



# PASSENGER Transport

THE SOURCE FOR PUBLIC TRANSPORTATION NEWS AND ANALYSIS

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## Moving America's Public Transportation Systems Forward

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



Sen. Mike Crapo

### 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

**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



Dorval R. Carter Jr.

### ERIKA MAZZA

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



Erika Mazza

**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

**ADVOCATING FOR CONTINUED SUCCESS**  
CONTINUED ON PAGE 2



Nuria I. Fernandez

## 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 families' 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



Sen. Sherrod Brown

**BUILDING BETTER PUBLIC  
TRANSPORTATION** CONTINUED ON PAGE 6

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

Advocacy

APTA's 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 Conference 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 guarantee 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, conveniently, safely and environmentally friendly.

Industrywide, we are seeing a growing desire to experi-

“APTA’s most important responsibility is to advocate for increased federal funding and pro-transit policies so that our industry can better serve the public.”

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, metrics 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 important 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 forward in the future of APTA and public transportation.

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# 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](http://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 clean-

ing 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

# 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."

"Peoria's passion for innovation and sustainability is evident through their vision and leadership on this project," said Joe Moye, 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 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

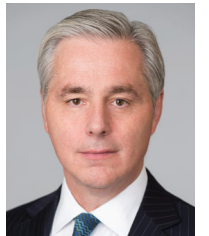


Santa Clarita Mayor Cameron Smyth, left, and local councilmembers and dignitaries break ground on the Vista Canyon Bus Transfer Station.

# 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.



William J. Flynn

# 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.



Paul Ballard

# 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.



Sarah E. Feinberg

# FTA'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](http://www.apta.com/legislative-conference).



K. Jane Williams

## FTA 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.



U.S. Department of Transportation

Federal Transit Administration

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](http://www.bit.ly/NOFO-HOPE). Applications will be accepted until 11:59 p.m. Eastern, May 4.

## 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>.

2020 APTA AWARDS

DEADLINE:  
APRIL 17, 2020

CALL FOR  
NOMINATIONS

Annual Awards Recognizing Excellence in the Public Transportation Industry

## 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 impressing 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](http://www.apta.com/advocacy).



Byron Dorgan



Phil English

At the heart of APTA's mission is advocating for increased funding for public transportation and for the adoption of pro-transit policies. The success of the association depends in part on the relationships that APTA members develop and maintain with representatives and their staff. APTA encourages its members to schedule meetings in conjunction with the Legislative Conference and maintain regular contact with their congressional offices during the coming year.

Learn more and register at [www.apta.com/legislative-conference](http://www.apta.com/legislative-conference).

## 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.

"Riding commuter rail is 18 times safer than driving an auto and, as an industry, we are committed to continuing to be a leader in rider safety by implementing Positive Train Control and making commuter rail even safer."

As of Dec. 31, 2019, 97 percent of railroads are PTC certified. In revenue service demonstration or field testing: 57 percent are PTC certified by FRA or are operating with PTC; 30 percent in revenue service demonstration; 10 percent are in field testing; and 3 percent are preparing for field testing.

For more information, visit [apta.com/ptc](http://apta.com/ptc).

## 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 commends 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](http://www.bit.ly/USDOTpledge).

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# SENATE REAUTHORIZATION HEARING

CONTINUED FROM PAGE 1

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 urban 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

CONTINUED FROM PAGE 1

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 backlogged repairs at the nation's 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 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

CONTINUED FROM PAGE 3

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.

