



# In Transit

A quarterly newsletter published by the Minnesota Public Transit Association.

**February 2020 Edition**

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*And more!*



# President's Report

**Craig Rempp**

Transit Director



The 2020 Legislative Session started on February 11<sup>th</sup> and MPTA is busy working for you!

MPTA is working with a new Volunteer Driver Coalition to make a difference for organizations that rely on volunteers and are struggling with reimbursement rate and insurance issues that have discouraged people from volunteering. MPTA will work with legislators during this session on a bill that clarifies that volunteer drivers are not for-hire carriers, provides insurance guidelines and provides a state income tax subtraction for reimbursement income.

Other priorities for the session include advocating for funding in the capital bonding bill for transit facilities in both the metro area and in Greater Minnesota, funding for Safe Routes to School and monitoring any legislation dealing with transit governance.

MPTA would also like to thank the Office of Transit and Active Transportation at MnDOT for all their work in developing a new process for awarding the transit grants. The new 2-year Operating Grants have been awarded, providing more certainty, and hopefully less work, in the future. We have greatly appreciated the Transit Advisory Committee meetings with the opportunity to provide input on the new process. This has been an important step in reaching our goal of knowing exactly how proposals are scored and ranked and exactly why funding amounts requested may not have been awarded.

Going forward, we will all have more information about the specific needs of individual transit systems and how much funding is needed to meet those needs.

Detailed information about the Awards for Operations, Facilities and Large Capital, Bus Replacements and New Service are available on our MPTA web site: <https://www.mpta-transit.org/meeting-information-reports>

For Greater Minnesota transit systems, the awards for operations for 2020-21 came to about \$181 million, a slight decrease from the \$187.21 million budgeted. The awards for new service came in at \$6.72 million for next two years, very close to the \$7 million budgeted. The one-year vehicle budget was set at \$8 million which is about the amount awarded and the facilities award for one year was \$4.11 million with a budget of \$5 million.

The key to ensuring long-term sustainable funding for all transit systems and better policies impacting volunteer drivers is communication with legislators! Unfortunately, the latest budget forecast projects less revenue than previously anticipated from the motor vehicle sales tax and the motor vehicle lease sale tax that go into the Transit Assistance Account. That means we need to talk with our local legislators about the importance of transit service and the need for additional funding.

See more on next page ->

You can make a difference by joining other MPTA members at Transportation Day at the Capitol on March 18<sup>th</sup>. We hope to see you there!

Thank you again for membership in MPTA. Don't forget to get your dues payment in for 2020 as we start another busy year of advocacy, training, networking and events that are designed to assist you in serving the public and providing the best transit service possible.

As always, please let me know if you have any comments or questions or would like to get involved in planning our events.



Craig Rempp  
President

**See Pages 7&8 for more on 2020  
Transportation Day at the Capitol.**

**[Register here!](#)**



File Photo: MPTA Rodeo 2019

# Legislative Report

**Margaret Donahoe**

Executive Director

It's 2020 – the big bonding year. Last year was the year for the legislature to develop a two-year budget and this is the year for legislators to put together a capital bonding bill to fund projects that build or repair public infrastructure.

The overall size of the bonding bill plays a big role in how well areas like transportation can be funded. Traditionally, the legislature has had difficulty passing bonding bills that surpass the \$1 billion mark. It's expected that this year may see that threshold passed given that the state is anticipating a budget surplus of over \$1 billion and enjoys a AAA bond rating providing significant capacity for bonding.

Governor Walz released his capital bonding recommendations which total about \$2.6 billion. He included \$450 million in GO and Trunk Highway bonds for MnDOT and \$55 million in bond funds for Bus Rapid Transit in the Twin Cities Metropolitan Area.

For the Metropolitan Council, requested BRT funds would advance the development of three additional projects (D Line Fremont to Chicago, B Line Lake Street to Marshall and E Line Hennepin Avenue to France Avenue) in the next two years and would aid the build-out of the BRT network by 2030. This network would link nearly 500,000 jobs and residents via transit and expand the reach of the METRO network of dedicated guideway LRT and BRT projects. Together, this vision will keep the Twin Cities region more economically competitive with peer regions in the nation and world.

In addition to arterial BRT, the Busway Capital Improvement Program will be used to fund projects to continue development, engineering, and implementation of other capital projects along corridors covering the metropolitan area.

