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Transportation Day at the Capitol

March 13, 2024

REGISTER TODAY!

<https://www.transportationalliance.com/event/2024-transportation-day-capitol>

2024 Bus Rodeo

July 19-20

Canterbury Downs, Shakopee



www.mpta-transit.org

President's Column



We're excited about the opportunity for a great year in 2024! We had a lot to be thankful for in 2023 with new funding for transit statewide and extremely successful in-person events that brought everyone together and now

we will be focusing on implementation of new plans and new dollars.

MPTA is very proud of the work we did in 2023 to advocate for significant increases in funding, including new ongoing, dedicated funding. MPTA continues to mobilize the transit community, speak out for transit systems all across the state and provide you with the resources and information you need as much as possible.

Our 2023 joint Minnesota and Wisconsin Public Transit Conference in La Crosse was a huge success and we want to thank everyone who participated in the conference and especially all of our exhibitors and sponsors. We had over 400 people join us in La Crosse to get the latest news and important updates as well as training in key areas to help keep everyone on top of new developments. Many of the presentations from the conference are available on our MPTA web site: <https://www.mpta-transit.org/event/2023-wimn-public-transit-conference>

Next year, our Minnesota Public Transit conference will be held in Mankato from October 14-16th. Please plan to join us for this great annual get together!

This year MPTA will be busy advocating for transit needs in the capital bonding bill as well as weighing in on important policy issues under consideration by the legislature. One area where MPTA is making a difference is in the process of obtaining a Commercial Driver's License (CDL) with a passenger endorsement. Thanks to meetings we have had with representatives from the Driver and Motor Vehicles Division, operators with an existing CDL will no longer need to take the entire test in order to obtain a passenger endorsement. They will be able to simply test for the endorsement. MPTA will continue to work to streamline the process for transit operators as we know how challenging it can be for systems to hire and keep operators.

Activity at the federal level will also be important and MPTA will continue to monitor developments that impact systems as well as funding opportunities. We will also continue our work at the federal level to institute changes to the mileage reimbursement rate for volunteer drivers so that they are not losing money as they provide this important service.

On behalf of the Board of the Minnesota Public Transit Association, please accept our heartfelt thanks for your membership and participation with MPTA. If you have not yet renewed your membership, please do so. You can send a check or pay online at: <https://www3.thedatabank.com/dpg/154/donate.asp?formid=MPTADues>

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

Legislative Report

The 2024 Legislative Session began on February 12th and the committees are already busy passing legislation as this promises to be a short and quick legislative session. The session is scheduled to end by May 20th.

While the budget forecast for the current biennium shows a strong surplus of \$2.4 billion, the forecast for the next biennium shows a significant deficit so legislators are trying to temper expectations and strongly limit any new ongoing spending.

The 2024 session is considered the bonding year – the second year of the biennium is typically when capital bonding bills are passed. Governor Walz has put out his recommendations for a capital bonding bill that would total \$982 million, of which \$819 million would come from general obligation bonds. While the governor recommended GO bonds funds of \$37 million for bus rapid transit lines in the Twin Cities Metropolitan Area, no funding was recommended for Greater Minnesota transit capital needs.

MPTA has developed its Legislative Agenda for 2024 with funding in the capital bonding bill for all transit systems as the top priority.



CAPITAL INVESTMENTS

\$10 million for Greater Minnesota Transit

\$1 million for safe routes to school across the state

\$1 million for active transportation across the state (\$7 million in bonds, \$1 million in cash)

\$75 million for Bus Rapid Transit/Busway capital improvements

\$50 million for ABRT Corridor improvements

FUNDING

Provide adequate funding to serve Greater Minnesota communities who provide a variety of services that meet their community's needs, including Dial-A-Ride, Fixed route, volunteer drivers and contracted services; electrification of vehicles and facilities, provide for technology and marketing.

Provide adequate funding to serve the entire metropolitan area, including suburban communities for the build out the bus systems and bus rapid transit including operations, technology, vehicles, and facilities. Investment should be equitably targeted to local express service, reverse commute service and micro transit service, including our suburban communities.

