Moving America’s Public Transportation Systems Forward

BY SEN. MIKE CRAPO (R-ID)
Chair, Senate Committee on Banking, Housing and Urban Affairs

THE SENATE BANKING COMMITTEE recently held a hearing on the reauthorization of the Fixing America's Surface Transportation (FAST) Act, which expires at the end of September 2020. The FAST Act provides long-term funding certainty for public transportation agencies across the country—funding that goes toward capital investment in our nation’s transportation infrastructure.

SENATE REAUTHORIZATION HEARING CONTINUED ON PAGE 6

APTA’s Authorization Recommendations: Now Is Our Opportunity

BY DORVAL R. CARTER JR.
President
Chicago Transit Authority
Chair, APTA Legislative Committee

ERIKA MAZZA
Vice President of Operations, Western North America
Keolis North America
Vice Chair, APTA Legislative Committee

LAST FALL, APTA’S BOARD of Directors unanimously approved Surface Transportation Authorization Recommendations. This achievement was the culmination of a two-year effort by the Legislative Committee, under the leadership of former Chair Diana Mendes and Vice Chair Leanne Redden, to achieve consensus across all of APTA’s different constituencies and speak with one voice.

RECOMMENDATIONS CONTINUED ON PAGE 8

It’s All About Advocating For Our Continued Success

BY NURIA I. FERNANDEZ
Chair, APTA
General Manager and CEO
Santa Clara Valley Transportation Authority
San Jose, CA

THIS WEEK, MORE THAN 500 public transportation leaders from across the country are in Washington, DC, to advocate for a more mobile America. Why should every resident—including every Member of Congress—embrace this cause? Because freedom and progress are built on mobility, and public transit is the connection to a better life for millions of people every day.

APTA’s new advocacy and outreach campaign—“Public Transportation Gets Us There”—communicates the multi-dimensional nature of how our industry benefits the nation. Yes, public transportation gets us “there,” to the places and opportunities we need or seek, such as a job, a classroom, a family member or a healthcare facility. But public transit also gets us to a different “there”—to less congestion, safer streets, cleaner air, more opportunities, greater employment and a stronger national economy.

Public transportation is an essential public service that strengthens all of America. That’s why it’s vital for APTA to be heard in Washington this week.

When I began my tenure as APTA chair last fall, I knew 2020 would be a momentous year. With the FAST Act due to expire Sept. 30, APTA needed to expand its voice, its stories of best practices, its skills and its army of allies. With this in mind, I identified four priorities that will help us secure the federal support we need for our industry.

ADVOCATING FOR CONTINUED SUCCESS CONTINUED ON PAGE 2

When We Build Better Public Transportation, Everyone Wins

BY SEN. SHERROD BROWN (D-OH)
Ranking Member, Senate Committee on Banking, Housing and Urban Affairs

CONGRESS HAS BEGUN THE WORK to reauthorize federal surface transportation programs, and I hope our efforts recognize that public transportation helps the people we serve reach better jobs and spend less of their time and their hard-earned money commuting. Hard work should pay off. But for most people, wages are flat and the cost of everything is up—housing, healthcare, childcare and, yes, transportation.

We know how transportation can be a huge drain on family budgets and on their time. And it can limit their job choices and make it harder to hold down jobs that are far from where they live.

The average American household spends 13 percent of their income on transportation—and low-income workers spend between 20 and 30 percent of their wages on commuting.

And we know how an unexpected car repair or a car accident can devastate families who rely on their cars to get to work—40 percent of Americans don’t have the money to cover a $400 expense in an emergency.

So, what happens? They lose their job because they can’t get to work, or they go to a payday lender and get trapped in a cycle of debt. Either way, people feel trapped. There’s not much dignity in a job that you’re one car breakdown away from losing.

A more balanced transportation system with high-quality transit service can give riders a quick and affordable trip to and from work, or school or a medical appointment.

It’s pretty simple—when you have better, faster transit service, more people use it. In Columbus, the Central Ohio Transit Authority, better known as COTA, redesigned its bus routes and built a bus rapid transit line. What happened? Last year COTA had its highest ridership in 31 years. The CMAX BRT, which I proudly supported, contributed to a 25 percent increase in ridership on the Cleveland Avenue corridor since it opened in early 2018.

When we build better public transportation, everyone wins. The Cincinnati USA Regional Chamber gets it. They are part of a broad coalition championing a ballot measure in March to fund high-frequency bus service and road building. Public transportation systems, we hold the keys to a stronger, more mobile America.

BUILDING BETTER PUBLIC TRANSPORTATION CONTINUED ON PAGE 6
ADVOCATING FOR CONTINUED SUCCESS

and achieve our association’s strategic goals for the future:

Advocacy
APTAs most important responsibility is to advocate for increased federal funding and pro-transit policies so that our industry can better serve the public, grow the economy and help address environmental challenges. To successfully engage elected officials and administration officials, we need to build high-value partnerships that broaden public transportation’s support and influence.

Thanks to the work of APTA’s Legislative Committee, we have an extensive set of recommendations for what our country needs in a new multi-year surface transportation law. [Learn more on pages 1 and 8]. Armed with our industry’s “must have” list of programs, we are well prepared for our Legislative Committee in Washington, DC—and the timing could not be better.

Right now, in congressional offices across Capitol Hill, decisions are being made and legislative language is being written that will shape the debate in the House and Senate, whether that occurs this summer, at the end of the year or even in early 2021 should Congress need to extend the current FAST Act for a few months.

The bottom line: APTA is in the right place at the right time this week.

Securing a new surface transportation authorization—with the level of funding and the forward-looking programs our industry needs—is essential, but we also must work more closely with state and local governments to ensure transit services can be delivered efficiently and effectively. Dedicated bus lanes, better access to light rail and questions about “who owns the curb” in an increasingly crowded mobility environment require new kinds of working partnerships. This is why I have launched an effort to get more state transit associations and DOTs to increase their involvement with APTA, support our authorization recommendations and principles for infrastructure investment and collaborate to advance our industry’s goals.

Membership Growth and Engagement
This priority is about expanding APTA’s political footprint across the country. APTA already represents most of the public transportation systems and hundreds of transit-related businesses in the U.S. and Canada. Still, to guaran-
tee a successful future during times of transformational change, we need to bring more people and organizations under the APTA tent, especially smaller agencies and companies in communities where we are under-represented.

My objective is to grow APTA’s membership from multiple constituencies by developing new methods for recruiting, engaging and retaining prospective members. This means redefining the value propositions that appeal to diverse organizations by listening to the needs of public transit agencies and businesses of different types and sizes, state DOTs, state transit associations, transit board members and Leadership APTA participants. We want to learn what each of these groups thinks are the most important APTA benefits. This work is now underway, and we expect to complete a plan by September that will ultimately increase our membership and effectiveness in Washington, DC, and across the country.

Mobility, Innovation and Technology
To meet investment needs, APTA must explain public transportation’s vital role in the evolving mobility landscape. We have compelling stories to tell about how transit agencies are leading change—how, when and where we connect people to the opportunities they seek—efficiently, conven-
tly, safely and environmentally friendly.

Industriwide, we are seeing a growing desire to experi-
ment, innovate and explore new ways to meet the needs of our customers. And as our industry becomes more complex, more driven by new technology and more integral in an ever-changing mobility mosaic of public and private services, we are expanding our knowledge and creating best practices that didn’t exist only a few years ago.

Working with groups like the Transportation Research Board, ENO, University Transportation Centers and others, our objective is to build an easily accessible library of new research on mobility and develop modern standards, met-
rics and a common language for the future.

As APTA chair, I’ve called for:
• A summit, in conjunction with the APTA Mobility Conference, to encourage partnerships between city governments and transit agencies;
• A “Future of Transportation” workshop, in conjunction with the Sustainability/Multi-Modal Planning Workshop in July to examine demographic and travel trends; and
• A meeting of the Chief Innovation Officers Council at APTAtech in September for transit agency chief innovators to collaborate on the growing number of transportation pilots in areas like safety, fare collection, cybersecurity, automation and accessibility.

Workforce Readiness
We all know how important it is to invest in our most impor-
tant infrastructure asset: our people. If we’re telling decision makers that our industry is becoming more complex, flexible and innovative, we also need to demonstrate a commitment to developing those qualities in our workforce.

We have initiated a work program designed to sharpen the preparedness of our employees by offering a host of training options and career paths. Special emphasis is being devoted to advancing the skills of current frontline workers and recruiting and retaining new public transportation entrants, whose knowledge and abilities will grow as transit jobs evolve.

