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APTA Welcomes Trump’s Call for Investment In Infrastructure

IN HIS STATE OF the Union Address, President Trump called for both political parties “to unite for a great rebuilding of America’s crumbling infrastructure.”

APTA President and CEO Paul P. Skoutelas said the association and its 1,500 members look forward to working with the administration and Congress to invest in the nation’s infrastructure, including public-transportation. He noted, “Increased investment in public transportation infrastructure will help build stronger communities. Every dollar invested in public transportation generates approximately $4 in economic returns.”

Skoutelas also cited a joint poll from APTA and the American Road and Transportation Builders Association—conducted before the speech—showing that 90 percent of Americans support increased investment in our national infrastructure and calling on the Democratic leadership and President Trump to work together this year to pass legislation to that extent.

“Americans know that investing in projects that improve public transportation and our highways, waterways and bridges will improve their quality of life and help grow their communities for decades to come,” he said. “Americans are united in their support for infrastructure investment because they recognize the great need—a backlog of more than $90 billion to bring the nation’s public transportation systems up to a state of good repair. The message is loud and clear: Invest in rebuilding America now.”

ON JAN. 31, the Regional Transportation District (RTD) in Denver entered into a historic partnership with Uber, becoming the first public transit agency in the world whose routes appear within the Uber app.

After riders enter a destination in the app, they see “Transfer” as an option in the product selector. Upon selecting that option, they will see available routes, real-time schedules and walking directions to and from public transit stations.

RTD Chief Executive Officer Dave Genova said his system is uniquely positioned to be the regional mobility integrator for metropolitan Denver.

“Our customers want their trips to be as seamless as possible, and a collaboration like this allows them to plan for travel from end to end, including additional first-mile and last-mile options,” he said.

“(RTD) is pleased to work with Uber as we present riders with additional, complementary options to most efficiently reach their destination.”

David Reich, Uber’s head of transit, said, “This is Uber’s first in-app integration with public transit and we’re excited it’s happening in Denver, thanks to our partnership with RTD. Uber shares many of the same goals as the cities we serve, and our team is committed to addressing the same challenges: reducing individual car ownership, expanding transportation access with more options and working with transit agencies to innovate.”

Masabi launched mobile ticketing services for RTD in the fall of 2017 and more recently joined with Uber to implement the public transport-related software in its app. In the near future, Uber will allow RTD passengers to purchase their tickets through the app, using Masabi’s Justride SDK mobile ticketing software.

Masabi Chief Executive Officer Brian Zanghi, said, “Uber paved the way for a new paradigm in urban mobility, and we’re tremendously excited to power seamless connectivity between Uber’s options and public transit, reducing the number of private cars on the road and enabling more on-demand transportation.”

San Joaquin RTD Opens Union Transfer Station

THE SAN JOAQUIN Regional Transit District (RTD), Stockton, CA, has opened the Union Transfer Station (UTS). “Approximately 204,000 people are projected to travel through the new Union Transfer Station on an annual basis,” said RTD Chief Executive Officer Donna DeMartino.

“Most of them will be riding in zero-emission all-electric buses, helping to clear the air while enabling residents to travel swiftly to jobs, school, medical services and shopping. The future is bright not only for RTD, but also for the entire community.”

The new station has six bus bays and passenger amenities
WE HAVE ALL HEARD the discussions of how the public transportation industry has been disrupted; how ridership has dropped all over the country; and how transportation network companies have become the mode of choice for millions of customers.

The private sector was the first to respond to this situation, substantially increasing investment in technology, and today’s offerings in the marketplace for on-demand services are plentiful. A number of public transit systems are embracing this technology and transforming themselves into “mobility integrators” who connect their customers to any number of mobility options to facilitate their travel.

Our customers with disabilities are just as interested (and just as entitled) to make use of the new on-demand services being offered, but there have been few new ideas on developing integrated mobility options for this particular constituency.

Many people immediately think of the already heavily burdened ADA paratransit service as the mode of choice for customers with disabilities, but the truth is that millions nationwide make frequent and effective use of accessible public transit. Unfortunately, because the perceived or real lack of accessible vehicles is often the greatest barrier for them to do so, many people with disabilities (particularly those who use wheeled mobility devices) are unable to use on-demand services, and this has produced litigation in a number of cities. Meanwhile, non-emergency medical transportation (NEMT) providers are currently engaged in private or non-profit transportation of customers with disabilities for the health and human services (IHHS) sector, and they are curiously isolated from the resources used to transform the kinds of customers served by U.S. DOT. Furthermore, as of this writing, the federal HIHS FY 2019 budget commits to making NEMT services optional, with no relief for the ensuing impact on the transit industry. This adds a measure of urgency to an already challenging situation.

The resources needed to resolve the problem already exist: mobility software that will allow for electronic book- ing and payment for transit rides across multiple providers, service and funding streams; fleets of accessible and “inaccessible” vehicles; public, private and nonprofit paratransit and NEMT service providers; and smartphones for customers. The idea is to cause these resources to work in concert with one another to maximize options for the customer. Here are some policy recommendations to accomplish this:

1. Support public agencies becoming mobility integrators, using centralized software to coordinate transit options for their regions. If all the individual jurisdic- tions in a region would commit to a common software platform for access to and payment for their paratransit and NEMT offerings, the various providers in the region could plug into that larger network and bring to the table their varying fleet composi- tions and operating bases. Coordination of services among multiple providers will also lead to efficiencies and cost savings and use of mobile technology by providers and customers will result in better customer service and system reliability.

2. Support continued market penetration of smartphones and access to technology for older rid- ers, people with disabilities and low-income populations. There is a perception that the disability and low-income communities cannot or will not use mobile technology. This has been disproven in many parts of the country. While computers may not be ubiquitous among older riders and people with disabilities, cellphones have penetrated these markets.

3. Lobby Congress to incentivize and enforce interaction between HIHS and DOT. Incentive interaction between these two federal departments by allowing regions to pool their HIHS and DOT funding to support regional systems; allowing them to cover each other’s matching funds for grants; and making eligibility for grants in the two departments complementary. Enforce interaction between the two by bol- stering the authority and role of the Interagency Transportation Coordination Council on Access and Mobility. Oppose the HIHS effort to make NEMT optional.