In 2025 – Seek an increase in state funding to reduce the local match requirement for Greater Minnesota rural transit systems to allow less burdensome access to both operating and capital funding. Citizens in communities with low wealth are often disadvantaged in available transportation options.

POLICY

Expand statute to allow 3rd Party testing bill for CDL licensure of greater Minnesota transit drivers. Support the MnDOT Technical Policy bill which includes updates to the Greater Minnesota Transit Program. Repeals Chapter 8835, administrative rules which were adopted as temporary in 1974 and makes additional changes to Minn. Stat. 174.21 to 174.255 to align state and federal requirements.

Ensure that local contributions other than cash are considered part of the local match for transit facilities. Allow use of state funds for transit facility improvements to protect rolling stock investment, regardless of original building funding.

Continue discussions with DVS on barriers to licensing GM transit bus drivers.

Legislative Report



At the federal level, Congress has passed the third Continuing Resolution (CR) to keep the federal government operating and transit dollars flowing to states. The current CR is set to expire on March 1st. It's not clear if an agreement will be able to be reached on the FY24 Transportation and Housing and Urban Development (THUD) appropriations bill in time or if another CR will be needed to keep federal funds coming at the FY23 funding levels.

MPTA continues to be a leader in the effort to change federal law for reimbursement of volunteer drivers. Rep. Pete Stauber has once again introduced legislation that would change the charitable rate from 14 cents per miles to the annual IRS business rate – currently 67 cents per mile. We have received strong support from other members of the Minnesota congressional delegation and now need to garner support from members in other states.

As always, MPTA will be speaking out for transit systems all across the state. If you have any questions or input regarding legislative issues, please don't hesitate to let us know. We're here to be a resource for you.

Transportation Day at the Capitol - March 13

Join transit colleagues to speak up for funding needs!

Help make a difference for transit funding in 2024!

Join colleagues and friends to hear directly from legislators regarding funding and policy that impacts transit.

- Capital bonding requests
- February budget forecast
- Appointments with local legislators



Sign Up: <https://www.transportationalliance.com/event/2024-transportation-day-capitol>

Mark Your Calendars for the 2024 Bus Rodeo July 19-20 in Shakopee



Office of Transit and Active Transportation

2024 OTAT Transit Solicitation Schedule

Please take note of the schedule for transit solicitations to be released by the Office of Transit and Active Transportation during calendar year 2024

<u>Solicitation</u>	<u>Applications Open</u>	<u>Applications Due</u>	<u>Purpose</u>
Public Transit Operating	May 1, 2024	June 28, 2024	Award 2025 Operating Support
Public Transit Replacement Vehicles*	May 1, 2024	June 28, 2024	Award 2025 Projects
Intercity Bus	May 1, 2024	June 28, 2024	Award 2025 Operating/ Capital Projects
Public Transit Technology	May 1, 2024	June 28, 2024	Award 2025 Projects
Public Transit Facilities	August 1, 2024	September 30, 2024	Select 2026-2029 Projects
Public Transit Large Cap	August 1, 2024	September 30, 2024	Select 2026 – 2029 Projects
RTCCs and TCAPs	NA (Year 2 of Grant)	NA (Year 2 of Grant)	Select 2026 – 2029 Projects
5310 Mini Van	February 12, 2024	April 30, 2024	Award 2025 Projects
Tribal Transit Vehicle	February 1, 2024	March 15, 2024	Award CY Projects

New Procurement Intake/E-mail Address -

The Office of Transit and Active Transportation (OTAT) has created a new transit procurement email address to track the procurement processes and response time through a single internal email address. As we move towards an automated procurement process later this year, the need still exists for an interim method for documentation submittals and procurement questions.

OTAT will provide a 48-hour response time to acknowledge requests for review and Notices to Proceed. Subrecipients will no longer need to send an email to the Procurement Coordinator and their Project Manager. Instead, a single email to the newly created email address will set the process in motion and all correspondence will go through that email address. Any follow-up needs as the procurement progresses will continue to be worked on through this email address. In addition, any questions or inquiries regarding procurement in general will be directed through this email address. Please let us know your thoughts on the process as you begin using it!