Among our initiatives, we’re partnering with schools and training organizations to develop a curriculum for high-school-level students who are interested in transit-related technical careers. The goal is to attract high school seniors from low-income communities into entry-level industry jobs, to provide a career ladder to better opportunities and to build a diverse talent pipeline to sustain the future of the industry.

This is an ambitious agenda for 2020, and I am confident we will be successful. Our industry has always adapted to change and taken on new responsibilities, and we will meet this decade’s challenges.

This week, we have the potential to take a giant step for-
ward in the future of APTA and public transportation.

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Peoria Launches Arizona’s First AV Pilot

PEORIA CITY COUNCIL HAS launched Arizona’s first shared-ride, autonomous shuttle pilot program operating on a public street, RoboRide.

In partnership with Florida-based autonomous mobility solutions company Beep, the pilot will test the feasibility of using autonomous vehicles alongside current transportation options as well as ridership adoption behaviors and patterns.

“We are extremely excited about this opportunity,” said Peoria Public Works Director Kevin Burke. “This is level-five autonomous technology. It could be a game changer for Peoria transit.”

Santa Clarita Launches Microtransit Pilot, Breaks Ground on Transfer Station

THE CITY OF SANTA CLARITA, CA, has launched a new microtransit pilot, GO! Santa Clarita. The grant-funded service will connect riders to existing fixed-route and rail services during peak demand periods. The service is a partnership between the city and MV Transportation, which developed the app for the service.

The pilot program was created in response to service recommendations within Santa Clarita Transit’s recently adopted Transit Development Plan. “GO! Santa Clarita marks the first major service change following the adoption of our TDP,” said Administrative Analyst Alex Porlier. “Coupled with the recent groundbreaking of our future Vista Canyon Bus Transfer Station, staff is excited to continue enhancing SANTA CLARITA CONTINUED ON PAGE 8

Public Transit Agencies Respond to Coronavirus

PUBLIC TRANSIT AGENCIES across the U.S. and Canada are increasing their efforts to mitigate a potential coronavirus outbreak.

APTA hosted a webinar March 5 where health experts and public transit professionals discussed and shared strategies and answered questions. Visit www.apta.com/public-transit-response-to-coronavirus for more information about the public transit industry’s response to coronavirus, including an APTA Coronavirus Fact Sheet and other resources.

Agencies are encouraging employees and riders to follow this advice from the Centers for Disease Control and Prevention (CDC) to keep themselves and others healthy: wash hands frequently with soap for at least 20 seconds; avoid touching your eyes, nose and mouth; cover your mouth and nose when sneezing or coughing; and stay home when feeling sick.

Agencies are increasing their cleaning of vehicles and facilities and issuing employees with hand sanitizers, gloves and other supplies. In addition, these agencies are also undertaking the following precautionary measures:

New York
The New York Metropolitan Transportation Authority (MTA) has been providing information to its employees and 8 million daily customers across NYC Transit, Metro-North and Long Island Rail Road.

The agency has deployed health guidance in English, Chinese, Spanish, Russian and Korean across the system on 3,600 subway screens, 2,000 bus screens and at 84 subway station street entrances. The same messaging is also being deployed across its railroads.

“The MTA has protocols in place for CORONAVIRUS RESPONSE CONTINUED ON PAGE 6

New CEOs Named

Flynn, Amtrak
AMTRAK HAS NAMED WILLIAM J. FLYNN its next chief executive officer and president. Flynn, a seasoned business leader with four decades of transportation and logistics experience, will begin his role April 15.

Flynn has worked across multiple modes of transportation, including rail, maritime and aviation. Most recently, he served 13 years with Atlas Air Worldwide Holdings, Inc., as president and CEO and board chairman. He also held senior roles with CSX Transportation, Sea-Land Services, Inc. and GeoLogistics Corp.

Ballard, Interim, Regional Transportation District, Denver
THE REGIONAL TRANSPORTATION DISTRICT (RTD) IN Denver has named Paul Ballard its interim general manager and CEO. Ballard, who retired last year as CEO of Trinity Metro, TX, replaces Heather McKillop, RTD’s chief financial officer. McKillop served as RTD’s acting interim general manager and CEO since Dave Genova retired in January after 26 years with the agency.

Ballard most recently had been advising the Secretary of Transportation’s office for North Carolina DOT on its efforts to invest in commuter rail in that state. Prior to his work in Texas, Ballard served as CEO of the Nashville MTA and Regional Transportation Authority of Middle Tennessee. He has served as a general manager, CEO or president of public- and private-sector transit systems for more than four decades.

Feinberg, Interim, New York City Transit
THE METROPOLITAN TRANSPORTATION AUTHORITY (MTA) has named Sarah E. Feinberg, MTA Transit Committee chair and former FRA administrator, as interim president of New York City Transit (NYCT). She will oversee the 48,000-person workforce of the NYCT, as well as operations for New York City subways, buses, paratransit services and the Staten Island Railway.

Feinberg previously served in a number of leadership posts under President Obama. Only the second woman to lead the FRA, Feinberg also served as chief of staff at U.S. DOT and special assistant to the president and senior advisor to White House Chief of Staff Rahm Emanuel. She has also served on the Amtrak Board of Directors.

Photo courtesy of Metrolinx

“Peoria’s passion for innovation and sustainability is evident through their vision and leadership on this project,” said Joe Muye, CEO of Beep. “We are very excited to be a part of this collaboration to offer a safe, green and intelligent mobility solution so Peoria’s residents and visitors can have an even more exciting spring training experience.”

The fully electric, 10-passenger, ADA accessible vehicles are manufactured by NAVYA. While the vehicles are driverless, there will be an attendant on board at all times for safety, with each vehicle limited to a maximum speed of 15 mph during the pilot program.

The vehicles use a pre-programmed, fixed route with a combination of localization technologies, including advanced sensors and cameras. The vehicles are also monitored by Beep’s command center, which can communicate with the shuttle attendant at any time.

Santa Clarita Mayor Cameron Smyth, left, and local councilmembers and dignitaries break ground on the Vista Canyon Bus Transfer Station.
FRA's Williams to Speak At Legislative Conference

FTA ACTING ADMINISTRATOR K. JANE WILLIAMS WILL address attendees at the APTA Legislative Conference March 15-17 in Washington, DC. She will discuss the year ahead in public transit at the Opening General Session March 16.

The APTA Legislative Conference will also feature political campaign leader and “media master” Mike Murphy and sessions with key government officials, including members of Congress and the Administration.

For more information and to register, visit www.apta.com/legislative-conference.

FRA Announces NOFO to Help Communities Prosper

FTA HAS ANNOUNCED A NOTICE of Funding Opportunity (NOFO) for $8.5 million in Fiscal Year 2020 competitive grant funding for projects that help lift communities out of poverty and support recovery from substance abuse.

The new Helping Obtain Prosperity for Everyone (HOPE) program will provide funding for planning, engineering and technical studies and financial plans that will result in improved public transportation, new transit routes and facilities, and innovative technologies in communities experiencing persistent poverty.

“The HOPE Program is designed to help communities succeed,” said FTA Acting Administrator K. Jane Williams. “We want to ensure that transportation connects people to jobs, school and healthcare and is not a barrier for people seeking substance abuse treatment and recovery services.”

The program will also support coordinated human service transportation planning to improve transit service or provide new services such as rides to opioid abuse recovery and treatment.

Eligible applicants must come from counties with more than 20 percent of the population living in poverty for 30 years or more, as measured by the U.S. Census or the 2013-2017 American Community Survey. For more information, visit www.bit.ly/NOFO-HOPE. Applications will be accepted until 11:59 p.m. Eastern, May 4.

Commuter Rail Industry on Path to PTC Implementation

THE COMMUTER RAIL INDUSTRY continued to make progress toward implementing Positive Train Control (PTC) in the fourth quarter of 2019 and remains committed to completing full implementation by the December 2020 deadline. Currently, 57 percent of service miles are in PTC operations or Revenue Service Demonstration. This represents an 8.4 percent increase from the third quarter of 2019.

“Safety is a fundamental operating principle and a promise to our riders. For APTA and commuter rail operators, safety is a core value,” said APTA President and CEO Paul P. Skoutelas.

Promoting Public Transit By Developing Relationships On The Hill

APTA IS HOSTING ITS FIRST EVER General Session: Advocacy Training, March 16, during the 2020 Legislative Conference March 15-17 in Washington, DC.

Led by two former Members of Congress—Sen. Byron Dorgan (D-ND) and Rep. Phil English (R-PA)—the session will help APTA members take the guess work out of visits to Capitol Hill with guidance on what to expect when meeting with Members of Congress, including the most effective ways of expressing the need for increased investment in public transportation.