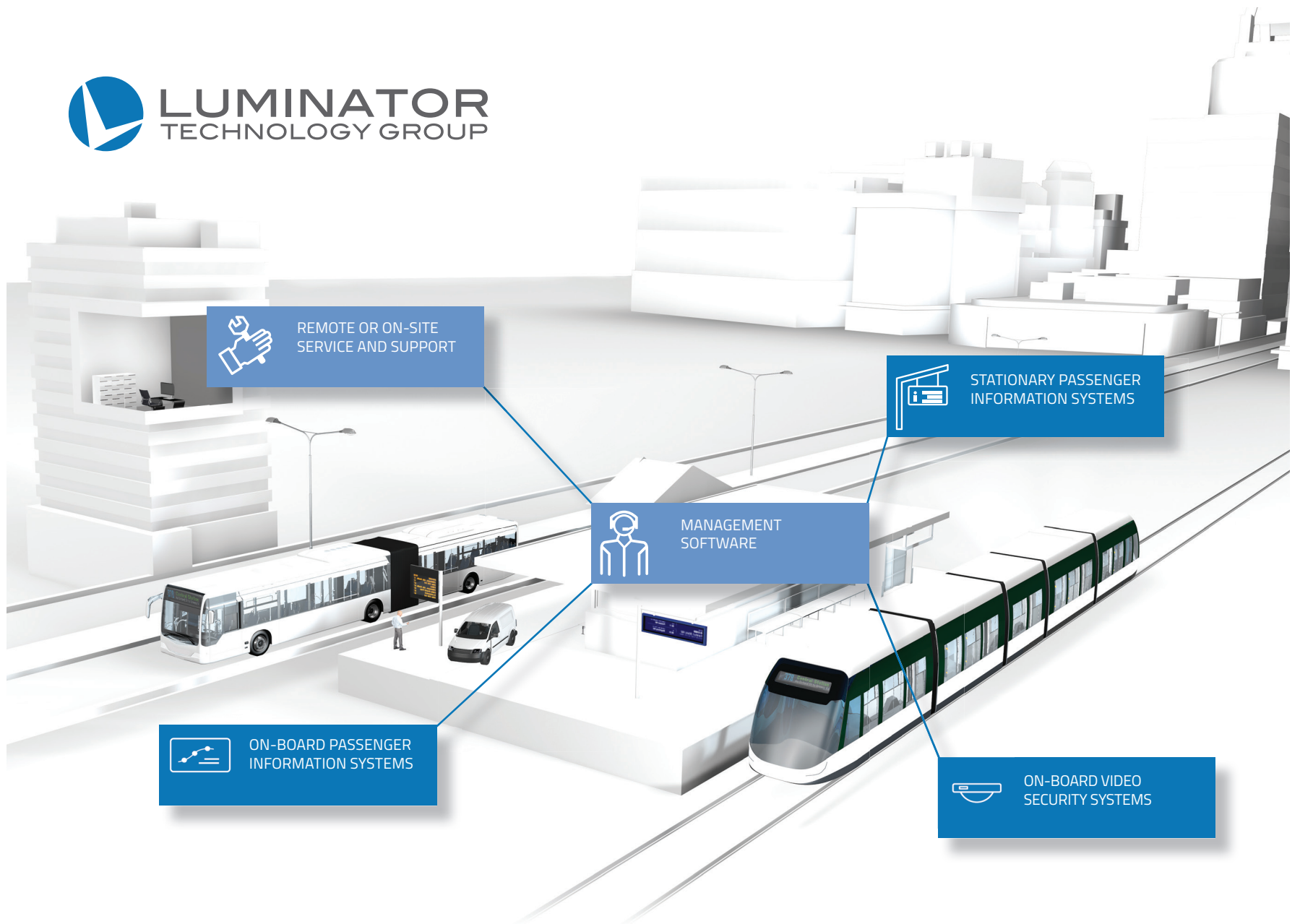
Immediately upon being contacted by York Region Public Health, Metrolinx also began communicating through social media and to the news media to alert customers who were on board the effected bus. The agency has also been keeping employees informed of the evolving situation through regular updates from 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 Klawunn, DRPA CEO and PATCO President John Hanson and Chief Engineer Michael Venuto.





## SHAPING THE FUTURE OF TRANSIT TECHNOLOGY

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Learn more about how Luminator is bringing intelligence, safety and efficiency to transit by visiting: [www.luminator.com](http://www.luminator.com)



Go to [www.futureoftransit.com/davos](http://www.futureoftransit.com/davos) for more about Luminator's contribution to the World Economic Forum and technology that drives smart cities.



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# UPCOMING APTA CONFERENCES & WEBINARS

## CONFERENCES

### Legislative Conference

March 15-17, 2020  
Washington, DC

### Transit CEOs Seminar

April 25-27, 2020  
Albuquerque, NM

### Mobility Conference & Bus Rodeo

May 15-20, 2020  
San Antonio, TX

### Rail Conference & Rail Rodeo

June 11-17, 2020  
San Francisco, CA

### Risk Management Seminar

June 28-July 1, 2020  
St. Louis, MO

## WEBINAR

An offering of APTAU  
FutureView Webinar

### Taking Back the Streets: Prioritizing Transit Through City Partnerships

March 11, 2020

LEARN MORE AT  
**WWW.APTA.COM**



## RECOMMENDATIONS

CONTINUED FROM PAGE 1

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 and passenger rail systems

today and in the future. If enacted, this investment will create or sustain more than two million jobs.

Specifically, we urge Congress to:

- Enact a long-term authorization act funded by dedicated, sustainable revenues that address the pending shortfall in the Highway Trust Fund and provide \$145 billion to bring 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 all tell our stories of how every trip on our systems meets a need or 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

connectivity in our growing community.”

