean Meyer and Harinee Iyengar on all things procurement. We are excited to welcome Ryan to our office.

# Office of Transit and Active Transportation Update



## [Safe Routes to School Planning Grants Available for Minnesota Communities](#)

Planning assistance and boost grants to schools and communities to develop comprehensive SRTS plans and to boost existing plans are available now! Plans are completed by regional development organizations or a statewide SRTS consultant. Learn more here: [funding opportunities](#) and please share this information in your communities!



## Upcoming Events:

[Greater Minnesota Transit Advisory Committee Meeting \(for 5307 and 5311 funded agencies\)](#)

**Wednesday, December 11th, 2024** at the Sauk Rapids Government Center – 250 Summit Ave North, Sauk Rapids, MN from 10 AM to 3:30 PM

**Wednesday, March 12th, 2025** – MnDOT St. Cloud

**Thursday, September 18th, 2025** – MnDOT St. Cloud

**Thursday, December 4th, 2025** – MnDOT St. Cloud

## [Winter Walk to School Day](#)

February 9th, 2025

## [Transit Spring Workshop](#)

TBD (April/May 2025)

## [MPTA Bus Roadeo](#)

July 18 & 19, 2025 – Chisholm, Minnesota



# SouthWest Transit launches new AV service with May Mobility

SouthWest Transit (SWT) hosted an unveiling event for its new autonomous vehicle (AV), bringing together local leaders and stakeholders to welcome the new technology to the Twin Cities in Minnesota. Attendees were given the opportunity to experience the AVs firsthand through short rides in the vicinity of SouthWest Station in Eden Prairie.



“This is really a story about partnerships because there are many people that it took to put this all together,” said SWT CEO Erik Hansen. “This [initiative] is really central to our mission at SWT about serving people, serving our customers and connecting people from where they are to where they want to go and doing that in innovative and really fascinating ways that represent the future of transit.”

May Mobility's AVs will connect the public to residential, employment and shopping districts while also providing first- and last-mile transportation to key mobility hubs in Eden Prairie. Riders will be able to travel to and from pre-determined stops by using their current Prime mobile app, powered by Spare. The service will also include a stop at the Southwest Light Rail, which connects downtown Minneapolis, downtown Saint Paul and places in between.

“For the sake of our city, for the sake of the region, for the sake of the country, world, it’s important that we do stay cutting-edge and innovative,” said Eden Prairie Mayor Ron Case. “When you get the new technology that’s coming online, you don’t overnight transition from wherever you were... It’s got to be transitional and somebody has to be out there starting it and piloting it... To have Eden Prairie be the leader in some of these innovative technologies is really exciting for me, but I think it’s exciting for EP and it benefits our residents and businesses... It just benefits all of us.”

In collaboration with May Mobility, SWT will be releasing the official launch and service details for the new AV service later this year.

“I’m super delighted to be here to celebrate the upcoming launch of SW Prime’s AV service in Eden Prairie,” said May Mobility Chief Commercial Officer Manik Dhar. “I’d like to give a big thanks to Erik Hansen and the entire team at SWT. With the support and collaboration of our partners here, residents and guests of Eden Prairie will now have the opportunity to experience our innovative transportation solution. We’re proud to stand alongside SouthWest Transit to drive a movement that’s transforming transportation and look forward to working together as we drive toward a connected, autonomous future.”



# News From Transit Systems

## **Nene Israel named Metro Bus director of finance**

Nene Israel was named director of finance at Metro Bus, according to a release.

Israel's experience includes time with the Minnesota Department of Transportation, the Minnesota Valley Transit Authority and the Duluth Transit Authority, the company said. Israel is also actively involved in the transportation sector as treasurer for the Conference of Minority Transportation Officials Minnesota.

## **Arrowhead Transit works to improve transit experience and accessibility with tech updates**

Arrowhead Transit has launched a series of technological improvements to enhance public transportation services to create a more efficient, reliable and user-friendly experience for all new and current passengers.

Enhancements on the horizon:

**Mobile payment solutions:** Introducing mobile apps and in-app payment options, making it easier for riders to access services without the hassle of cash transactions.