In addition, APTA has released a new video on meeting with elected representatives in Washington, DC, to advocate for public transportation. The video discusses what to expect and how to have the greatest impact, including sharing local stories on how investment grows the economy and improves the lives of riders and workers in the community. View the video at www.apta.com/advocacy.

Nominations for APTA Awards Due by April 17

APRIL 17 IS THE NOMINATION deadline for the 2020 APTA Awards program, which recognizes “the best of the best” public transportation professionals and organizations in North America.

APTA Award winners are outstanding role models of excellence, leadership and innovation whose accomplishments have greatly advanced public transportation. Any individual employed by an APTA member in good standing can submit nominations.

NEW THIS YEAR: The criteria for the APTA Awards program related to diversity, inclusion and equity has been strengthened. For the Outstanding System Award, the qualitative criteria for Women and Minority Advancement has been renamed Diversity, Inclusion and Equity. It showcases the mission, strategies, policies and practices used to attract and support a diverse workforce; promote an inclusion- and equity-focused culture internally; and in vendor, customer and community engagement. For Individual Awards (Business Member, Transit Manager/ head of system, Transit Board Member and Hall of Fame) it demonstrates a sustained commitment to the principles of diversity, equity and inclusion through leadership practices and policies.

For more information and to nominate, visit https://tinyurl.com/uc7wghc.

Transit Employees Pledge To Fight Human Trafficking

ONE HUNDRED TRANSPORTATION industry employers have met U.S. Transportation Secretary Elaine L. Chao’s call to sign onto the “Transportation Leaders Against Human Trafficking” pledge. These signatories join more than 250 leaders across all modes of transportation committed to training more than one million employees to help fight human trafficking.

“America’s transportation system is being used to facilitate this modern form of slavery; the department commands these employers for their commitment to train their employees to help detect and save victims of human trafficking,” said Chao.

In January, Chao announced a series of efforts to combat human trafficking in the transportation sector. Among them, she called upon transportation leaders to take a public stand against human trafficking by signing USDOT’s “Transportation Leaders Against Human Trafficking” pledge.

Chao committed to seeking out “100 Pledges in 100 Days” from transportation, labor and non-governmental organizations across the U.S. The department far exceeded that goal, receiving 100 pledges within just 30 days. Forty nine out of 50 state DOTs have agreed to sign the pledge in addition to transportation authorities in the District of Columbia and Puerto Rico. A full list of signatories is available at www.bit.ly/USDOTpledge.
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purchases and operations of the systems, and ultimately promotes safety, mobility and economic opportunity.

Public transportation plays a key role in our nation’s economy. There are over 430,000 workers employed in public transportation in the United States, and transit provides approximately 33 million trips every workday, taking many Americans to and from work, school and medical appointments. Although people typically think of public transportation as large, urban transportation systems, such as subways, transit is a critical lifeline to many rural communities as well. For example, in my home state of Idaho, where fixed-route bus service plays an important role in the more rural areas like Boise, non-emergency medical transportation is critical to the health and well-being of many elderly and disabled Idahoans, and tribal transit provides connectivity opportunities for the Coeur d’Alene, Nez Perce and Shoshone-Bannock tribes.

During this public hearing, there was an appropriately large emphasis on the fact that we are facing yet another surface transportation reauthorization where the solvency of the Highway Trust Fund is the most significant issue that needs to be addressed in order to advance a comprehensive, long-term reauthorization bill. The Highway Trust Fund was originally intended to be funded with federal gas and diesel taxes. However, since 1993, Congress has chosen to transfer general fund money into the Highway Trust Fund to pay for reauthorization bills. The highway account required a $52.8 billion general fund transfer to pay for the FAST Act and the transit portion of the FAST Act required an $18.1 billion general fund infusion; these numbers will only continue to grow if we do not address the underlying solvency.

There have also been many changes to the mobility landscape since the last reauthorization, such as the rise of on-demand service, transitions to electric vehicles and deployment of autonomous technologies that should be addressed in a comprehensive long-term bill. Traditional fixed-route transit service is an essential backbone for comprehensive transportation networks. However, there have been numerous technological advances that can enable a higher quality of service at a lower cost that agencies should consider. Transit agencies should incorporate these technologies to complement fixed-route service outside of service hours, to provide non-emergency medical transportation, to bring riders to or from fixed-route service to their final destinations, and to modernize fare payment collection, just to name a few.

Federal policies should provide more certainty to transit agencies by addressing statutory and regulatory burdens in order to invite more innovation into the transit industry. Federal policies should encourage business-like operations of transit systems. This includes streamlining efficiencies, assessing current service with needs, maintaining assets in a state of good repair, leveraging resources for procurements, and seeking out partnerships with the private sector where appropriate.

Public transportation is an area of our committee that is historically known for having overwhelming bipartisan support. I intend to continue this bipartisan tradition as we seek to balance the needs of bus and rail, urban and rural systems across the country. A long-term reauthorization bill is critical to providing the certainty and stability that transit agencies, cities and states across the country need to make responsible transportation planning decisions. While there are many challenges ahead, it is possible for the Banking Committee to produce a long-term, fiscally responsible reauthorization bill that can garner broad bipartisan support.

BUILDING BETTER PUBLIC TRANSPORTATION

improvements throughout Hamilton County.

In addition to connecting more workers to jobs, transit reduces highway congestion—again, it’s pretty simple: when there are fewer people on the roads, those that do have to drive get to work faster.

And public transit reduces greenhouse gas emissions from the transportation sector, the fastest growing source of carbon pollution; we hear all the time about the supposed trade-offs between creating jobs and fighting climate change, but public transit does both. It reduces emissions while creating new jobs in manufacturing and in operating buses and subways.

In 2015, the FAST Act provided record level of federal investment in public transportation, but it expires at the end of September, and the amount of backlog in transit capital projects at the national and state level for transit systems has continued to grow, peaking at $99 billion in U.S. DOT’s most recent estimate.

What do those backlogs mean? More delays when rail cars and buses break down, longer commutes and more crowded highways.

In Cleveland, the RTA operates a fleet of 74 rail cars: all of them are more than 34 years old and needed to be replaced years ago. Cities like Cleveland are facing sizable repairs that cannot be delayed any longer.

In addition to providing more funding for repairs, the next transportation bill needs record investment in the “Buses and Bus Facilities Program” and the “Low or No Emission Vehicle Program” to help transit agencies replace aging vehicles and begin fully converting their fleets to zero-emission technology.

We must also ensure that FTA is processing grant applications under the Capital Investment Grants program fairly and efficiently, in accordance with the law, not adding extra requirements or delaying projects.

And every single one of these investments should be an investment in good-paying, American jobs. We need to strengthen Buy America requirements; it’s not complicated: American tax dollars should be spent on products made in America.

Safety is always a priority of the Senate Banking, Housing & Urban Affairs Committee, and Chairman Crapo and I have already developed legislation to improve rail inspections. We should also make sure our transit workers have the right training, and we should ensure they have a safe workplace. And we should not be outsourcing safety functions and essential services.

To move the transportation bill forward in the Senate, the Finance Committee will need to find new funds for the Highway Trust Fund. I will continue working to ensure that the Mass Transit Account receives 20 percent or more of any new revenue added to the Highway Trust Fund.

Finally, housing is also critical infrastructure, and there is much for the Banking Committee to do. I hope the transportation bill can support opportunities for transit-oriented development and broader infrastructure investment can create more safe, affordable homes.

I look forward to working with Chairman Mike Crapo and all of the Members of the Banking Committee to develop a bipartisan transit title for a surface transportation bill in the months ahead. We will look to public transportation agencies, transit workers and other key stakeholders in shaping our legislation, and I welcome the continued efforts by APTA and its members to educate Americans about the benefits of public transportation.

CORONAVIRUS RESPONSE

any emergency scenario, from a public health crisis to an extreme weather event,” said MTA Chief Safety Officer Patrick Warren. Extended hours are being offered for employees to receive free flu shots at any MTA medical assessment center.

California

The Sacramento Regional Transit District typically fogs its buses and trains with chlorine dioxide every couple of weeks during flu season. Following the coronavirus alerts, the agency is increasing that practice to every five days.

Bay Area Rapid Transit (BART), San Francisco, recently held a board meeting to discuss plans to respond to coronavirus. BART Chief Safety Officer Jeff Lau said that his team is stocked with supplies for BART employees, but right now plans to keep to CDC guidelines that recommend masks only for health workers. Power washers are also available. A more extensive plan of action is in development.

Ontario, Canada

A case of coronavirus was confirmed in a passenger who boarded a Metrolinx route 40 GO bus Feb. 26. As a precaution, the bus was taken out of service and thoroughly cleaned.