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 col-

lectively 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 General Manager and CEO and APTA Chair Nuria I. Fernandez (in red) tours the newly opened Bridge Housing Community on land provided by VTA.

## 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.

## Community Transit Bus Drivers Reach Million Mile Status

Three Community Transit bus drivers in Snohomish County, WA, have been awarded the agency's Million Mile Award for driving a million miles without a preventable accident. A million miles of driving is the equivalent of more than two round trips to the moon. Pictured from left are Jack Bartlett, David Eddy and Neil MacKay. "The Million Mile status is among



the most significant accomplishments we honor because it recognizes our drivers' commitment to safety and service," said Community Transit CEO Emmett Heath. Million Mile Drivers are each presented a jacket, plaque, certificate and a pin, as well as having their name placed on one of the agency's buses. The three bus drivers joined more than 50 active drivers at Community Transit who have accomplished this feat.

## APTA PROFILE MEMBER



### SUE DREIER

Chief Executive Officer  
Pierce Transit  
Lakewood, WA



### 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 district manager 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 Roadeo 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 traveling 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, APTF!

# APTA Members Mobilize in Washington, DC

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

**APTA MEMBERS AND PUBLIC** transportation stakeholders will mobilize March 14-17 during the APTA 2020 Legislative Conference in Washington, DC, to advocate for increased investment in our nation’s surface transportation infrastructure.


With the Fixing America’s Surface Transportation (FAST) Act set to expire Sept. 30, 2020, APTA is working with Congress and the Administration to authorize new surface transportation legislation prior to its expiration.

The early months of 2020 have seen encouraging signs of momentum behind increased investment in public transportation, with both Congress and the Administration unveiling policy priorities that would provide the necessary investment to bring our public transit systems to a state of good repair and meet growing community demands for

increased mobility choices. President Trump’s Fiscal Year 2021 budget and 10-year infrastructure proposal would improve and expand public transportation throughout the U.S. The Administration’s plan would modernize public transportation systems by increasing funding to address the state-of-good-repair backlog for bus and rail systems.

Speaker of the House Nancy Pelosi (D-CA), House Transportation and Infrastructure Committee Chairman Peter A. DeFazio (D-OR), House Ways and Means Committee Chairman Richard E. Neal (D-MA), and the House Democratic Caucus recently released a \$760 billion proposal, outlining their plan to address growing infrastructure needs in the U.S. The proposal calls for an investment of \$489 billion over five years in surface transportation, including \$105 billion for

## Public Transportation Gets Us There



public transit and \$55 billion for passenger rail. To leverage the discussion around new surface transportation legislation, APTA members are coming to Washington to attend the Legislative Conference and to impress upon Congress and the Administration that now is the time to invest more in our nation’s critical public transportation infrastructure. APTA members know how infra-

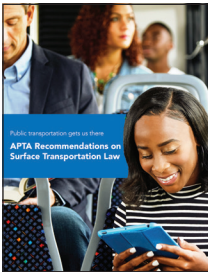
structure impacts Americans in cities, suburbs and rural communities every day. Now is the time for Congress and the Administration to move forward on bipartisan legislation that will repair, maintain and improve public transit and passenger rail systems today and in the future. **APTA MEMBERS MOBILIZE** CONTINUED ON PAGE 12

## APTA Advocacy Resources

**APTA ENCOURAGES YOU TO** stop by the Advocacy Resource Center (Franklin Square Room, Independence Level, Grand Hyatt Hotel) during the Legislative Conference March 15-17 in Washington, DC, to explore APTA’s many publications and other resources listed below.

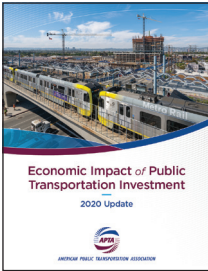
### APTA Recommendations on Surface Transportation Law

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)

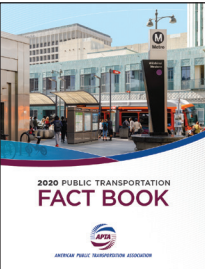
Public transportation is a crucial contributor to the U.S. economy. Long-term investment in public transportation results in \$5 billion of additional Gross Domestic Product generated per \$1 billion invested annually. APTA’s recommendations on public transportation funding will gener-



ate \$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.

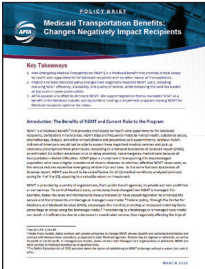
### 2020 Public Transportation Fact Book

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.