The following email address can be used for all procurement submittals starting on **February 19, 2024**:

TransitProcurements.dot@state.mn.us

Office of Transit and Active Transportation

Welcome New Transit System Managers/ Directors

Please join us in welcoming new transit system leaders. These individuals have joined us in the last portion of 2023:

Deann Recker – City of Morris Transit Supervisor started 11-20-2023

Formerly Morris Area Schools Transportation Director, Deann is now Transit Supervisor for the City of Morris. She enjoys spending time with her son Dylan and his wife Kayla, her daughter Amber and her husband Patrick. She also enjoys summers at the lake and riding her Harley touring the great state of MN. “I transitioned from the school district to this position knowing I would still be a part of a great community. The best part of driving for the transit for myself and my FABULOUS crew is communicating with the people of Morris and helping passengers get to where they need to be safely.”

Bill Spitzer - Rolling Hills Transit

Serving since 2015 as Substitute Bus Driver, Operations Manager and now Director of Transportation in his spare time Bill enjoys traveling, photography and model railroading what he enjoys the most at RHT is “ I love of the people. The conversations with the riders and the service we provide to get them from here to there.”

Please be sure to introduce yourself!
If we missed anyone, please reply to let me know and we will be sure to include them in the next communication.

Farewell

Congratulations to Kent Ehrenstrom on his upcoming retirement. Kent's last day will be February 2, 2024. Kent has been with OTAT for 25 years, first as a Transportation Program Manager (TPM) and currently as the Facility Program Coordinator. We wish Kent well on this retirement and thank him for all his dedication to OTAT and the transit systems. Starting today, please also cc Brien Konkol on any facility communications. Brien will be overseeing the OTAT Facility Program after Kent's retirement.

Suzy Scotty, former Bicycle and Pedestrian Data Analyst, has officially accepted the permanent position of Pedestrian and Bicycle Coordinator at Metro District. Congratulations to Suzy on this great opportunity! Suzy was instrumental in many data projects that assisted our transit and active transportation work, and she will be missed in OTAT.

Welcome New Team Members!

Welcome Paul Miller to the Grants Unit!

Paul started as the Senior Engineer in OTAT's Grants Unit on December 6th and works with Brien and Kent on facility projects. Paul received his civil engineering degree from the U of M in 2007 and has been with MnDOT since 2010. He's done a little bit of everything during his time with MnDOT: worked at Metro Surveys through 2016, completed a grad engineer rotation in Rochester, and most recently worked in the Office of Freight and Commercial Vehicles in our weigh scale and rail safety section.

In his free time, he officiates high school sports including refereeing basketball, umpiring fastpitch softball, and judging speech. He is also a recreational cyclist.

Paul lives with his wife and dog Izzo in Lino Lakes and is looking forward to working with all of you!

Welcome Sean Upshaw to the Implementation Unit!

OTAT would like to announce that we have hired new team member - Sean Upshaw – in the Implementation Unit!

Sean joined OTAT on January 8th as Sustainable Fleet and Facilities Coordinator and will manage the office's Federal Discretionary Capital Grant Program. In this role he will be responsible for elements of the grant process including, supporting Minnesota's rural transit agencies in planning for grants for Buses and Bus Facilities (5339(b) and the Low or No Emission Vehicle Program (5339(C).

THANK YOU MPTA CONTRIBUTORS!



We are the largest private operator and integrator of multiple modes of public transportation in the United States, including bus, paratransit, rail, NEMT, microtransit, shuttle, and autonomous vehicles. Leading cities, counties, airports, private companies, and universities contract with Transdev to operate and maintain their transportation systems. We also proudly provide fleet maintenance and vehicle services which keep our clients moving safely and reliably throughout their communities.

We have one goal, to help our clients deliver safe, reliable and experienced transit services that form the mobility blueprint for which passengers depend on every day to get to work, school, healthcare, family and more. In more than 400 communities our focus on quality earns Transdev the trust of our clients and passengers. Transit authorities across the country count on Transdev U.S. to deliver quality bus operations.

North Central Bus and Equipment is a premier supplier of Commercial Buses, Vans and Specialty Vehicles. We have built a strong reputation by providing the highest quality vehicles, service and parts to the transit, long term care and retail bus markets. Our sales territory spans across four states including Minnesota, North Dakota, South Dakota and Wisconsin.