Metrolinx is testing a long-acting disinfectant/anti-microbial agent. The initial results are encouraging, and the agency is now beginning to incorporate its use into standard operating/cleaning procedures.

Immediately upon being contacted by York Region Public Health, Metrolinx also began communicating through social media and to the news media to alert customers who were on board the effected bus. The agency has also been keeping employees informed of the evolving situation through regular updates from Metrolinx Chief Safety Officer Martin Gallagher and an internal information portal.

APTA will publish additional information as the situation evolves.

PATCO Receives Award for Elevator Installation

The Port Authority Transit Corporation (PATCO), Lindenwold, NJ, received New Jersey’s Leading Infrastructure Project Award for its elevator installation project and the accompanying ADA upgrades to stations. New Jersey Alliance for Action’s award program was created to highlight innovative, pioneering and landmark construction initiatives that greatly impact New Jersey’s economy and to honor the businesses and organizations that work together as partners to ensure the project’s success. Pictured left to right with the award: PATCO General Manager John Rink, Delaware River Port Authority (DRPA) Senior Engineer Elisabeth Klauwun, DRPA CEO and PATCO President John Hanson and Chief Engineer Michael Veruto.
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Go to www.futureoftransit.com/davos for more about Luminator’s contribution to the World Economic Forum and technology that drives smart cities.
It was an incredible achievement, but only the first step. Now is our opportunity to take these recommendations from the page and work to get them enacted into law.

As we speak, Congress is moving forward on surface transportation reauthorization. The House Committee on Transportation and Infrastructure is actively drafting its bill, and Chairman Peter A. DeFazio (D-OR) has stated that he intends to move forward with a bill in April. Similarly, the Senate Committee on Banking, Housing, and Urban Affairs has held a series of hearings and roundtables in February and March on surface transportation reauthorization in anticipation of legislative action. At the same time, the House and Senate Committees on Appropriations are also proceeding with the appropriations bills, including the Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations bill, with markups expected in spring and summer.

As Congress prepares to move forward with surface transportation legislation, we have a critical opportunity to make the case to dramatically increase investment in public transportation and passenger rail. Given that Congress will face hard choices on how to pay for this infrastructure investment, we need to ensure that every Member of Congress knows what a difference it will make in their constituents’ lives.

We urge you to join us at APTA’s Legislative Conference March 15–17 in Washington, DC, and help us tell the story of public transportation on Capitol Hill.

In our recommendations, APTA urges Congress to provide $178 billion over six years to fund critical projects that will repair, maintain and improve public transit systems to a state of good repair and meet growing community demands for increased mobility choices.

- Reestablish the 40-40-20 capital investment ratio among the Capital Investment Grants, State of Good Repair and Buses and Bus Facilities programs; and
- Create a new Mobility Innovation and Technology Initiative to introduce cutting-edge technologies and integrate new service-delivery approaches and mobility options in the transit marketplace.

APTA's recommendations, available at http://bit.ly/APTArecommendations, also propose that Congress establish a Passenger Rail Trust Fund and provide $32 billion for high-performance and other passenger rail grants. In addition to these brief highlights, the recommendations include dozens of other important public transportation policy, funding and financing provisions.

As we work together to get our recommendations enacted into law, we need to tell our stories of how every trip on our systems meets a need and provides an opportunity. To maintain our position as a global leader, our country needs more job creation, a stronger economy, a cleaner environment and more opportunity—and public transportation gets us there.

SANTA CLARITA CONTINUED FROM PAGE 3

GO! Santa Clarita provides curb-to-curb transportation within a designated service area, as well as to key destinations in the city, including the College of the Canyons’ Canyon Country Campus, Santa Clarita Child & Family Center and Via Princessa Metrolink station.

The City of Santa Clarita also recently broke ground on the new Vista Canyon Bus Transfer Station, which will complement Santa Clarita Transit’s existing McBean Regional Transit Center to collectively serve more than 218,000 residents throughout Los Angeles County’s third-largest city.

Vista Canyon is the result of a community-involved effort focused on creating a transformative mixed-use development. In addition to the Bus Transfer Station, Vista Canyon includes a Metrolink rail station, significantly improving both local and regional transportation infrastructure. The project also connects cyclists to 47 miles of scenic trails.
VTA Helping to Solve California Homeless Crisis

THE SANTA CLARA VALLEY Transportation Authority (VTA) is working to help change what some say has become California’s defining issue: homelessness. With the help of VTA, the City of San Jose, one of the cities where VTA provides transit service, has opened the Bridge Housing Community with 40 “tiny homes” to be used as temporary housing for homeless individuals.

VTA provided the land the houses are occupying under a “no-cost lease” with the city. The site is across the street from VTA’s newly built Berryessa Transit Center, which launches bus service throughout Santa Clara County, and is the home of the soon-to-open BART Silicon Valley Extension.

VTA General Manager and CEO and APTA Chair Nuria I. Fernandez expressed pride in her agency’s move to provide the land. “The transit industry has a responsibility to support solutions for more affordable housing because transit is an integral part of the community,” she said as she toured the complex in advance of the grand opening. “And these solutions are happening with transit agencies all across America in a variety of ways.”

California Governor Gavin Newsom attended the Feb. 27 grand opening ceremony to praise the city and its partners in this project for stepping up to help solve the state’s homeless crisis. Santa Clara County estimates its homeless population at more than 10,000. Newsom called the state’s homeless crisis a “disgrace” and called on other cities and local agencies to help resolve the problem on a local level, along with the state government’s support.

Public transit leaders from around the country will gather in Washington, DC, at APTA’s Legislative Conference to discuss new initiatives, including providing transit agencies with greater flexibility to establish affordable housing as part of joint development projects; securing more federal funding for transit projects that incorporate affordable housing elements; and expediting the approval of federal grants for transit-oriented development that ensure more housing options for people representing a range of incomes.

“Our industry is proud to be a part of the solution to the critical housing challenges faced by our nation and our own community,” said Fernandez.

Please describe your organization’s size and scope.

In 2019, Pierce Transit’s 991 employees provided more than 9.3 million rides to the people of Pierce County, WA, located 30 miles south of Seattle. Our mid-sized agency operates 32 local bus routes, manages 314 vanpools and serves 5,800 paratransit customers. We also have a unique partnership with Regional Transit Authority Sound Transit to maintain and operate that agency’s express bus services between Tacoma and Seattle. Our bedrock of service is the bus!

What attracted you to the public transportation industry?

I began my management career as a director for Supercuts. While raising young children, I began seeking a position that required less travel and became a bus operator.

I realized right away what a tremendous role transit plays in the lives of people and the success of a community. This industry was making a difference, and I decided to build my career upon it. I served at Salem-Keizer Transit and Lane Transit District before joining Pierce Transit in 2015.

Please describe your role. What do you like most about your job?

As Pierce Transit’s chief executive officer, I lead our Executive Team in setting our agency’s vision and goals, while working closely with the Board of Commissioners. We are fortunate to have a board of elected officials, including the county executive, knowledgeable of all 13 cities and towns we serve. This allows us to be agile and pilot innovative solutions for specific communities.

I also consider myself the chief transit advocate and chief transit cheerleader. Each day I am thrilled to experience being part of an industry that helps families, communities and employers thrive. In a rapidly growing region, giving our nearly 1,000 employees the opportunity to develop their skills and become leaders in the agency, industry and community is one of my top goals.

Please describe the length and scope of your involvement with APTA.

I have been involved with APTA for 20 years, after attending my first conference and bus Roadshow in 2000. It has been an honor to help shape the public transportation industry, for example by serving on an APTA Standards committee for avoiding operator distractions and promoting safety.

I have presented at several conferences and currently serve on the APTA Board of Directors and a number of committees. Several Pierce Transit employees are graduates of Leadership APTA and many participate in conferences and committees.

What have you found to be the most valuable APTA benefit or resource?

While all APTA benefits offer value, what I appreciate most are the opportunities to interact and collaborate with my transit colleagues. Together we have faced challenges, solved problems and crafted solid solutions. It’s been a great partnership!

What do you see as the biggest challenges and opportunities facing public transportation over the next few years? What are you and your organization doing to address them?

One of the biggest challenges is the travel public’s expectation for instant transportation. Another is keeping up with fast-changing technology and using it effectively. Pierce Transit is addressing these issues in many ways, including a recent partnership with Lyft for first/last mile connections; a microtransit service; embracing technologies such as the use of apps and texting for bus arrival times; and encouraging our employees to continuously learn, take risks and stay ahead of the curve. Next, autonomous vehicles will require us to grow and adapt, especially in the areas of safety and personnel.

What is unique about your organization? What would readers be surprised to learn?

