

# PASSENGER Transport

THE SOURCE FOR PUBLIC TRANSPORTATION NEWS AND ANALYSIS

MONDAY, JANUARY 14, 2019 | VOLUME 77, NO. 1

## APTAU

Delivering the Future-Ready Workforce

### Announcing APTAU—For All Your Workforce Needs

#### APTA ANNOUNCES

the creation of “APTAU—Delivering the Future-Ready Workforce”: a new, one-stop education, professional, career and workforce development center where members can access professional development and career learning opportunities, national and regional workforce programs, webinars, “best and next” practices, education and training programs and guidance.

The center aims to strengthen and expand APTA’s existing legacy training, education and workforce development offerings and programs. In addition, in the coming weeks, a new virtual portal will provide real-time information and allow members to access ready-to-use resources for their employees and post best practices.

APTAU will roll out new and expanded initiatives, including a stronger focus on online learning; reimagining APTA’s approach to promoting public transportation education and careers for youth and young professionals, including outreach and programming with educators; replicating regional models for delivering training and professional development on technical

topics; and furthering APTA’s consideration of credentialing and certification programs. The center will also provide workforce metrics to empower members to make data-driven decisions. Examples include analysis of which jobs are most in demand, specific skills needed and career pathways that offer the highest potential for our members’ workforce.

APTAU is integral to the association’s Strategic Plan, helping members attract, develop and retain a diverse workforce.

APTAU will ensure the association continues to be a thoughtleader and driver.

“Making the right investments in lifelong learning is as critical for the public transportation industry as making the right investments in capital projects,” said APTA President and CEO Paul P. Skoutelas. “With the creation of APTAU, we are providing real-time information to our members to help them plan for, attract and retain a diverse, skilled and knowledgeable workforce to meet tomorrow’s needs.”

Ferdinand L. Risco Jr., chair of APTA’s Workforce Develop-

#### ANNOUNCING APTAU

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## Government Shutdown Affects Public Transit Agencies

### Infrastructure Bill Top Priority for 2019

BY WARD W. McCARRAGHER  
APTA Vice President,  
Government Affairs

The government shutdown continues to drag on, and its impacts are compounding daily. Public transit agencies cannot receive grants, project approvals or even reimbursements for ongoing operations and construction projects to enable them to provide service and pay employees and contractors. APTA has initiated a survey of its members to quantify the compounding effects of the shutdown, particularly on small urban and rural bus systems that rely on grants for daily operations. Moreover, we continue to urge Congress and President Trump to find common ground and reopen DOT.



Photo by Mitchell Wood

#### GOVERNMENT AFFAIRS IN 2019

CONTINUED ON PAGE 6

## Public Transit Leads the Way In Flexible Mobility

AS 2019 GETS UNDERWAY, public transit systems and the businesses on whom they rely continue to position themselves to take advantage of exciting new opportunities to serve their passengers, stakeholders and communities. *Passenger Transport* asked a cross-section of industry leaders to share their insights in this One Question interview:

*As the public transportation industry continues to redefine and shape the concepts of mobility management, Mobility as a Service (MaaS) and the integrated mobility landscape, what new trends do you expect to see emerge in 2019 and how are you planning to capitalize on them?*

10  
ONE QUESTION

### The Trend in Public Transit in 2019: Being “Smart”

#### Carolyn Flowers

Senior Vice President, Americas  
Transit Market Sector Leader  
AECOM  
Los Angeles

Smart public transit is a facet of smart cities. For public transportation to remain viable and competitive amidst the growing number of mobility options, it must strive to increasingly improve the customer experience



to effectively meet user demand. Smart public transit companies must be able to coordinate services and fulfill riders’ needs in real time, improving efficiency and rider satisfaction.

Under the Obama administration, U.S. DOT issued its first-ever Smart Cities grant. One of the significant outcomes of the grant application process was that six of the seven finalists proposed creating “mobility marketplaces” that

AECOM: BEING ‘SMART’ CONTINUED ON PAGE 7



## Commentary

# A Brief Look Back and a Bold View Ahead

BY PAUL P. SKOUTELAS  
President and CEO, APTA

**IT'S THE START** of a new year, a good time to reflect on the past year's milestones and our goals for the coming 12 months. A thoughtful look back can be the springboard for new aspirations.

2018, my inaugural year as your president and CEO, was the start of making APTA a more highly respected, influential and effective organization. We achieved many impressive and important successes:

- **Secured enactment of the largest single-year appropriations for public transit** in history, a legislative victory that provides more funding for every part of our industry.
- **Embarked on an aggressive Mobility Action Plan**, an outcome of APTA's Future of Mobility Summit, which details new customer-focused initiatives supporting new mobility opportunities, including a **Mobility Innovation Hub**, an online portal for sharing the best—and next—practices to meet rapid changes in technology and the marketplace.
- **Redefined APTA's role in workforce and professional development** for our members, including more online training and a look at possible certifications and credentialing.
- **Assisted commuter rail agencies to achieve the federal statutory requirements on Positive Train Control** through a variety of services, including a two-day summit, strategies to meet the 2018 and 2020 deadlines, technical working groups, congressional testimony and a proactive, positive communications and media plan with website resources.
- **Strengthened the APTA organization** significantly with the addition of talented, experienced professionals in the role of chief operating officer and in the Government Affairs, Human Resources and Technical Services & Innovation functions.
- **Expanded our membership footprint by bringing back New York MTA** as an active member of APTA and the Board of Directors and announcing New York City as the site of our 2019 annual meeting.
- **Delivered high-quality conferences** with timely, relevant content and near-record levels of attendance and exhibitors.

■ **Re-engaged and strengthened key stakeholder relationships** with our funding coalition, including the U.S. Chamber of Commerce, AASHTO and ARTBA, among others.

The clear, concise sum-up? APTA strengthened its operations and aligned its resources with our members' most pressing current—and coming—needs.

What can we expect this year?

More change is coming—and fast. It's the new constant for us and every other industry. 2019 is likely to bring increasing urgency to be even more flexible, resourceful and responsive. APTA is up to the task.

Our objective is not only to help our members adapt to change, but to empower our members to lead the change.

We've set four "future ready" priorities for 2019:

1. **A new, three-year Strategic Plan that positions our industry for a prosperous future.** As APTA Chair David M. Stackrow Sr. said, "If we're going to redefine our future, we better have a solid plan to guide us there." This work begins with listening to our members. It also requires us to venture beyond our comfort zone, understand how other industries may influence mobility and actively shape what comes next.
2. **Assertive advocacy.** With the FAST Act due to expire in 2020 and renewed talk of a possible infrastructure bill, APTA is already reaching out to lawmakers, including introducing our industry to the seven new senators and 52 new House members. We'll be finalizing our recommendations for a new multi-year funding bill (FAST Act 2) and advocating for increases in public transit infrastructure investment, including more money for modern vehicles, state of good repair and Capital Investment Grants, along with a solvency solution

for the Highway Trust Fund.

3. **Building the new, connected mobility.** With implementation of our Mobility Action Plan, watch for a new webinar series, called FutureView, that focuses on best practices, emerging technologies and the impact of change on the transit industry. We also will expand our outreach to cities to facilitate better coordination with public transit on issues such as curb management and Mobility as a Service.
4. **Workforce development for today and the future.** In a nearly \$71 billion industry that employs 420,000 workers, our people are our most valuable asset. Under the new, unified

brand "APTAU," we will devote significant resources to provide the online training, webinars and career development programs to ensure public transit systems have the high-skilled, high-performance employees they need

to succeed in the new mobility era—today and tomorrow.

As we begin 2019, our industry is already stepping up to write a new, exciting future. Across the nation, in large and small communities, the "new mobility" is becoming a reality.

With a focus on the customer experience, systems are reimagining their transit networks and experimenting with forward-looking ideas like micro-transit pilots, ticketless fare apps, flexible bus routes and partnerships with new mobility companies.

APTA is committed to helping its members navigate change, create opportunities and lead the work of shaping communities' transportation needs.

We will continue to embrace bold thinking, exceed expectations, and stand out ... as individual APTA members and as an influential, vital industry.

With your active engagement, 2019 will see a new level of support for public transportation's unique and essential role in making life better for millions of people.

"Commentary" features authoritative points of view from various sources on timely and pressing issues affecting public transportation. APTA would like to hear from you. If you are interested in submitting an original, thought-leader Commentary for consideration, please contact Senior Managing Editor David A. Riddy at driddy@apta.com.

## PASSENGER Transport

ISSN 0364-345X

The Source for Public Transportation News and Analysis

VOLUME 77, NUMBER 1

ESTABLISHED 1943

Published bi-weekly by the **American Public Transportation Association**, 1300 I St., NW, Suite 1200 East, Washington, DC 20005; (202) 496-4800; Fax (202) 496-4321; www.apta.com

It is the mission of *Passenger Transport* to communicate news and information about public transportation and to serve as the voice of the public transportation industry.

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**News & Commentary:** *Passenger Transport* welcomes articles, announcements, commentary, and letters to the editor. Submitted photographs become the property of APTA and may be used for other association purposes. Send submissions to sberlin@apta.com. Illustration for Industry Briefs courtesy of Denver RTD.

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Subscriptions outside North America, \$87 per year; Airmail service outside North America, \$147 per year. Quantity discounts available to APTA members, when billed to one address:

11-20 copies	\$65 each copy
21 and above	\$60 each copy

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POSTMASTER: Send address changes to: *Passenger Transport*, 1300 I St., NW, Suite 1200 East, Washington, DC 20005. Periodicals Postage paid at Washington, DC and additional mailing offices.

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# DOT Announces ADS Grants

**U.S. DOT IS ACCEPTING** applications through March 21 for up to \$60 million in federal Automated Driving System (ADS) Demonstration Grants.

The Notice of Funding Opportunity issued by the FHWA Office of Acquisition and Grants Management—posted Dec. 21, 2018, and available to view at <https://bit.ly/2AAJxeZ>—states that the grants will fund demonstration projects testing the safe integration of automated driving systems into the nation's on-road transportation network. These

grants aim to gather significant safety data to inform rulemaking, foster collaboration amongst state and local government and private partners and test the safe integration of ADS on our

nation's roads. Grant recipients will be announced in the spring.

Goals of the ADS Demonstration Grants include:

- **Safety.** Test the safe integration of ADS into the nation's on-road transportation system;
- **Data for Safety Analysis and Rulemaking.** Ensure significant data gathering and sharing of project data with U.S. DOT and the public throughout the project in near real time; and
- **Collaboration.** Work with innovative state and local governments and private partners to create collaborative environments that harness the collective expertise, ingenuity and knowledge of multiple stakeholders.

Grant applications must be submitted through [www.grants.gov](http://www.grants.gov).



## New CEOs Named Wiggins, Metrolink

**METROLINK COMMUTER RAIL** in Los Angeles has named Stephanie Wiggins, currently deputy chief executive officer of Los Angeles Metro, as its next chief executive officer, succeeding the retiring Art Leahy.

Wiggins has more than 24 years of experience, serving the Riverside County Transportation Commission and the San Bernardino County Transportation Authority in addition to LA Metro—three of the five county transportation agencies that govern Metrolink.

For APTA, Wiggins is a member of the APTA Board of Directors, chair of the Materials Management Subcommittee and a member of the Diversity and Inclusion Council and the Procurement and Materials Management Committee.



Stephanie Wiggins

## Baulsir, Trinity Metro

**THE TRINITY METRO** Board of Directors in Fort Worth, TX, has named Robert Baulsir as the agency's next president and chief executive officer, effective in April following the retirement of Paul Ballard. Baulsir currently serves Trinity Metro as senior vice president.

Baulsir has more than 30 years of transit experience. Prior to joining Trinity Metro in 2014, he was general manager of administration for the Nashville Metropolitan Transit Authority and the Regional Transportation Authority of Middle Tennessee. For APTA, he is a member of the BRT and International Bus Roadeo committees and the Safety Coordinating Council.



Robert Baulsir

## Roach, Bi-State Development

**THE BI-STATE DEVELOPMENT** Board of Commissioners in St. Louis has named Taulby Roach as the agency's president and chief executive officer, succeeding John Nations. Bi-State Development operates St. Louis Metro.

Roach is chief financial officer at the St. Clair County (IL) Transit District, which contracts with Bi-State and Metro for bus and light rail service in the county, and has worked with Bi-State for more than 20 years.



Taulby Roach

## Martin, Interim, BJCTA

**THE BIRMINGHAM-JEFFERSON** County (AL) Transit Authority (BJCTA) has named APTA Hall of Fame member Frank T. Martin its interim executive director.

Martin has more than 40 years of public transit experience, including a previous four-year stint at the BJCTA. He has been a senior vice president for Atkins North America, and worked for the Santa Clara Valley Transportation Authority, Miami-Dade Department of Transportation and Public Works and the New Orleans Regional Transit Authority.

For APTA, Martin was the founder of the APTA International Rail Rodeo.



Frank T. Martin



Chicago Mayor Rahm Emanuel and CTA President Dorval Carter cut the ribbon to open the new North Terminal at CTA's 95<sup>th</sup>/Dan Ryan Station.

## CTA Opens New Terminal

With Chicago Mayor Rahm Emanuel in attendance, the Chicago Transit Authority (CTA) celebrated the recent opening of the new North Terminal at the 95<sup>th</sup>/Dan Ryan Station, marking the completion of a \$280 million project to replace a 50-year-old station with a state-of-the-art public transit facility in the city's Far South Side.

CTA President Dorval Carter said, "CTA is proud to have created another architecturally stunning and economically important investment for Chicago's South Side while significantly enhancing the transit experience for CTA riders. The Red Line and the bus routes served by this transit hub will provide customers with expanded passenger facilities, new amenities and safer passenger access to buses and trains."

The new station, one of CTA's busiest facilities, provides 24-hour Red Line service for more than 20,000 daily commuters. The opening of the North Terminal follows the earlier opening of a new South Terminal; a new pedestrian bridge that spans 95<sup>th</sup> Street connects

the two terminals to provide riders a safe pathway when connecting between bus and rail services.

Features of the North Terminal include:

- A well-lit mezzanine with a skylight and clerestory, replacing a cramped, aging facility built in 1969;
- New service and directional signage throughout;
- Safer pedestrian walkways to bus pickup areas and the rail terminal;
- Additional turnstiles and fare vending machines;
- Longer train platform to reduce overcrowding and increase passenger safety; and
- Additional bike racks, CTA Transit Tracker displays and high-definition cameras throughout.

This project is the latest in more than \$8 billion of public transit investments made by CTA since 2011. The agency completely rebuilt the entire Red Line South branch in 2013, including 10 miles of track and rehabilitation of eight stations, and is in the planning stages for a proposed extension of the line.

## DOT Accepting INFRA Grant Applications Through March 4

**DOT IS ACCEPTING** applications through March 4 for the second round of the Infrastructure for Rebuilding America (INFRA) discretionary grant program, for projects in line with the administration's principles to help rebuild the nation's crumbling infrastructure.