4. Provide access for small trans- portation providers with wheel- chair-accessible vehicles to obtain assistance with maintenance of their fleets. The availability of private and nonprofit specialized transportation is significant—it is just that they are scattered across many small organi- zations rather than consolidated in large commercial or public-sector fleets. With a coordinated approach, there is no limit to the number of entities that can contribute their much-needed accessible vehicles to the provision of regional service, and the agencies can carry with capital investment on a regional level.

5. Leverage financial participa- tion of healthcare providers and insurance companies. This is already happening in some communities because of the enormous cost of missed appointments due to transportation access issues. Many of these organizations are already willing to contribute toward the cost of transportation to address this problem, but additional incentives to do so would help speed along implementation.

The disruption of our industry has presented us with a unique opportunity to re-imagine how we deliver services to customers with disabilities.

Commentary features authoritative points of view from various sources on timely and pressing issues affecting public transportation. Statements and opinions expressed in Passenger Transport are those of the authors and do not necessarily reflect those of APTA. 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.
Denver Launches State’s First Autonomous Shuttle

Denver’s Regional Transportation District (RTD) began operating Colorado’s first on-road deployment of an autonomous vehicle (AV) shuttle on Jan. 29, with RTD General Manager and Chief Executive Officer Dave Genova and Denver Mayor Michael B. Hancock joining other project partners for a ribbon cutting and inaugural ride.

The free, fully electric self-driving shuttle will remain in operation for the next four to six months, carrying passengers from RTD’s 61st and Peña commuter rail station to two corporate offices and to the 61st and Peña Park-N-Ride lot via four stops. Transdev will operate the vehicle for RTD, which will assess the viability of autonomous services in providing first- and last-mile connections to and from public transit.

Genova said, “RTD is pleased to participate in this groundbreaking partnership to explore how innovations in mobility are creating new and expanded opportunities for public transportation. The 61AV partnership allows us to interface directly with an autonomous vehicle demonstration and assess how this technology can be applied in a transit setting to meet the future mobility needs of the people and communities we serve.”

Hancock said, “We’re excited to see how driverless technology will work in Denver and to embrace new, innovative and better mobility options to move more people and improve travel for residents and visitors alike.”

The shuttle, which can carry up to 12 passengers, makes designated stops on a predetermined route, making a complete loop every 15 minutes. Although it does not have a driver, an ambassador employed by Transdev is on board at all times to help answer questions and ensure safety for the passengers and operations.

DoubleMap Merges

DOUBLEMAP INC., based in Indianapolis, has announced a merger with Ride Systems LLC, based outside Salt Lake City.

The two companies announced jointly that they will continue to operate “semi-independently” out of their current locations under the umbrella of a newly formed Journey Holding Corp.

New CEO Named

Limmer, HART

THE HILLSBOROUGH AREA Regional Transit Authority (HART) Board of Directors in Tampa, FL, has selected Benjamin Limmer as its new chief executive officer. He succeeds Interim CEO Jeff Seward, who has served for more than a year since Katharine Eagan Kellerman left to lead the Port Authority of Allegheny County in Pittsburgh.

Limmer is currently assistant general manager for the Metropolitan Atlanta Rapid Transit Authority. He earlier held leadership positions at the Atlanta BeltLine Inc. and the city of Atlanta, Valley Metro in Phoenix and the Greater Cleveland Regional Transit Authority.

For APTA, he is a graduate of the Leadership APTA Class of 2014; co-chairs the Environmental Justice/Title VI Subcommittee and Major Capital Investment Planning Subcommittee; and serves on numerous other APTA committees.

OmniRide Executives Director Bob Schneider, second from right, joins representatives of PRTC, NVTA and other area municipalities and companies at ground-breaking ceremonies for a facility in Manassas, VA.

OmniRide Breaks Ground For Manassas Facility

The Potomac and Rappahannock Transportation Commission (PRTC), Woodbridge, VA, recently broke ground on a $49.8 million facility in Manassas, VA, that will provide expanded OmniRide bus service for the region—and improved on-time service—when it opens in 2020.

Although there will be no passenger traffic to and from the new Western Bus Maintenance and Storage Facility, PRTC said, it will significantly impact riders’ experiences. It will be the first time that buses serving the western part of OmniRide’s service area can park in and be dispatched directly from Manassas.

“But because of bumps in the road, we’ve waited a long time for this to come to fruition,” said Virginia Department of Rail and Public Transportation Director Jennifer Mitchell. “The completion of this facility will ensure OmniRide can continue to provide the safe and reliable commute their customers deserve.” The system originally considered building a western facility 15 years ago and had to postpone a planned ground breaking in 2015 because of financial restraints.

When construction is complete, the 15-acre property will feature administrative and dispatch offices, parking for 100 buses, eight bays for routine bus maintenance and a fueling and washing area for OmniRide vehicles. The system will split its bus fleet and staff between the new facility and its existing transit center in Woodbridge.

“The OmniRide Western Maintenance and Storage Facility we’re celebrating is going to be more than a building,” said Martin E. Nohe, chairman of the Northern Virginia Transportation Authority (NVTA) and a Prince William County (VA) supervisor. “Upon completion of this regionally significant project impacting commuters, residents and the business community alike, OmniRide’s bus capacity will expand and improve on-time performance, add more options for commuters on the I-66 corridor and reduce congestion.”

Funding for the project includes $16.5 million from the NVTA, $11.6 million from Virginia DRPT and $11 million from the I-66 Express Lanes concessionaire payment.

Gannett Fleming Acquires BB&A

GANNETT FLEMING, headquartered in Harrisburg, PA, has announced its third acquisition in the past several months: Chicago-based transportation firm Bowman, Barrett & Associates Inc. (BB&A), which now operates as a business group of the new parent company.

BB&A’s team has worked on transportation operations, transit and rail, structures, construction management and aviation projects across the greater Chicago area and the Midwest. In the coming year, this group will combine with the existing Gannett Fleming Chicago office.

Gannett Fleming Chairman and Chief Executive Officer Bob Scaer said, “BB&A’s record of delivering excellence to their clients and nurturung a culture of innovation and entrepreneurship is in perfect alignment with our mission.”