In 2020, Pierce Transit is celebrating 40 years of service to our community, with just three CEOs in the agency’s history. The agency serves Joint Base Lewis-McChord, and many departing service members join our team; in fact, 22 percent of our employees are veterans.

On a personal note, in 2004 and 2005 I was awarded the Dan M. Reichard Jr. Scholarship from the American Public Transportation Foundation, which allowed me to complete my BA degree while raising two wonderful daughters. This is an excellent program to grow our transit talent pipeline, and I encourage everyone to consider a donation. Thanks, APTA!
APTA Members Mobilize in Washington, DC

Advocating for increased investment in our nation’s surface transportation infrastructure

APTA ENCAPS BUSINESS RESOURCES TO...

APTA's Recommendations on Surface Transportation Law
The FAST Act is due to expire Sept. 30, 2020. To help shape a new surface transportation law for the future, APTA developed a detailed set of more than 90 recommendations. This document is the result of a nearly two-year, consensus-building process involving every mode and aspect of the public transportation industry. Taken as a whole, the recommendations describe the funding levels, program grants and key elements that APTA members are seeking in a new, long-term authorization from Congress.

Economic Impact of Public Transportation Investment (2020 Update)
Public transportation is a crucial contributor to the U.S. economy, long-term investment in public transportation results in $5 billion of additional Gross Domestic Product generated per $1 billion invested annually. APTA's recommendations on public transportation funding will generate $16.2 billion in federal, state and local tax revenue in the long run. APTA's recommended investment will also save America's drivers $11.7 billion in auto operating costs annually.

2020 Public Transportation Fact Book
The annual Public Transportation Fact Book contains national aggregate statistical data covering all aspects of the public transit industry in the U.S. and Canada. Major sections include an overview of U.S. transit facts, transit finances and operating statistics by travel modes, transit vehicle characteristics and deliveries, federal grants and the Federal Transit Act, and statistical trends of Canadian transit operations.

Medicaid Transportation Benefits: Changes Negatively Impact Recipients
Non-Emergency Medical Transportation (NEMT) is a Medicaid benefit that provides critical access to healthcare appointments for recipients with no other options. Federal and state Medicaid policy changes have negatively impacted NEMT users, including reducing NEMT efficiency, availability and quality of service, while increasing the local tax burden or trip costs in some communities.

Supporting Late-Shift Workers: Their Transportation Needs and the Economy
Many public transit agencies around the country operate late-shift services, but additional services are still needed. Late-shift commuters represent a small percentage of the late-night workforce, but they generate an estimated $28 billion in wages and $84 billion in sales each year. Inadequate access to public transit can prevent segments of the workforce from accessing better late-shift job opportunities while also increasing turnover and absenteeism rates for employers.

The Real Estate Mantra – Locate Near Public Transportation
Since the Great Recession, many areas of the country are seeing increased property values, especially near fixed-guideway public transit. Median sales price increases for residential properties near stations were 4 to 24 percentage points higher than in areas farther from transit.

The Business Case for Investment in Public Transportation
Research has shown that investment in public transportation creates jobs in communities of all sizes throughout the country, including smaller cities and rural areas where bus and rail cars often are manufactured. The private sector is a valuable partner in helping to deliver innovative public transit projects efficiently and on schedule. Partnerships between public agencies and private entities can also result in development that may increase the housing supply, job accessibility and public transit ridership.

Public Transit Leading in Transition to Clean Technology
The transportation sector is now the largest greenhouse gas emitting sector. Public transit agencies have been reducing their impact by changing their bus fleets, with now more than 21 percent of vehicles being hybrid-electric in 2018 and with agencies turning to pure electric buses.

Public Transportation's Impact on Rural and Small Towns
While it is sometimes assumed that public transportation is only essential for large urban areas with significant traffic congestion, this report shows that public transportation can also play an important role in rural areas and small towns. Although public transit serves a minor portion of total rural travel, the trips that are provided are particularly valuable.
Public transportation gets us there

Increased investment in public transportation will get Americans to work, to education, and to healthcare, and it will also get our nation to more job creation, less traffic congestion and cleaner air. When we picture the life, the country or the future we want, investing in public transportation gets us there.

To more jobs

To greater opportunities

To a brighter future for our country

Learn why increased investment in public transportation is critical for a stronger America, at APTA.com.
BART Launches Uniformed Ambassador Program on Trains

BAY AREA RAPID TRANSIT (BART) in San Francisco has launched a six-month pilot ambassador program to increase the presence of uniformed personnel on trains and address riders’ concerns about safety and security. The unarmed ambassadors are recruited from the ranks of the BART Police Department’s community service officers—non-sworn personnel who perform a variety of police services. The ambassadors received additional de-escalation and anti-bias training before the program launched. The 10 ambassadors will walk trains in teams of two, seven days per week from 2 p.m. to midnight, with extra coverage on Saturdays. They will focus their patrols on the most heavily traveled section of the system, the Transbay corridor between 12th St. Oakland and Civic Center stations. During crowded evening commute hours, they will increase their coverage areas to other sections of the system. The ambassadors wear easily identifiable uniforms distinct from those of community service officers or fare inspectors. They are equipped with radios to report safety and security concerns or biohazards. The ambassadors are also trained to respond to customers’ questions, complaints or requests for service. They will observe and report, and call upon an officer when enforcement is needed. In addition to the 10 ambassadors, BART PD Chief Ed Alvarez announced in January a newly created team of 12 sworn police officers will be dedicated to riding trains in pairs and walking platforms on nights and weekends. Together, both programs offer 22 police staff dedicated to riding trains, representing a new shift in the deployment strategies of the police department.

APTA MEMBERS MOBILIZE

To support and amplify APTA members’ meetings on Capitol Hill, APTA has a series of outreach efforts planned in conjunction with this year’s conference to ensure that Congress, the Administration and the public understand that increased investment in public transportation is critical for a stronger America.

“Public Transportation Gets Us There®” Campaign

APTA’s new “Public Transportation Gets Us There” campaign is a messaging platform developed to communicate the many benefits of public transportation and the value of investing in public transit. The campaign shows audiences that public transportation does more than physically get us from one place to another—it helps us get to our goals as individuals and as a nation. The campaign is based on APTA’s market research, which showed that Americans were influenced by a variety of tangible and intangible benefits of public transportation. Riders and non-riders alike value public transportation because it gets people to jobs, education and healthcare, but they also support it because it keeps air cleaner, creates jobs, allows people to more easily reach opportunity, and strengthens America’s economy.

All of these messages make Americans more likely to support investment in public transportation infrastructure. This campaign was designed to highlight not just one benefit of public transportation, but rather to show the totality of benefits—to demonstrate that in literal and figurative ways, public transportation gets us to our destinations. APTA’s Marketing and Communications and Legislative Committees are leading the effort to advance the perception of public transportation to match today’s economic, cultural and political realities. This campaign has produced a family of modern, effective and affordable communication tools that can be localized to any market and used by all members.

Via Launches First On-Demand Public Bus Service in New Jersey

VIA HAS LAUNCHED NEW JERSEY’S first on-demand public bus service. The city-run bus routes will enhance public transportation options with increased connectivity targeting transit deserts in the north and southwest sections of Jersey City.

The service will complement and extend the existing public transit infrastructure, providing improved connections between residential neighborhoods, business districts, government facilities, Port Authority Trans-Hudson stations and ferry and light rail stops in the northern and southern regions of the city. Passengers can select a pickup and drop off location within the service zone and confirm their ride using the Via app (or a dedicated phone line for those without access to a smartphone). Via then matches multiple passengers headed in the same direction to one of 15 high-capacity vehicles and directs passengers to a nearby corner or “virtual bus stop.” Via routes vehicles in real-time, minimizing detours and reducing congestion and emissions.

The service will operate Monday through Friday from 6 a.m. to 10 p.m. Riders can request a wheelchair-accessible vehicle through the app or by phone.
TCRP Publishes New Reports

SPONSORED BY FTA, THE TRANSIT Cooperative Research Program (TCRP), a program of the Transportation Research Board, serves as a means for the public transportation industry to develop innovative near-term solutions to demands. TCRP reports and other tools help public transportation practitioners solve problems and inform decision makers. Read the following recently released reports:

TCRP Synthesis 144: Multimodal Fare Payment Integration documents current practices and experiences of public transit agencies dealing with the complexities of multimodal fare-payment convergence. Visit www.trb.org/Main/Blurbs/180363.aspx.

TCRP Synthesis 145: Current Practices in the Use of Onboard Technologies to Avoid Transit Bus Incidents and Accidents documents current practices in the use of various technologies on board buses to prevent incidents and accidents, with a primary objective of determining whether these technologies are effective in practice. Visit www.trb.org/Main/Blurbs/180260.aspx.