**Improved scheduling and tracking:** An enhanced scheduling system will allow passengers to plan their trips with greater ease. Real-time tracking capabilities mean that riders will always know when their bus is arriving, reducing wait times and increasing confidence in services.

**Accessibility upgrades:** Accessibility features will be implemented to ensure that all riders, including those with disabilities, can easily navigate transit options.

Arrowhead Transit will actively be seeking feedback to inform these technological enhancements. The agency plans to host upcoming Q&A sessions to engage with the public, address any questions and continue to gather insights to refine its services.

"We are excited to implement these technological advancements that will enhance public transportation for everyone in our region," said Arrowhead Transit Marketing and Public Relations Dominick Olivanti. "These improvements align with our mission to push Greater Minnesota forward and ensure that our services remain relevant and accessible."

## **SMART to receive grant funding toward facilities in Austin, Waseca**

Just over \$6 million in federal grant funding made available to SMART Transit and the Minnesota Department of Transportation is expected to help the southeastern Minnesota transit company take the next steps forward in two long-awaited projects at two of its locations. Announced on July 9 by the Federal Transit Administration (FTA), the money granted is part of the fiscal year 24 Bus and Low- and No-Emission Grant Awards and will go toward construction of two facility projects here in Austin and in Waseca.

Originally, the projects in Austin and Waseca were budgeted to cost just shy of \$5 million and \$2.9 million respectively, and included grant funding from the state. However, with this federal funding, the state will now be able allocate more of those funds to the local share of the projects.

Read more at: <https://www.austindailyherald.com/2024/07/smart-to-received-grant-funding-toward-facilities-in-austin-waseca/>



# City of Rochester awarded nearly \$85 million for Link Bus Rapid Transit project



The City of Rochester was presented with an \$84.92 million federal grant from the Federal Transportation Administration (FTA). The funds will support the \$143.4 million Link Bus Rapid Transit (Link BRT) transportation project which aims to transform downtown mobility, promote economic growth and improve community connectivity, the city says. The check was presented at a milestone event held at the Mayo Civic Center.

“It was great to be in Rochester for this exciting milestone in the Link Bus Rapid Transit project,” said Senator Amy Klobuchar. “Rochester is one of the fastest-growing cities in our state and deserves a state-of-the-art transit system. I worked to secure significant federal funding for this project because we know investments in infrastructure are investments in our long-term economic well-being.”

Senator Tina Smith stressed the importance of effective transit systems and how they connect Minnesotans to their jobs, schools, childcare and countless other opportunities – all while reducing traffic congestion and pollution.

“This new Bus Rapid Transit line will help connect people across Rochester with a fast, free way to get around the city. I’m thrilled to announce this project is on its way to serving Minnesotans. I worked hard to deliver the federal funding needed for this project and look forward to when the Link BRT is up-and-running,” Smith said.

The Link BRT, a high-capacity public transportation project, is designed to offer faster, more reliable transit service by utilizing dedicated lanes, signal priority, and specialized stations. The project intends to connect areas of downtown Rochester, including the Mayo Clinic Campus, Downtown Waterfront, Rochester Public Library, recreational amenities, educational institutions and businesses along a 2.8-mile route on 2nd Street SW. By connecting to the Mayo Clinic, the City of Rochester says the line will make it easier for patients and their families to travel to its campuses and services without having to drive.

According to the City of Rochester, the 2nd Street SW corridor is one of the city’s busiest streets, carrying more than 21,800 vehicles and 13,000 transit riders every day, including more than 40 buses during peak hours.

By reducing the number of cars on the road, the city says the Link BRT project will help to ease traffic congestion, lower noise levels, and decrease the demand for downtown parking. The city claims the project will “prioritize speed and efficiency” to potentially get wait times down to five minutes during peak hours.

The project will also include seven heated stations, designed to accommodate and protect riders from the elements.

The fully electric buses will include level boarding for easy access and bike racks for multi-modal commuting.

Construction is expected to begin in March of 2025 with services being made available to the public in late 2026.

# Duluth Transit Authority invites local 'celebrities' to help drive recruitment

The Duluth Transit Authority's third annual "Your Turn To Drive" recruitment event returned on Sept. 26, with a new spin as local "celebrities" took to the wheel of a public transit bus.