In addition, we also represent Drivege Vehicle Innovations (formerly Transit Works), Braun Corporation, Forest River Van and Abilitrax for custom van upfits across our sales territory.

Whether you're in the market for a minivan or a 35 passenger bus, we can help! Maybe you're looking for a Mobile Library, Mobile Food Shelf, Mobile Medical Unit, or Prisoner Transport... you guessed it, we have experience with specialty builds and can help with that too!

Our commitment to our customers goes far beyond the initial sale. Our way of business is what we call "the SCIPI way" and we'd love to show you what sets us apart!



St. Cloud Metro Bus: On the move, improving service

Long- Range Transit Plan Update:

Metro Bus is currently collaborating with a consulting firm to undertake a comprehensive update of our Long-Range Transit Plan. This strategic initiative will set the course for Metro Bus services over the next 5- 7 years, aligning with our commitment to enhance the quality and efficiency of transit services within our service area.



Transit Hub Development:

In line with our dedication to optimizing transit services, Metro Bus is actively acquiring land for the construction of a state-of-the-art transit hub in the western region of our service area. This pivotal infrastructure development aims to facilitate seamless and efficient transit operations, benefiting our valued customers across the entirety of our service region.

Operational Enhancements and Software Updates:

Metro Bus is undergoing significant transformations in its operational, HR and payroll software programs. These updates are not only to elevate the employee and customer experience but also to ensure compliance with recent legislative changes. Concurrently, revisions to policies and procedures are being implemented to uphold the highest standards of operational integrity.

Employee Recruitment and Retention:

Metro Bus continues to incorporate permit prep training into our new employee orientation options allowing applicants to apply for positions requiring a CDL without having a CDL permit. Applicants offered a CDL position start employment in a permit prep training class to assist them in passing the permit test. Upon successfully passing the permit test, the applicant will transition to the CDL training class. We also offer CDL training for applicants who already have their permit. Metro Bus has also earned its Third-Party Testing Certification allowing us to have a trained Third-Party Tester on staff to perform CDL testing for new employees onsite.

Fleet Modernization and Replacement:

Anticipation is high as Metro Bus eagerly awaits the arrival of new buses scheduled to enter production in the coming months. Meanwhile, our resolute team continues to prioritize the safety and mechanical soundness of our current fleet, exemplifying our unwavering commitment to passenger safety.

Financial Stewardship and Reporting:

As we approach the close of another fiscal year, Metro Bus remains steadfast in managing audits, NTD reporting, and financial challenges inherent in closing the books. Our diligent staff are dedicated to sustaining Metro Bus's near perfect record year after year.

Operational Excellence and Recognition:

Metro Bus proudly acknowledges the achievements of our team, with three top three finishers in their respective divisions at the MPTA State Roadeo this summer. Furthermore, we are pleased to report an impressive operational milestone, having operated for 60+ days without a preventable accident, a testament to our ongoing commitment to being one of the safest transit agencies in North America.

In conclusion, Metro Bus remains resolute in its pursuit of excellence, guided by a vision that prioritizes safety and superior service delivery.

The (Rochester bus) signs, they are a-changin'



Rochester has been busy installing new bus top signs. The new signs are intended to mark the existing stops more clearly, which seems to be working if you spotted the bolder blue, white and green versions and have been overlooking the subtle blue and white signs that have long marked existing routes.

Rochester Transit Project Manager Mike Collins said the goal is to replace the signs at all stops by the end of the year. With more than 900 bus stops in the city and just a few days left in 2023, that's a hefty task, but it appears most, if not all, signs on major streets have been updated.

Updates won't end with new signs. The city has been working on a variety of improvements and upgrades for bus stops and its 80 bus shelters throughout the city, budgeting for a \$1.2 million multi-year effort since 2021, with other related work happening in previous years.

Collins said a tentative schedule for the next round of improvements calls for construction to start as early as May 2024.

The goal is to target existing shelters that need upgrades, while also replacing some benches and concrete pads where full shelters don't exist. In addition to making repairs, the work is also intended to make the stops more accessible under Americans With Disabilities Act requirements.