TCRP Research Report 208: Strategic Communications to Improve Support for Transit-Priority Projects: Report and Toolkit presents and analyzes the communication approaches used by cities and public transit agencies in the delivery of transit-priority projects and the factors that make certain approaches more or less effective. Visit www.trb.org/Publications/Blurbs/180188.aspx.

TCRP Research Report 209: Analysis of Recent Public Transit Ridership Trends presents a snapshot of public transit ridership trends in the U.S. on bus and rail services in urban and suburban areas, focusing on what has changed in the past several years. It also explores and presents strategies that agencies are considering and using for all modes in response to changes in ridership. Visit www.trb.org/Publications/Blurbs/179912.aspx.


TCRP has also released its annual report, which provides background and an overview of the program, status of each of TCRP’s projects and a summary of some of the program’s accomplishments for the year. Visit www.trb.org/Publications/Blurbs/180060.aspx.

Have Your Say
TCRP requests your ideas as to what public transportation practices it should research and synthesize in 2020. Synthesis proposals of 500 characters or fewer are due to TCRP by March 18. Contact Mariela Garcia-Colberg, TCRP senior program officer, at mgarcia-colberg@nas.edu for more information.

Visit www.apta.com/TCRP

‘Art on HART’ Features Local Artist’s Design

Hillsborough Area Regional Transit (HART), Tampa, FL, has unveiled its newest Art on HART bus design by local artist Ben Donnell. The Art on HART project, now in its second year, is a creative placemaking initiative using a HART bus as a rolling art canvas, in partnership with the Tampa Bay Foundation for Architecture & Design (TBFAD). The design will grace the streets for one year and will be seen by more than 35,000 daily customers and the general public throughout Hillsborough County.

“We are so happy to once again partner with TBFAD to showcase local artists and support the arts,” said HART Interim CEO Carolyn House Stewart. “Using art to tell Tampa’s compelling story is a common thread that brings communities closer together and is another step in our overall work to make HART an even better experience for both our customers and the community.”
DART Installs New Interactive Digital Kiosks

DALLAS AREA RAPID TRANSIT (DART) has begun the installation of more than 300 interactive digital kiosks across its service network, launching the first at the JB Jackson Jr. Transit Center in Dallas.

“Developing transportation and connectivity options is a critical part of improving the quality of life for both DART riders and all North Texas residents,” said DART President/Executive Director Gary Thomas. “DART is committed to making our entire multimodal transit system flexible, reliable and easy to use by integrating user-centered mobility technology solutions that empower our customers to make travel decisions based on the schedules and modes that work best for them.”

In addition to technological advancements, the interactive digital kiosks provide DART riders with new opportunities to engage with community partners, local merchants and local events. The kiosks are also equipped with high-resolution cameras, increasing the video monitoring presence for the DART Police Department, and boosting safety measures across the system and the region.

Nova Bus Wins MTA Contract for up to 500 Buses

NOVA BUS HAS BEEN AWARDED A New York State Metropolitan Transportation Authority (MTA) contract for up to 500 buses.

The contract is for 165 40-ft hybrid buses (with BAE propulsion system), with options for 126 hybrid buses and 209 diesel buses, for a potential total of up to 500 buses. The first pilots will be delivered in May 2020 and the remainder of the deliveries will begin in December 2020, to be completed in 2021.

“After the launch of our new electric bus LFSe+ last fall, this is a great way to start the year,” said Martin Larose, vice president and general manager of Nova Bus. “This new, long-range, 100 percent electric bus integrates the proven traction motor and power electronics from BAE Systems, a major economic player in the State of New York. We are more than happy to once again have the confidence of the MTA for its buses.”

Cleveland RTA Adds New Buses to Park-N-Ride Fleet

THE GREATER CLEVELAND Regional Transit Authority (RTA) has added nine new buses to its Park-N-Ride fleet, operating on RTA’s three direct routes to Downtown: the No. 246 from Westlake, the No. 263 from North Olmsted and the No. 251 from Strongsville.

This is the first fleet of Park-N-Ride vehicles providing free Wi-Fi service as well as USB charging outlets available at every seat. Other amenities include high-back reclining seats, tray tables, footrests, individual lighting and ventilation and overhead storage. The new buses replace all the older vehicles on the Park-N-Ride lots, which significantly surpassed their 12-year useful life.

Manufactured by Cummins, the Motor Coach Industries vehicles are ADA accessible and operate on ultra-low-sulfur diesel fuel. They are equipped with bicycle racks, as well as “talking bus technology” that audibly warns pedestrians when the bus is turning. Like all RTA vehicles, these new buses are also equipped with internal and external video cameras.

The initial order of nine buses was paid for through a combination of federal and local funds. RTA will add an additional three Park-N-Ride vehicles to the fleet later this summer, thanks to a recent $3.6 million grant from Ohio DOT for the purchase of the three Park-N-Ride vehicles and five regular-route vehicles.

Tolar Delivers New Custom Station Platform Shelters in CA

TOLAR MANUFACTURING COMPANY has completed construction on 14 custom station platforms as part of a two-year project to expand the Poinsettia Station in Carlsbad, CA, located along the 351-mile LOSSAN corridor (Los Angeles-San Luis Obispo-San Diego).

The renovation project, overseen by both the North County Transit District (NCTD) and San Diego Association of Governments (SANDAG), will improve traveler wait times, reduce train delays, enhance pedestrian safety and provide more modern station amenities for a better overall rider experience.

The newly renovated Poinsettia Station platform shelters extend 25 feet in length by 14 feet deep, providing weather-protective capacity for large numbers of passengers. The shelters are constructed with high-strength steel and an insulated standing seam metal roof. Concrete sleeves embrace the support posts for added strength and durability. Additional shelter amenities include LED lighting in custom enclosures and highly visible station signage.

Moovit Reaches 100 Countries

MOBILITY AS A SERVICE (MAAS) solutions company Moovit’s app has reached a significant milestone, providing service in 100 countries. Introduced in 2011, Moovit’s urban mobility app guides people in getting around town using multiple modes of transport.

According to Moovit, the app provides the widest global coverage in the mobility industry. Hitting its 100th country milestone mark, the app has now served more than 720 million users in more than 3,100 cities across six continents to date.

“Urban mobility is the lifeline to jobs, healthcare and education. We are so proud that in just a few years Moovit is now providing service to hundreds of millions of users in 100 countries, helping them get from A to B with confidence and convenience,” said Nir Erez, Moovit’s co-founder and CEO. “We are glad to see the likes of Uber, Microsoft and Cubic choosing Moovit’s high-quality MAAS platform to power their mobility offering.”

New platform shelters from Tolar provide enhanced weather protection and include LED lighting and highly visible station signage.
APTA Announces 2020 AdWheel First Place Winners

APTA’S ADWHEEL AWARDS recognize the marketing and communications efforts of association members that have contributed to strategic organizational goals. For the 2020 awards, 317 entries were evaluated by 69 industry experts, and First Place awards were presented in three categories: campaigns to increase ridership or sales, educational efforts, and projects to highlight transit needs and funding. Honors were awarded in four groups, based on the number of annual passenger trips or in the separate business member group.

“I am pleased to congratulate the 51 organizations that earned First Place awards in the 2020 AdWheel Awards,” said APTA President and CEO Paul P. Skoutelas. “Their exceptional communications and marketing skills lead to greater awareness of the value of public transportation and increased ridership, improving mobility for everyone in North America.”

Top First Place winners will face a final round of judging to determine the Grand Awards, which will be presented at APTA’s TRANSform Conference and EXPO, October 11-14 in Anaheim, CA.

The groups are: Group 1, fewer than four million annual riders; Group 2, 4-20 million annual riders; Group 3, More than 20 million annual riders; and Group 4, business members.