Jim Daum, former president of BB&A and now a vice president at Gannett Fleming, said, “While our name is changing, our core principles remain the same … This move will allow us to immediately offer a full suite of engineering services to our clients, combining local expertise with national resources.”

February 11, 2019 | 3
Woodward to Headline APTA Legislative Conference Breakfast

Legendary Washington Post journalist and bestselling author Bob Woodward will address the March 18 “Welcome to Washington” Breakfast during the 2019 Legislative Conference, March 17-19 in Washington, DC. The APTA Business Member Activity Fund is sponsoring the breakfast and AECOM is sponsoring Woodward’s appearance.

Woodward came to international attention in 1973, when he and fellow Post reporter Carl Bernstein uncovered the Watergate scandal. He has received nearly every American journalism award, including two Pulitzer Prizes. In addition to his position as a Post associate editor, he has written about the last nine U.S. presidents and examined how the power of the presidency has evolved. He also has written 19 bestselling books, 13 of which reached number one. In his works, he examines the inner workings of Washington, including the lessons of Watergate and the role of the media.

In addition to hearing from Woodward, conference participants will learn from federal officials, including members of Congress and the administration, and hear from panels of congressional staff and DC opinion makers. Topics will include the coming reauthorization of the FAST Act and strategies to include public transit in any infrastructure initiative. Register by Feb. 15 for a discount on registration fees. For information and to register, visit www.apta.com/me/legislative.

APTA Establishes New CV/AV Committee

The APTA Executive Committee has approved the creation of the Connected and Automated Vehicle (CV/AV) Committee.

“While the pace of connected and automated vehicle technology deployment is uncertain, eventual deployment in the near future is inevitable,” according to the Executive Committee resolution. “Therefore, it is essential for APTA to be engaged in the conversations and discussions about the timing and implications of this new technology.”

The new committee will meet three times each year—at the Legislative Conference, Mobility (Bus & Paratransit) Conference and TRANSform: APTA’s reimagined Annual Meeting—as APTA’s mechanism for engagement, communications, outreach and capacity building that monitors and supports the programs around this new technology.

The main objective of these meetings is to have a mechanism to increase awareness among transit agencies and business members of planning related to CV/AV issues, opportunities and challenges, and implications for the transit planning process. The meetings will provide an opportunity for APTA members to also discuss and identify necessary training, information and tools for deployment and implementation. The CV/AV Committee’s membership will be geared to industry decision-makers from the public and private sectors representing a broad geographic and demographic spectrum. It is open to any APTA member as well as federal, state and local partners. Contact Jeff Hitt, assistant vice president-technical services and innovation, at jhitt@apta.com.

TCRP Seeks Potential Synthesis Study Topics

THE TRANSIT COOPERATIVE Research Program (TCRP) is seeking potential study topics by March 15 for the FY 2019 TCRP Synthesis Program. This program reports on various current practices and is designed to produce a compendium of the best knowledge available on those practices.

Ideas submitted for study topics form the basis for selection of the annual Synthesis Program. Syntheses are relatively short, targeted for approximately 60-80 pages plus reference materials. Topics are selected by a project panel that meets once a year, typically in May, and the TCRP Oversight and Project Selection Committee gives final approval of the selected topics. It is expected that 6-7 new topics will be selected for the FY 2019 Synthesis Program.

Instructions for how to propose new topics can be found at www.trb.org/Studies/Synthesis/SynthesesSubmittal.asp. Information on the TCRP Synthesis Program, including studies currently underway and all completed studies can be accessed at www.trb.org/SynthesisPrograms/Public/SynthesisProgram.aspx.

HART Receives State Funding For Hurricane Repairs

THE HILLSBOROUGH AREA Regional Transit Authority (HART) in Tampa has received $1 million from Florida DOT’s Resilience Program for repairs of infrastructure damaged at the HART 21st Avenue Operations Facility during Hurricane Irma in 2017. These funds are part of approximately $6.6 million in funds allocated to five public transit authorities and organizations whose facilities sustained damage during the 2018 hurricane season.

HART Interim Chief Executive Officer Jeff Seward acknowledged the receipt of the funds, adding, “We could not be more grateful for the administration’s support and look forward to continuing our strong partnership.”

MARTA Does Super Duty During Super Bowl Weekend

The Metropolitan Atlanta Rapid Transit Authority (MARTA) transported more than a half million customers during the three-day Super Bowl LII weekend as massive crowds took advantage of service around the clock. The day before the game, Feb. 2, was MARTA’s busiest in decades with an estimated 270,000 rail riders, more than double that of a typical Saturday. On Super Bowl Sunday, 155,000 customers took MARTA rail to activities downtown and the big game. The agency deployed more than 600 Transit Ambassadors throughout the 38-station line.

In Memoriam

Rhodes, Dayton Official

GENE RHODES, 66, chief performance officer with the Greater Dayton (OH) Regional Transit Authority (RTA), died Jan. 19. He served the authority for more than eight years in various roles in the human resources, maintenance and performance management teams.

Rhodes was a driving force behind agency programs including employee wellness, “Be the One” outstanding work awards, succession planning and veteran recognition. In November 2018, RTA honored him with the dedication of the Eugene A. Rhodes Veterans Memorial outside its Longworth Campus.

MBTA Supports Patriots’ Parade

Boston police traveled to the New England Patriots’ Super Bowl victory parade Feb. 5 in buses provided by the Massachusetts Bay Transportation Authority.
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APTA accepting applications for 2019 Safety and Security Awards


APTA will announce the winners of the Bus and Paratransit Awards at the 2019 Mobility Conference, May 19-22 in Louisville, KY, and the winners of the Rail Awards at the 2019 Rail Conference, June 23-26 in Toronto.

APTA has simplified the application process: the online form includes a field for each question and the completed form can be submitted with one click. Applicants are advised to type their answers for each section ahead of time in a Word document, then copy and paste into the relevant fields. Additional, optional attachments (pictures, letters of recommendation, etc.) can be saved to applications.

For questions, contact Brian Alberts, director-safety (Safety Awards) at balberts@apta.com or Polly Hanson, director-security risk and emergency management (Security Awards) at phanson@apta.com.