As part of the recommendation for MnDOT funds, \$10 million would fund transit facilities in Greater Minnesota. OTAT recently completed a solicitation for facility projects from these systems. OTAT received 32 applications for major rehabilitation/expansion of existing facilities or construction of new facilities with an estimated total cost of greater than \$42 million. OTAT will develop a four year program of candidate projects that is prioritized based on an objective measure of need, local support as reflected by inclusion in their local plans, and are construction ready or on a path to being construction ready within this timeframe. Available federal, state, and local funding for facility development and other capital investments over this time period is anticipated to fall far short of the identified need.

MPTA is advocating for \$75 million in bond funds for Metropolitan Area Transit including suburban systems, \$10 million in GO bonds for Greater Minnesota transit facilities, \$10 million in bond funds for Safe Routes to School and \$10 million in general fund cash for bus replacements.

While funding for transit in the capital bonding bill is critical, transit systems need long-term, sustainable funding to maintain and expand ongoing transit service. That’s why MPTA has joined a growing coalition of organizations that are working together to advocate for a transportation funding package that includes increases in taxes that fund transportation including the sales tax in the Metropolitan Area that funds transit. For Greater Minnesota transit, the package includes additional revenue from the sales tax on rental vehicles, the sales tax leased motor vehicles and an increase in the base budget funded from the general fund. With more allies and a stronger voice, we believe that all transportation stakeholders will be more successful.

Another issue receiving more attention at the legislature is that of safety on transit buses and trains in the metropolitan area. The Metropolitan Council is advocating a new Transit Ambassador plan that would deploy transit ambassadors to enforce fares, connect riders in need with services and create an added layer of safety for passengers. While more fare enforcers would be riding the system, the fine for fare evasion would be decriminalized. The goal is to collect more revenue by doing more frequent checking and encouraging riders to purchase tickets without imposing more serious charges that are rarely enforced.

At the federal level, 2020 is the year that the current FAST Act expires. Transportation advocates are busy pushing for a new five-year surface transportation authorization act to replace the FAST Act. The expectation is that the policies and programs would probably not change much but significant new funding levels are needed.

The US Senate Environment and Public Works Committee passed a bill last year to fund the highway portion of a new authorization bill. In the Senate, the Committee on Banking, Housing and Urban Affairs has jurisdiction over the transit elements of the plan. The EPW plan does provide an increase in spending but does not identify how the plan will be paid for. In his State of the Union speech, President Trump urged passage of the Senate EPW plan. The idea of a major infrastructure plan of \$2 trillion seems to have faded away.

The US House of Representatives just released an outline of their vision for a new surface transportation authorization act with significant increases in funding for transit and highways along with other infrastructure including broadband, water infrastructure and other areas. How to pay for the plan will be up to the House Ways and Means Committee and so far we don’t have a plan for the funding.

	FAST ACT			House Dem Framework		Difference		Percent Increase
Highway	\$226 billion	78.70%		\$319 billion	75.20%	\$93 billion		41.20%
Transit	\$61 billion	21.30%		\$105 billion	24.80%	\$44 billion		72.10%

The House plan is very strong on transit funding and measures for dealing with climate change, however additional revenue will be needed to pay for the plan.

For transportation, 2020 will be an important year. We have opportunities for significant funding increases, but no guarantees. It will take a lot of communication with lawmakers throughout the year to make transportation funding a higher priority. That means everyone needs to take the time to contact their legislators and let them know how critical transit service is for their constituents and the communities they represent.

# Meet the Director

**Katie Leibel**

Program Manager



Meet Ron Decker of TRUE Transit, operated by VINE Faith in Action in Mankato.

Decker has been the Transportation Manager of TRUE Transit since April of 2019. Before that he was the general manager of Land-To-Air Express and also has experience as the Transportation Manager for MRCI, a local non-profit in Mankato.

One of Decker's biggest achievements so far with TRUE Transit has been the overall increase in ridership. Providing service to three counties with only five buses isn't easy, but Decker has managed to continue to help many in the area get from Point A to Point B. His goal is to continue to grow the ridership and provide better service to the residents of Blue Earth, Nicollet and Le Sueur counties.

"Through my previous experience I've seen the impact the lack of transportation has on the lives of those with disabilities and those that are elderly," Decker said. The job is rewarding for him, and something he's happy to continue doing.

Although one of the biggest parts of his job is the day-to-day operations and planning along with managing the business, Decker's favorite part is working with staff and passengers.