The INFRA program is expected to make available approximately \$855 million-\$902.5 million, subject to funding provided by FY 2019 appropriations. The text of the Notice of Funding Opportunity published in the *Federal Register* is at <https://bit.ly/2Q69jMI>.

DOT will make awards under the INFRA program to both large and small projects: at least \$25 million for large projects and at least \$5 million for small projects. Ten percent of available INFRA grant funds are reserved for small projects for each fiscal year. Under a statu-

tory requirement in the FAST Act, the program must award at least 25 percent of funding for rural projects.

INFRA grants may be used to fund a variety of components of an infrastructure project; however, the department is specifically focused on projects in which the local sponsor is significantly invested and is positioned to proceed rapidly to construction. Eligible project costs may include reconstruction, rehabilitation, acquisition of property (including land related to the project and improvements to the land), environmental mitigation, construction contingencies, equipment acquisition and operational improvements directly related to system performance.

DOT awarded grants totaling nearly \$1.5 billion to 26 projects in 2018.

For more information, visit [transportation.gov/INFRA](http://transportation.gov/INFRA).

## Cubic Acquires GRIDSMART

**CUBIC CORPORATION** has acquired GRIDSMART Technologies Inc., a technology-driven business that specializes in video detection using advanced image processing, computer vision modeling and machine learning along with a single-camera solution.

Bradley H. Feldmann, chairman, president and chief executive officer of Cubic Corporation, called GRIDSMART "a key addition to our growing Intelligent Traffic Management portfolio to reduce congestion" and complementary to the company's recent acquisition of Trafficware.



# OmniRide Offers Express Alternative to I-66 Tolls

The Potomac and Rappahannock Transportation Commission (PRTC), Woodbridge, VA, recently began offering commuters between western Prince William County, VA, and the Washington, DC, metropolitan area an alternative to paying tolls on I-66: an express bus service connecting Haymarket, VA, with the Rosslyn/Ballston corridor in Arlington, VA.

“This new express bus route will be a game-changer for residents who don’t want to deal with traffic or tolls on I-66,” said PRTC Chair and Prince William County Supervisor Ruth Anderson. “Instead of stressing about their commute or paying tolls to arrive at work on time, riders can relax in a comfortable seat and read or get a few extra

minutes of sleep, knowing they’ll have a reliable trip.”

OmniRide’s Haymarket-Rosslyn/Ballston Express bus route—funded in part by tolls collected on the I-66 express lanes—operates on weekdays with four stops, including a new 230-space Virginia DOT parking lot near I-66. The service will operate fare free through Feb. 15.

After the end of the free-ride period, all OmniRide buses that travel on I-66 will offer half fares during construction of the I-66 express lanes. Virginia DOT and the Virginia Department of Rail and Public Transportation are funding this program to encourage commuters to use public transit for approximately the next four years while construction is underway.



The specially designed exterior wrap for OmniRide’s Haymarket-Rosslyn/Ballston Express bus service.

# FTA Executes \$1.17 Billion FFGA for Sound Transit

**FTA RECENTLY EXECUTED** a \$1.17 billion Full Funding Grant Agreement (FFGA) for Sound Transit’s Lynnwood Link light rail extension, which includes four stations and 8.5 miles of track and is scheduled to begin construction in spring 2019.

Sound Transit Board Chair and Snohomish County Executive Dave Somers called the announcement “great news for everyone in the Puget Sound region who wants to see more commuting options and our freeway congestion eased.” Somers explained that the Lynnwood Link will be the first major investment in light rail for Snohomish County.

Sound Transit Chief Executive Officer Peter Rogoff said, “Thousands more commuters will escape congestion thanks to the administration’s support, which culminates long and hard work by our congressional delegation and advocates across the region. Securing this highly competitive grant also reflects the federal government’s confidence in Sound Transit’s capabilities and track record. We are ready to get the job done.”

Under the FFGA, FTA commits to provide up to \$1.17 billion (36 percent of the total estimated cost), subject to annual congressional appropriation. In return, Sound Transit commits to completing the project on time, within budget and in compliance with all applicable federal requirements.

Execution of the grant allows Sound Transit to initially draw upon \$200 million in past appropriations toward the \$1.17 billion. In advance of the FFGA approval, Congress approved \$100 million in FY 2018 Capital Investment Grant funding for the light rail extension and \$100 million in FY 2017 funding.

DOT’s Build America Bureau also executed a \$658 million low-interest loan supporting the Lynnwood light rail extension. The loan, enabled by the Build America Bureau and the Transportation Infrastructure Finance and Innovation Act, is one of four projects covered in a 2016 master credit agreement between Sound Transit and DOT to provide \$2 billion in low-interest loans.



JTA CEO Nathaniel P. Ford Sr., fourth from left, joined other dignitaries at ribbon-cutting ceremonies opening the Avenues Walk Park-n-Ride Center.

# JTA’s Park-n-Ride Expands Access to First Coast Flyer

The Jacksonville (FL) Transportation Authority (JTA) recently opened the Avenues Walk Park-n-Ride Center, which provides expanded access to the BRT First Coast Flyer Blue Line as well as two regular fixed bus routes.

“The Avenues Walk Park-n-Ride Center enables residents in St. Johns County and southern Duval County to park and ride into downtown Jacksonville for work, a concert, sporting event and more,” said JTA Chief Executive Officer Nathaniel P. Ford Sr. “The Flyer

serves as an economic driver for the region, spurring a half-billion dollars in economic activity in the last year.”

The \$2.9 million project—funded by FTA, Florida DOT and the agency—provides parking for 88 vehicles, First Coast Flyer branded stations, bike racks, totems, ticket vending machines, solar trash and recycling and energy-efficient LED site lighting. It also features an indoor waiting area with a full-service customer service area along with safety and security offices.

# 2019 International Bus Rodeo Is Changing

**FOR THE FIRST TIME** in more than 25 years, the APTA International Bus Rodeo is going to feature a single bus size for the competition.

The International Bus Rodeo Committee voted to use one bus size for the next two years. This pilot program will assist the host property in preparation for the rodeo.

Per the rules of the event, agencies can send one operator, but in the past,

agencies could choose to compete in either the 35- foot category or the 40-foot category. The 2019 rodeo will feature the 2016 40-foot Gillig low-floor bus.

Registration for the 2019 International Bus Rodeo will open the week of Jan. 21. For more information, visit [www.apta.com/mc/Pages/2019-Meetings.aspx](http://www.apta.com/mc/Pages/2019-Meetings.aspx).

# A New Look for Passenger Transport Electronic!

**THE PASSENGER TRANSPORT** team is proud to unveil a new look to the electronic version of APTA’s flagship publication! Featuring the same high-quality industry news and analysis you’ve relied on for nearly 80 years, we hope you’ll enjoy its attractive and easier-to-navigate format. Look out for it in your inbox.

*Passenger Transport* is continually looking for ways to improve our service to you; if you have any comments or feedback, please direct them to Senior Managing Editor David A. Riddy at [driddy@apta.com](mailto:driddy@apta.com).

# SEPTA Retires Locomotives After 30 Years

Rail enthusiasts flanking inbound and outbound platforms at the Southeastern Pennsylvania Transportation Authority’s Bryn Mawr Station captured the recent arrival of the authority’s special “Farewell to the AEM-7 Locomotives” excursion train. These locomotives have taken riders on millions of trips throughout the Philadelphia region for more than 30 years.



Photo by Patrick Yough



# Seeking Input on APTA's Surface Transportation Authorization Recommendations

BY DIANA MENDES  
Mid-Atlantic Division President  
HNTB Corporation  
Arlington, VA  
Chair, APTA Legislative Committee

and LEANNE REDDEN  
Executive Director  
Regional Transportation Authority,  
Chicago  
Vice Chair, APTA Legislative  
Committee

**AS CHAIR AND VICE CHAIR** of the APTA Legislative Committee, we continue to seek your input as we develop surface transportation authorization recommendations. Both the Legislative Committee and Board of Directors will approve the recommendations later this year.

Thanks to many of you, we have already made great progress in this effort over the past year. In 2019, we will continue to rely on you to remain engaged and provide us with your great ideas as we work to ensure that our final legislative recommendations represent a consensus across our industry.

As you know, infrastructure investment is a critical priority for the new Congress and the Trump administration. Congress may consider an infrastructure bill later this year and the FAST Act (P.L. 114-94), which authorizes public transportation funding, expires in 2020. APTA must be ready to work with Congress as infrastructure legislation is developed and debated, and we must advocate with one voice for our top priorities.

For more than a year, the Legislative Committee has conducted a consensus process—with broad outreach across APTA's diverse membership—to develop specific recommendations that will be the foundation of APTA's advocacy. (For more information on the process to date, please see our article in the Sept. 24, 2018, edition of *Passenger Transport* describing our work and outreach to invite input from all corners of the APTA membership.)

The Legislative Committee and Board of Directors have already adopted Principles for Surface Transportation Authorization to guide our efforts at developing specific recommendations. You can read them at <https://bit.ly/2RjMQRP>.



Diana Mendes



Leanne Redden

With these guiding principles, the committee has turned its focus to developing specific recommendations detailing funding priorities and statutory changes for federal public transportation and passenger rail programs that Congress will consider as expiration of the FAST Act nears.

Last fall, the Legislative Steering Committee directed APTA staff, based on input from APTA members, to develop a working draft of surface transportation recommendations that could serve as a "straw man," enabling Legislative Committee members to react to and debate specific ideas. At the Legislative Committee meetings at APTA's annual meeting and the Industry Leadership Summit, members discussed what they liked and didn't like and what they thought was missing from the recommendations.

With this guidance, we will consider the 3.0 version of the working draft at the March 2019 Legislative Conference in Washington, DC. We will continue identifying priorities and coalescing around detailed recommendations. To date, we have only distributed hard copies of the working draft at Legislative Committee and subcommittee meetings and have not distributed it electronically because the first two versions of recommendations were preliminary and incomplete. However, we intend to email the working draft 3.0 to every member of the Legislative Committee in advance of the March conference to ensure time to review each of the specific recommendations. It will be important to have an informed, vigorous and focused discussion in March because that will be a critical opportunity to discuss any major changes with the whole committee present.

After the Legislative Conference, the Legislative Steering Committee will continue to make further refinements,

incorporating input from the Legislative Committee, its subcommittees and other APTA members. The steering committee represents the broad diversity of APTA members, including the leadership of APTA's seven legislative subcommittees and chairs of the Bus and Paratransit, Commuter Rail, Mid-Size Operations, Rail Transit and Small Operations committees. APTA's leadership and the chair of the Research, Communication and Advocacy (RCA) Advisory Council also participate in the discussions.

If you would like more information about the Legislative Steering Committee, please reach out to us or APTA's Government Affairs staff. Our work on the Steering Committee is informed by you and it is important that we understand your priorities.

In May, at the Mobility Conference [formerly APTA's Bus & Paratransit Conference] in Louisville, KY, we will ask the Legislative Committee to consider

and approve final recommendations. If the committee approves the recommendations, we will then brief the Executive Committee on the deliberations and final recommendations. In October, at APTA's annual meeting in New York City, we will urge the Board of Directors to adopt the recommendations as official APTA policy. Finally, with adoption of the recommendations, APTA will move forward with our marketing, communications and advocacy plan that we will be developing concurrently as the year progresses.

We understand that this is an ambitious timeline and that a lot of hard work needs to be done in the Legislative Committee between now and May. We are grateful for the many active and committed members who have been focusing on this process over the last year. We will continue to rely on your great ideas, persistence and dedication to achieve consensus final recommendations.

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### Clarification

The Dec. 17, 2018 issue of *Passenger Transport* incorrectly identified a member of Congress shown with APTA President and CEO Paul P. Skoutelas at the Capitol Hill reception held during APTA's Industry Leadership Week. He is Rep. Rick Larsen (D-WA).



## GOVERNMENT AFFAIRS IN 2019 CONTINUED FROM PAGE 1

### New Congress Convenes

Increasing investment in our nation's infrastructure is a top priority for the new Democratic majority of the House of Representatives, senators on both sides of the aisle and President Trump.

From Speaker of the House Nancy Pelosi (D-CA) to the president, all the critical power centers in Washington, DC, have called for an infrastructure bill in the new 116<sup>th</sup> Congress.

Yet, predicting the likelihood of achieving this goal is difficult in these uncertain times. At APTA, we are focused on preparing for every possible outcome. If Congress develops a bipartisan infrastructure bill this year, we want to ensure that it provides significant increases in public transportation investment to bring our systems to a state of good repair and expand services in growing communities.

We have a more focused dialogue today than in past decades about increasing infrastructure investment between congressional leaders and the president. However, our industry faces difficult hurdles—ranging from politics to budget offsets—that make achieving the bipartisan consensus to enact an infrastructure bill an enormous task.

The current partial government shutdown illustrates how difficult it may be to reach bipartisan consensus on any legislation in this Congress.

We hope that any legislation to reopen the government will also complete action

on the FY 2019 Transportation Appropriations bill and provide full-year funding for public transportation programs. We achieved historic public transportation and passenger rail funding

increases in FY 2018 and want to build upon that success and “lock in” this new floor for public transportation funding, which is \$2.1 billion more than the amount authorized for public transportation and passenger rail grants in the FAST Act.

Later this spring, we expect the House to move forward with an infrastructure bill that will significantly increase investment in infrastructure, including surface transportation infrastructure. House leaders are targeting May for action on an infrastructure

**APTA is ready to work through the political chaos of the day and make sure our priorities are heard and reflected in any infrastructure legislation.**

bill. If the House proceeds with this schedule, we expect the bill to focus on increased funding, not significant policy changes.

The FAST Act already includes a provision, authored by new House Transportation and Infrastructure Committee Chairman Peter DeFazio (D-OR), that

provides that, if new revenue is deposited into the Highway Trust Fund, it flows automatically to public transportation agencies and states under the existing public transit and highway formulas.

Key senators have also expressed support for this approach of using the FAST Act's existing formulas to distribute any increased investment.

In any infrastructure bill, Congress is also likely to consider whether to extend the FAST Act, which is currently authorized through FY 2020.

However, the critical hurdle facing any infrastructure bill is how to pay for it—in the language of Congress, what are the “pay-fors”? The “pay-fors” have been an issue in every surface transportation bill since the gas tax was last

raised in 1993.

For more than 25 years, Congress has been unwilling to adjust the gas tax and create the dedicated, sustainable revenue needed to fund the level of investment it authorized. As a result, past bills have included a patchwork of pay-fors—from selling oil from the Strategic Petroleum Reserve to pension smoothing—to provide the necessary budget offsets to fund the bill.

Unlike these prior efforts, a patchwork of budget gimmicks will not solve the significant amount of revenue necessary to fund an infrastructure bill. The Highway Trust Fund already faces an enormous deficit—\$166 billion over the next 10 years—just to fund current highway and public transit funding levels. In addition, Congress and the administration are both discussing a \$1 trillion infrastructure bill, which could include as much as \$500 billion for surface transportation.