"This year was the first year that we added the celebrity component to really magnify the reach of the event and let decision-makers in the community get the perspective of the bus drivers," DTA Director of Marketing Dave Clark said.

The event opened to the public the following day, giving roughly 20 more people the chance at the experience.

In Duluth, up to 10,000 people ride the bus each day, according to the DTA. With 92 drivers currently on staff, the organization is looking to onboard about 10 more.

"You really bring people to key vital destinations, appointments, jobs, interviews, school, work," Clark said. "There's really a huge community need."

The stakes were high as the two Duluth News Tribune contestants, photographer Clint Austin and I, wagered a little friendly competition via fist bump for some sushi.

Upon arrival, we were notified that Superior Mayor Jim Paine held the fastest time so far among 16 overall contestants.

"We've had a lot of a great cast of characters — you know, a lot of good personalities and driving styles," Clark said.

The DTA holds fully paid driver training classes four times a year, and each round of training lasts five to six weeks for drivers to obtain the necessary Class B license with a passenger endorsement.

"Post-COVID world, we've been lucky to have five to seven applicants that make it through to the class," Clark said. "There's a lot of folks that were here for 30 years who retired. It's more difficult to find people willing and able to step into a role like a bus driver these days, and that's not just in Duluth. It's across the transit industry, and the transportation industry nationally as well."

Starting pay for a bus operator on the DTA's fixed route is just under \$27 per hour.

"Certainly other places might have a better dollar per hour, but they don't really see the big picture of this being a union Teamsters job and how incredible the benefit package is, this day and age."

"We're trying to compete for the same job pool as everybody else," Ackman said. "We, unfortunately, sometimes lose some folks to other places that have similar skill sets required."

With a lack of drivers, the DTA has had to cut back its level of service and require mandatory overtime of its existing drivers, Ackman said.



Duluth Media Group photographer Clint Austin, left, exits a Duluth Transit Authority bus.



# ‘Bus bunching’ prevention: Metro Transit hopes D Line schedule changes will make it more reliable and less crowded

This winter, Metro Transit is promising to make D Line buses more predictable and less crowded.

From Dec. 9 until March 21, Metro Transit will try what is called “headway-based scheduling” on the state’s busiest route serving Brooklyn Center, north and south Minneapolis, Richfield, Bloomington, and the Mall of America.

“The goal of headway-based scheduling is to have buses arriving at bus stops at evenly spaced intervals, improving service reliability, reducing wait times and overcrowding, and ensuring operators have consistent time to use the restroom, eat, stretch, etc., between trips,” wrote Metro Transit spokesperson Drew Kerr in a statement.



Headway-based scheduling, which will happen only on weekdays from 10 a.m. to 10 p.m., involves drivers relying on the buses’ onboard computers to determine when to leave a terminal and to ensure they are spaced between 10 and 15 minutes apart from one another. “Those indications will help operators adjust as needed, such as holding at a stop if they are too close, for example,” wrote Kerr. That’s in contrast to a driver trying to stay on a stringent schedule for each stop. Buses will also be able to manipulate traffic signals to keep moving.

The agency plans to have extra buses available on standby to make trips, just in case of delays. The agency currently uses at most 21 buses on the route, according to schedules obtained from the Pantograph app, an app that tracks the real-time location of buses.

The D Line isn’t Metro Transit’s most reliable route. D Line buses going in the same direction sometimes operate closely with one another, with one running on time, and another running several minutes late, in a phenomenon known as bus bunching. The late bus could be slowed down by icy or snowy roads, a driver or a malfunctioning machine trying to secure a passenger in a wheelchair, a large crowd boarding a very late bus, or transit personnel trying to remove an unruly passenger. Agency staff say its length — 18 miles — as well as its ridership of just under 14,000 average weekday riders as of September, are contributing factors.

Metro Transit says the bus has had a 75% on-time performance rating so far this year, with on-time performance meaning the bus arrives within one minute early or five minutes late to a stop. In the past month, the Transit app — which provides estimated arrival times and trip planning information — reported that among 129 users, D Line buses arrived on time 63% of the time.



# FTA issues general directive to help transit agencies protect frontline workers from risk of assaults

The Federal Transit Administration (FTA) has issued general directive 24-1: Required Actions Regarding Assaults on Transit Workers. The general directive, the first one to be issued by FTA, will require more than 700 transit agencies throughout the U.S. to take action to protect frontline transit workers from the risk of assaults.