Outside of work, Decker is a family guy, who enjoys spending his time chasing his grandkids.



Ron Decker is the Transportation Manager for TRUE Transit, owned and operated by VINE in Mankato.

Do you know someone who would be a great "meet the director" feature? [Nominate them here!](#)



# 2020 Transportation Day at the Capitol

## The Big Bonding Year!



Join your colleagues and friends for an information-packed day that includes hearing from key legislators as well as the opportunity to meet one-on-one with your legislators.

Make a difference and help us secure funding for Important infrastructure projects in the 2020 Bonding Bill.

We'll be sending a strong message about the need for a permanent increase in dedicated transportation funding for all modes.



# Register today!

[Transportation Day at the Capitol](#) is the one day out of the year that transportation advocates all gather together from different areas and different parts of the state to speak with a united voice for transportation funding.

Alliance staff will arrange appointments and provide information and talking points to make it easy.

**Requests for appointments must be made by March 6, 2020.**

## **Tentative Agenda for 2020 Transportation Day at the Capitol**

<b>8:30 AM</b> - Registration/Breakfast	<b>11:00 AM</b> - Break
<b>9:00 AM</b> - Welcome Transportation Funding Campaign and Coalition - How you can make a Difference! Margaret Donahoe, Transportation Alliance Laura Zielger, AGC	<b>11:30 AM</b> - <b>Lunch/Legislators Invited</b> Rep. Urdah Rep. Hornstein Rep. Murphy Rep. Hortman Rep. Torkelson Rep. Wolgamott Rep. Daudt Senator Dibble Senator Senjem Senator Newman Senator Howe Senator Jasinski Senator Gazelka Senator Kent
<b>10:00 AM</b> - Transportation Funding in the 2020 Session and Beyond MnDOT Commissioner <b>Margaret Anderson Kelliher</b> Met Council Chair <b>Charlie Zelle</b>	
<b>10:30 AM</b> - Issues Update Update on Connected and Autonomous Vehicle Task Force - <b>Kristin White</b> , CAVX Office Changes Proposed to the Motor Vehicle Registration Tax - <b>Josh Knatterud-Hubinger</b> , Budget Director, MnDOT	<b>1:30 PM</b> - Wrap-Up

**Let's send a strong message and make 2020 a great year for transportation.**

# Safety on the Light Rail

**Katie Leibel**

Program Manager



Safety on the Twin Cities light rail trains seems to be on everyone's mind this legislative session.

State lawmakers have said that they want more done to address the problem.

2019 saw a rise in incidents such as robbery, theft and assault on Metro Transit's heavily traveled trains. Some riders have even taken to Twitter and other social media platforms to post about their experiences on the trains along with photos of the train conditions.

It's not just riders who are worried about their safety and the conditions of the trains. Light rail operators have told lawmakers that they [do not feel safe doing their job](#).

Just Wednesday the Metropolitan Council announced new measures to increase safety on buses and trains. The council authorized \$1.8 million for up to 20,000 hours of additional overtime for Transit Police.

Riders and operators alike have been excited for these changes for a while now and welcome them.

An LRT rider, Junette Broadnax, told [5 EYEWITNESS NEWS](#) she rides the train every day and needs it to get her to her job, similar to many others in the cities. In recent years the light rail has seen increased ridership, making this issue important to many Minnesotans in the metro area.

"There have been tragic instances on buses and trains, but there's been daily behavior and atmosphere of danger," said Charlie Zelle, a Metropolitan Council Chairman. "At Metro Transit we need to up and will be upping our game to have safety be the highest priority for our agency."

House DFLers and the Metropolitan Council recently announced an idea to improve safety on the light rail trains in [HF3085](#). This bill, sponsored by Rep. Brad Tabke (DFL-Shakopee) would create a "transit ambassador program," which would put Metro Transit personnel on trains. The ambassadors would be unarmed and trained in de-escalation techniques while also having the resources to connect riders with the services they may need.

The same bill also proposes adjustments to fare evasion, which would make the offense a petty misdemeanor, similar to a traffic ticket. The offense is currently a gross misdemeanor. The current fine is so steep that it is rarely enforced. A lesser offense will actually mean better enforcement.



Hornstein said the bill is a “priority” and would be heard in committee next week.

Rep. Paul Torkelson (R-Hanska) sponsored [HF3110](#), a bill that would require the Metropolitan Council to contract with a third party to conduct a safety assessment of the light rail system to ensure the safety of riders.