To fund that level of increased investment, Congress will have to identify significant budget offsets. APTA, together with the U.S. Chamber of Commerce and others, will continue to advocate for increasing the gas tax by 5 cents per year for five years to create the dedicated, sustainable funding to provide this type of increased investment. We are also open to other possible revenue options that can achieve bipartisan consensus.

House Democratic leaders are currently discussing DeFazio's “A Penny for Progress” bill, which indexes the gas tax and bonds these revenues; other gas tax proposals; and making changes to the Tax Cut and Jobs Act, such as increasing the corporate tax rate, to fund this increased investment.

The difficulty with any “pay-for” is achieving a *bipartisan consensus* that includes House Democratic leaders, Senate Republican leaders, and Trump. Based on decades of experience (and prior failed attempts), we believe the president will have to help lead the effort to find the necessary revenues for an infrastructure bill to achieve a bipartisan consensus.

On Jan. 29, the president will deliver his State of the Union address. A key question is whether he will use that opportunity to engage on this critical budget issue and begin to lay the groundwork for a bipartisan infrastructure bill.

If Congress makes great progress on an infrastructure bill this year, that likely delays discussion of FAST Act reauthorization. If progress slows, the infrastructure bill and FAST Act reauthorization bill discussions may merge. If the infrastructure bill includes all of the policy issues associated with reauthorization, the hurdles to enactment in this Congress become even more difficult. Although the new Congress is just beginning, possible presidential candidates are already visiting Iowa and New Hampshire and politics will begin to slow the legislative process next year.

Under any scenario, APTA is ready to work through the political chaos of the day and make sure our priorities are heard and reflected in any infrastructure legislation advanced in the new Congress.

To respond to the APTA survey, visit <https://bit.ly/2shgqbS>.

## ANNOUNCING APTAU CONTINUED FROM PAGE 1

ment Committee and interim executive director of the Transit Authority of River City, Louisville, KY, said, “The industry is in the midst of a transformation, and with that comes the need for innovative resources to support the workforce of our future. APTAU will provide a much needed ‘go-to place’ for industry professionals.”

### FutureView Webinars

As part of APTAU, the association has launched a new, six-part marquee webinar series titled FutureView. Its goal is to bring together public transportation practitioners from all facets of the industry to analyze and address the most pressing challenges and opportunities facing them today and in the future.

APTA's in-house team of experts and renowned speakers from across the industry invite participants to join them in discussing such critical topics as travel behavior trends, mode loyalty, approaches to Mobility as a Service (MaaS), public transit system vulnerabilities, emerging technologies, workforce development, strategies for building political support for public transportation and more.

Through the FutureView series, APTA members will share insights and best practices with their peers and discover strategies to better position their systems and businesses to define the changing mobility landscape.

The first three webinars in the series are listed below. Information on subsequent webinars will be shared with APTA members over the coming months. Contact APTA's Brandon Roccio, [broccio@apta.com](mailto:broccio@apta.com), for more information.

To register, please go to <https://www.apta.com/mc/webinars/Pages/Default.aspx>.

### Webinar #1: Travel Behavior Trends: Competing for Mode Loyalty

**Jan. 30, 3:00-4:15 p.m. Eastern**

Historically, commuters tended to follow the same travel patterns for much of their careers. Millennials, who now make up the largest group of Americans, are different. They want a variety of travel options for each separate trip, with the aim of traveling as efficiently as possible. Our experts will discuss what we're learning from them.

### Webinar #2: Effective MaaS Strategies: Subscription Services and the Holistic Approach

**March 6, 3:00-4:15 p.m. Eastern**

Technology is enabling riders to craft how they travel, with options no one would have even considered in the past. This presents challenges for our industry, but also an opportunity to grow ridership. We will look at where MaaS is headed.

### Webinar #3: Vulnerabilities of High-Tech Systems: What Happens When the Lights Go Out?

**April 24, 3:00-4:15 p.m. Eastern**

With our near total dependence on electric power today, the impacts of a large-scale blackout are formidable. How can public transit agencies communicate to provide news and information? How would we coordinate emergency services and responses? Our experts will discuss experiences gleaned from recent disasters.

Members of the APTAU team are Pamela Boswell, vice president-workforce development and educational services; Joseph Niegowski, senior director-educational services; Lindsey Robertson, director-workforce development; Brandon Roccio, program manager-educational services; and Jasmine Richmond, administrative assistant.

**UNDER THE UMBRELLA** of APTAU, the following programs and functions will be unified:

- Leadership APTA, Emerging Leaders and Mid-Level Managers
- Members' workforce development programs and “best and next” practices
- Industry skill gap analyses and reports
- Regional workshops on key topics
- Education and career awareness programs and resources to encourage young transportation professionals, higher education students and K-12
- American Public Transportation Foundation (APTF)
- Industry partnerships/professional development training (NTI, Eno, COMTO, WTS, university transportation centers, Transportation Learning Center, etc.)
- Frontline workforce development—i.e., Bus Operator Survey Selection (BOSS) Program, which provides transit agencies a process for selecting reliable, safe and customer-oriented bus operators
- Online learning and education courses for new supervisors and executive-level deputies/leaders



## LA Metro: Managing Congestion to Move People More Quickly

**Nadine Lee**  
Interim Chief of Staff  
Los Angeles Metro

In 2019, we can expect to see development and testing of all types of innovations in the public transportation market. The ones of most interest to LA Metro will focus on managing the demand on transportation system capacity. With the growing integration of new mobility services and technologies that dramatically improve customer access and ease of use, it is imperative that we turn our attention to ideas for mitigating congestion so that we can move more people more quickly using existing space.

In the past, we have focused almost exclusively on the supply side of transportation, thinking that providing more modal options is enough to induce people to shift from their single-occupant vehicles to mass transit. We now know that offering more options, while providing choice, also results in greater numbers of vehicles languishing in congestion, fighting for a share of the same street space as everyone



else. Managing demand on our local streets and highways can generate significant benefits for shared modes, particularly buses. Going forward, we need to explore the use of innovative technologies to effectively use our precious street space.

Prompted by an industry forum at the end of 2018, LA Metro is eagerly inviting ideas from anyone on managing transportation demand through the use of incentives, technology and public policy. We want to leverage the intellectual capacity of academia, the private sector and the public to create the best concepts for managing congestion. Through this process, our partnerships will take burgeoning ideas and shape them to meet our public policy goals of outstanding mobility for all. By doing so, we will bring more prosperity to our region and all of our citizens.

To get a taste of what LA Metro is doing to manage transportation demand, have a look at our Vision 2028 plan: [www.metro.net/vision2028](http://www.metro.net/vision2028).



## Community Transit: Understanding, and Improving, the Overall Journey

**Emmett Heath**  
Chief Executive Officer  
Community Transit  
Snohomish County, WA

With the vision of making travel easy for all, mobility trends in 2019 will focus on collaboration with partners to ensure an easy customer journey from origin to destination.

Snohomish County is situated in the northern Puget Sound region, with Seattle to the south. Community Transit provides transportation options for people who live, work and play within Snohomish

County and across the broader region, including Seattle. A traveler's journey is likely to include trip segments available from many providers utilizing many modes.

In the coming year, I see increased emphasis on public and private transportation system providers integrating their services such that navigating the system, from origin to destination, is seamless to the customer. Travelers will expect increasingly consistent policies, procedures, practices, technology and experiences, irrespective of who is providing that segment of their trip.

Seamless service integration is fun-



damental to making handoffs easy for the customer. To get there, we will identify new partners and new opportunities to strengthen cooperative efforts for our shared customers.

Snohomish County is experiencing explosive population growth. In response, Community Transit is expanding our *Swift* BRT network to connect with major employment centers and new mobility providers such as Paine Field Airport, which is set to begin commercial flights in early 2019, and Sound Transit's regional Link light rail, which will reach our county in 2024. We are restructuring our fixed-route system to improve community and intra-county service, and also to establish feeder services for regional light rail.

All the various contributors to the transportation network must continue to evolve their missions from focusing on their own segments of the traveler's journey to focusing on the *entire* journey. There should be less brand isolation and more emphasis on building partnerships and systems that better serve the shared customer.

Developing greater empathy for customers' experience across their overall journey—building and operating integrated systems that make it easy to get from where you are, to where you want to be—is the continuing trend we hope to see in 2019.

## AECOM: BEING 'SMART' CONTINUED FROM PAGE 1

would allow residents to find and pay for a variety of transportation options—bikeshare, carshare, transit, rideshare and more—all in one place. These marketplaces would have a single, shared payment platform, which could be managed via smartphone app, website or payment card. Building integrated data platforms that combine public- and private-sector data to improve decision-making is critical to improving customer satisfaction and access to mobility. These are the basic tenets of Mobility as a Service (MaaS).

The goal of Smart Cities is to implement technology to achieve a more livable, workable and sustainable world. In 2019, technological improvements will continue to drive changes in public transit service planning and delivery. Implementation of integrated platforms and shared technologies will continue to improve accessibility to multimodal transportation options, enabling greater flexibility and efficiency for riders.

Managing daily travel in the smartest way is the focus for transportation planning for 2019. Customers expect mobility solutions based on their travel needs. They want the best option for every journey: whether that's a transportation network company (TNC) or taxi, public transit, carshare, bikeshare or scooter share. They want a single application they can access through smartphone technology to a single account that combines transportation services from public and private providers to manage their trip.

This past year, APTA hosted its Mobility Summit, continuing the robust dialogue about how public transit will

be defined in the future. In 2019, the discussion will continue about how the introduction of disruptive and innovative technologies will lead to the transformation of transportation.

Matt Cole at Cubic has proposed a new definition of MaaS—one that looks at the transportation network in its entirety and takes into account the wider implications of the concept on the community. In a recent blog post, Cole also stated that the transportation industry must shift focus. He encouraged public transit authorities "to assume their place as the backbone of mobility"; as public transit remains the most cost-effective, efficient way to move people in cities, it will retain a continued and growing role to serve within the evolving mobility paradigm. As a result, many APTA members are planning for further implementation of MaaS.

Public transit can partner to establish MaaS solutions and models in their regional markets, benefiting and improving mobility to meet the Smart Cities goals of more livable, workable and sustainable communities. The private- and public-sector members of APTA can contribute to these goals by supporting our chair's strategic direction to continue to prioritize the new mobility paradigm. We can push this initiative forward in 2019 by sharing our knowledge, supporting initiatives, planning for the technology changes, partnering with new mobility providers in the market and by providing our customers/clients with the options they need to meet future demands.

## San Diego MTS: Heading Down the MaaS Path

**Paul Jablonski**  
Chief Executive Officer  
San Diego Metropolitan  
Transit System

Public transit is "trending" in San Diego and the region is in a unique position to turn the concepts of MaaS into reality.

While MaaS can be transformational for transit, its potential can't be realized without unified leadership at all levels of government and private enterprise. In San Diego, for the first time in a very long time, leadership in our region is focused on a less car-centric solution to mobility. Forces are coming together that will help make public transit a more prominent mode choice in the future.

The San Diego Metropolitan Transit System (MTS) has always worked to maximize service levels, maintain an excellent state of good repair and keep on pace with tech advances. Our reputation of having an excellent public transit system positions us well to take advantage of this positive environment for transit. Here are some of the initiatives that propel MTS down the MaaS path.

Over the holiday, MTS and Lyft partnered to get people home safe. Transit riders were given a \$5 discount for Lyft



rides on New Year's Eve. MTS will pursue partnerships to have deeper integration of these types of services with public transit.

By the end of January, MTS will launch a new mobile app that brings together trip planning, real-time arrivals, fare purchases, direct messaging/photo sharing with security control rooms and more. Its second phase is planned to include integration with transportation network companies. With almost a dozen dockless scooter and bikesharing companies here, we see a tremendous opportunity to monetize a partnership with one or more companies to provide seamless first/last-mile options.

Also in January, MTS will send out a comprehensive survey to test attitudes toward all transit modes, including new microtransit options. The San Diego region is a sprawling community where traditional transit isn't efficient in some outlying suburbs. But would people use publicly operated or subsidized ride-hailing in suburban areas to connect with other transit options?

This survey will also set the stage for a potential ballot measure in 2020 that could double the MTS operating budget and help achieve the promise of MaaS.

It's an exciting time for MTS and for the future of transit.

# Exploring the Concept of 'New Mobility'

BY JAMESON T. AUTEN  
Vice President of Regional Service  
Delivery & Innovations  
Kansas City Area Transportation  
Authority  
Kansas City, MO  
Chair, APTA Mobility Management  
Committee



Jameson T. Auten

Public transportation is changing rapidly, driven by consumer preferences toward more personalized, on-demand transportation options.

Many of these new introductions into personal mobility have found their way onto the streets: scooters, bikeshare, carshare, and even the re-emergence of good old-fashioned, low-tech walking. However, these emerging mobility services can be disruptive to cities and businesses.

Communities are correct in thinking through how these mobility solutions impact and integrate into existing infrastructure, long-range planning, economic development and consumer preference. However, policymakers have a powerful tool at their disposal for connecting and fostering effective transportation systems that can drive growth—their local public transportation authorities.

In Kansas City, MO, the Kansas City Area Transportation Authority (KCATA) is perfectly positioned, and was created, to serve as the vehicle for integrating and implementing a comprehensive regional transportation network.

KCATA is the *transportation*, not

solely *public transit*, authority for the Kansas City region. For years, admittedly, the authority operated simply as a bus company, married to a single mode of transportation. Those days are long gone because the agency, like many others, realizes that bus service is not the answer in every community.

KCATA continues to answer the calls of its customers and area leaders for a new approach to public transportation. The agency is now fully focused on providing, managing or coordinating services that are the right size and positioned equitably throughout the service area.

Public transit providers are facing new system demands. Creating new service models and deploying technologies that will provide more efficient and customer-centric delivery models will require private sector input. This cannot be done in isolation. KCATA's approach is to revise and rethink service alongside the riding public, fully understanding that access to jobs and recreation are essential to an excellent quality of life.

KCATA will tap into the strong entrepreneurial energy of its region during this process. The result will be a customer-centric system allowing access to a fast and frequent multimodal transportation network that provides value and vitality to the region. I see this as the approach the industry is taking and

must continue to take.

Public transportation agencies must play a key role in morphing their services into the form that best meets the needs of the communities in which they operate.

The industry can look to the APTA Mobility Management Committee as a guiding light for public transit agencies and other stakeholders navigating this space by tackling the tasks included in APTA's Mobility Action Plan and through the committee's work plan. The mission of the committee is to explore the concept of "new mobility," including the many forms of transportation arising from changing user needs and demands, from new and emerging technologies such as mobile apps, and from transformative business models.

The committee will assist APTA members by leading the development of this approach through valuable forums to exchange best practices and provide a network for members that encourages collaboration and coordination.