### Best Marketing and Communications

#### To Increase Ridership or Sales

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<td>Motor Coach Industries, Des Plaines, IL</td>
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<td>BAE Systems HybriDrive Solutions, Endicott, NY</td>
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### Best Marketing and Communications Educational Effort

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<td>TransLoc Inc., Durham, NC</td>
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### Best Marketing and Communications

#### To Highlight Transit Needs and Funding

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<tr>
<th>Best Special Event</th>
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<tbody>
<tr>
<td>Greater Peoria Mass Transit District, Peoria, IL</td>
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<tr>
<td>Santa Clara Valley Transportation Authority, San Jose, CA</td>
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<tr>
<th>Best Social Media</th>
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<tr>
<td>LAKETRAN, Painesville, OH</td>
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<tr>
<td>MetroLink (SCRRA), Los Angeles, CA</td>
<td>2</td>
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<tr>
<td>San Francisco Bay Area Rapid Transit District (BART), Oakland, CA</td>
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<th>Best Partnership</th>
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<td>Pinellas Suncoast Transit Authority, St. Petersburg, FL</td>
<td>2</td>
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<tr>
<td>Niagara Frontier Transit Metro System, Buffalo, NY</td>
<td>3</td>
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<tr>
<td>GILLIG LLC, Livermore, CA</td>
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<th>Best Shoestring Budget Tactic</th>
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<td>Metropolitan Transit Authority of Harris County, Houston, TX</td>
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<th>Best Comprehensive Campaign</th>
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<td>Norwalk Transit District, Norwalk, CT</td>
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<tr>
<td>Intercity Transit, Olympia, WA</td>
<td>2</td>
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<tr>
<td>Regional Transportation District, Denver, CO</td>
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Public Transit Legal Professionals Gather For APTA Seminar

APPROXIMATELY 140 public transit attorneys convened in San Diego, Feb. 23-25, for APTA’s Legal Affairs Seminar, where they engaged in numerous educational sessions and opportunities to network and share best practices with peers.

Nuria I. Fernandez, APTA chair and general manager and CEO of the Santa Clara Valley Transportation Authority, San Jose, CA, delivered a special welcome. “As public transportation becomes more innovative, more dependent on new technology and more integral to the ever-changing mobility landscape, the legal risks become more complex as well,” she said, “especially when transit systems pilot new ideas and equipment. This is why your roles are more vital than ever.”

Topics discussed at the seminar included transit-oriented development, First Amendment issues and local initiatives.

Keynote speaker Colin Parent, City Council Member and executive director and general counsel of Circulate San Diego, reviewed successful initiatives in the San Diego area to encourage affordable housing near transit. He stressed the importance of land use strategies that can boost public transit ridership.

During the seminar, APTA’s Legal Affairs Committee elected William Moseley of the Jackson Lewis law firm to serve a two-year term as the committee’s vice chair. Next year’s seminar is tentatively scheduled for Orlando, Feb. 21-23.

Strong Attendance at APTA’s Marketing & Communications Workshop

ORLANDO WAS THE SETTING for APTA’s 2020 Marketing & Communications Workshop Feb. 23-26. More than 310 public transit communicators gathered to discuss such topics as customer service, social media, ridership initiatives and media relations.

Attendees also had the opportunity to participate in behind-the-scenes technical tours hosted by LYNX and Disney Transportation.

LYNX CEO James E. Harrison welcomed attendees and APTA President and CEO Paul P. Skoutelas gave opening remarks, stressing the importance of communications and marketing in the public transit industry. APTA Marketing & Communications Committee Chair Amy Snyder, Champaign-Urbana Mass Transit District, emphasized to attendees that the workshop is all about learning from, and sharing with, each other.

Keynote speaker Ernesto Salas of the Disney Institute explained why delivering exceptional customer service is all in the details.

Joshua Bryden of Access Services in El Monte, CA, was named overall winner of APTA’s 2020 Call Center Challenge. Bryden faced four other call center finalists in an intense competition that tested customer service and problem-solving skills through simulated customer phone calls on topics ranging from trip planning to conflict resolution.

Additionally, First Place winners of the 2020 AdWheel Awards competition were recognized at a special luncheon. See page 15 for the complete list of winners.

BOSTON, MA—Keolis announced the appointment of Erika Mazza as its new vice president of Keolis Operations for the western region of North America. Mazza has more than two decades of planning and operational management experience with an emphasis on economic development, urban planning, affordable housing and transit. A graduate of Leadership APTA and vice chair of the Legislative Committee, she also serves on the APTA Board of Directors, the Connected and Automated Vehicle Committee and the Transit Cooperative Research Program’s Oversight and Project Selection Committee. Prior to joining Keolis, Mazza served as Mountain Line’s CEO and general manager, overseeing all aspects of the agency in Flagstaff, AZ.

SAN JOSE, CA—Santa Clara Valley Transportation Authority (VTA) has promoted David Hill to chief operating officer. Hill will be responsible for directing all VTA transit operations including bus operations and maintenance, bus engineering, light rail operations and maintenance, rail engineering, accessible services, regional transportation services and facilities maintenance. He has direct decision-making authority for transit operations of a fleet of 490 buses, 98 rail cars, 61 rail stations and 1,800 employees. Previously, Hill served as deputy director of transportation (Bus and Rail) for VTA. He has also held upper management positions at San Francisco Municipal Transportation Agency and Birmingham Jefferson County Transit Authority. He is a member of APTA’s Operations Practices Working Group.

Takis Salpeas joins VTA as chief BART delivery officer, leading the construction to extend BART into Silicon Valley.

Salpeas previously ran Transit Project Strategies, LLC and held top engineering positions at Keolis, Massa served as MTA’s CEO and general manager, overseeing all aspects of the agency in Flagstaff, AZ.

People On The Move

Joshua Bryden of Access Services in El Monte, CA, is the winner of APTA’s 2020 Call Center Challenge.
REQUEST FOR BIDS

Request for Bids—Transportation Services

City of Santa Ana, California

ClasTran is now accepting Bids for Transportation Services. The requirements for submitting a Bid are stated in this Request for Bids (the “RFB”). Please review them carefully.

An electronic copy of the RFB in PDF format may be obtained by going to ClasTran’s website (www.clastran.com) and navigating to “Doing Business With ClasTran” or by contacting the RFB administrator, Shari Spencer: spencer@clastran.com.

All Bids are due to ClasTran no later than March 31, 2020, at 5:00 p.m. (CST). Proposals received after the deadline will be rejected. One (1) signed original and one (1) copy of the bid shall be submitted. The bid must be firmly and securely sealed and be clearly labeled: “Sealed Bid for Transportation Services”

Bids Must Be Mailed Or Hand Delivered To:

Propostal Administrator – Shari Spencer
ClasTran

Mailing Address: P.O. Box 10386, Birmingham, Alabama 35202

Delivery Address: 530 Beacon Parkway West, Suite 600, Birmingham, Alabama 35209

Proposals received after the deadline will not be considered and will be returned to the Proposer unopened.

The contract resulting from this request for proposals is subject to final approval as a financial assistance contract between the Agency and the Federal Transit Administration and the Connecticut Department of Transportation.

All Respondents will be required to certify that they are not on the Comptroller General’s list of ineligible contractors. Further information will be required to comply with all applicable employment opportunity laws and regulations.

BIDDER ON OR BEFORE MARCH 20, 2020. ClasTran is an equal opportunity employer.

REQUEST FOR BIDS FOR FLEET INSURANCE

ClasTran is now accepting Bids for Fleet Insurance. The requirements for submitting a Bid are stated in this Request for Bids (the “RFB”). Please review them carefully.

An electronic copy of the RFB in PDF format may be obtained by going to ClasTran’s website (www.clastran.com) and navigating to “Doing Business With ClasTran” or by contacting the RFB administrator, Shari Spencer: spencer@clastran.com.

All Bids are due to ClasTran no later than March 31, 2020, at 5:00 p.m. (CST). Proposals received after the deadline will be rejected. One (1) signed original and one (1) copy of the bid shall be submitted. The bid must be firmly and securely sealed and be clearly labeled: “Sealed Bid for Fleet Insurance”

Bids Must Be Mailed Or Hand Delivered To:

Propostal Administrator – Shari Spencer
ClasTran

Mailing Address: P.O. Box 10386, Birmingham, Alabama 35202

Delivery Address: 530 Beacon Parkway West, Suite 600, Birmingham, Alabama 35209

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BIDDER ON OR BEFORE MARCH 20, 2020. ClasTran is an equal opportunity employer.

REQUEST FOR BIDS FOR FLEET LEASE

ClasTran is now accepting Bids for Fleet Leasing. The requirements for submitting a Bid are stated in this Request for Bids (the “RFB”). Please review them carefully.

An electronic copy of the RFB in PDF format may be obtained by going to ClasTran’s website (www.clastran.com) and navigating to “Doing Business With ClasTran” or by contacting the RFB administrator, Shari Spencer: spencer@clastran.com.

All Bids are due to ClasTran no later than March 31, 2020, at 5:00 p.m. (CST). Proposals received after the deadline will be rejected. One (1) signed original and one (1) copy of the bid shall be submitted. The bid must be firmly and securely sealed and be clearly labeled: “Sealed Bid for Fleet Leasing”

Bids Must Be Mailed Or Hand Delivered To:

Propostal Administrator – Shari Spencer
ClasTran

Mailing Address: P.O. Box 10386, Birmingham, Alabama 35202

Delivery Address: 530 Beacon Parkway West, Suite 600, Birmingham, Alabama 35209

Proposals received after the deadline will not be considered and will be returned to the Proposer unopened.