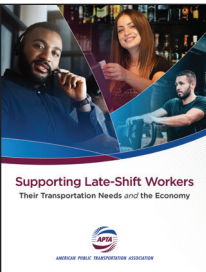
### Medicaid Transportation Benefits: Changes Negatively Impact Recipients

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.



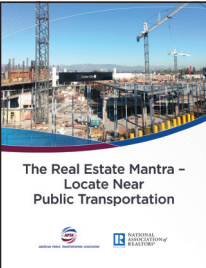
### Supporting Late-Shift Workers: Their Transportation Needs and the Economy

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

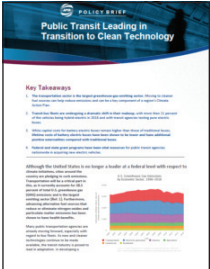
Research has shown that investment in public transportation creates jobs in communities of all sizes throughout the country, including smaller cities and rural areas where bus and rail cars often are manufactured. The private sector

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.



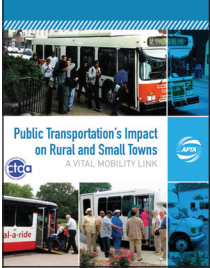
### Public Transit Leading in Transition to Clean Technology

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](https://www.apta.com).

**Public Transportation  
Gets Us There**



# 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 travelled section of the system, the Transbay corridor between 12<sup>th</sup> 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 iden-

tifiable 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.



BART's new ambassadors are on hand to address riders' concerns about safety and security.

# 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.



## APTA MEMBERS MOBILIZE CONTINUED FROM PAGE 10

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.

For more information, visit [www.apta.com/public-transportation-gets-us-there](http://www.apta.com/public-transportation-gets-us-there).

### Messaging Campaign: Sponsored Content and Digital Outreach

In 2020, the discussion about increasing federal funding for critically needed public transportation infrastructure will reach a crescendo, and APTA's "Public Transportation Gets Us There" campaign will greatly influence that conversation. It's crucial that APTA amplify this messaging through digital outreach, in particular social media promotion and strategic ad buys to deploy the campaign to the right audiences and at the right moments throughout the year.

This social media promotion and sponsored content digital buy began in the runup to the Presidential Candidates Forum on Infrastructure in Las Vegas Feb. 16. It will continue through the Legislative Conference, with post-event messaging being promoted into April. As the conversation evolves around the importance of increased investment in public transportation and the need for new surface transportation legislation, APTA's digital outreach efforts will further evolve, targeting DC decisionmakers in the times and locations when conversation is highest, while also selectively grabbing national attention in key moments.

### Grassroots Outreach

As part of APTA's ongoing grassroots efforts, more than 225,000 Voices for Public Transit (VPT) advocates will be encouraged to contact their congressional representatives about the importance of public transit in their communities. VPT advocates can be found in each state and congressional district in the country and are encouraged to share their personal stories of why there is a critical need to invest now in public transit.

For more information, contact Chad Chitwood at [cchitwood@apta.com](mailto:cchitwood@apta.com) or 202-496-4841.

# 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](http://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 onboard 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](http://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/179334.aspx](http://www.trb.org/Publications/Blurbs/179334.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](http://www.trb.org/Publications/Blurbs/179912.aspx).

The pre-publication draft of *TCRP Research Report 213: Data Sharing Guidance for Public Transit Agencies—Now and in the Future* is designed to help public transit agencies make decisions about sharing data, including how to evaluate benefits, costs and risks. Visit [www.trb.org/Publications/Blurbs/180188.aspx](http://www.trb.org/Publications/Blurbs/180188.aspx).

The pre-publication draft of *TCRP Research Report 215: Minutes Matter: A Bus Transit Service Reliability Guidebook* details eight steps that a public transit agency can take to develop and maintain a Reliability Improvement Program. Visit [www.trb.org/Publications/Blurbs/180325.aspx](http://www.trb.org/Publications/Blurbs/180325.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](http://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 [mgarciacolberg@nas.edu](mailto:mgarciacolberg@nas.edu) for more information.

## '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."

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# 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.



DART’s interactive digital kiosks provide riders with opportunities to engage with community partners and local merchants and events.

# 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.”

# 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 100<sup>th</sup> country milestone mark, the app has now served more than 720 million users in more than 3,100 cities across six conti-

nents 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.”



# 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 platform shelters 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.