LA Metro launches pilot partnership for on-demand service

Los Angeles Metro and the transportation network company Via launched a year-long pilot program Jan. 28 to offer shared, on-demand rides to and from three Metro rail stations.

“This innovative pilot program will give riders another glimpse into LA’s comprehensive future transportation system. Many Metro users face a challenge getting from home to station and vice versa,” said Los Angeles County Supervisor and Metro Board Chair Sheila Kuehl. “They need a quick, easy and inexpensive door-to-door solution and this new pilot is one to consider.”

Passengers wishing to summon shared rides can use Via’s smartphone app or call Via, which will provide a nearby intersection where riders can meet their rides. Each ride begins or ends at one of the three stations within a defined service area around each station.

Metro is subsidizing the cost of each ride, making this service more affordable than many similar services. Riders who are registered with Metro’s low-income fare program can ride free; riders who input TAP cards during account creation pay $1.75 and riders without TAP cards can ride for $3.75. In addition, TTA has provided a $1.35 million grant for the pilot through its Mobility on Demand Sandbox Demonstration program.

LA Metro Chief Executive Officer Phillip A. Washington noted that the shared rides coordinate with the agency’s Vision 2028 Strategic Plan to reduce single-occupancy car trips. He called the pilot program “an exciting partnership,” adding, “We believe this service will offer a truly innovative, affordable and accessible service to LA County to better serve Metro riders’ first/last-mile needs.”

VTA disburse $9.5 million to county municipalities

THE SANTA CLARA Valley Transportation Authority (VTA), San Jose, CA, recently issued checks totaling $9.5 million—collected from county residents since April 2016—under the Measure B program, to local cities and the county.

Almost two years after Santa Clara County voters approved Measure B, the California Supreme Court refused to hear an appeal on a meritsless legal challenge. This paved the way for the lower courts, which also ruled against the challenge, to allow VTA to disburse the tax revenue being accumulated in escrow as of Jan. 30.

“We are ready to provide $9.5 million in advance to cities to relieve the ‘pothole pain’ they’ve endured for so long,” said VTA Board Chair and Santa Clara City Council member Teresa O’Neill. “We look forward to signing the agreements with all of our partner agencies in Santa Clara County, so we can get this much-needed work done to improve mobility for the millions of people who rely on us.”

To date, VTA has collected approximately $360 million, a portion of which goes directly to the 15 cities that comprise the county, and to the county itself, to start making an immediate impact to their local streets and roads.

After this initial advance, funding for the remainder of the local streets and roads projects will come in the form of reimbursements once those projects get underway.

VTA noted that it will also administer funds—totaling about $6.3 billion over 30 years—for eight other 2016 Measure B Program categories that will receive funding for various improvements throughout the county.

Las Vegas RTC to upgrade HVAC with CCW prototype

The Regional Transportation Commission of Southern Nevada (RTC) in Las Vegas will upgrade the heating, ventilation and air conditioning (HVAC) system in 50 of its buses through a total redesign under contract with Complete Coach Works.

CCW explained that a lack of available components to repair the current system has caused an increasing inability to service the system, resulting in RTC not being able to operate some of its buses in revenue service.

The contract has allowed CCW to develop its own operating logic system and retrofit newly designed HVAC components into one of the buses. The successful outcome of this system grant CCW the opportunity to install the system into the remaining 49 buses.

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Technology Integral to LA Metro’s Security Program

BY ANABELLE HERNANDEZ
Deputy Executive Officer, Emergency Security Operations Center (ESOC) System Security & Law Enforcement Division
Los Angeles County Metropolitan Transportation Authority

IN 2010, TSA APPROVED the establishment of long-term Mass Transit Test Beds (MTTBs) as an innovative platform to evaluate security technology suitable for public transit. This platform also allows for the maturity of technologies and development of technical requirements to help address transit security vulnerabilities.

Each year, the Los Angeles County Metropolitan Transportation Authority (Metro) participates in the TSA Research and Development Security Capability Gaps Working Group, where the public transit industry has the opportunity to present TSA with specific security gaps.

The technologies evaluated by TSA are attempting to fill those gaps. Metro has actively partnered with TSA since the beginning of the MTTB program. Metro currently has several ongoing MTTB pilots and is hosting a variety of security technologies:
- Detection at Range of Person-Borne Explosive Detection
- Rail Under-Vehicle Screening System
- Video Analytics
- Intrusion Detection Sensors

The purpose of our pilot programs is to allow Metro to make informed decisions about the suitability of these technologies in securing the traveling public and public areas. Metro is leading the public transit industry in deployment of new security technologies as one of the major systems partnering closely with TSA.

After several successful pilots of Thruvision TAC millimeter passive passenger screening technology at Metro and other major transit cities, Metro was the first major public transit system to procure this technology last year. The agency tested TAC units at its Union Station and 7th Street Metro stations.

We have also deployed the Rail Under-Vehicle Screening System (RUS) at our Monrovia railyard. The RUS identifies anomalies on the undercarriage of rolling stock by comparing recorded images to reference images. This cutting-edge technology has been used for security at Super Bowl XLVIII and during the visit of Pope Francis.

Metro’s mission is to provide a world-class transportation system that enhances quality of life for all who live, work and play within LA County, and with the world coming to Los Angeles for the 2028 Olympics, we are at a pivotal moment. The agency has an opportunity to pursue a more sustainable future using the most advanced public transit security technologies.

One way we can do this is through the establishment of our new Emer- gency Security Operations Center (ESOC), a secure state-of-the-art command center that will serve as the primary location to support day-to-day emergency, security and law enforcement operations. It will provide an opportunity to co-locate bus and rail operations centers, achieving reliable redundancy. Such a facility is necessary to ensure a continuity of operations and a seamless transition of communication, command and control during a catastrophic event.

The ESOC will run and monitor our advanced security systems and host additional security technologies that can be deployed in the field to address ad-hoc requirements or as part of routine security measures.

As Metro continues to field the latest security advances, we maintain an active outreach and education program to ensure that the public is informed and feels safe in the presence of these security technologies. Metro also partners with local law enforcement to provide a safe and secure transit experience to customers.