More specifically, the committee will update the APTA Principles on Integrated Mobility/Transformative Technology. These principles were created to help shape the evolving new frontiers in mobility and public transportation and assure that the public is served with efficient, equitable and convenient travel choices. The many changes over the past few years mean that the document needs to be revised.

APTA also launched the "Mobility Innovation Hub," an interactive online portal to share cutting-edge initiatives

and "how-to" information on how public transit agencies are leveraging new technology and innovation to improve mobility. This is the industry's laboratory to figure things out. Significantly, the Hub will showcase the many innovations pioneered at transit agencies each week. The committee will continue to promote the Hub and populate it with the latest innovative pilots and programs. Visit the Hub at [www.apta.com/resources/mobility](http://www.apta.com/resources/mobility).

In July 2018, APTA hosted a forum with industry leaders, "The Future of Mobility—From Transit Authority to Mobility Integrator," to discuss how traditional public transportation modes must adapt to compete in the new mobility marketplace. Several action items were discussed at the summit, including the need for industry standards on the future of mobility.

The committee has addressed APTA's Standards Development and Oversight Council to establish a new Mobility Standards Program. Initial recommended practices and guidelines from this program will explore Mobility-as-a-Service concepts and bundling service, open-payment platforms and creating a universal transit app, as well as developing an industry practice on contracts and relationships between agencies and transportation network companies.

Through a sustained, collaborative approach with communities, riders and new service providers, public transit can continue to connect people to opportunities long into the future.

## TheRide: Improving Inclusion and Access for All

BY BRYAN D. SMITH  
Deputy CEO, Operations  
TheRide/Ann Arbor Area  
Transportation  
Authority



Bryan D. Smith

The Ann Arbor Area Transportation Authority (TheRide) in Ann Arbor, MI, is embarking on a new way to increase the independence of our riders using mobility aids such as wheelchairs.

We are partnering with the Center for Independent Living, the University of Michigan Transportation Research Institute and Q'Straint, a global leader in manufacturing wheelchair securement systems, to test virtually autonomous securement of wheelchairs, called Quantum, on ten of our buses. The Quantum systems are scheduled to be installed early this year.

### Working to Address Mobility Gaps

Michigan DOT has awarded a \$187,000 state grant to TheRide as part of its Michigan Mobility Challenge initiative. This initiative uses technology and innovation to address mobility gaps for seniors, persons with disabilities and veterans. The grant will allow TheRide to pilot a program for virtually autonomous wheelchair securements requiring

minimal assistance.

We are currently in the process of procuring the Quantum system for installation, scheduled for February. Q'Straint experts will train TheRide's in-house staff on installation of the systems in our buses and our trainers on how to train operators. Once the initial system is installed, we will begin training operators. We will incorporate this system into our travel training curriculum and take buses to our partners in the community to launch the system for public use.

"This next generation safety feature can allow individuals with mobility devices to secure themselves in under 25 seconds with the push of a button," says Julia Roberts, planning and innovation project lead at TheRide. "Innovative transportation solutions like this could significantly improve independence for people with wheelchairs. It will also reduce overall passenger boarding time, improve on-time performance and create a better customer experience with greater service reliability across the transit network. Piloting autonomous applications on these vehicles helps drive movement toward our mobility future."

In addition to providing more independence for individuals with disabili-

ties, the new system provides greater protection of the individual's head and neck, reduces boarding time and allows for less maintenance needed on the vehicle. TheRide's motor coach operators will be educated on the use of the system and to help answer rider questions as part of the grant.

### Getting to Grips with the System

In preparation for the grant application, project staff worked with TheRide's Local Advisory Committee (LAC) of disability advocates to demonstrate the new securement system and solicit suggestions about placement during the pilot. Q'Straint brought a working demonstration model of the Quantum system to our operations facility. Both our operators and members of the LAC were able to test out the system, see how it would be installed in a bus and how both the driver and passenger would use the system.

Mike Laidlaw from Q'Straint spent an entire day answering questions for LAC members and bus operators. He explained the need for the passenger to be rear-facing, how the mechanism works to secure the rider's wheelchair

and, mostly, how easy the system is to use for everyone. An important detail to come from this dialogue was to have half the units on the curb side and half the units on the street side. In addition, TheRide is keeping both existing securement locations intact, so individuals are not required to use the Quantum if they don't want to do so.

Planning ahead, TheRide will include autonomous wheelchair securement systems as an option for the next round of bus purchases, based on the results of this Quantum pilot. Improving the customer experience of everyone is our goal.



TheRide's autonomy in transit coming soon—a passenger independently securing her own mobility device on board a bus.

Photo courtesy of Q'Straint



## Southern Nevada RTC: Building and Enhancing An Ecosystem of Mobility Options

**Tina Quigley**  
General Manager  
Regional Transportation  
Commission of  
Southern Nevada  
Las Vegas



Urban mobility, consumer expectations and technological capabilities are evolving at an extraordinary rate and disrupting the traditional ways we deliver public transportation services.

Our mobility policies, transportation services and infrastructure can no longer rely on yesterday's solutions. In 2019, we will continue to build and enhance our ecosystem of mobility options to help ensure that our transportation investments complement and are compatible with future technologies.

We plan to enhance our rideRTC

app and continue to invest in public-private partnerships to deliver what our consumers want—more mobility-on-demand (MOD) services that are safe, accessible, affordable and convenient.

We will pilot and demonstrate a microtransit service in and around the Las Vegas Strip. And we will further expand our workforce mobility, autonomous shuttle and paratransit on-demand pilots with Lyft and other transportation network companies.

We will also begin laying the foundation for our Go-Med Automated Vehicles and Pedestrian Safety Demonstration Project, thanks in part to receiving federal funding through a Better Utilizing Investments to Lever-

age Development (BUILD) Grant. This project will provide autonomous and connected vehicle service, pedestrian safety devices and smart transit shelters to the fast-growing Las Vegas Medical District. This groundbreaking service of automated vehicles and intelligent transportation systems will help demonstrate best practices and provide learning tools for other communities looking to implement these types of technologies.

As we leverage public-private partnerships to

deploy these innovative demonstrations, a new focus will be on working collaboratively with industry leaders, the private sector and the federal government to collect, organize and make use of the data garnered from such partnerships. This information will allow us to make better policy decisions and infrastructure investments around mobility services.

In 2019, as we work to implement these initiatives, I look forward to continuing to learn from our peers in other communities and share our experiences as we drive reinvention to test and deploy next-generation mobility solutions.



## Denver RTD: Transforming Transit to Meet Tomorrow's Needs

**David Genova**  
General Manager and  
CEO  
Regional Transportation  
District (RTD)  
Denver



RTD is constantly working to integrate mobility options to ensure innovation, efficiency, access and sustainability. A key priority of RTD's 15-member board of directors is to envision ways to transform our transportation system to meet tomorrow's needs.

Following are some ways we are taking the lead in guiding the Denver region's future transportation development.

Last fall, I kicked off RTD's Transportation Transformation (T2) program with a summit, centered on the reality that the future of mobility depends on our ability to collaborate with other entities.

When the program starts this year, it will feature extensive public outreach, engagement and involvement covering operations, assessment/systems optimization, financial and fiscal sustainability, scenario planning and system expansion, mobility expansion and emerging technologies. We're exploring what an efficient fixed-route bus network might look like in the future, as well as what kinds of transportation solutions will be needed to fill in gaps.

For 20 years, RTD has operated a microtransit product—a responsive,

on-demand service called Call-n-Ride. RTD has refreshed the service with a new name, FlexRide, and booking options that are easier to navigate. FlexRide is customized by service area and offers shorter pickup windows from an RTD station to home, or vice versa.

One of the biggest opportunities we and peer public transit agencies face is how to collaborate with the private sector. We recently collaborated on a "Ditch Your Car" campaign with Lyft and Zipcar, in which randomly selected participants received credits for Lyft ridesharing and scooter use, one-month RTD passes and a one-month Zipcar membership.

We are currently preparing to demonstrate the use of a 12-passenger autonomous vehicle along a route launching in January, enabling us to see if such a vehicle could be a viable public transit option. Partners on this project include RTD and Transdev, operator of the service; EasyMile, provider of the vehicle; Colorado's Autonomous Mobility Task Force; City and County of Denver; and Panasonic and Fulenwider, developers of Peña Station NEXT (a transit-oriented, mixed-use development arising adjacent to Denver International Airport).

In the year ahead, RTD will unveil new products and take on new initiatives to keep the Mile High City moving.

## Maintaining an Open and Flexible Mobility Landscape

**Brian Stein**  
Vice President—National  
Practice Manager,  
Fare Collection  
Intueor Consulting Inc.  
Irvine, CA



Growth in mobility partnerships between public transit agencies and transportation network companies (TNC) flourished in 2018. This growth should continue unabated well into 2019; however, there will also be an increasing need to incorporate other types of shared services.

While the two major TNCs, Uber and Lyft, have developed and/or acquired bike and scooter services to address most mobility needs, growth in the partnerships based on the TNC model should be tempered. Otherwise, we might find ourselves in a model that restricts access to services and offerings contained within their applications—in direct conflict with the purported goals of a truly integrated mobility landscape.

In addition, transportation professionals should expect to see further strides being made with connected and autonomous vehicles (CAV) and smarter communication with the associated infrastructure. Despite a few major accidents, Waymo has continued advancing its CAV program and is well ahead of GM, Daimler, Ford and others. Tesla and Uber are in the mix as well, with Tesla trying to develop its own self-driving cars and Uber has experimented, with limited success, with self-driving cars from Ford and Volvo.

Despite some initial setbacks, as the CAV market advances, these have an increased influence on the mobility landscape and the ability to maintain an open and flexible environment, which fosters integration, without sacrificing safety.

To address the potential conflict, 2019 needs to usher in a concerted

effort to define and develop a set of mobility standards and guidelines. The objective would be to ensure that the mobility landscape remains open to all participants and fosters—not stifles—innovation. For this to occur, agreements around data sharing, revenue reconciliation, account management, governance and the underlying supporting data and transaction messaging would be necessary.

Numerous organizations will play an integral role in defining these agreements. Intueor Consulting Inc. is playing a role in all areas: policy, procedures, technology, culture of the organizations (and customers), process, operational, procurement, security, safety, liability and performance.

Intueor will have a variety of roles within industry organizations such as APTA's Mobility Management Committee and U.S. DOT's Volpe Center, and will work with mobility coalitions including the Coalition for Smarter Transportation and the Mobility as a Service Association. The firm will serve as part subject matter expert (advisory/strategic, operational and program development/project management), part liaison and part objective voice, as Intueor has no direct business stake in any one particular solution.

In 2019, the public transit industry should realize a framework or model that will allow the mobility landscape to grow in a truly integrated manner. Accomplishing these goals will require working with these organizations, looking abroad to see what standards have been introduced already and incorporating lessons learned from past and current programs. The result should be a seamless mobility landscape built on accepted standards and guidelines and facilitating the mobility needs of the region, fostering innovation and true integration for the benefit of all.

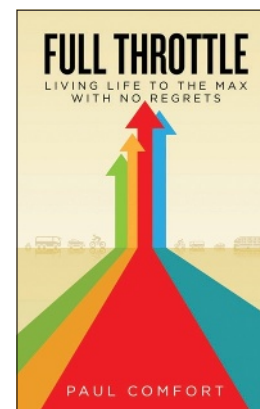
## Transit CEOs Share Their Stories

**TEN CHIEF EXECUTIVES** in the public transportation industry share their experiences, both positive and negative, in *Full Throttle—Living Life and Your Career to the Max with No Regrets*, available as a paperback or an e-book through Amazon.com.

Paul Comfort, former CEO of the Maryland Transit Administration, is the primary author, joined by Brad Thomas of First Transit; Robbie Makinen, Kansas City Area Transportation Authority; Mark Miller, Volaris Group; Peter

Schneck, Trapeze; Matt Cole, Cubic; Edward Johnson, LYNX, Orlando, FL; Kevin Jones, MV Transportation; Mark Joseph, former CEO of Transdev; and Gary Rosenfeld, Memphis Area Transit Authority.

*Full Throttle* brings together firsthand stories of how public transportation CEOs make key decisions for their lives and careers that led to success; deal with crisis situations, including evaluating options; the decisions they make; and lessons learned from their successes and failures.



# MEET THE APTA STAFF

**Lisa Jerram**

**DIRECTOR-BUS,  
PARATRANSIT &  
SURFACE TRANSIT  
TECHNICAL SERVICES &  
INNOVATION DEPARTMENT**



Photo by Mitchell Wood

**Q What are your primary responsibilities at APTA and those of your department?**

**A** The Technical Services and Innovation Department serves APTA members by providing subject-matter expertise on technology and operational issues. I focus on bus-related topics including bus operations, maintenance, emerging technologies, BRT and clean propulsion.

I also manage APTA committees focused on new technology and information technology for public transit (not just for bus). In addition, I develop content for APTA meetings, manage standards working groups and drive new initiatives to support members regarding bus issues.

**Q Which APTA committees are you involved with?**

**A** I am the staff advisor for the Clean Propulsion & Support Technology, Bus Operations, Bus Technical Maintenance, Research & Technology and Information Technology committees and support the Bus Rapid Transit Committee.

I also manage activity for the Bus Standards program; right now, we have active standards working groups on BRT, bus procurement guidelines and brake and chassis recommended practices.

**Q What initiatives or programs have you worked on at APTA of which you are particularly proud?**

**A** Many public transportation agencies are looking at or deploying electric buses, so I am excited to support our members in that regard. We've conducted webinars and conference sessions on electric buses and we're now launching our first electric bus training in cooperation with the International Association of Public Transport [UITP] and the Canadian Urban Transit Association.

I'm also working on a collaboration with the utilities sector to help address some of the issues around electric infrastructure and to increase communication and understanding between utilities and agencies. And we're developing electric bus procurement guidelines language through the APTA Standards program.

**Q To what extent do you have direct contact with APTA members?**

**A** I am in regular contact with members through my committees and standards working groups. For example, just this month we had our first BRT working group meeting in Hartford, CT.

I also work with members to develop sessions for our meetings, such as the Mobility Conference, APTA's enhanced Bus & Paratransit Conference, in Louisville, KY, in May. I'll be working with members on sessions

around clean propulsion buses, maintenance issues and other topics.

**Q What kind of information and advice can members turn to you for?**

**A** Members can come to me with questions relating to any of my committees, if they want to suggest topics of interest or want to "crowd-source" advice through the committees. The committees are a great way to share information and best practices, especially on operations and maintenance issues. They can also ask any questions about or look to join our Bus Standards working groups.

**Q How did you come to be at APTA?**

**A** I'm pretty new at APTA. I started at the end of April 2018, right before the Bus & Paratransit Conference, but I've been connected to APTA for many years—about 10 years ago I was a contractor supporting the development of APTA's BRT standards.