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

Best Print Media	Group
Mountain Metropolitan Transit, Colorado Springs, CO	1
Southwest Ohio Regional Transit Authority, Cincinnati, OH	2
Los Angeles County Metropolitan Transportation Authority, Los Angeles, CA	3
Complete Coach Works, Riverside, CA	4
Best Electronic Media	
Livermore Amador Valley Transit Authority, Livermore, CA	1
Community Transit, Everett, WA	2
Metropolitan Transit Authority of Harris County, Houston, TX	3
Motor Coach Industries, Des Plaines, IL	4
Best Special Event	
C-TRAN – Clark County PTBA, Vancouver, WA	2
Niagara Frontier Transit Metro System, Buffalo, NY	3
Best Social Media	
Denton County Transportation Authority, Lewisville, TX	1
Caltrain, San Carlos, CA	2
Metropolitan Transit Authority of Harris County, Houston, TX	3
Best Partnership	
San Joaquin Regional Transit District, Stockton, CA	1
District Department of Transportation, Washington, DC	2
Pinellas Suncoast Transit Authority, St. Petersburg, FL	2
Capital Metropolitan Transportation Authority, Austin, TX	3
Los Angeles County Metropolitan Transportation Authority, Los Angeles, CA	3
Ohio Transit Risk Pool, Wadsworth, OH	4
Best Shoestring Budget Tactic	
Denton County Transportation Authority, Lewisville, TX	1
District Department of Transportation, Washington, DC	2
Orange County Transportation Authority, Orange, CA	3
San Francisco Municipal Transportation Agency, San Francisco, CA	3
Best Comprehensive Campaign	
LOSSAN Rail Corridor Agency, Orange, CA	1
City of Albuquerque Transit Department, Albuquerque, NM	2
Metrolinx (GO Transit), Toronto, ON	3
BAE Systems HybriDrive Solutions, Endicott, NY	4

## Best Marketing and Communications Educational Effort

Best Print Media	
rabbittransit, Central Pennsylvania Transportation Authority, York, PA	1
Greater Dayton Regional Transit Authority, Dayton, OH	2
Metrolinx (GO Transit), Toronto, ON	3
Complete Coach Works, Riverside, CA	4
Best Electronic Media	
GoTriangle, Research Triangle Park, NC	1
Hillsborough Area Regional Transit Authority, Tampa, FL	2
Orange County Transportation Authority, Orange, CA	3
Motor Coach Industries, Des Plaines, IL	4
Best Special Event	
Greensboro Transit Authority, Greensboro, NC	1
Riverside Transit Agency, Riverside, CA	2
Dallas Area Rapid Transit, Dallas, TX	3
Complete Coach Works, Riverside, CA	4

## Best Marketing and Communications Educational Effort (continued)

Best Social Media	Group
Denton County Transportation Authority, Lewisville, TX	1
Kansas City Area Transportation Authority, Kansas City, MO	2
Los Angeles County Metropolitan Transportation Authority, Los Angeles, CA	3
Cubic Transportation Systems, San Diego, CA	4
Best Partnership	
LOSSAN Rail Corridor Agency, Orange, CA	1
Caltrain, San Carlos, CA	2
Regional Transportation District, Denver, CO	3
GILLIG LLC, Livermore, CA	4
Best Shoestring Budget Tactic	
Link Transit, Wenatchee, WA	1
Mid-Region Council of Governments, Albuquerque, NM	1
Pinellas Suncoast Transit Authority, St. Petersburg, FL	2
Chicago Transit Authority, Chicago, IL	3
Best Comprehensive Campaign	
Link Transit, Wenatchee, WA	1
Delaware Transit Corporation, Wilmington, DE	2
AC Transit, Oakland, CA	3
Orange County Transportation Authority, Orange, CA	3
Sacramento Regional Transit District, Sacramento, CA	3
TransLoc Inc., Durham, NC	4

## Best Marketing and Communications To Highlight Transit Needs and Funding

Best Print Media	
LAKETRAN, Painesville, OH	1
Jacksonville Transportation Authority, Jacksonville, FL	2
AC Transit, Oakland, CA	3
Best Electronic Media	
Livermore Amador Valley Transit Authority, Livermore, CA	1
Memphis Area Transit Authority, Memphis, TN	2
Metropolitan Transit Authority of Harris County, Houston, TX	3
Best Special Event	
Greater Peoria Mass Transit District, Peoria, IL	1
Santa Clara Valley Transportation Authority, San Jose, CA	3
Best Social Media	
LAKETRAN, Painesville, OH	1
Metrolink (SCRRA), Los Angeles, CA	2
San Francisco Bay Area Rapid Transit District (BART), Oakland, CA	3
Best Partnership	
Pinellas Suncoast Transit Authority, St. Petersburg, FL	2
Niagara Frontier Transit Metro System, Buffalo, NY	3
Best Shoestring Budget Tactic	
Metropolitan Transit Authority of Harris County, Houston, TX	3
Best Comprehensive Campaign	
Norwalk Transit District, Norwalk, CT	1
Intercity Transit, Olympia, WA	2
Regional Transportation District, Denver, CO	3