We understand the importance of technology as part of a comprehensive security program to help deter, prevent and detect intentional attacks on our passengers, system and infrastructure.

The agency will continue collaborating with TSA and other public transit agencies to help address the security capability gaps by evaluating and employing emerging technologies, enabling us to continue providing high-quality service through the Olympics and beyond.

‘BART Watch’ Equips Riders to Easily Report Suspicious Activity to Agency Police

BY ED ALVAREZ
Deputy Chief
San Francisco Bay Area Rapid Transit District Police Department
San Francisco

THE SAN FRANCISCO Bay Area Rapid Transit District’s (BART) GPS-enabled “BART Watch” app allows riders to quickly and discreetly report criminal or suspicious activity directly to the BART Police Department’s (BPD) dispatch center. Users send a text description of what they’re seeing, attach a picture and select from a list of locations and categories. The app is designed to send text messages before pictures so that BPD can receive reports as quickly as possible.

BART continually strives to keep the app up to date with the latest technology to make it as easy as possible for riders to contact BPD. An important update came just last year when the app was improved to allow users to send videos to BPD. Also in 2018, BPD implemented reply templates for dispatchers to use when responding to some of the most common occurrences reported via the app. This has improved response times.

BPD is turning increasingly to the app as a proactive communication tool, with the app now enabling the depart-
Lytx’s Driver Safety Program Transforms a Texas Transit Fleet

BY ADAM McCARTY
Vice President of Marketing & Growth Initiatives
Lytx Inc.

The Concho Valley Transit District (CVTD) in San Angelo, TX, serves a 12-county area, home to more than 150,000 residents, with a 62-vehicle fleet. After the agency’s vehicles were involved in 13 collisions in a single year, district leaders brought in a team of seasoned public transit managers to put safety, reliability, and customer service at the top of their priority list—and they selected the Lytx Driver Safety Program.

CVTD Operations Manager Ryan Herrera noted “a lack of resources to monitor and understand our risks and how we could improve.” After the implementation of the Lytx program, he added, “we were able to see patterns and start prioritizing things we wanted to tackle. One of our biggest problems, for example, was speeding. We didn’t realize how prevalent it was until we saw the data” collected through the driver safety program.

Coaching Better Drivers
With the support of the Lytx program, Herrera spearheaded a comprehensive driver safety and coaching program for the fleet’s 54 operators. Each day he would log into the system to see new events from the previous day.

“We go through it frame by frame,” he said. “We review every detail: where their eyes are looking, where their hands are resting, whether there’s distracting music in the background. We see all sorts of things and we discuss every one of them.”

Herrera also made a point to praise drivers for following proper safety protocols or practicing defensive driving, another Lytx principle. “Whenever someone does something right, I make sure to point it out and I keep the video to use as a training tool,” he said. “We show those videos at our monthly driver meetings. It’s valuable training, and our drivers are proud when they do something well.”

Unexpected Benefits, Successful Culture Change
Once the CVTD operators grew comfortable with event recorders on their buses, Herrera began encouraging them to manually trigger the camera any time something unusual occurred in or around their vehicles.

“We’ve had videos of big potholes, road construction, police blockades, deer, dogs, you name it,” he said. “Each time there’s a manual recording, I can immediately look at what’s happening and, if necessary, reroute our vehicles to avoid damage or delays.”

Public transit agencies must put customer service at the core of their mission. The Lytx DriveCam® Event Recorder comes in handy in capturing rider interactions and managing passenger relations, both positive and negative.

“We’ve had video footage showing angry passengers cursing, but we also have video of a passenger paying another passenger’s fare. One of my favorites is a video showing a longtime passenger who brought burritos for everyone on the bus,” Herrera said.

Achieving Results
Within a year, the agency saw a 58 percent decrease in collision frequency and a 57 percent drop in collision severity. The organization experienced just four collisions into the fall of 2018, all of which were determined to be unavoidable, compared with 13 collisions in 2015, the year before the district launched its transformation. This record placed CVTD in the top-performing government fleets of its size among Lytx’s clients.

Examples of the measurable impact on driver performance include:
- 25 percent improvement in intersection awareness; and
- 95 percent of drivers he coached did not repeat their errors. CVTD was recognized by the Texas Transit Association with its Outstanding Rural Transit System Award in 2017 and Outstanding Small Urban Transit System of the Year in 2018.

“Our mission is safety, reliability and friendliness,” Herrera said. “With safety, our Lytx data and video speak for themselves. I can’t emphasize enough how much this technology has done for us. It’s helped us get to where we are today.”

Lytx harnesses the power of video to help clients see what happened in the past, manage their operations more efficiently in the present and improve driver behavior to change the future.

The newly enhanced Driver Safety Program used by CVTD combines video capture of incidents, such as hard braking or sudden swerving caught with its best-in-class Lytx DriveCam Event Recorder, with data analysis of those incidents and personalized coaching insights to improve driver behavior.
**UPCOMING APTA CONFERENCES & Webinars**

**CONFERENCES**
- Legal Affairs Seminar
  - FEBRUARY 24-26, 2019
  - NEW ORLEANS, LA
- Marketing & Communications Workshop
  - FEBRUARY 24-27, 2019
  - NEW ORLEANS, LA
- Risk Management Seminar
  - FEBRUARY 26-28, 2019
  - NEW ORLEANS, LA
- Legislative Conference
  - MARCH 17-19, 2019
  - WASHINGTON, DC

**WEBINARS**
- An offering of APTA
  - Effective MaaS Strategies: Subscription Services and the Holistic Approach
    - MARCH 6, 2019
  - Vulnerabilities of High-Tech Systems: What Happens When the Lights Go Out?
    - APRIL 24, 2019
  - Technology Trends: Where is Public Transportation Headed?
    - JUNE 5, 2019

**Upcoming APTA Events**
- Transit CEOs Seminar
  - APRIL 13-15, 2019
  - CHICAGO, IL
- International Bus Roadshow
  - MAY 12-21, 2019
  - LOUISVILLE, KY
- APTA’s enhanced Bus & Paratransit Conference
  - MAY 19-22, 2019
  - LOUISVILLE, KY

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**Rock Region METRO Program Aims to Help Homeless**

Rock Region METRO in North Little Rock, AR, recently entered into a new fare agreement program with the Arkansas Homeless Coalition to provide transportation for individuals actively engaged in temporary and supported housing and vocational development programming.