The work in 2024, which is budgeted with \$100,000 in the city's recently adopted capital improvement plan, could update more than 200 stops.

"We will have continued work into 2025, but the bulk of this project will be completed in 2024," Collins said, pointing out the focus will be on the stops with the highest ridership, along with others that need safety improvements.

Current plans call for funding \$250,000 in bus stop upgrades in 2025 and \$150,000 in 2026. This year, this year's budget put \$250,000 toward the effort.

An assessment process has already identified problematic stops, but Collins said it's unlikely that shelters and benches will be added to many neighborhood stops.

When benches are added, he said they will likely be made of limestone, rather than metal, to better fit into its surroundings.

As transit shifts continue to be seen throughout the city, the upgraded stops are likely to help keep transit users safe and raise awareness of the options that are available.

A year into the job, Metro Transit Police Chief Ernest Morales III points to progress, frustrations

By Frederick Melo

Source Pioneer Press (TNS)

A year into the job, some Metro Transit drivers, passengers and other officials say customer behavior has notably improved on the Blue Line, the light-rail corridor that connects downtown Minneapolis to Minneapolis-St. Paul International Airport.

It's one of many routes that helped buoy overall system ridership by 16% last year over 2022 figures. Light-rail ridership alone was up 19%.

Morales credits the combined efforts of sworn police officers, community service officers-in-training, state-funded social workers and street ambassadors, who board the Blue Line from key staging areas like U.S. Bank Stadium in Minneapolis to enforce a freshly-updated passenger code of conduct.

But the challenge in front of him is clear. The Green Line needs help.



Morales said his task is to “change that mindset — there’s a mindset of entitlement, because they’re so used to not being held accountable to that code of conduct. ... Smoking indoors has been outlawed for years. It’s a misdemeanor.”

On Tuesday, the Green Line began playing public service announcements featuring recorded messages from young children, some of them the kids of Metro Transit officials, urging passengers to think of the youth around them before they inhale.

“Love your lungs,” says a voice dipped in saccharine sweetness. “Please don’t smoke at the station or on the train. You harm my health when we ride together.”

Another strategy has been to steer the homeless toward housing and those with addictions toward treatment, if they’re open to it. With \$2 million in state funding, Metro Transit contracted 10 outreach agencies last year to provide street ambassadors and other intervention resources, such as drug counseling.

Lesley Kandaras, who was appointed Metro Transit general manager last July, said she’s made it a point to require executive-level leadership within Metro Transit — some 50 desk jobs — to ride public transit at least four times per month.

“In the interest of keeping an open line of communication with passengers, five top officials with Metro Transit and the Met Council rode the metro’s two light-rail lines for four days in mid-January as part of a first-ever “Listening Sessions Tour.”

Metro Transit is offering hiring bonuses of up to \$4,000 for new officers, up to \$8,000 for more experienced officers making lateral transfers and up to \$18,000 in tuition reimbursement for new community service officers. As the Green Line passed a bus, Kandaras pointed to an advertising wrap covering much of its exterior with the smiling face of a new recruit. In some oversized ads, Morales himself is pictured.

Morales looked around him on Tuesday, after the most unruly passengers had been kicked off a Green Line train car, and appreciated the quiet.

SAFETY MEASURES, SERVICE IMPROVEMENTS KEY TO INCREASING POST-PANDEMIC TRANSIT USE IN GREATER MINNESOTA

Originally published in Catalyst, January 16, 2024

The COVID-19 pandemic took a major toll on public transit and shared transportation services in Minnesota, causing ridership and revenues to plummet. And it wasn't just an urban problem: Smaller rural agencies and services saw sharp declines, too.



To remain viable, agencies need to recover lost customers—but how? In a recent study, U of M researchers asked Minnesotans about their concerns and preferences, then identified strategies to assure potential users that alternatives to driving alone are safe and effective. The study was led by Professor Yingling Fan of the Humphrey School of Public Affairs and sponsored by the Minnesota Department of Transportation (MnDOT).

Since the pandemic's onset, Fan says, there has been limited research into how the public perceives risks surrounding infectious diseases and public transit, particularly outside of large urban areas. To begin its work, Fan's team conducted a literature review and summarized findings from studies of several cities; this included a menu of "safety signals" that service providers can use to welcome back customers.