# Public Transit Legal Professionals Gather For APTA Seminar

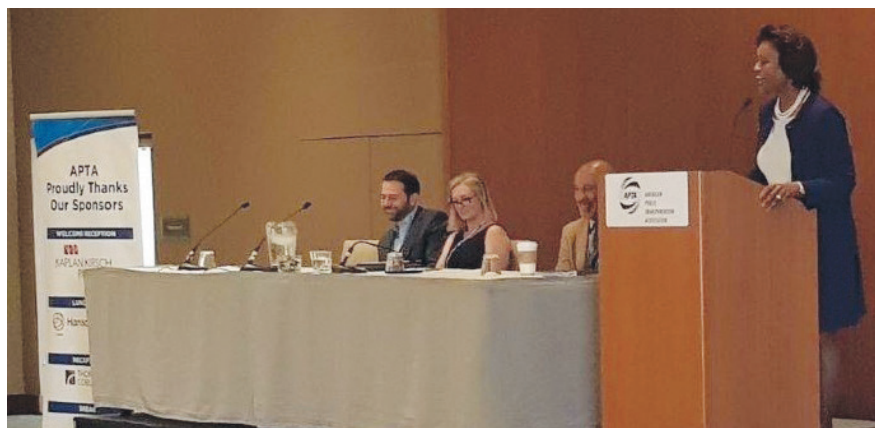
**APPROXIMATELY 140** public transit attorneys convened in San Diego, Feb. 23-25, for APTA's Legal Affairs Seminar, where they engaged in numerous educational sessions and opportunities to network and share best practices with peers.

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 of Circulate San Diego, reviewed successful initiatives



Nuria I. Fernandez, APTA chair and general manager and CEO of the Santa Clara VTA, welcomed attendees to APTA's 2020 Legal Affairs Seminar.

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.



APTA President and CEO Paul P. Skoutelas addresses attendees at APTA's 2020 Marketing and Communications Workshop.

## 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 open-

ing 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.



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

## People On The Move

**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.



Mazza

**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.



Hill

**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 the Washington Metropolitan Area Transit Authority, BART and the Southeastern Pennsylvania Transportation Authority.



Salpeas

**John Wesley White** joins VTA as deputy director of procurement, contracts and materials (chief procurement officer). White comes to VTA from Cubic Corporation, parent company of Cubic Transportation Systems, which designs, integrates and provides outsourced business process and information technology services for automated fare-collection systems for public transit operations.



White

**AUSTIN, TX**—HDR has named **Rob Mowat** as the transportation electrified mobility practice lead. In this role, he will help HDR's clients develop plans and integrate electric and other zero-emission vehicles into their operations. Mowat has spent more than 30 years in the transportation industry, beginning with managing transit systems through the West and Southwest U.S. More recently, he worked with operating companies and heavy-duty bus manufacturers responsible for diesel, CNG, hybrid and developing electric vehicles in the U.S. and Canada. He is a graduate of the Leadership APTA program and serves on APTA's EXPO Advisory Committee and Business Member Procurement Committee.



Mowat

# 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](mailto:ptads@apta.com). Mailing address is: *Passenger Transport*, 1300 I Street, NW, Suite 1200 East, Washington, DC 20005. Ad copy is not accepted by phone. **DEADLINE:** 3 p.m., EST, Friday, one week prior to publication date. **INFORMATION:** Phone (202) 496-4877.

	APTA Member	APTA Non-Member
1 insertion*	\$1.65 per word	\$1.90 per word
Multiple insertions* (with no copy change)	\$1.50 per word	\$1.70 per word
Display classifieds / column inch rate	\$80.00	\$95.00
Minimum charge	\$95.00	\$95.00
Logo Placement (per issue)	\$45.00	\$45.00
Affidavits	\$3.50	\$3.50
Blind box fee	\$25.00	\$25.00
Minimum charge	\$95.00	\$95.00

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

## BIDS/PROPOSALS

### REQUEST FOR INFORMATION

**CTtransit** is the **Connecticut Department of Transportation** owned bus system, which provides fixed route bus service within 53 towns in the Hartford, New Haven and Stamford metropolitan areas. We are requesting information from prospective vendors interested in providing driver protection barriers for our New Flyer, MCI, Prevost and Gillig buses. Below please find a summary of the minimum specifications required: Driver's barrier shall be easy to close, offering the driver quick protection in the event of an emergency

Driver's barrier must meet Federal Transit Administration and American Disabilities Act guidelines

Glass geometry must allow for an unobstructed view of surroundings and minimize glare Installation must be tailored around existing bus equipment

If your company is interested please respond to Greg Chapin, Purchasing & Contracts Officer at [gregchapin@cttransit.com](mailto:gregchapin@cttransit.com) with information about the product being offered.