My background is supporting new technologies or innovations in transportation, like hybrid, electric and fuel-cell vehicles and infrastructure, natural gas, BRT, new mobility services and autonomous driving. Most recently, before joining APTA, I led transportation research at a consulting and analysis firm, where we focused on all types of emerging transportation innovations.

**Q Have you worked in public transportation besides APTA?**

**A** I've worked with public transit agencies—which I always loved; working with transit was one of my favorite parts of my past work—but I haven't worked for a transit agency. So, I really look to APTA members for their insights and expertise. That's why the opportunities to interact with members are so important: in addition to making sure I'm helping them get as much as they can out of APTA, they help me learn!

**Q Could you tell us something about yourself that might surprise us?**

**A** I love to travel and have been able to visit some really cool places. Just two years ago I was in Madagascar to see the lemurs—I have some great pictures of me with a hungry lemur on my shoulder in a lemur park we visited.

You can contact Lisa at [ljerram@apta.com](mailto:ljerram@apta.com).



## Plan to Attend Upcoming APTA Events

**M**ake plans to attend these upcoming APTA educational opportunities, which explore timely issues and trends, advance best practices and offer opportunities for peer-to-peer networking.

### Business Member Board of Governors

APTA's 2019 Business Member Board of Governors (BMBG) Annual Business Meeting, Jan. 22-25, Naples, FL, focuses on business in the public transit industry and business member support for APTA's transit advocacy efforts and other programs. Topics include key legislative issues, the APTA and BMBG strategic plans and a perspective on the state of public transit in Florida.

The BMBG meeting provides business members an excellent opportunity to network with peers and to explore upcoming projects and potential partnerships.

The following three programs will all convene at the Hyatt Regency New Orleans:

### Legal Affairs

The 2019 APTA Legal Affairs Seminar, Feb. 24-26, offers up-to-date information on regulatory/legislative developments, industry-related litigation and other

legal issues affecting public transit.

The seminar will also feature FTA representatives who will talk about recently issued circulars and what to anticipate in the coming year.

### Marketing & Communications

The 2019 APTA Marketing & Communications Workshop, Feb. 24-27, serves as a major educational forum with sessions focusing on all aspects of public transit marketing and communications, including branding, ridership, media relations, community outreach, customer service and social media.

The workshop will also feature a special luncheon celebrating the 2019 first-place AdWheel Award winners and the finals of the Call Center Challenge, among other events.

### Risk Management

The 2019 APTA Risk Management Seminar, Feb. 26-28, showcases innovative presentations and creative speakers who address risks, exposures, alternatives and new technology unique to public transit.

The workshop also features sought-after experts who will address pressing and emerging issues in risk management.

More information on these meetings is available at [www.apta.com/mc/Pages/2019-Meetings.aspx](http://www.apta.com/mc/Pages/2019-Meetings.aspx).

## APTA Releases Updated Fact Book

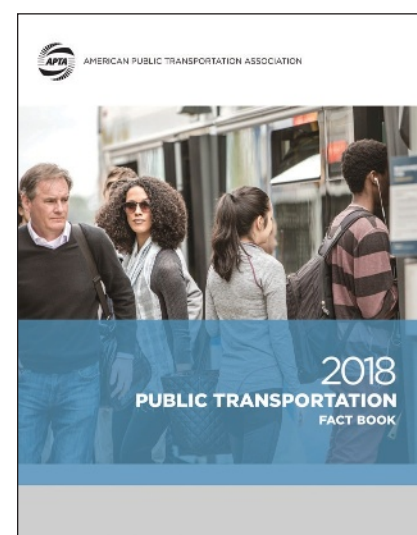
**U.S. PUBLIC TRANSIT** agencies provided 58.4 billion passenger miles in 2016, the most recent year for which data are available, a 41 percent increase over 1996—just some of the facts to be found in the latest edition of the annual *APTA Public Transportation Fact Book*.

Public transit ridership also has outpaced population growth since 1996 (30 percent vs. 20 percent) and continues to increase service with vehicle revenue miles and vehicle revenue hours up to 5.02 billion and 332.2 million respectively.

The publication, available in print and at [www.apta.com](http://www.apta.com), traces the impact of the more than 6,800 organizations—the majority of them nonprofits—that provide public transit in a variety of modes. Most public transit systems operate in rural areas and demand-response service is the most common mode, according to National Transit Database figures.

Other highlights from the Fact Book:

- Public transit spending in the private sector almost doubled between 1996, \$19.5 billion, and 2016, \$36.2 billion.



- Rail ridership has increased by more than 77 percent since 1996, largely because of 35 new rail systems now in place; 16 new rail systems and extensions opened in 2016 alone.
- Public transit fleets and stations continue to add passenger amenities such as Wi-Fi, arrival time displays and security features.



# HART Participates in Connected Vehicle Testing

BY JEFF SEWARD  
Interim Chief Executive  
Officer  
Hillsborough Area  
Regional Transit  
Authority  
Tampa, FL



Jeff Seward

The Hillsborough Area Regional Transit Authority (HART) is partnering with the Tampa Hillsborough Expressway Authority (THEA) in the first deployment of connected vehicle technology on a U.S. streetcar line, HART's TECO Line. U.S. DOT sponsors the THEA Connected Vehicle (CV) Pilot Program.

Connected vehicle equipment—including antennas, displays and onboard units that enable wireless communication—has been installed on 10 HART buses and eight TECO Line streetcars as part of the project, to demonstrate how the technology can help prevent crashes between equipped automobiles and streetcars.

One of the corridors, Marion Transit-

way, is to serve as a high-technology test bed for the HART Autonomous Mobility Service, early 2019. The two efforts can coexist on the Transitway and may offer a unique opportunity to operate them together in the future.

The CV technology will enhance bus and streetcar safety and provide enhanced travel time reliability on corridors using Transit Signal Priority applications.

HART and THEA have learned numerous lessons through the project, such as the importance of completing integration testing before beginning equipment installation and piloting new software development efforts early on in the project. One practical lesson learned is the need for additional planning time when installing new technology on historic streetcars; that process was laborious and challenging, but the team was able to overcome it.

Data collected from the CV Pilot will help advance the deployment of this potentially life-saving technology nationwide.

In one test, the CV passes a streetcar as it pulls away from the station, then initiates a right turn in front of the moving streetcar. Connected vehicle technology enables both vehicles to communicate with each other; as a result, the driver making the turn receives an audible warning and a visual alert on

the rearview mirror display. The streetcar motorman also receives an audible warning and visual alert and brings the streetcar safely to a stop.

Another demonstration shows how connected vehicle technology can help prevent side-impact collisions at

intersections. A HART bus and a car approach an intersection from different directions. As both vehicles are equipped with wireless communication, both drivers receive audio and visual alerts, allowing them to brake in time to avoid a crash.



As part of a connected vehicle pilot program in Tampa, FL, two connected vehicles—a TECO Streetcar and a car—receive warnings when the car pulls in front of the moving streetcar.

## Oklahoma City Welcomes Streetcar

**THE OKLAHOMA CITY** Streetcar recently returned to service for the first time since 1947. The streetcar began operations immediately following a ribbon cutting, providing nearly 20,000 rides through the opening weekend and more than 84,000 during the following three weeks.

"This is a historic day, decades in the making," said Oklahoma City Mayor David Holt at the opening ceremony, attended by more than 1,000 guests. "Our streetcar will be an important economic development tool for our entire city, accommodating visitors and residents alike. It will encourage walkability downtown, answer the question of how residents and visitors will circulate downtown once they arrive, and

will inspire private investment all along the route."

The mayor continued, "Already we've seen \$1.6 billion invested since the route was finalized, and we have every reason to believe that more will follow now that the streetcar is open."

Oklahoma City's public transit authority, EMBARK, is providing free service through Feb. 1.

Funding for construction of the \$136 million Oklahoma City Streetcar system came from a voter-approved 1-cent sales tax program known as MAPS 3. The new system is paving the way for enhanced transit services throughout central Oklahoma, with expanded bus services and BRT already in progress.



Blasts of confetti welcomed the first streetcar trip in Oklahoma City since 1947.

## RTC Debuts Lincoln Line Service on Upgraded Corridor

**THE REGIONAL** Transportation Commission of Washoe County (RTC), Reno, NV, recently introduced service on its RAPID Lincoln Line BRT, part of ceremonies marking the completion of the RTC's 4<sup>th</sup> Street/Prater Way Bus RAPID Transit project on which the new bus line operates.

RTC Executive Director Lee Gibson said, "The completion of the project and the transit improvements we delivered will benefit everyone in the Reno/Sparks area. We are proud of the work we have done, collectively, and the recognition we received from the U.S. Department of Transportation in 2015 with the Transportation Planning Excellence Award for the 4<sup>th</sup> Street/Prater Way Bus RAPID Transit Project."

The 3.1-mile line, completed under budget in less than two years, provides "improved connectivity and mobility to the region's workforce and its residents,"

Gibson said. It connects downtown Reno with neighboring downtown Sparks and increases access to jobs and education. Federal and local funds covered the \$58 million investment.

In addition to the BRT service, which operates with four electric buses from Proterra, the project included corridor improvements such as wider sidewalks, bike lanes, landscaping and energy-efficient LED lighting. The RTC also moved utilities underground, removing poles and barriers for people with disabilities in compliance with ADA.

The new service takes its name from the historic Lincoln Highway, which served Reno and Sparks when it opened in 1913. Each Lincoln Line bus bears the likeness of President Abraham Lincoln, who was president when Nevada was given statehood in 1864, along with historic images of the region.



Rep. Mark Amodei (R-NV) and FTA Region IX Acting Administrator Edward Carranza Jr., holding scissors, cut the ribbon at the grand opening of the 4<sup>th</sup> Street/Prater Way BRT project and the debut of the RTC RAPID Lincoln Line. RTC Executive Director Lee Gibson is at far left.

## Help Make a Difference During Human Trafficking Awareness Month

**JANUARY IS** National Human Trafficking Awareness Month and Polly Hanson, APTA's director—security risk & emergency management, will be co-hosting a webinar, *Human Trafficking Awareness 2.0-Going Beyond the Basics*, Jan. 28, 12:30-2:00 p.m. Eastern time.

Register at <https://bit.ly/2CXKJKM> and join national public transportation industry leaders in a discussion about effective training, partnerships, reporting and public transit's role in addressing human trafficking.

Public transit personnel who suspect human trafficking can call the National Human Trafficking Hotline at 1-888-3737-888.

Employees should watch for these warning signs:

- Passengers who are not allowed to speak for themselves
- Disheveled appearance, agitated, scared or crying
- Minors traveling without adult supervision
- Offering to exchange sex for a ride, meal, etc.
- Does not know the person who is picking them up
- Any acknowledgement of having a pimp or needing to make a quota
- Signs of branding or tattooing (often of trafficker's name)
- Passengers not in possession of own ticket, money or ID

For more information, contact Hanson at [phanson@apta.com](mailto:phanson@apta.com) or 202-496-4895.



# People On The Move

## Ferrell to Step Down at Cincinnati's SORTA

**CINCINNATI**—**Dwight Ferrell**, chief executive officer and general manager of the Southwest Ohio Regional Transit Authority (SORTA) since 2015, has announced that he will resign effective Jan. 31. SORTA Executive Vice President & Chief Operating Officer **Darryl Haley** has been appointed as interim CEO.

Before joining SORTA, which operates Cincinnati Metro, Ferrell was county manager in Fulton County, GA, and deputy general manager and chief operating officer of the Metropolitan Atlanta Rapid Transit Authority. He serves on the APTA Board of Directors and the Bus & Paratransit CEOs, Legislative and Mid-Size Operations committees.



Ferrell

## Wharton Steps Down as IMPulse President

**MOUNT OLIVE, NC**—**Jeffrey Wharton**, president of IMPulse NC LLC in Mount Olive, NC, and a member of the APTA Executive Committee, has announced that he is stepping down from the post. He worked for the company for almost 20 years.

IMPulse is being acquired by AFL, a manufacturing and services company in Duncan, SC, which will not affect operations at the Mount Olive location.

Wharton is a member of numerous APTA committees and past chair of the Business Member Board of Governors.



Wharton

## SAN ANTONIO—Jeffrey C. Arndt,

president and chief executive officer of VIA Metropolitan Transit, recently received the Diversity-FIRST Leadership Award from the Texas Diversity Council, a chapter of the National Diversity Council. The honor recognizes individuals who have demonstrated outstanding achievements and sustained commitment to the pursuit of cultural diversity and inclusion in the community and workplace.

The Texas Diversity Council named Arndt a CEO Champion of Diversity in 2014. In 2015, he received the inaugural Secretary Ray LaHood Award from the San Antonio Chapter of WTS for advancing the careers of women and minorities in transportation.



Arndt

and planning.

Chance's territory includes North and South Carolina, Georgia, Alabama and Florida. He has more than four decades of transit and railroad experience and previously was LTK's vice president of the South Atlantic Region.



Chance



Simmonds

Simmonds, previously a senior systems consultant, has more than 28 years of transportation and public transit experience. His region covers Delaware, Maryland, Virginia, Washington, DC, and West Virginia.

Diaz has more than 30 years experience as an engineering project leader. He previously was vice president of special projects and has responsibility for Ohio, Pennsylvania and Southern New Jersey.



Diaz

**BETHESDA, MD**—Krauthamer & Associates announced the promotion of **Abigail Eddy** to senior associate. She joined the firm in 2017 as a member of its recruitment team.

**AMBLER, PA**—LTK Engineering Services announced the promotion of **Raymond Carini** to senior vice president and of three employees to regional vice president positions: **Ernest Chance**, Southeast Region; **Winston Simmonds**, DC Metropolitan Region; and **David Diaz**, Middle Atlantic Region.



Carini

Carini, previously vice president of the Middle Atlantic Region, has been with LTK for 38 years. He has more than four decades of experience on large-scale projects involving design, implementation, railcar procurement

## SAN FRANCISCO—Network Rail



Black

Consulting has promoted **Joseph Black** to vice president, US-Western Region; he has been serving as practice lead for rail and transit operations, a role he will continue to hold. He has 33 years of passenger rail experience including tenures as deputy executive director of the Lone Star Rail District in Central Texas and chief operating officer of the Northern Indiana Commuter Transportation District.

## NEW YORK CITY—Pete Tomlin

is joining MTA New York City Transit as head of the agency's systemwide resignaling efforts. He has more than 21 years of experience in upgrading subway signal systems, most recently in Toronto and earlier in London and Hong Kong.

## SEATTLE—Sound Transit has named

**Ron Lewis** executive director of design, engineering and construction management (DECM), a position he had held on an interim basis. He became a consultant to the agency on early light rail planning and design in 1998 and joined Sound Transit as a DECM staff member in 2002, most recently working as executive project director for the East Line Extension. Lewis recently received the 2018 Outstanding Achievement Award from the Washington State Chapter of the Conference of Minority Transportation Officials.