Rep. Frank Hornstein (DFL-Mpls), said the transportation committee would consider Torkelson’s bill and other ideas to increase safety on the light rail system.

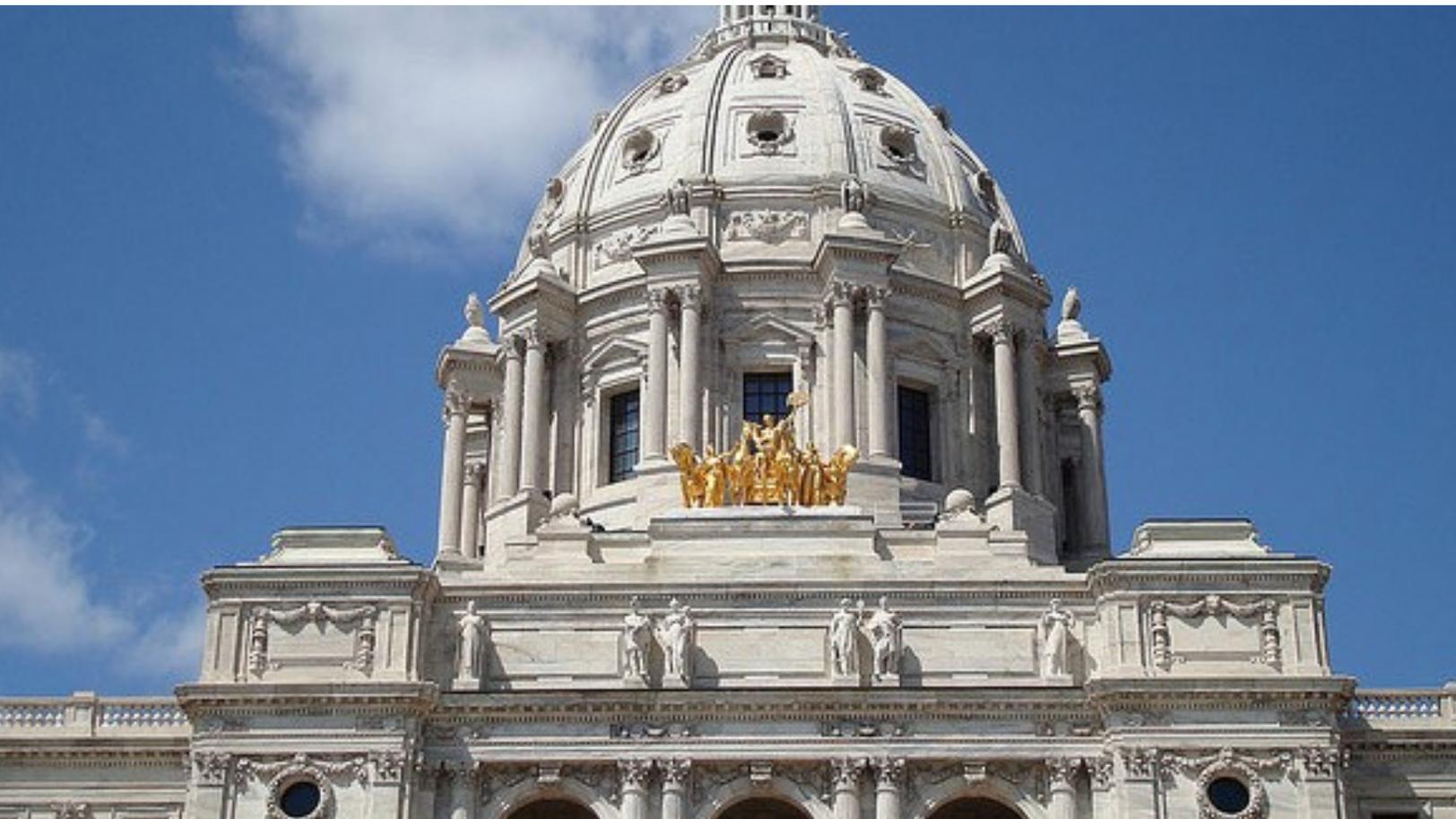
Metro Transit officials and lawmakers said safety on the light rail system will be a priority during this session.

**For more information visit the article sources:**

[1 Kare 11](#)

[2 State.mn.us](#)

[3 KSTP](#)



# Meet MPTA's New Program Manager

Katie Leibel

Program Manager



Meet Katie Leibel, the new Program Manager for the Minnesota Transportation Alliance.