“We want to be a solutions provider when it comes to the mobility needs of central Arkansans and, through this innovative fare agreement, we do not have to sacrifice needed revenue from fare payments to do so, so it’s a win-win,” said METRO Executive Director Charles Frazier. “There are several organizations in our community working to stabilize working and living conditions for people emerging from homelessness. We’re happy to help them keep their clients actively engaged in temporary and supported housing programs and job training programs by organizing a way for partner organizations to fund transportation at a very affordable rate.”

The Transportation Alliance Project (TAP) pilot expands and diversifies METRO’s current fare agreement with area academic institutions. Through TAP, the homeless coalition will pay a flat monthly fee to METRO for a program total of 1,000 eligible riders on the public transit system.

To participate, individuals actively enrolled in TAP partner programs for temporary and supported housing and vocational training may apply with their respective organizations for a coalition 31-Day METRO transit pass. Partner organizations will use monitoring software to track and monitor participant eligibility on a monthly basis.

Coalition President Sandra Wilson said, “The Arkansas Homeless Coalition is thrilled to be a partner in this innovative solution to providing transportation to our partner clients. Our goal is to move 20 individuals from temporary and supported housing to permanent housing in 2019 and continue to be a community resource for ending homelessness in central Arkansas. We anticipate this pilot program will be a game-changer in reaching that goal.”

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**Palm Tran Buses Make Statements**

**Palm Tran** in West Palm Beach, FL, recently unveiled two buses with specially designed exterior wraps, one honoring the legacy of civil rights activist Dr. Martin Luther King Jr. and the other, the Pink Bus, raising awareness of early detection of breast cancer and breast cancer research.

The agency debuted the King bus, on the theme “Where are we headed?”, at the annual Martin Luther King Jr. Parade in Riviera Beach, FL, attended by thousands of spectators. The blue and white design highlights words such as progress, enlightenment, community and hope. More than 30 agency employees and volunteers marched alongside the bus, greeting the crowd with free transit passes, T-shirts, and other giveaways. The bus will remain in service throughout the county until March in honor of Black History Month.

This year’s Pink Bus, a partnership among Palm Tran, Susan G. Komen Florida and Lamar Transit Advertising, focuses on the statistic that African-American women have a 41 percent higher mortality rate from breast cancer than Caucasian women. The bus features photos of nine Palm Beach County breast cancer survivors and will operate on the agency’s busiest route over a four-week period.
Terry to Step Down as IndyGo President and CEO

INDIANAPOLIS—Michael Terry, president and chief executive officer of IndyGo since 2009, has announced that he is leaving that post. Before joining IndyGo in 2003 as vice president of business development, Terry was vice president of a human capital management firm and served as deputy commissioner for the Indiana Bureau of Motor Vehicles.

For APTA, he is a member of the Authorization Task Force; Bus & Paratransit CEOs Committee; Innovative Funding, Finance and PJ Committee; Legislative Committee; Marketing—Advocacy Communications Task Force; Marketing & Communications Committee; Mid-Size Operations Committee; Procurement & Materials Management Committee; and Public Transportation CEO Coordinating Council.

Former FTA Acting Administrator Flowers Joins InfraStrategics

LOS ANGELES—Carolyn Flowers, FTA acting administrator in the Obama administration, has joined InfraStrategies LLC as a partner and managing principal. Her public transit career includes almost 20 years with Los Angeles Metro, completing her tenure as chief operating officer, then serving as the Charlotte (NC) Area Transit System as public transit director and chief executive officer before her FTA appointment. Since leaving government service, Flowers has worked in engineering and consulting with private industry.

She is a graduate of the Leadership APTA Class of 2003, an at-large director on the APTA Board of Directors, vice chair of the Meetings Programming and Site Selection Committee and a member of the Leadership APTA Committee.

SAN BERNARDINO, CA—Shawn Brophy has joined Omnitrans as director of operations following the retirement of Diane Caldera. Brophy’s more than 25 years of public transit experience include service in both the private and public sectors. He was employed by MV Transportation for the past six years, most recently as quality assurance director at the North County Transit District, Oceanside, CA. Earlier he worked in Las Vegas, Denver, and Ann Arbor, MI.

CHICAGO—The Regional Transportation Authority (RTA) announced the appointment of Christopher J. Groven as its newest board member, representing Kane County. Groven, who worked for BP for almost 30 years, succeeds Donald DeWitte, who became an Illinois state senator.

FLORHAM PARK, NJ—Conduent Transportation, a business unit of digital interactions company Conduent Incorporated, announced the appointment of John Peracchio as general manager, mobility solutions and strategy. He has more than 30 years of experience, working since 2007 as a consultant to businesses, investors and public entities. He also has chaired the Michigan Council on Future Mobility, a 21-member advisory panel within Michigan DOT.

COLUMBUS, OH—The Central Ohio Transit Authority (COTA) has named Glenn Taylor chief sustainability officer. He comes to COTA with more than 30 years of experience, most recently as director of security for Columbus City Schools and executive director of the Investigative Unit at the Ohio Department of Public Safety. Taylor also led the security detail for the mayor of Columbus for 15 years and served as a Columbus police officer.

CHICAGO—Sandy Bushue, former FTA acting and deputy administrator and deputy director of the Congressional National Commission on Intermodal Transportation, has joined Quandel Consultants as the leader of its new Washington, DC, office. Bushue has more than 25 years experience in entrepreneurship, business development and government affairs.

PASADENA, CA—Parsons announced the promotion of Thomas (Tom) Topolksi to executive vice president, infrastructure business development, based in the firm’s Centreville, VA, office. He previously was senior vice president for rail and transit business development. Before returning to Parsons, where he had worked from 1998-2008, he was executive vice president at Turner & Townsend North America and served in several roles at Louis Berger, including president of Louis Berger International.

SEATTLE—The Sound Transit Board of Directors named Redmond Mayor John Marchione as chair, succeeding Snohomish County Executive Dave Somers, and Seattle’s Mayor Ron Lucas and Everett Councilmember Paul Roberts as vice chairs.