Lewis

**CLEVELAND**—The Cuyahoga County Mayors and City Managers Association elected Parma Heights Mayor **Michael P. Byrne** to a three-year term on the Greater Cleveland Regional Transit Authority Board of Trustees, succeeding Mayor **Trevor Elkins** of Newburgh Heights.

## TAMPA, FL—Temple Terrace Councilman

**Gil Schisler** has been appointed to the Hillsborough Area Regional Transit Authority Board of Directors by Mayor Mel Jurado, succeeding Councilwoman **Cheri Donohue**.

Schisler, who joined the Temple Terrace City Council in 2018, is the owner of a local accounting service for small business.

## WASHINGTON, DC—Operation Lifesaver Inc.

announced the hiring of **Ericka Thomas** as manager of education, training and instructional design. She has experience supporting government agencies at the federal and local levels, holding senior learning and development roles with eLT Technology Consulting, Pitney Bowes Management Services, GeoLearning, AT&T, Aerotek and American Cybersystems.



Thomas

**ATLANTA**—The Metropolitan Atlanta Rapid Transit Authority (MARTA) Board of Directors has elected Fulton County representative and former Vice Chair **Freda B. Hardage** as its chair. She joined the board in 2013 and was named vice chair in 2016.

**William F. Floyd**, vice chairman, served 13 consecutive terms as mayor of Decatur and was appointed to the board in 2017 by the mayors of DeKalb County's 11 cities, not including Atlanta.

Clayton County representative **Roberta Abdul-Salaam**, who has served on the board since 2015, will continue in her role as secretary, while former

Chairman **Robert L. Ashe** will now serve as treasurer. Ashe has been a board member for seven years and chairman for the last five.

## ORANGE, CA—The Orange County

Transportation Authority Board of Directors recently welcomed three new members: Yorba Linda Councilmember **Gene Hernandez**, Anaheim Mayor Pro Tem **Jose F. Moreno** and Dana Point Councilmember **Joe Muller**. They succeed Tustin Mayor **Al Murray**, San Clemente City Councilmember **Lori Donchak** and Anaheim Mayor **Tom Tait**.



Hernandez



Moreno



Muller

## LOWELL, MA—TRC announced

the appointment of **Parker Meeks** as president of its Infrastructure Sector. He joins the firm from McKinsey & Company, where he was managing partner of the Houston office.



Meeks

## LOS ANGELES—Terry Rains has

joined BYD (Build Your Dreams) as director of after sales for its material handling practice. He has 30 years of experience and worked for Toyota for more than two decades, more recently as vice president for parts and service at Toyota Material Handling USA Inc.



Rains

## PHILADELPHIA—Urban Engineers

announced the hiring of **Peter Fedun** as deputy practice leader for rail and transit. He has more than 30 years of engineering experience specializing in rail transit design and has worked on major public transit projects throughout North America and in Asia.



Fedun

## JACKSONVILLE, FL—The Jacksonville

Transportation Authority (JTA) Board of Directors has elected **Kevin J. Holzendorf** its chairman in 2019, succeeding **Isaiah Rumlin**. Holzendorf, an account manager at CISCO Systems Inc., joined the board in 2013 and also is a member of the APTA Executive Committee, APTA Board of Directors and several APTA committees, serving as vice chair of the Transit Board Member Committee.

Other JTA officers are **Ari Jolly**, vice chair; **Denise Wallace**, secretary; and **Jeanne Miller**, treasurer.



Holzendorf



# Reaching Out to Help Children in Puerto Rico

Following its participation in an educational session at the 2018 APTA Annual Meeting, The Rising Stars Foundation—a provider of educational opportunities for at-risk children in San Juan, Puerto Rico—reported receiving \$17,500 in donations that will be used to provide three meals a day for seven children.

The foundation partners with ACI-Herzog, which manages rail operations for San Juan's Tren Urbano rail system and earlier was one of three partners to design, build, operate and maintain the



Children at Colegio Sagrada Familia, a Puerto Rican facility supported by The Rising Stars Foundation.

11-mile subway. Dr. Beverly A. Scott, who recently founded the nonprofit organization iyai+ (Introducing Youth to American Infrastructure), sponsored the session.

FTA Region IV staff led by Regional Administrator Dr. Yvette Taylor spoke at the session, "Puerto Rico Transit Recovery and Humanitarian Relief Update," which examined conditions on the island following the devastation caused by Hurricane Maria in 2017. It highlighted, with an on-the-ground example, the need for and benefits of community-based partnerships, resiliency and joint preparedness efforts.

ACI-Herzog and The Rising Stars Foundation have maintained a long-standing community partnership to help the children at Colegio Sagrada Familia in the city's Llorens Torres community, the largest public housing facility in the Caribbean. As noted by ACI General Manager Luis V. Villares and Deputy General Manager Felix Estrada and Rising Stars Foundation representatives Jose Cruz

and Jane Daly, this relationship was critical during the initial and ensuing devastation caused by Hurricane Maria. They noted that while support in times

of crisis comes in many forms, community-based partnerships, resiliency and joint preparedness efforts often provide service first and remain the longest.

## Historic Vehicle Launches Kitsap Transit's Fast Ferry

**KITSAP TRANSIT** in Bremerton, WA, has enlisted a heroic vessel in its recent launch of fast ferry commuter service between Kingston, WA, and downtown Seattle.

Before its arrival in Washington State, the 350-passenger M/V Finest operated in New York Harbor. On Sept. 11, 2001, the ferry was part of a boatlift effort that evacuated as many as half a million people from Lower Manhattan following the terrorist attacks on the World Trade Center.

Professor James Kendra, director of the Disaster Research Center at the University of Delaware and coauthor

of *American Dunkirk: The Waterborne Evacuation of Manhattan on 9/11*, said of the boatlift: "On Sept. 11, 2001, a spontaneous fleet of ferries, tugboats, dinner cruise boats and other harbor craft evacuated hundreds of thousands of people from Manhattan. The M/V Finest and over a hundred other vessels accomplished this extraordinary effort over the course of about 10 hours."

Kitsap Transit purchased Finest for \$1.5 million in January 2018. The ferry was transported from New York Harbor, through the Panama Canal to Victoria, BC.

## CLASSIFIEDS

The Public Transit Marketplace—*Passenger Transport* Classified Ads are the marketplace for public transit. All classified ads appearing in the print version of *Passenger Transport* will also appear in the electronic version. All help wanted ads must appear in print in order to be listed online. **TO PLACE AN AD:** E-mail the requested date(s) of publication to: [ptads@apta.com](mailto:ptads@apta.com). Mailing address is: *Passenger Transport*, 1300 I Street, NW, Suite 1200 East, Washington, DC 20005. Ad copy is not accepted by phone. **DEADLINE:** 3 p.m., EST, Friday, one week prior to publication date. **INFORMATION:** Phone (202) 496-4877.

	APTA Member	APTA Non-Member
1 insertion*	\$1.50 per word	\$1.71 per word
Multiple insertions* (with no copy change)	\$1.36 per word	\$1.56 per word
Display classifieds / column inch rate	\$73.50	\$85.00
Minimum charge	\$85.00	\$85.00
Logo Placement (per issue)	\$40.00	\$40.00
Affidavits	\$3.00	\$3.00
Blind box fee	\$20.00	\$20.00
Minimum charge	\$85.00	\$85.00

To estimate the price of your ad, you may use Microsoft Word's "word count."  
\* Non-Commissionable

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### FOR SALE

#### AUCTION

#### USED BUSES

AMTRAN (Altoona, PA) is auctioning off 10 heavy-duty 30' and 35' Gillig buses through PublicSurplus.com between January 15-31, 2019. Buses are model years 2000, 2005, and 2006. Details on each bus will be included on the auction site. Questions can be submitted to [GaryWilliams@amtran.org](mailto:GaryWilliams@amtran.org). No phone calls please. Buses are sold "AS IS, WHERE IS." No warranty on the buses, parts or tires. The purchaser is responsible for all taxes, title transfer and removal fees. Buses must be removed within thirty (30) business days after receipt of payment. Buses can be viewed at 3301 5th Ave., Altoona, PA, 16602.

### BIDS/PROPOSALS

#### REQUEST FOR PROPOSALS

#### DEMOLITION

The Central Midlands Regional Transit Authority d/b/a The COMET (referred to as either The COMET or the Authority) will accept bids from qualified firms with experience in providing the item(s) listed in the specifications list.

The COMET is seeking a qualified firm to **demolish two buildings**. All work must be complete within 160 days of the contract award date.

A pre-bid meeting will be held at 11:00 a.m. on January 17, 2019.

All bids must be submitted by 3:00 P.M., February 6, 2019. Please reference the IFB document(s) for submission requirements. The COMET encourages the use of recycled paper, and where practicable, printed on both sides, for all submittals.

All bid responses should be mailed or delivered to:

The COMET Administrative Offices

ATTN: Virginia Goodson—Procurement Officer

3613 Lucius Rd.

Columbia, SC 29201

For a copy of the IFB, please contact Ms. Virginia Goodson, Procurement Officer, at [virginia.goodson@catchTheCOMET.org](mailto:virginia.goodson@catchTheCOMET.org). A copy of the IFB is also posted on The COMET website. Please include your name, contact information (e-mail and mailing addresses, telephone number), including how you want to receive a copy of the IFB, and the name of the organization you are representing.

#### NOTICE OF REQUEST FOR PROPOSALS

#### RFP 2019-01: 2019 COMPREHENSIVE OPERATIONAL ANALYSIS FOR YCTD

The Yolo County Transportation District (YCTD) is soliciting proposals from qualified firms or agencies to complete a to complete a Comprehensive Operational Analysis (COA) of the District's public transit services, funding, and administration policies and practices.

Please note this opportunity is the second issuance of the RFP for the COA. In order to ensure the greatest level of participation and to attract additional proposals, the estimated budget amount available for this project has been increased from \$150,000 to \$180,000, some Scope of Work modifications were made, and the **proposal deadline** is now set for **4:00 p.m. Friday, February 1, 2019**.

Firms/Agencies wishing to receive the Requests for Proposals (RFP) may access the requisite files and forms at <http://yolobus.com/news/requestforproposals.php> or may request them by calling (530) 402-2826, emailing a request to [jperez@yctd.org](mailto:jperez@yctd.org), or writing to YCTD, 350 Industrial Way, Woodland, CA 95776, Attention Jose Perez.

A non-mandatory pre-proposal conference is scheduled for Wednesday, January 9, 2019 at 10:00 a.m. in the YCTD Board Room, located at 350 Industrial Way, Woodland, CA 95776. Questions are due in writing by Friday, January 11, 2019, at 4:00 p.m. Responses to written questions and applicable attachments will be posted online on or around January 18, 2019.

Proposers must comply with all related federal requirements established by the U.S. Department of Transportation. Must comply with EEO, Affirmative Action, and DBE regulations.

#### PUBLIC NOTICE REGIONAL TRANSIT AUTHORITY OPERATIONS AND MAINTENANCE SERVICES

#### REQUEST FOR PROPOSALS (RFP) #2019-005

**Project Description:** The Regional Transit Authority of New Orleans has issued a Request for Proposals (RFP) to solicit competitive sealed proposals from qualified proposers for the provision of performance-based transit Operations and Maintenance (O&M) services with regard to the public transit system of New Orleans. The Regional Transit Authority of New Orleans (RTA) is seeking to engage a qualified Contractor, or a joint venture of qualified Contractors, to provide the day-to-day O&M services across four transit modes, including buses, streetcars, ferries, and paratransit.

The RTA is launching an international tender to select a contract operator with a proven record of accomplishment, expertise and experience in transportation operations, implementation of planning policy, and strategic deployment of resources, as well as a creative sense for how to improve service and grow ridership. The selected proposer will be responsible for the provision of public transit in New Orleans and surrounding communities.

How to obtain a copy of the RFP: All information relative to this RFP can be found online at [www.driveRTAforward.com](http://www.driveRTAforward.com). The RFP can also be obtained at Regional Transit Authority's website at <http://www.norta.com>.

A non-mandatory Pre-Proposal Conference will be held on January 14, 2019 at 2:00 PM CST at RTA Headquarters; 2817 Canal St., New Orleans, LA 70119; the RTA recommends attendance to obtain any further clarification or updated status of the procurement. Following the conclusion of the Pre-Proposal Conference, and upon execution of a required non-disclosure agreement, Prospective Proposers will be given the opportunity to have a private viewing of the RTA System Safety Program Plan/RTA Safety Plan.

The following day, on January 15, 2019 from 8:00 AM CST to 6:00 PM CST, prospective proposers will be offered a Facility Tour including the Main Office, as well as Bus, Streetcar, and Ferry facilities. Prospective Proposers should arrive at RTA Headquarters, 2817 Canal St., New Orleans, LA 70119 prior to the 8:00 AM start.

A dedicated website with procurement documents has been established at [www.driveRTAforward.com](http://www.driveRTAforward.com). Prospective proposers are encouraged to email [driveRTAforward@norta.com](mailto:driveRTAforward@norta.com) to be added to a mailing list to receive notifications of updates.

All questions or requests for clarifications must be submitted by email only to [driveRTAforward@norta.com](mailto:driveRTAforward@norta.com) no later than January 21, 2019 at 4:00 P.M. CST. The RTA will not respond to questions or request for clarifications after this date.

For the purposes of communication distribution, prospective proposers are encouraged to complete and forward the form from Appendix 7, describing their intent to propose, by February 7, 2019.

Responding to RFP: All submittals must be received by the RTA **no later than 4:45 p.m. CDT, on Friday, March 15, 2019**. Proposals will be received at the office of the RTA at the above address and time-stamped upon receipt. Proposals time-stamped 4:46 p.m. or later will be considered late and will not be considered for award. Each proposal shall be in the form specified in the Submittal Requirements sections of the Request for Proposals and shall be in a sealed package with the name of the Proposer, the date scheduled as the proposal receipt deadline, and the title of the Request for Proposals marked on the outside of the package. They shall include one (1) original signed in ink by a duly authorized officer of the proposer and five (5) copies and shall be submitted to the Regional Transit Authority's Office of Ms. Deslie Isidore at the RTA's address specified above. All proposals must also be accompanied by a USB drive containing the proposal response as provided in the paper submittal and be in a PDF format.

RTA in accordance with 49 Code of Federal Regulations (CFR) Part 26, has an obligation to ensure nondiscrimination of Disadvantaged Business Enterprises (DBEs) and to comply with all federal, state and local regulations relative to utilization of DBEs on publicly funded projects. The RTA is committed to utilization of DBEs on all federally funded projects toward attainment of the agency's established overall goal of 31%. The RTA has established a Disadvantaged Business Enterprise (DBE) goal of 31.4% for this project.