Leibel will not only be working with the Alliance, but also with MPTA. She will be assisting with the Bus Rodeo, the transit conference, writing the In Transit newsletter, working with transit systems on communications and more.

Leibel recently graduated from Minnesota State University, Mankato. At 21, she is the youngest member of her family to graduate from college, and immediately hit the ground running with MNTA.

Although this is her first job in the transportation and transit fields, Leibel has held multiple positions in the non-profit sector.

"I think my first official job using my major outside of my college was actually when I held two positions at the same time. I was the Social Media Intern for the National Marrow Donor Program and the Alumni Relations Intern for the Minnesota Children's Museum," Leibel said.

But those aren't the only places some of you may know her from.

"If you live in Southern Minnesota my name may sound familiar. I recently worked as a reporter and copy editor at The Mankato Free Press," Leibel said.

Her beat was Arts and Entertainment, but she also dabbled in News.

"Although I loved my job there, I knew eventually I was going to be called back to the cities. I'm just drawn to this area," she said.

Now, Leibel is setting down roots in the cities once more and looking to help The Alliance and MPTA advocate for safer transportation and transit systems.

"I just want to help the organizations accomplish their goal in any way that I can. If I can use my skills and talents to make a difference, I will."

Katie can be reached at [Katie@transportationalliance.com](mailto:Katie@transportationalliance.com) or by calling the MNTA office at 651-659-0804.



Katie Leibel is the new Program Manager for the Minnesota Transportation Alliance and MPTA.

# TRUE Transit's Ridership Increase: Causes and Creativity

**Katie Leibel**

Program Manager



Over the past three years, TRUE Transit has seen their numbers double over and over with how many rides they provide for the community.

During just their first year in 2017 they provided over 1200 rides, then 2800 in 2018 and 5800 just this past year. The growth was hoped for, but also daunting for this small and brand-new organization, especially since they had such humble beginnings.

VINE in Mankato owns and operates TRUE Transit. VINE started as a volunteer driver program called "Door-2-Door, helping older adults with rides. It ran solely on volunteer drivers and their vehicles, but then MnDOT showed them that the community needed more than just that from them.

"MnDOT decided they wanted every county to provide county-wide transportation," said Paige Schuette, Marketing and Communications Manager at TRUE Transit. "Blue Earth, Nicollet and Le Sueur were three of those counties that did not have public transportation."



Photo Courtesy of TRUE Transit.

Over the past three years TRUE Transit has watched their ridership increase tremendously, but keeping up can pose challenges of its own.

The organization had already worked with MnDOT a bit in the past, and when they were asked to expand their service they agreed, but it didn't go without a bit of a struggle.

For that first year, it was just their single bus and three counties. Growth was slow in the beginning.

"At first it was a lot of educating the public about what is public transportation," Schuette said. But eventually it grew into the system that it is now, and that all began in July of 2019 when they introduced a change to their system.

"We decided to change our system to dial-a-ride and once we did our ridership went up tremendously," Shuette said.

See More on next page ->

## Slow Start to Sudden Success

It obviously helped a lot. Now the transit system was actively competing with other systems like Uber and Lyft who also provided quick and easy-to-book rides. They just require a 1 business day notice, unlike Uber and Lyft, to keep up with demand and help with planning.

“We’re finding now that keeping up with the demand has been a bit difficult,” said Ron Decker, Transportation Manager at TRUE Transit. “Because we cover such a large geographic area and have five buses. It’s been a bit of a challenge.”

A welcome challenge, but still a challenge at that. During their first year they ordered four more buses to total five, but five buses in those three counties still didn’t seem like enough. They had to get creative to keep up with the demand.

“Now we work to suggest times,” Decker said. And it works for the most part. People who need the transit system for specific appointments may not be as flexible, but those wanting to get to the grocery store or visit friends can adjust their pickup times a bit to help the whole system run more smoothly. This helps make sure that the system serves as many people as possible.

In January of 2020, TRUE Transit looked at their ridership numbers and they were the highest they have ever been. They have made themselves a vital part of the community and an important part of many peoples’ lives.



Photo Courtesy of TRUE Transit

“As the word spread and TRUE Transit is becoming more known about, I think that to get a ride for \$3 in any of the counties that we serve is a high value,” Decker said.

“Our biggest request for rides are people who need to get to medical appointments who can’t get there without public transportation,” Schuette said.