OMAHA—Brian Buchanan has joined the San Antonio office of HDR as a transit principal project manager and transit section manager. He previously was senior vice president of development for VIA Metropolitan Transit in San Antonio and has more than two decades of public transit experience, including work on Valley Metro Rail in Phoenix.

WASHINGTON, DC—The District of Columbia DOT has named Everett Lott its deputy director. Lott has more than 25 years of experience in administration, serving most recently as HHWA’s senior advisor for shared services in the FHWA Office of Administration.

NEW YORK CITY—WSP USA has named Bernard P. McNeilly to lead program management and construction management, a new organizational unit whose services include program/project management, program controls, project information management systems and construction management. McNeilly joined WSP in 2007 and most recently was chief operating officer for the firm’s transportation and infrastructure business.

NEWARK, NJ—Raymond P. Kenny has joined New Jersey Transit Corporation as senior vice president and general manager of rail operations. He began his transportation career in 1970 as a ticket clerk with MTA Long Island Rail Road, rising through the ranks and serving at one point as the railroad’s acting president, and more recently he has been an operations and planning consultant with WSP USA.

DENVER—Pauletta Tonilas, chief communications officer for Los Angeles Metro, has been named assistant general manager of communications for the Regional Transportation District (RTD). Tonilas, who has 30 years of communications experience, has worked at LA Metro for three and a half years. Earlier, she held progressively responsible roles at RTD over 12 years, a time of major expansion for the agency. She also served as public information officer for Englewood, CO, and a television news anchor and reporter.

For APTA, she is secretary of the Marketing & Communications Committee and a member of the Marketing-P3s Task Force and the Annual Meeting Planning Subcommittee.

Also, the RTD board named incumbent board Chair Doug Tisdale to another term. He is the former mayor of Cherry Hills Village and president of a law firm. Other officers are Peggy Catlin, first vice chair; Angie Rivera-Malipiede, second vice chair; Jeff Walker, secretary; and Shelley Cook, treasurer.

Seven new members have joined the RTD board: Shontel M. Lewis, Rivera-Malipiede, Washington, D.C.; Jim Beall, Cook, Lynn Guisinger and Catlin.

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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 on line.

TO PLACE AN AD: E-mail the requested date(s) of publication to: ptads@apta.com. Mailing address is: Passenger Transport, 1300 15th Street, NW, Suite 1200 East, Washington, DC 20005. Ad copy must be received by phone. DEADLINE: 1 p.m., EST, Friday, one week prior to publication date.

INFORMATION: Phone (202) 496-4877.

BIDS/PROPOSALS

AMERICAN PUBLIC TRANSPORTATION ASSOCIATION

REQUEST FOR PROPOSAL (RFP)
CONSULTING SERVICES FOR LEGISLATIVE AND ADVOCACY ACTIVITIES

To meet today’s demands and prepare for a new future, the public transportation industry depends on federal, state, and local funding. As a result, advocacy—promoting the industry’s interests and securing necessary funding in Washington, DC—is the American Public Transportation Association’s (APTA) most important priority. Through its legislative advocacy efforts, APTA serves as the leading voice and advocate for the public transportation industry on Capitol Hill and with the Administration.

APTA seeks consultant(s) who will provide services to APTA on legislative and advocacy activities, including advocacy regarding funding, financing, and policy objectives for public transportation and passenger rail programs. Requirements for Proposal Preparation and instructions for submitting responses are available on the APTA website at https://www.apta.com/about/rpf/Agenda/Legislative%20Consulting%20Request.pdf.

Deadline for submission is February 15, 2019. Please contact Ward W. McCarigal, Vice President, Government Affairs, APTA, at wmccarigal@apta.com if you have any questions.

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The People On The Move section contains information from a variety of sources. The text is a combination of names, titles, and job duties. The information is presented in a list format with brief descriptions of each individual's role or the organization they work for. Some names and titles are highlighted in different colors or in bold text, indicating a possible emphasis or importance.

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February 11, 2019 | 9
The City of Los Angeles Department of Transportation (LADOT) is presently soliciting proposals for the operation of the services that provide Public and LAX airport rail services.

The anticipated release date of the Request for Proposals (RFP) is the week of February 15, 2019. Interested respondents can download the RFP from the Los Angeles Business Assistance Virtual Network (BAVIN) website at https://www.labvin.org/ RFP of Interest registration requested.

The City of Los Angeles does not discriminate on the basis of disability and, upon request, will provide reasonable accommodation to ensure equal access to its programs, services, and activities.

HIGH SPEED RAIL ENGINEERING

The Lyles College of Engineering at California State University, Fresno seeks applicants for a full time fac-

ulty position in the area of high speed rail engineering. The University will be hiring a Transportation Engineer, Associate or Professor. However, appointment as tenured Full Professor, or as a temporary Lect-
er, will be based on exceptional case. Further details and information please check Job number 13635 at the following link. http://apps.caes.ucsf.edu/137520

COMMERCIAL DIRECTOR

Guided by a novel and ambitious City's TRANSIT Plan, the Toronto Transit Commission (TTC), North America's third largest transit system, has embarked on a 5-year journey to transform into a transit system that makes Toronto proud. Our planning strategy and investments are strategically aligned with the TTC's corporate mission "to provide affordable, efficient, and improved transit schwarzweg, and subway system that draws its high standards of customer care from our rich traditions of service and courtesy." We are currently seeking a Commercial Director on a permanent full-time basis.

Key Accountabilities:

Reporting to the Chief Project Manager, the Commercial Director will join TTC's Engineering, Construction and Expansion (SCO) Group with a focus on the Line 2 East Extension (formerly known as Scarborough Subway Extension) project. This position is responsible for the commercial activities in line with delegated authorities, with a programme value of up to $3.5B.

The Commercial Director will develop procurement and commercial strategies for the Line 2 East Extension and its project areas, as well as lead and deliver of commercial activities, processes and systems.