Notice to all offerors is hereby provided that in accordance with all applicable federal, state and local laws the RTA will ensure that DBEs are afforded full opportunity to submit offers and responses to this solicitation and to participate in any contract consummated pursuant to this advertisement. Additionally, no offeror will be discriminated against on the basis of age, sex, race, color, religion, national origin, ethnicity or disability. As such, award of the contract will be conditioned on meeting the requirements of the federal, state and local laws for Equal Opportunity including compliance with the policies of DBE Program.

The RTA reserves the right to accept or reject any and all proposals submitted.

DESLIE ISIDORE  
CONTRACTING OFFICER  
REGIONAL TRANSIT AUTHORITY

# CLASSIFIEDS

## BIDS/PROPOSALS

### OHIO DEPARTMENT OF TRANSPORTATION – RFP

#### REQUEST FOR PROPOSALS: VAR-STW TRANSIT SUPPORT SERVICES PROFESSIONAL/CONSULTING SERVICES

The Ohio Department of Transportation is requesting Letters of Interest from qualified individuals or firms to provide technical assistance services to the Office of Transit and its subrecipients under the Ohio Technical Assistance Program (OTAP). Through OTAP, the Office of Transit supplements staff work with consultants who possess experience and knowledge in public transportation subjects, programs, and related fields. Procurement details and instructions for submitting an electronic Letter of Interest are available on the Office of Transit website, under Announcements: <http://www.dot.state.oh.us/divisions/Planning/transit/Pages/default.aspx>

**Deadline for submission is January 28, 2019.** Please contact Dave Seech at (614) 644-7362 or [dave.seech@dot.ohio.gov](mailto:dave.seech@dot.ohio.gov) for questions.

### OHIO DEPARTMENT OF TRANSPORTATION – RFP

#### REQUEST FOR PROPOSALS: VAR-STW SAFETY OVERSIGHT (RAIL TRANSIT)

#### PROFESSIONAL/CONSULTING SERVICES

The Ohio Department of Transportation is requesting Letters of Interest from qualified firms to provide Rail Transit State Safety Oversight (SSO) technical assistance services to the Office of Transit. The SSO Program oversees two rail transit agencies in Ohio and ensures compliance with FTA safety regulations. Procurement details and instructions for submitting an electronic Letter of Interest are available on the Office of Transit website, under Announcements: <http://www.dot.state.oh.us/divisions/Planning/transit/Pages/default.aspx>

**Deadline for submission is January 28, 2019.** Please contact Jessyca Hayes at (614) 644-0300 or [jessyca.hayes@dot.ohio.gov](mailto:jessyca.hayes@dot.ohio.gov) for questions.

### REQUEST FOR PROPOSALS ARMORED TRUCK SERVICES

The **Central Midlands Regional Transit Authority** d/b/a **The COMET** (referred to as either The COMET or the Authority) will accept proposals from qualified persons or firms to perform armored truck duties as specified in this RFP. The contract resulting from this RFP shall be known as the “Armored Truck Services” contract.

All proposals must be submitted by **February 26, 2019**. Please reference the RFP document(s) for submission requirements. The COMET encourages the use of recycled paper, and where practicable, printed on both sides, for all submittals.

There will be a nonmandatory pre-proposal conference at 10:00 a.m. on Thursday, January 17, 2019.

All proposal responses should be mailed or delivered to:

The COMET Administrative Offices  
ATTN: Virginia Goodson—Procurement Officer  
3613 Lucius Rd.  
Columbia, SC 29201

For a copy of the RFP, please contact Ms. Virginia Goodson, Procurement Officer, at [virginia.goodson@catchTheCOMET.org](mailto:virginia.goodson@catchTheCOMET.org). A copy of the RFP is also posted on The COMET website. Please include your name, contact information (e-mail and mailing addresses, telephone number), including how you want to receive a copy of the RFP, and the name of the organization you are representing.

## HELP WANTED

### CHIEF OF STAFF

The **Los Angeles County Metropolitan Transportation Authority (LA Metro)** is seeking a Chief of Staff to assist in executing Metro's mission to provide a world-class transportation system that enhances quality of life for all who live, work and play within LA County. The Chief of Staff will provide direct assistance to the Chief Executive Officer on comprehensive planning and administering of Metro's functions. The ideal candidate will bring a broad level of knowledge and experience with the public transportation industry and/or within the provision of public services in a large agency. This individual will be responsible for developing and maintaining positive working relationships with agency employees

and with our community stakeholders.

If you are interested in this position, please send your resume and cover letter to [Blancosanchezs@Metro.net](mailto:Blancosanchezs@Metro.net)

**The final filing date is Friday, February 8, 2019.**

### DALLAS AREA RAPID TRANSIT AVP OPERATIONS ADMINISTRATION

Please apply online at <https://www.dart.org/hr/humanresources.asp?zeon=all>

Salary will be based on education and experience  
Under the direction of the Executive Vice President/Chief Operations Officer, the person in this position will supervise several units within the COO's office that will include: budgeting, 5 Star Service Program, technology and other administrative responsibilities.

This administrator will work to ensure the implementation of current and new initiatives, drive the 5 Star Service Program forward, establish a communication plan, oversee budget targets, review annual business plans, conduct special studies and investigations, and monitor agency and department goals. In addition, they will lead the department's service delivery performance and coordinate core business corporate alignment for improvements, assist in the development of solutions to complex problems, prepare Board Agenda reports, respond to correspondence, write reports, and coordinate operating and capital budget reviews.

### TRANSIT OPERATIONS ASSISTANT DIRECTOR

#### BEN FRANKLIN TRANSIT RICHLAND, WASHINGTON

**Salary: \$74,346 - \$111,518**

For a complete position profile and to apply online, visit Prothman at <https://www.prothman.com/>. For questions, please call 206-368-0050.

Located in southeastern Washington, Ben Franklin Transit (BFT) is a municipal corporation which provides public transportation services in a 616 square mile area in Benton and Franklin Counties. BFT administration offices are located in Richland.

BFT provides fixed route service, paratransit (Dial-A-Ride) services to the Public Transit Benefit Area (PTBA), taxi feeder, Trans+Plus Night & Sunday Service, and Demand Response services, as well as connector services for outside of BFT's PTBA. In 2017, combined ridership for all modes of service totaled 3,301,942.

Under the direction of the Transit Operations Director, the Transit Operations Assistant Director is responsible for managing the daily transit operations for fixed route and paratransit services, guiding dispatchers and operators to enhance quality service, and achieving departmental goals while ensuring compliance with agency policies, procedures, and all applicable legal requirements.

A bachelor's degree in Transportation, Public Administration, Planning or a related field, and five years of increasingly responsible transit operations and management level experience is required. Seven years of related experience, including work with unions, is preferred. (See complete position profile for additional requirements.)

Ben Franklin Transit is an Equal Opportunity Employer. First review: January 27, 2019 (open until filled).

### TRACTION POWER TECHNICIANS

**Denver Transit Operators (DTO)** is a privately held company that has a 26-year contract with the **Regional Transportation District (RTD)** to operate and maintain the new commuter rail system within the Greater Denver Metro area. We currently have opportunities to hire Traction Power Technicians and are seeking committed individuals who have experience working with 440V currency or higher.

This is a full-time position with a starting hourly rate of \$26.39. Higher wages are commensurate with years of experience. This position is a union-represented position and candidates must join the Brotherhood of Railroad Signalmen union as a condition of employment.

DTO provides competitive health benefits, a 401k plan, holiday and vacation time off and an RTD transportation pass. Interested applicants must have a high school diploma or GED, a valid Colorado driver's license and have at least 2 years of journeyman level experience in the installation, maintenance, diagnosis, and repair of electrical and electronic equipment.

**Other qualifications include:**

- \* Must be able to work scheduled overtime and be available for non-scheduled emergency callouts outside of assigned work hours

- \* Must pass a pre-employment physical examination

- \* Must be eligible to work in the U.S. and successfully pass a pre-employment background check

- \* Must pass a pre-employment drug and alcohol screening and be willing to comply with the DTO Drug and Alcohol Policy

If you are an individual who can work in teams, knows how to communicate with a diverse workforce and is adaptable in working with a startup and growing organization, then please apply at <http://denvertransitoperators.com/jobs-and-bids/job-opportunities/>

DTO is an equal opportunity employer.

### BUS MECHANIC - ED

Beginning Pay\*: \$26.92 hourly  
Section\*: ED - Bus Services  
Job Code: 5401  
Division\*: East Dallas Maintenance  
FLSA/EOO: Non-exempt/Skilled Craft  
Department\*: Bus Operations- Mechanics

#### General Summary:

Performs assigned work relative to maintenance, repair, and inspection of motor vehicles for the **Dallas Area Rapid Transit's (DART)** Fleet Services Division.

Please apply online at <https://www.dart.org/hr/humanresources.asp?zeon=all>

### FEDERAL TRANSIT ADMINISTRATION TRANSIT BUS AUTOMATION STRATEGIC PARTNERSHIPS

The Federal Transit Administration is announcing the availability of up to \$500,000 total in Section 5312 funds for Transit Bus Automation Strategic Partnerships. The purpose of the Strategic Partnerships is to leverage or supplement the work organizations are conducting on transit bus automation research and to help disseminate their research findings to the broader transit community. The FTA has tasked the Center for Urban Transportation Research at the University of South Florida to administer these strategic partnerships.

In order to be considered eligible for funding as a Strategic Partner, the agency must have a bus transit automation project that is at least Level 1 (Driver Assistance) according to the guidelines published by the Society of Automotive Engineers (SAE). The agency's transit bus automation project must either be in operation already or will be in operation within six months of when the FTA funding is awarded. The agency must commit to providing a 20 percent local match for the FTA funding that it is requesting.

Applications for funding are due no later than March 1, 2019. More detailed information about the FTA Transit Bus Automation Strategic Partnerships and the application process can be found at <https://www.cutr.usf.edu/fta-strategic-partnerships/>

### PPTA – EXECUTIVE DIRECTOR

The Pennsylvania Public Transportation Association, a non-profit professional trade association dedicated to supporting public transportation in Pennsylvania, is looking to hire its next Executive Director.

The Executive Director is primarily responsible for the day-to-day operations of the association, and will work closely with the PPTA Board of Directors to implement the strategic direction and goals of the association.

**Responsibilities include, but are not limited to:**

- Working with PPTA Board of Directors to fulfill the mission of the association.
- Planning multiple conferences annually, with estimated attendance of 500+ attendees.
- Managing and directing the PennTrain Program.
- Managing finances of PPTA, including submission of proposed annual budget and operating within the approved budget.
- Overseeing and implementing appropriate resources to ensure effective operations of the association, including supervision of one staff member.
- Ensuring effective communication with current and prospective members, the Board of Directors, state agencies, and related associations.
- Assisting in the development of legislative agendas for the association.

**Desired qualifications include:**

- Bachelor's Degree
- Five years of executive-level management experience
- Public transportation knowledge
- Event planning experience

This is a full-time position that will preferably be based out of the PPTA Headquarters in Harrisburg, PA. Travel throughout Pennsylvania, and occasionally out of state, is required. Additional information concerning the organization can be found at [www.PPTA.net](http://www.PPTA.net). Interested candidates may submit their resumes and salary history in confidence in an email only to [pptaresume@gmail.com](mailto:pptaresume@gmail.com).

Equal Opportunity Employer

### THE RAPID – THIRD-SHIFT FLEET MAINTENANCE SUPERVISOR

This position supervises, trains, and coordinates the work assignments of employees in the maintenance department. The supervisor inspects completed work and road tests vehicles to ensure quality of work performed. For a complete profile and to apply online visit [www.ridetherapid.org/jobs](http://www.ridetherapid.org/jobs). For questions call 616-456-7514. The Rapid is an EEO Employer – minorities and women encouraged to apply.

### THE RAPID SPECIAL SERVICES MANAGER

This position administers and directs The Rapid's special service programs including GO! Bus, Ridelink, and Pass, as well as Rapid staff and contract service providers. For a complete profile and to apply online, visit [www.ridetherapid.org/jobs](http://www.ridetherapid.org/jobs). For questions call 616-456-7514. The Rapid is an EEO Employer – minorities and women encouraged to apply.

### BOULDER COUNTY, COLORADO TRANSPORTATION DIRECTOR

**Annual salary: \$130,000 to \$180,000 DOQ**  
**Application deadline: 01/30/2019**

A bachelor's degree and at least five years of progressively responsible management experience in municipal government operations is expected (including oversight of a variety of transportation-related areas such as transportation planning and engineering - including transit, bike and pedestrian mobility, waterway and floodplain management, road construction and maintenance, and/or fleet management with at least four years of experience in fiscal management and supervision of a large, diverse staff). A master's degree and nine or more years of experience is preferred.

To apply, please provide a cover letter, current salary and resume (showing size of staff, budgets managed and years and months of current and prior employment dates), and six work-related references. Please submit your materials to <https://secure.cpshr.us/escandidate/JobDetail?ID=416>

Gloria Timmons, CPS HR Consulting  
Tel: 916 471-3461

Online brochure: [www.cpshr.us/search](http://www.cpshr.us/search)

Boulder County website: [www.bouldercounty.org](http://www.bouldercounty.org)

EOE

### TRANSPORTATION MANAGER

**Denver Transit Operators (DTO)** is a privately held company that has a 26-year contract with the **Denver Regional Transportation District (RTD)** to operate and maintain the new commuter rail system within the Greater Denver Metro area. We currently have an opportunity to hire a skilled and experienced Transportation Manager and are seeking a committed individual with demonstrated leadership ability to manage the daily operations of the commuter train service in accordance with the operating plan, published schedules, safety and service standards, and FRA regulations.

**As the Transportation Manager, some of your duties will be to:**

- \* Direct supervisors and staff on operational and administrative activities by identifying and recommending measures to improve processes, performance, safety and training

- \* Oversee administration of programs such as DTO's Operational Efficiency Testing Program, Critical Incident Stress Plan and other FRA requirements

**Minimum Qualifications:**

- \* Bachelor's degree from an accredited college or university in Transportation, Engineering, Business or other related field OR an equivalent combination of education and work experience may be substituted on a year for year basis

- \* Minimum of 10 years of experience in railroad operations and experience working with the FRA required; Commuter rail experience preferred

- \* Five (5) or more years of progressive leadership experience working in the transit or railroad industry

- \* Ability to obtain train certification within 12 months and maintain certification as requirement for the position

- \* Must be available 24 hours/7 days a week to respond to emergencies with the ability to work alternate shifts and days as required

- \* Must possess a valid driver's license

- \* Must be eligible to work in the U.S. and successfully pass a pre-employment background check, physical, drug and alcohol screening and be willing to comply with the DTO Drug and Alcohol Policy

If you are an individual who loves a fast paced environment, is motivated to work in a startup and growing organization, then please apply at <http://denvertransitoperators.com/jobs-and-bids/job-opportunities/>

Only applicants who are authorized to work in the US will be considered for this position. DTO is an Equal Opportunity Employer.