Next, the team conducted a survey of Minnesotans to understand their COVID-related safety concerns and their preferences and perceptions toward existing and potential safety protocols. The 15-minute survey, taken by more than 700 people in fall 2021, collected information about the participants' demographics, the types of transportation they used, and their household's COVID risks and vaccination status. It also asked about their risk perceptions for different transportation modes before and during the pandemic, preferred safety measures, and transit service improvements they would like to see.

Based on the survey, researchers were able to identify the most important aspects of transit and shared mobility services to existing or potential users. While many respondents indicated a strong interest in using public transportation and shared mobility, driving alone continued to be the most common transportation mode. The primary reasons for not using transit or shared mobility modes (in addition to having better alternatives) were lack of access and lack of interest.

COVID-related safety was a concern for potential transit users: More than 70 percent of respondents indicated some level of safety concern with public transportation. Groups with the highest levels of concern were women, people with increased infection risks in their households, and urban residents. Online shoppers also indicated heightened concerns. The most-preferred safety measures were frequent cleaning of transit vehicles and stops, along with increased air ventilation and filtration in transit vehicles.

Interestingly, service improvements were nearly as important as safety improvements for survey participants, making it an important strategy for increasing ridership. Offering more frequent and faster routes was the highest-ranked strategy, followed by real-time information about vehicles and routes.

A second phase of this project is already underway; six rural transit agencies in western Minnesota will be field-testing contactless payment and trip-planning technology.

FTA Announces Availability of \$1.5 Billion in Federal Funding to Modernize Bus Fleets and Deploy Clean Transit Buses Across America

The U.S. Department of Transportation's Federal Transit Administration (FTA) today announced the [availability of approximately \\$1.5 billion](#) to support American transit vehicle manufacturing – including zero-emission buses – help build bus facilities, and promote workforce development. Historic investment in transit, made possible by President Biden's [Bipartisan Infrastructure Law](#) and as part of his [Investing in America agenda](#), will help transit agencies replace aging buses, reduce air pollution, provide good-paying jobs, and improve the reliability of transit systems.

FTA is also focused on strengthening U.S. bus manufacturing, which can stabilize the cost of new buses and accelerate delivery of new vehicles. More standardized bus models will shorten manufacturing timelines, so transit agencies competing for funds are encouraged to consider strategies to avoid customization. By prioritizing this in applications, FTA is encouraging improvements in bus vehicle delivery that will result in more American-built buses getting on the road faster.

FTA's bus funding represents the third bus grant package since President Biden signed the Bipartisan Infrastructure Law, which has invested more than \$3.3 billion in American transit buses and the infrastructure that supports them. Over the next three years, record funding for American transit investment secured under President Biden's leadership will provide almost \$5 billion more for bus programs.

The application period for the Notice of Funding Opportunity opens on February 8.

This funding opportunity also gives priority consideration to projects that advance environmental justice under the Administration's Justice40 Initiative, and to projects that will catalyze a broader shift toward low- and zero-emission options across the transit sector. FTA is also streamlining application requirements for Tribal governments.

Last year, the White Earth Reservation Business Committee was awarded \$723,171 to buy low-emission buses with electronic farebox systems to replace older vehicles. The new buses will enable the agency to reduce fuel costs while continuing to provide much-needed bus service in rural communities on the reservation in northwest Minnesota.

With this year's new round of funding, more transit agencies across the country will be able to build, repair, expand, and improve fleets and the facilities that support them.

Instructions for applying and eligibility information can be found on and in GRANTS.GOV (FTA-2024-003-TPM-LWNO; FTA-2024-004-TPM-BUS). Complete proposals must be submitted electronically through the GRANTS.GOV



Federal Bus Procurement Webinar

Transit agencies: You are invited to join FTA to learn about recommended bus procurement practices at a [webinar](#) scheduled for Thursday, February 29 at 2:30 PM ET.

The COVID pandemic, combined with longstanding transit agency procurement practices, has created significant challenges for transit vehicle manufacturers, resulting in supply chain issues in the bus sector. The Bipartisan Infrastructure Law provides substantial new federal funding to help transit agencies buy buses, but many procurement practices contribute to delays in how buses, particularly zero-emission buses, are designed and procured.