### REQUEST FOR PROPOSALS

**Notice Is Hereby Given** that the **City of Santa Ana** invites qualified firms to provide a proposal for **bus passenger service operators** to provide bus services at the **Santa Ana Regional Transportation Center (SARTC)**.

Responses to this Request for Proposals (RFP) must be submitted electronically to the Planet-Bids system **no later than Wednesday, March 18, 2020 at 2:00 p.m.** Proposals received after this date/time will not be considered. It is the responsibility of the proposer to ensure that any proposals submitted have sufficient time to be received by the City of Santa Ana prior to this proposal due date and time.

All notifications, updates and addenda will be posted online on PlanetBids at <https://www.planetbids.com/portal/portal.cfm?CompanyID=20137>. Proposers shall be responsible for monitoring the site to obtain information regarding this solicitation. Failure to respond to required updates may result in a determination of a nonresponsive proposal.

### REQUEST FOR PROPOSALS

#### RFP #20-024 MANUFACTURE AND DELIVERY OF LOW FLOOR CUTAWAY BUSES

Sealed proposals marked "RFP #20-024 Manufacture and Delivery of Low Floor Cutaway Buses", will be received at the Delaware Transit Corporation (DTC), 119 Lower Beech Street, Suite 100, Wilmington, DE 19805 until **2:00 PM EST, May 1, 2020**.

Questions may be asked in writing until 2:00 PM EST April 3, 2020. All questions must be sent by email to [mary.wahl@state.de.us](mailto:mary.wahl@state.de.us).

A complete package, including detailed specifications, may be obtained from Mary Wahl, at DTC's office located at 119 Lower Beech Street, Suite 100, Wilmington, DE 19805, or by calling (302) 576-6113 or by emailing [mary.wahl@state.de.us](mailto:mary.wahl@state.de.us).

Successful proposers are required to comply with all applicable Equal Employment Opportunity Laws and Regulations. Disadvantaged Business Enterprises are encouraged to bid.

DTC reserves the right to reject any and all proposals.

DTC reserves the right to extend the proposal due date from that described above, on not less

than five (5) calendar days' notice, by fax or email to those vendors who obtained copies of the specifications.

This project is being funded in part with funds from the Federal Transit Administration. The Catalog of Federal Domestic Assistance (CFDA) Number is 20.507 and the expected amount is approx. \$811,200.00.

John T. Sisson, Executive Director  
Delaware Transit Corporation

### NORWALK TRANSIT DISTRICT (NTD)

#### REQUEST FOR PROPOSALS RFP # NTD-2020-02 BUS WASH SYSTEM

The **Norwalk Transit District (the "District")**, Norwalk, Connecticut, is seeking responses from qualified firms for the bus wash system in accordance with requirements of the Scope of Work Documents. Interested firms may download the RFP document from the District's website at <http://www.norwalktransit.com> > Procurement, the State of Connecticut Department of Administrative Services Contracting Portal at [http://www.biznet.ct.gov/SCP\\_Search](http://www.biznet.ct.gov/SCP_Search), or by contacting Lori Hammill, Chief Logistics Officer at 203.299.5162, or email: [lhammill@norwalktransit.com](mailto:lhammill@norwalktransit.com).

A non-mandatory pre-proposal conference will be held on March 12, 2020 at 10:00 a.m. EST at Norwalk Transit District's office located at 275 Wilson Avenue, Norwalk, CT 06854 to outline requirements as well as to provide the opportunity for questions and explanations.

Proposals shall be submitted to Lori Hammill, Chief Logistics Officer, Norwalk Transit District, 275 Wilson Avenue, Norwalk, CT 06854, **on or before 2:00 p.m. EST, Monday, March 30, 2020**. Proposals received after the deadline will not be considered and will be returned to the Proposer unopened.

Any contract resulting from this request for proposals is subject in part to 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, the contractor will be required to comply with all applicable equal employment opportunity laws and regulations.

### RFB #: 2020-1

#### REQUEST FOR BIDS FOR TRANSPORTATION SERVICES

**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](http://www.clastran.com)) and navigating to "Doing Business With ClasTran" or by contacting the RFB administrator, Shari Spencer: [sspencer@clastran.com](mailto:sspencer@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:  
Proposal Administrator – Shari Spencer  
ClasTran

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

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

RFB questions are due no later than March 11, 2020, at 5:00 p.m. (CST). All questions must be sub-

mitted via email to the RFB administrator. Questions and answers shall be made available to all registered RFB recipients and with no reference to any particular bidder on or before March 20, 2020. ClasTran is an equal opportunity purchaser.