The world of transportation and transit is changing with technology and the immediacy available through services such as Door Dash, Uber, Lyft and more, but TRUE Transit is keeping up with it through their dial-a-ride program and their ability for people to book rides online.

For more information on TRUE Transit people can give them a call at 507-388-8783 or check out their website at [truetransit.org](http://truetransit.org).

# The Volunteer Driver Coalition

**Katie Leibel**

Program Manager



Organizations that provide rides or transport meals or donated organs have faced increasing barriers to recruiting and retaining volunteers.

The cause of these challenges lies not with a lack of willing volunteers, but with two major issues: some auto insurance carriers are increasing their insurance rates on volunteer drivers as if they are for-hire taxicabs or Uber/Lyft drivers and volunteers are being forced to pay federal and state income taxes on mileage reimbursement received over the IRS-set rate of 14 cents per mile when the total reimbursement exceeds \$600 a year.

This means that many volunteers are being forced to pay extra either in insurance or taxes to help Minnesotans get to medical appointments, get groceries or get any other ride they may need.

“When volunteer drivers are not unfairly harmed with financial consequences of insurance rate increases, additional taxes, for the public service, there will be more volunteers available to help citizens get to their appointments, keeping them active in the community, helping their families and saving a considerable amount of money over taking commercial driver paid trips. There will also be more volunteer drivers. Recently we have lost volunteers and are finding it more difficult to recruit new volunteers,” said Sherry Munyon, a MPTA Lobbyist.

In 2018 alone, volunteer drivers provided more than 168,000 rides for older adults and other non-drivers. Organizations with volunteer driver programs served at least 77,474 people that year and drivers covered more than 9.5 million miles.

This issue and the clear importance to Minnesotans led to the formation of the volunteer driver coalition. The coalition came together in 2019 with leadership from MPTA and support from the Minnesota Association of Area Agencies

on Aging and the Living at Home Network.

Members include nonprofit organizations, counties, Area Agencies on Aging, Regional Transportation Coordinating Councils and others that support the coalition’s advocacy initiative to strengthen volunteer driver programs in the state.

The coalition strives to eliminate barriers for volunteer drivers and to ease the financial burden by current tax requirements on mileage reimbursement received by volunteers to help retain the drivers.

The coalition seeks passage of HF 2377 and SF 2324, legislation that will address barriers and protect the valuable resource of volunteer drivers.

The legislation:

- Clearly defines a volunteer driver in the law as not “for hire.”
- Protects volunteer drivers from increased insurance rates.
- Creates a state income tax subtraction for volunteer drivers to reduce their tax liability.
- Caps the liability of nonprofit organizations that offer volunteer driver services at \$1.5 million.

MPTA led the effort to get the legislation introduced and will be advocating for this legislation throughout the session.

“Whether you work with an organization providing the rides, are the citizen taking the ride, the volunteer driver or family/friends of people you know who volunteer or take rides, contact your legislators and tell them how important it is to pass this bill now,” Munyon said. “This problem has been languishing for years and it is time to act.”

To learn more about the coalition and how you can help visit [volunteerdri Vermn.org](http://volunteerdri Vermn.org)

# Southwest Transit Presents Transit Awards

**Brittany Stevens**

Marketing Coordinator

SouthWest Transit



SouthWest Transit is proud to announce the recipients of their 2019 awards. These awards are given to individuals from outside the agency who have made positive contributions to suburban transit efforts.

The 2019 Distinguished Service Award was given to Attorney Ric Rosow for providing the agency with over 30 years of outstanding legal services and guidance. Ric was instrumental in the legal aspect and negotiations related to all SouthWest Transit's facilities, properties, vehicles, and contracts since the agency's inception. He has been a true professional, a loyal confidant, and has always provided exceptional guidance while looking out for the agency's best interests.

The 2019 Friend of SouthWest Transit Award went to State Representative Tony Albright, Assistant Minority Leader in the Minnesota House of Representatives. Representative Albright has authored numerous bills on behalf of suburban transit over the years and has been a relentless supporter and advocate for the needs of the suburban transit commuter.

SouthWest Transit (SWT) provides express and local bus service to the residents of Eden Prairie, Chanhassen, Chaska, Carver, and surrounding communities. SWT operates five park-and-ride locations, including its main hub, SouthWest Station in Eden Prairie. Additional information and complete schedules for SWT can be found at [www.swtransit.org](http://www.swtransit.org) or by calling our customer service line at 952-949-2BUS (2287).