At the webinar, presenters will provide an update on the current U.S. bus market and highlight procurement tools, guidance and resources recommended by FTA. They will also review flexibilities available to transit agencies to help lower bus costs and simplify procurements. Transit agency leaders, fleet managers, legal, finance, and procurement staff, and others involved in supporting bus and bus facilities purchases are encouraged to attend.

FTA has listened to transit agencies and TVMs to better understand trends in federally funded bus procurements that affect the financial health and stability of the bus manufacturing industry. To support needed change, FTA issued a [Dear Colleague letter](#) announcing a series of actions meant to help strengthen the industry, lower bus costs, and accelerate vehicle deliveries. FTA also created a [bus procurement webpage](#) with updated [FAQs](#) to assist grantees.

FTA presenters include:

- Paul Kincaid, Associate Administrator for Communications and Congressional Affairs
- Dana Nifosi, Acting Chief Counsel
- James Harper Jr., Director, Office of Acquisition Management

Participants must [register](#) and may submit bus procurement-related questions through the registration portal.

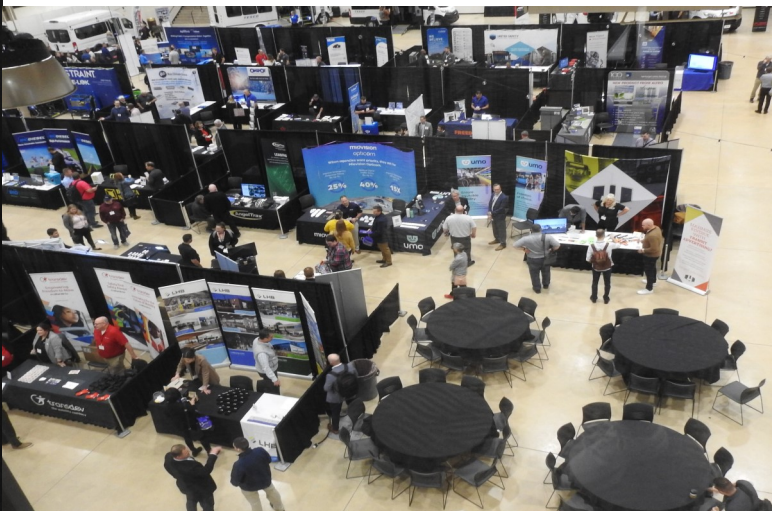
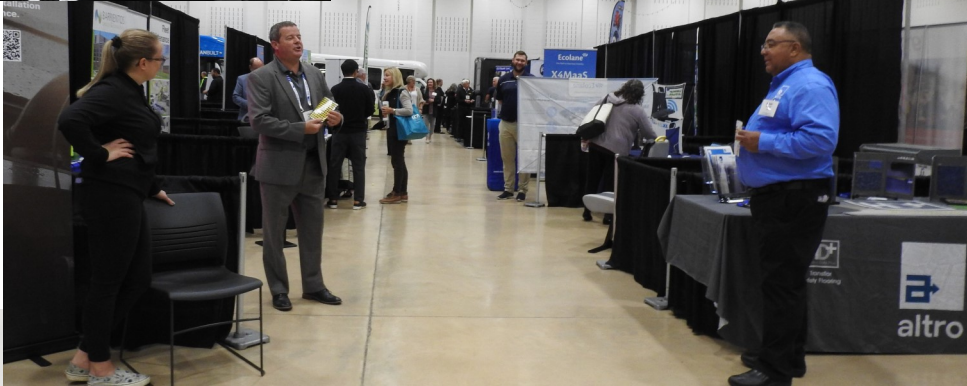
[Register for the webinar](#)
[Dear Colleague Letter](#)

[FTA Bus Procurement FAQs](#)
[Bus Procurement Web Page](#)



**Federal Transit
Administration**

Mark Your Calendars for the 2024 Public Transit Conference - Oct 14-16 in Mankato



Upcoming Events:



Minnesota Public Transit Conference

Contact Us:

Have a story for us?

Reach out to us here:

Program Email

651-659-0804

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