The contract resulting from this request for proposals is subject to final approval as a financial assistance contract between the Agency and the Federal Transit Administration and the Connecticut Department of Transportation.

All Respondents will be required to certify that they are not on the Comptroller General’s list of ineligible contractors. Further information will be required to comply with all applicable employment opportunity laws and regulations.
CIVIL ENGINEER I, TRANSPORTATION OPERATIONS

VIII. Essential Job Duties and Responsibilities:

A. Coordinate bus service planning for proposed bus stop and shelter locations.
B. Operate a staff motor vehicle to perform bus stop field analysis, plan new routes and coordinate related field activity.
C. Assist in the preparation of agendas and meetings materials for committee meetings and Board meetings.
D. Provide farebox revenue data to the Finance Department as needed.
E. Coordinate communication on bus stops to Maintenance Department as needed.
F. Provide service data to local planning agencies.
G. Respond to public inquiries regarding transportation data.
H. Respond to complaints regarding bus stops as listed in 8 above.
I. Update and respond to development proposals, Negative Declarations, EIR's, Metropolitan Transportation Plans, and other reports. Prepare data regarding transportation mitigation measures.
J. Conduct in project contacts with consultants.
K. Maintain a sound client/customer relationship, foster satisfaction with the District's quality of service.
L. Minimum Qualifications
   1. Graduation from an accredited four year college or university with a Bachelors Degree in Planning, Transportation, Urban Studies, Environmental Studies, or a comparable field.
   2. Two years of experience in transit operations, planning or project development.
   3. Knowledge of urban planning practices and principles of transportation operations, federal, State, and local funding sources, laws and procedures, and responsibilities of positions; basic principles of planning. Ability to plan and develop individual bus routes and schedules; collect and analyze data; coordinate schedules; organize and write clear and concise reports; deal effectively with government officials; work independently; knowledge of computer and computer programs such as Microsoft Word, Excel, and CorelDRAW; knowledge of GIS programs and land-use planning and environmental review process; knowledge of electronic fare collection systems, etc.
   4. Requisite reading, mathematical, written language and verbal skills in order to perform the essential functions of the job as listed in Section VII.
   5. Possess a valid California drivers' license and driving record acceptable to the District's insurance underwriter.

X. Essential Position Requirements
   a) Successful completion of application screening.
   b) Respond to public inquiries regarding transportation data.
   c) Monitor and maintain effective relationships with government officials; work independently; knowledge of computer and computer programs such as Microsoft Word, Excel, and CorelDRAW; knowledge of Geo-information System programs and land-use planning and environmental review process; knowledge of electronic fare collection systems, etc.
   d) Requisite reading, mathematical, written language and verbal skills in order to perform the essential functions of the job as listed in Section VII.
   e) Any accidents on DMV printout must be acknowledged.
   f) There are six steps in the selection process.

Y. Qualifications
   a) Graduation from an accredited four year college or university with a Bachelors Degree in Planning, Transportation, Urban Studies, Environmental Studies, or a comparable field.
   b) Two years of experience in transit operations, planning or project development.
   c) Knowledge of urban planning practices and principles of transportation operations, federal, State, and local funding sources, laws and procedures, and responsibilities of positions; basic principles of planning. Ability to plan and develop individual bus routes and schedules; collect and analyze data; coordinate schedules; organize and write clear and concise reports; deal effectively with government officials; work independently; knowledge of computer and computer programs such as Microsoft Word, Excel, and CorelDRAW; knowledge of GIS programs and land-use planning and environmental review process; knowledge of electronic fare collection systems, etc.
   d) Requisite reading, mathematical, written language and verbal skills in order to perform the essential functions of the job as listed in Section VII.
   e) Any accidents on DMV printout must be acknowledged.
   f) There are six steps in the selection process.

Z. Position Summary
   a) Under general supervision, operates a variety of transit vehicles to transport passengers along specific, assigned routes according to the District's requirements. Provides service in a safe, courteous and reliable manner. Responsible for written reports and other information as required.
   b) Upon completion of the Golden Gate Transit Training Program, the employee operates regular bus service, runs and coordinates.

BUS OPERATOR, FULL-TIME (PS101326)

E. Recruitment:
   a) Residence within San Mateo County.
   b) Ability to perform a variety of tasks associated with the position.
   c) Possess a valid California driver's license and acceptable driving record.
   d) Must be able to lift, push and pull with appropriate equipment.
   e) Any accidents on DMV printout must be acknowledged.
   f) There are six steps in the selection process.

XII. Essential Physical Requirements

A. Body Position and Movement
   1. Operate a telephone while taking messages.
   2. Drive a car and look for bus stops.
   3. Use a typewriter and computer keyboard.
   4. Operate a calculator, use a calculator with computer keyboard.
   5. Operate a calculator, use a calculator with computer keyboard.

B. Objects Manipulation
   1. Lift, push and pull with appropriate equipment.
   2. Assist in the preparation of agendas and meetings materials for committee meetings and Board meetings.
   3. Provide farebox revenue data to the Finance Department as needed.
   4. Coordinate communication on bus stops to Maintenance Department as needed.
   5. Provide service data to local planning agencies.
   6. Respond to public inquiries regarding transportation data.
   7. Respond to complaints regarding bus stops as listed in 8 above.
   8. Update and respond to development proposals, Negative Declarations, EIR’s, Metropolitan Transportation Plans, and other reports. Prepare data regarding transportation mitigation measures.
   9. Conduct in project contacts with consultants.
   10. Maintain a sound client/customer relationship, foster satisfaction with the District’s quality of service.
   11. Level of supervision required: Limited supervision.
   12. Analyze technical, demographic, economic and financial data used for assessment processes. (F)
SUMMIT STAGE TRANSIT DIRECTOR

Location: Frisco, CO

Position Duties: First Transit is seeking a seasoned public transportation manager with a track record of successfully directing the operation of the Summit Stage Transit System. Based in Frisco, Colorado, this position represents an opportunity to work with stakeholders across Summit County (including four world-class ski resorts of Breckenridge, Copper Mountain, Keystone and Arapahoe Basin).

SUMMIT STAGE TRANSIT DIRECTOR

• Effectively communicate transportation issues, policies and procedures, and maintain a positive public image.
• Ensure effective and efficient operation in accordance with the transportation plan and objectives.
• Ensure compliance with all applicable laws, regulations, and policies.
• Participate in the development and implementation of the transportation plan.
• Manage the budget and control costs.

Requirements:
• Minimum of 5 years of experience in public transportation management.
• Bachelor’s degree in relevant field or equivalent combination of education and experience.
• Proven ability to work effectively with a diverse group of people and organizations.
• Excellent communication and interpersonal skills.

Position open until filled.

To Apply:
Visit https://tinyurl.com/v3een54 to Apply!

TRAFFIC SAFETY ENGINEER & CONSTRUCTION ENGINEER

Kane County, Illinois, with over $131,000 residents across 30 municipalities, is seeking to fill two senior-level positions in the Division of Transportation "KDOT".

Project Manager/Traffic Safety Engineer: Designation $60,008-$85,970

Construction Resident Engineer/Project Manager – Construction Division $60,008-$76,900

The County offers a very competitive benefit package including a flexible work schedule tailored to meet the personal and professional needs of individual employees.

For detailed information about the positions and to apply, please visit our website www.mdot.maryland.gov/employment.

Maryland Department of Transportation
An Equal Opportunity Employer committed to diversity

MARCH 9, 2020 | 19
The Largest Selection

BATTERY-ELECTRIC BUSES

Leasing options as low as $4,900/mo

K7 | 30' TRANSIT
K9S | 35' TRANSIT

K9 | 40' TRANSIT
K11 | 60' ARTICULATED

C6 | 23' COACH
C8 | 35' COACH

C8MS | 35' DOUBLE DECKER
C9M | 40' COACH

C10M | 45' COACH
C10MS | 45' DOUBLE DECKER

For more information, please contact one of our experts:

Northwest, Hawaii & Alaska
Justin Scalzi
justin.scalzi@byd.com

Northeast
Randy Premo
randy.premo@byd.com

Southwest
James Holtz
james.holtz@byd.com

Mid-Atlantic
Karl Wheeler
karl.wheeler@byd.com

Midwest
Jason Yan
jason.yan@byd.com

NY Tri-State
John Manzi
john.manzi@byd.com

Southeast
John Hatch
john.hatch@byd.com

Leasing
David Clamage
david.clamage@byd.com

byd.com