**Attorney Ric Rosow accepts his Distinguished Service Award.**



**Rep. Albright accepts his award for "2019 Friend of Southwest Transit."**

# MnDOT seeks feedback

**J. P. Gillach**

Public Affairs Coordinator

MnDOT



The Minnesota Department of Transportation is seeking public comments on existing rules for Special Transportation Services providers that serve the elderly or disabled, or provide nonemergency medical transportation services paid for with public funding.

MnDOT is in the process of updating the existing rules, and is interested in hearing from stakeholders about updates and improvements that should be considered, before any new rule changes are proposed.

Comments on the existing rules may be submitted online through the Commercial Vehicle Operations rulemaking webpage at [mndot.gov/cvo/rulemaking.html](http://mndot.gov/cvo/rulemaking.html), or by mailing written comments to Will Jensen-Kowski, Office of Freight and Commercial Vehicle Operations, 395 John Ireland Blvd., 55155.

There is no deadline for the public comment period at this time. There will be a 30-day comment period after MnDOT hears from stakeholders and proposes rule changes. Information about the 30-day comment period and other updates will be posted online at [mndot.gov/cvo/rulemaking.html](http://mndot.gov/cvo/rulemaking.html) when available.

All new rule amendments, after implemented, will affect STS providers, drivers and attendants of special transportation service vehicles, clients of special transportation services, insurance companies that provide coverage for special transportation



File Photo: Bus from 2019 MPTA Roadeo. MnDOT is seeking public comments on existing rules for Special Transportation Services providers

service providers, and instructors and organizations that provide training related to STS.

MnDOT administers the STS program, which certifies and regulates STS providers, drivers, attendants and trainers. Procedures for the program are established in Minnesota Rules, Chapter 8840.

For more information about the rulemaking process, go to the Commercial Vehicle Operations rulemaking website or contact [william.jensen-kowski@state.mn.us](mailto:william.jensen-kowski@state.mn.us).

# Featured Industry Members



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## Meet 2 of MPTA's Industry Members

### Schmitt & Sons

By Lindsey Anderson, Schmitt & Sons Human Resources

**How we got here:** Wilfrid Schmitt, "Schmitt", began transporting children for Lakeville Schools in 1945. At that time, Schmitt covered the Orchard Lake area of the district and bus owner Henry Storlie covered the downtown Lakeville and south areas. In 1952, Schmitt purchased the only school bus from the Orchard Lake School District.

**Where we're going:** We're continually driving to improve, increase effectiveness, and expand our employee ownership.

**Who we are:** We're a community of fun, caring and safety-minded individuals who keep our passengers comfortability and well-being at the forefront.



Our mission is to provide safe, efficient and reliable transportation service to our customers and communities that we serve.

**What we do:** We provide excellent transportation service throughout the Twin Cities! Schmitt & Sons has divisions within public transit, student transportation, charter service and public/private tours.

### LHB

By Katie Leibel, Program Manager

LHB was founded in Duluth, Minnesota in 1966. LHB works to help with architecture and interior design, engineering and surveying and landscape architecture and planning for many sectors including public works, healthcare, housing and more.

LHB's first project led by LHB's founder, Lauren Larsen, involved the Duluth Arena (now the Duluth Entertainment and Convention Center) and 50 years later the group still works with that client. LHB works to nurture long-term relationships with clients

by listening to their needs and delivering high performance projects.

Although founded as a structural engineering firm, LHB quickly expanded to include civil, mechanical and electrical engineers, and architects. The company also brought in landscape architects, interior designers, and surveyors. The structure of the company encouraged strong leaders to develop diverse business focuses. LHB is now a full-service firm that can complete all facets of a project using dedicated, in-house teams drawn from their 260-person staff.

# In Transit



## Upcoming Events

### Transportation Day at the Capitol

*Wednesday, March 18, 2020*

*Capitol Ridge Hotel & Event Center in St. Paul, MN*

*[Register today!](#)*

### Minnesota State Bus Rodeo

*Friday, July 10 — Saturday, July 11, 2020*

*Rochester, MN*

### Minnesota Public Transit Conference & Expo

*Monday, Oct. 5 — Wednesday, Oct. 7, 2020*

*Mayo Civic Center in Rochester, MN*

Find event information: [MPTA Events](#)



“Like” and “Follow” MPTA on Facebook and Twitter for news from MPTA members and local and national media coverage of transit news and issues.