- Manage all commercial stakeholder parties to develop and maintain control commercial of the project
- Manage all procurement activities including subcontractor analysis; development and imple-
mentation of sourcing and procurement strategies;
estimating and cost planning; prequalifica-
tion; tender and negotiation of contracts and contract award recommendations; contract ad-
mistration; and cost and claims management
- Oversee and direct the management of construction, engineering, supply and service con-
tacts
- Oversee and direct the management of project suppliers, advising on potential risks to commer-
cial agreements and supplier performance, and estimating concerns as necessary
- Oversee and direct the preparation of detailed analyses of variances, earned value calculations, and associated explanations
- Lead on complex contract negotiations; for-
mulate negotiation parameters; analyze and interpret commercial market data for use in negotiation
- Represent the TTC at performance meetings with suppliers, contractors, commercial performance contractors, and reach agreement on improvement plans
- Responsible for providing leadership in over-seen and the performance of the Department of Cad, directly or through direct reports engaging in access-
ibility/accommodation needs of TTC passengers and employees are effectively managed in a timely fashion in accordance with the Ontario Human Rights Code and Related Orders so that they can benefit from the TTC as a service provider and an employer
- Participate in the TTC Customer Service Ambas-
sador Program

Skills, Knowledge, And Experience

- A University degree, or CMC Diploma, in Quantity Surveying or Engineering, with exten-
sive relevant experience, or a combination of education, training, and experience deemed to be equivalent
- A Chartered Quantity Surveyor (MCRC) or Pro-
fessional Certified Quantity Surveyor (PQS), or an equiva-
 lent qualification, is required
- Qualification as a Fellow of the Royal Institute of Chartered Surveyors (FRCIS) an asset
- Affiliation with the Chartered Institute of Pur-
chasing and Supply an asset
- Experience identifying and effectively manage
contracts, including communications, change
control, variation/cost management event assess-
ments, contract interpretation, mediations and closed
out
- Experience and proven ability to manage several strategic commercial initiatives
- Expert knowledge of various commercial activi-
ties, how they are related and apply to different processes or businesses
- Advanced knowledge of strategy development and project management practices including estimating, cost planning, project controls, and reporting
- Comprehensive knowledge of applicable com-
mercials and construction regulation, legislation, and/or case law, particularly in relation to claims man-
agement
- Must possess sound judgement, highly devel-
oped management, organizational, interper-
sational, oral and written communication skills; negotiation, mediation and conflict resolution skills; excellent numeracy, data, analytical, and problem-solving skills

Must have or rapidly acquire a comprehensive knowledge of the Ontario Human Rights Code and Related Orders including accessing accommodation, accessibility, and accessibility requirements pertaining to passengers and employees.

- A valid Province of Ontario Class “G” driver's licence is required

This is a permanent full-time position located in Toronto, Ontario and reports to the Chief Project Manager.

Language of Work: English

Minimum Annual Salary Range: $160,000 to $250,000 CAD annually.

Salary ranges are subject to change from time to time in accordance with TTC policies. In addition, a comprehensive benefits pack-

age is also available (subject to eligibility criteria) including Healthcare and Dental Benefits, Disability Benefits, and ADIS. In addition, Pension, Plan Benefits, Out of Country insurance coverage, and Discretionary Allowances.

To apply, please submit your application/resume and related materials to TTCatboyden.com and state the title of the position in the subject line of your email.

TTC Business Address and Work Location:

Toronto Transit Commission
1900 Yonge Street
Toronto, Ontario
M4S 1Z2

We thank applicants for their interest but advise that only those selected for an interview will be contacted.

The TTC is committed to fostering a positive workplace culture with a workforce that is repre-
sentative of the communities it serves. Committed to the principle of diversity and inclusion, the TTC encourages applications from all qualified applicants. Accommodation is available for applicants, including those with a disability, throughout the recruitment process.

Please contact Boyden at TTCboyden.com for details.

DENTON COUNTY TRANSPORTATION AUTHORITY

OPEN OPPORTUNITIES

To apply for any DCTA job, please visit https://dcta.
net/business:center/careers

Job Title: PROJECT MANAGER

Department: Planning & Development Salary Grade: DOQ ($68,856.43 - $86,070.34 an-
ually)

Purpose Of Job

Responsible for the planning, supervision and technical inspection of DCTA capital improvement projects. Responsibilities include coordination with consultants or Architectural/Engineering firms in programming, scoping and budgeting projects, participating in contract negotiations and acting as the Owner’s representative on construction projects.

Job Title: SENIOR REGIONAL PLANNER

Department: Planning & Development Salary Grade: DOQ ($55,085.43 - $68,856.43 an-
ually)

Purpose Of Job

The Senior Regional Planner is responsible for executing the agency’s long-range planning efforts and strategies. The position includes regional transportation infra-
structure planning, emergency planning, service and trail expansion and service innovation.

Job Title: GRANTS MANAGER

Department: Finance Salary Grade: DOQ ($55,085.14 - $68,856.43 an-
ually)

Purpose Of Job

Reviews and monitors grant-funded contracts awarded by various funding agencies to ensure DCTA compliance with requirements and regulations governing agency as well as generally accepted ac-
counting principles (GAAP).

Job Title: FINANCIAL ANALYST

Department: Finance Salary Grade: DOQ ($55,085.14 - $68,856.43 an-
ually)

Purpose Of Job

The position provides analytical expertise to sup-
port financial and operational goals of the agency.

The incumbent acts as a resource for other departments in the collection and analysis of a variety of data. This person will present alternatives and make recommendations to improve financial performance and operational efficiency.
The Chief Operations Officer (COO) plans and manages the activities of Bus Operations, collaborates with other senior executives to ensure member of the leadership team, this position col-

Department:

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partner locally on sales pursuits, and report to the activities in the municipal ADA sector and focus

2017 and has secured multiple contracts with transit

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The VP of National Accounts will lead all sales

Must possess comprehensive knowledge of fed-

strategic direction and implementation strate-

nizational performance.

Must possess skills in the application of human

revise organizational processes and practices to

labor relations.

Provides safety oversight.

Oversees and works with line management

Attracts, recruits, retains, and motivates op-

growth, revenue generation, and customer sat-

of this job. It is not to be construed as an exhaustive

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Physical/Mental: Requires ability to handle nu-

merous activities at one time. Must be able to drive.

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