"Frontline transit workers keep our nation moving every day and the Biden-Harris Administration is making sure they have the safe workplace they deserve," said U.S. Department of Transportation (USDOT) Secretary Pete Buttigieg. "The general directive we are announcing today will build on previous actions we have taken to address the unacceptable level of assaults on transit workers and further protect these essential employees as they perform their important jobs."

"Over the past decade, we've seen a tragic and unacceptable rise in verbal and physical assaults on the men and women who are critical in providing a transportation lifeline for millions of people," said USDOT Deputy Secretary Polly Trottenberg. "That's why USDOT and the FTA are directing more than 700 of the largest transit agencies across the nation to put a stop to it – and we are holding them accountable."

General directive 24-1 requires every transit agency subject to FTA's Public Transportation Agency Safety Plans (PTASP) regulation to do the following: Conduct a risk assessment of assaults on the agency's transit workers, specifically on transit vehicles and facilities, using the Safety Management System processes outlined in its Agency Safety Plan.

If a transit agency has determined it has an unacceptable level of risk of assaults on transit workers, it must identify strategies to mitigate that risk and improve transit worker safety.

Every transit agency serving a large, urbanized area (with a population of more than 200,000 people) must comply with PTASP requirements to involve the joint labor-management Safety Committee when identifying safety risk mitigations and strategies. Each transit agency must provide information to FTA within 90 days on the risk level identified in its system, how it is mitigating those risks and how it is monitoring the safety risk associated with assaults on transit workers.

According to the FTA, from 2013 to 2021, the National Transit Database documented a 120 percent increase in the number of assaults against transit workers.

"No American should go to work and worry they will not return home safely," said FTA Deputy Administrator Veronica Vanterpool. "That is particularly true for the transit workers who were valuable frontline workers in our nation's time of need. Transit workers experienced a significant increase in assaults over the years, which is unacceptable. This is just one step as FTA seeks to improve transit worker safety. We will continue to take action to ensure that our nation's transit workers are safe and secure while running our nation's trains, buses, and transit facilities."



**Federal Transit  
Administration**



# Coordinating Council on Access and Mobility (CCAM) Technical Assistance Center to Launch in December



The Federal Transit Administration (FTA) and Community Transportation Association of America (CTAA) are pleased to announce that the new Coordinating Council on Access and Mobility Technical Assistance Center (CCAM TAC) will launch on December 10, 2024.

CTAA, which focuses on ensuring that all Americans, regardless of age, ability, geography, or income, have access to safe, affordable, and reliable transportation, will provide technical assistance to support the work of the Coordinating Council on Access and Mobility (CCAM). The CCAM TAC will collaborate with CCAM agencies to offer support and guidance on providing transportation for people with disabilities, low-income individuals, and older adults. CCAM TAC is one of six FTA-funded centers that help develop innovative transportation solutions.

Scott Bogren, Executive Director of CTAA, says “CTAA has a long history of administering FTA TA centers, and we’re proud to have received support from FTA to launch the CCAM Technical Assistance Center. Coordination across sectors is essential because it helps vulnerable populations access the resources they need. The CCAM TAC is going to be able to reach across sectors and improve mobility for all.”

Bill Wagner, the incoming director of CCAM TAC and director of the National Center for Mobility Management, shares his enthusiasm for the opportunities the new center offers. “CTAA is thrilled to see that we have been chosen to administer the CCAM center. Access and mobility is so critical to everyone’s well-being and quality of life, yet they often pose some of the biggest challenges. We look forward to a new approach to addressing these needs with new partners and strategies.”

The CCAM TA center will collaborate with several federal partners and multi-sector agencies to encourage collaboration across the 130 federal programs that can fund and support transit. CCAM will also connect state and local CCAM grantees and provide community planning and implementation grants to improve transportation access.

## Upcoming Events:

Transportation Day at the Capitol  
February 13, 2025

MN Roadeo  
July 18 & 19  
Chisholm, MN

Minnesota/  
Wisconsin Public Transit Conference  
October 6-8  
Rochester, MN

## Contact Us:

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