## TRANSIT SUPERVISOR

### Full time/full benefits

Salary \$40,333 - \$58,438 annually DOQ

Primary duties include supervision and coordination of drivers, driver training, accident investigations, routing decisions, customer service issues, administering safety programs, counseling and investigation of driver related issues, scheduling drivers, administrative duties, and driving buses. Ideal candidate will have strong computer and administrative skills and possess the ability to work effectively, positively, and professionally with drivers, administration, and the general public. Any combination of education and experience providing the required skill and knowledge for successful performance would be qualifying. Typical qualifications would be equivalent to: High School graduation or equivalent, a valid Class B CDL or ability to obtain within 30 days, PASS certification, 1 year driving experience carrying passengers, and 6 months clerical/office experience. FTA mandated drug and alcohol testing. Full benefits offered by the Town of Jackson including health, vision and dental insurance, retirement, and Paid Time Off (PTO) which covers holidays, vacation and sick leave.

Employee rental housing available.

A Town of Jackson application MUST be filled out. Apply online here: [www.jacksonwy.gov/Jobs](http://www.jacksonwy.gov/Jobs)

**Application deadline: Friday, January 18, 2019, 5:00 PM**

Equal Opportunity/Drug Free employer



## ASSISTANT MANAGER, BUS OPERATIONS (TRANSPORTATION)

### Description:

Assist in managing the daily operation of a transportation bus garage, ensuring the successful implementation of strategies that produce cost effective and high-quality service. Responsible for leading bus operators to fulfill agency expectations to ensure optimum service delivery, customer service, safety and security. Ensure a commitment to safety through effective leadership, role modeling and implementing practices that demonstrate safety is a fundamental value and a priority in all aspects of work. Perform related duties as required

### Essential Functions:

1. Maintain Bus Operator competency. Supplement initial operator training through regular reinforcement of expectations, supplying regular refresher courses, additional training and/or re-instruction as needed. Actively support safety and security practices through rigorous curriculum and regular reinforcement of safety standards by ensuring employees are held to departmental safety and security standards.
2. Assist with incident response, troubleshooting and reporting system deficiencies to resolution.
3. Responsible for the recruitment and managing the performance of one or more of the following: Fare Inspectors, Field Operations Supervisors, Bus Dispatchers and Rail Controllers, Rail Operators, and/or Bus Operators.
4. Responsible for the effective management of employee and labor relations issues for one or more of the following: Fare Inspectors, Field Operations Supervisors, Bus Dispatchers and Rail Controllers, Rail Operators, and/or Bus Operators, including investigation, documentation and administering disciplinary action as required.
5. Develop a work environment that is inclusive, respectful and in full partnership with members and officers of the ATU. Ensure consistent application of policies, procedures and labor agreement throughout the workforce. Develop and maintain a productive, principle-based, and creative problem-solving approach to employee and labor relations' issues.
6. Establish, evaluate and ensure sustained excellence in operational performance through clearly defined objectives and measurements, regular monitoring of performance indicators, and continuous involvement of transportation workforce.

### Position Requirements:

Bachelor's degree in Public Administration, Transportation/Logistics, Transportation/Urban Planning or a related discipline. A minimum of eight (8) years total credited experience. Experience in a transportation, transit, or service related industry which must include three years in a supervisory role in one of the following area: Control Center, Field Operations, and/or Transportation. Intermediate skills with Word, Excel, Outlook, database applications, and other software applications. Must possess valid Class C Drivers' license and be able to obtain a Class B Commercial Drivers License, with passenger endorsement and without airbrake restriction.

To apply, go to <https://www.governmentjobs.com/careers/trimet/jobs/2303480/assistant-manager-bus-operations-transportation?pagetype=job> OpportunitiesJobs

## SIGNAL MAINTENANCE SUPERVISOR

Denver Transit Operators (DTO) is a privately held company that has a 26-year contract with the **Regional Transportation District (RTD)** to operate and maintain the new commuter rail system within the Greater Denver Metro area. We currently have opportunities to hire a Signal Maintenance Supervisor to work our second shift. The Signal Maintenance Supervisor is responsible for the maintenance, testing and repair of the commuter rail train control and signal system in accordance with state regulations and FRA regulations. Directs and organizes daily work crew activities to assure safe and reliable operation of the commuter rail system.

DTO provides competitive health benefits, a 401k plan, holiday and vacation time off and RTD transportation pass. Interested applicants must have a high school diploma or GED; Associates degree in electrical, electronic or other job related field highly preferred. A valid Colorado driver's license and at least 3 years experience in electrical, railroad signaling and train control inspection or maintenance and repair required, and 2 years or more experience in a leadership position working in a maintenance and repair environment required.

### Other qualifications include:

- \* Must be able to work nights, weekends or holidays

- \* Must be eligible to work in the U.S. and successfully pass a pre-employment background check

- \* Must pass a pre-employment physical, drug and alcohol screening and be willing to comply with the FRA and DTO Drug and Alcohol Policy

If you are an individual who can work in teams, knows how to communicate with a diverse workforce and is adaptable in working with a startup and growing organization, then please apply at <http://denvertransitoperators.com/jobs-and-bids/job-opportunities/>

DTO is an Equal Opportunity Employer.

## LONG BEACH TRANSIT REGULATORY COMPLIANCE AND CIVIL RIGHTS OFFICER

DEPARTMENT: General Management  
REPORTS TO: Deputy Chief Executive Officer (DCEO)  
FLSA STATUS: Exempt  
WAGE BAND: I

**JOB SUMMARY:** The Regulatory Compliance and Civil Rights Officer (RCCRO) delivers and administers programs to ensure regulatory compliance at the state and federal levels for Long Beach Transit (LBT). The RCCRO provides guidance and direction to LBT's Chief Executive Officer (CEO), Executive Leadership Team (ELT) and staff on regulatory guidelines, organizational compliance and Civil Rights programs including, but not limited to, the Disadvantaged Business Enterprise (DBE), Equal Employment Opportunity (EEO), Americans with Disabilities Act (ADA) and Title VI programs. This position requires the ability to work independently, to have knowledge of and be able to interpret applicable state and federal laws and regulations, and to implement programs that address the necessary laws and regulations to support LBT's mission.

**ESSENTIAL DUTIES AND RESPONSIBILITIES** include the following:

- Administers compliance with state and federal regulatory guidelines.
- Coordinates with departments on applicable state and federal requirements for reviews and audits.
- Develops audit and review mitigation and corrective action plans and assists with departmental staff responses.
- Develops and monitors programs to ensure compliance with statutes and regulations in conformance with transportation industry standards, as well as state and federal laws.
- Collaborates with appropriate staff on projects/programs to ensure compliance adherence
- Develops and implements processes for interpreting state and federal regulations for LBT's programs and projects.
- Directs LBT's Civil Rights Programs (i.e., DBE, EEO, ADA and Title VI) ensuring compliance with federal/state regulations, policies, and guidelines.
- Ensures that LBT meets the DBE obligations for all procurements and the following FTA reporting requirements.
- Provides guidance and consults with the CEO and the ELT on the interpretation and implementation of the DBE Federal Program and annual goals.
- Collaborates and oversees small business participation in the procurement/solicitation process by reviewing statements/scopes of work, specifications, solicitations and contract terms and conditions for compliance with FTA requirements for small/disadvantaged business participation.
- Implements and manages DBE outreach program to maximize participation in LBT procurement solicitations.
- Manages activities associated with LBT's pro-

grams to ensure that no person, on the ground of race, color, or national origin, is excluded from participating in, or denied the benefits of, or subject to discrimination under any program, or activity receiving federal financial assistance.

- Ensures that federally supported transit services and related benefits are distributed in an equitable manner and that LBT meets Title VI and Environmental Justice requirements.

- Collects and analyzes racial and ethnic data to demonstrate the extent to which members of minority groups are beneficiaries of LBT programs receiving federal financial assistance.

- Monitors, investigates and resolves complaints of harassment, ADA discrimination or any alleged discrimination that a person, or persons were denied the benefits of, excluded from participation in, or subject to discrimination on the grounds of race, color, or national origin under any of LBT's programs or activities.

- Coordinates with Human Resources department staff, and other departments/staff, to ensure LBT meets the EEO obligations.

- Supports recruitment, retention, and promotion opportunities are provided in an equitable manner for all individuals and groups.

- Develops and/or recommends changes to LBT's EEO policy, program, and communication procedures to promote workforce diversity.

- Compiles data on compliance, Civil Rights programs and projects.

- Produces and maintains monthly, quarterly, and annual performance reports on the compiled data.

- Assists in analyzing service policies and procedures; makes recommendations to ensure compliance.

- Works safely and takes action to correct and/or report unsafe conditions or actions to the Safety Officer.

- Other duties as assigned

**QUALIFICATIONS:** To perform this job successfully, an individual must be able to perform each essential duty satisfactorily. The requirements listed are representative of the knowledge, skill, and/or ability required to implement LBT's DBE, Title VI, EEO and ADA programs. Reasonable accommodations may be made to enable qualified individuals with disabilities to perform the essential functions.

**EDUCATION AND EXPERIENCE:** A bachelor's degree from an accredited college or university with relevant coursework in public administration, business administration, or related field, is required. A minimum of five years of related experience is required; a master's degree is preferable. Applicable coursework and/or training in federal civil rights laws and regulations are desired. Prior transportation experience is strongly desirable. A combination of experience/skills and education to fulfill the requisite knowledge, skills and abilities for this position may be considered. A valid CA Class C license and a good driving record are required. This job description is not intended to be a complete listing of all the job duties required of this position, but to provide information on the general scope of the position.

## DEPUTY EXECUTIVE DIRECTOR POSITIONS

### SOUND TRANSIT (SEATTLE, WA)

How would you like to work for a progressive, well-funded multi-modal transit agency in the beautiful U.S. Northwest? KL2 Connects LLC has been retained to fill three senior positions that have emerged through a reorganization addressing Sound Transit's rapid expansion. Named by Kiplinger's as one of the 10 Best Cities for the Next Decade, Seattle is an exciting place to live. The city and surrounding region are home to spectacular natural resources; a diverse and engaged population, and a wealth of cultural, educational, arts, entertainment, sports, and other amenities. Sound Transit's commuter rail, light rail, and bus network is rapidly expanding as voters have passed initiatives totaling over \$75B. The agency is in the initial stages of implementing the most recent initiative. With \$53B approved by voters, its ambitious 25-year-plan will result in new stations opening in 2021, 2022, 2023, 2024, 2030, 2031, 2035, 2036, 2039, and 2041. Sound Transit is at an exciting point in its history and is seeking three industry leaders to play key roles in its future. If your career has prepared you to succeed in a complex, challenging, and professionally rewarding business environment, contact us at your earliest opportunity. The annual salary range for each position is \$145k-\$225k and includes an excellent benefits package. These are excellent opportunities with a progressive agency that offers attractive compensation, excellent benefits, and relocation. Sound Transit values equal opportunity and diversity at all levels — women and minorities are encouraged to apply. To be considered, go to [www.kl2connects.com/openings](http://www.kl2connects.com/openings), select the appropriate listing, and upload a letter of interest, resume, and 4-5 professional references (preferably supervisory). If you have additional questions please contact Paul Muldoon at [paul@kl2connects.com](mailto:paul@kl2connects.com).

## DEPUTY EXECUTIVE DIRECTOR OF FACILITIES AND SYSTEMS MAINTENANCE

The Deputy Executive Director of Facilities and Systems Maintenance will provide strategic operations and maintenance direction for all of Sound Transit's regional facilities. Reporting to the Executive Director, Operations, the winning candidate will direct staff and contractors in: facility maintenance operations, development of policies and procedures, development and support of agency short- and long-range facilities plans, and development of facilities operating budgets. He/she will be a key participant on Sound Transit's Executive Team. This position requires a Bachelors in transportation, public administration, facilities management, engineering (preferred), or a closely related field; eight years of experience managing operations and maintenance programs for a large, complex organization; and three years of staff supervisory, budgetary, and management responsibility (preferably in a transportation-related environment with multiple facilities and office locations). Rail and multi-modal systems experience will be highly valued, and an equivalent combination of education and experience may be considered.

## DEPUTY EXECUTIVE DIRECTOR OF OPERATIONS SUPPORT SERVICES

The Deputy Executive Director of Operations Support Services will lead Sound Transit's Customer Service, Service Planning, and Data Management and Business Analysis functions. Reporting to the Executive Director, Operations, the winning candidate will apply financial and performance analysis acumen in directing Sound Transit's regional data systems operation; ensuring that Operations Business Management and support services meet agency standards for all modes; developing and executing a plan that optimizes internal/external data collection, analysis, and reporting; and leading the development of all regional service plans. The winning candidate will possess strong communication and leadership skills, as well as extensive multi-modal transit or large corporate entity knowledge. He/she will have experience leading teams in fulfilling data management objectives and will provide data management and warehouse leadership to the Executive Team. This position requires a Bachelors (MBA preferred) in business administration, transit/transportation planning (service planning), engineering, public administration, finance, or a closely related field; ten years of experience managing transit/transportation operations and support services; and eight years of staff supervisory, budgetary, and management responsibility. An equivalent combination of education and experience may be considered.

## DEPUTY EXECUTIVE DIRECTOR OF CAPITAL ASSETS AND TECHNOLOGY

Working closely with the rest of Sound Transit's executive team, the Deputy Executive Director of Capital Assets and Technology will play a key role in defining and executing Seattle's Comprehensive Regional Transit Vision. Reporting to the Executive Director, Operations, the winning candidate will be responsible for developing regional transit corridors and executing Sound Transit's capital program (including facilities construction, rolling stock acquisition, and systems development and implementation). This position requires a Bachelors in facilities management, transportation planning, engineering (preferred), public administration, business administration, or a closely related field; eight years of experience managing transit operations and facilities maintenance programs and services; and four years of staff supervisory, budgetary, and management responsibility. Rail and multi-modal systems experience will be highly valued and an equivalent combination of education and experience may be considered.

## CHIEF OPERATIONS OFFICER (COO)

**St. Cloud Metropolitan Transit Commission** is seeking a Chief Operations Officer (COO). Annual salary is \$86,199.00-\$94,381.00 depending on qualifications. Application materials **must be received by 1/31/2019 by 4:30 pm**. Submit a Metro Bus job application, resume and cover letter to [jhentges@stcloudmtc.com](mailto:jhentges@stcloudmtc.com).

The COO is responsible for directing all transit operational departments including bus and maintenance operations and planning. Plans and develops operational policies, goals and objectives; manages changes and ensures compliance with applicable laws and regulations. The Chief Operations Officer is a member of the Executive Committee. May act on behalf of the Chief Executive Officer in his/her absence.

The position requires a bachelor's degree in business, public administration, transportation or an appropriately related field and a minimum of six (6) years senior management operations and supervisor experience or an equivalent combination of education and experience. Master's degree preferred. Complete job description available on [www.ridemetrobus.com](http://www.ridemetrobus.com) or call 320-529-4498.





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