### RFB #: 2020-2

#### REQUEST FOR BIDS FOR MAINTENANCE SERVICES

**ClasTran** is now accepting Bids for Maintenance 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](http://www.clastran.com)) and navigating to "Doing Business With ClasTran" or by contacting the RFB administrator, Shari Spencer: [sspencer@clastran.com](mailto:sspencer@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 Maintenance Services"

Bids Must Be Mailed Or Hand Delivered To:  
Proposal Administrator – Shari Spencer  
ClasTran

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

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

RFB questions are due no later than March 11, 2020, at 5:00 p.m. (CST). All questions must be submitted via email to the RFB administrator. Questions and answers shall be made available to all registered RFB recipients and with no reference to any particular bidder on or before March 20, 2020. ClasTran is an equal opportunity purchaser.

### RFB #: 2020-3

#### 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](http://www.clastran.com)) and navigating to "Doing Business With ClasTran" or by contacting the RFB administrator, Shari Spencer: [sspencer@clastran.com](mailto:sspencer@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:  
Proposal Administrator – Shari Spencer  
ClasTran

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

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

RFB questions are due no later than March 11, 2020, at 5:00 p.m. (CST). All questions must be submitted via email to the RFB administrator. Questions and answers shall be made available to all registered RFB recipients and with no reference to any particular bidder on or before March 20, 2020. ClasTran is an equal opportunity purchaser.

## HELP WANTED

### VICE PRESIDENT, COMMUNICATIONS AND MARKETING

#### AMERICAN PUBLIC TRANSPORTATION ASSOCIATION

**American Public Transportation Association (APTA)** has an immediate need for an individual to develop and manage a comprehensive, strategic communications, outreach and marketing program to support APTA's mission and position as the voice of the industry. The individual is also responsible for developing and managing a nationwide education and advocacy program, in coordination with the Vice President, Government Affairs and the Vice President, Mobility Initiatives and Policy to build strong and effective support for public transportation among key audiences and to increase funding for public transit at the national, regional and local levels. This position

also provides strategic counsel on public affairs to the President and CEO.

Requirements include: Bachelor's degree in marketing, communications, business or related field (advanced degree preferred); minimum of ten years of experience in a senior management role, holding progressively responsible positions in marketing and communications for nonprofit, corporate, and/or agency organizations; exceptional written and verbal communication and presentation skills; proven success in developing and implementing digital marketing and social media strategies to enhance visibility, engagement and loyalty; strong interpersonal skills and experience building, leading, mentoring, and motivating teams and colleagues; presence and confidence to project credibility to staff, senior leaders, Board of Directors, media, and stakeholders; demonstrated ability to multi-task as well as work independently and under pressure, meeting multiple deadlines; and must be able to travel to conferences and meetings as needed.

We offer a convenient Metro location, excellent benefits and competitive salary. Please email cover letter and resume to Human Resources at [aptajobs@apta.com](mailto:aptajobs@apta.com). Principals Only

APTA provides equal employment opportunities (EEO) to all employees and applicants for employment without regard to race, color, religion, gender, sexual orientation, gender identity or expression, national origin, age, disability, genetic information, marital status, amnesty, or status as a covered veteran, in accordance with applicable federal, state, and local laws.

### ASSISTANT MANAGER OF CAPITAL PROGRAMMING

**Are you seeking a job where your work is rewarding and provides excellent benefits?**

The **Maryland Transit Administration (MTA)** invites you to apply today to be considered for a position that provides customer service to the citizens of Maryland every day. The MTA is one of the largest transit systems in the United States and is seeking dynamic and energetic individuals to join the MTA team.

Maryland Department of Transportation's Maryland Transit Administration is seeking qualified candidates for the position of Assistant Manager of Capital Programming. This position is responsible for the \$3.2 billion, six (6) year MTA capital program as well as more than seventy (70) federal grants. The Assistant Manager of Capital Programming determines which projects are recommended to senior management for funding consideration in the capital program as well as which projects to fund with federal grants. Sounds interesting? Apply today at [www.mdot.maryland.gov/employment](http://www.mdot.maryland.gov/employment).

### CITY AND COUNTY OF SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

#### 9174 MANAGER IV, MTA (DIVISION MANAGER)

**Recruitment #PEX-9174-104095**

**Salary: \$125,450 - \$160,134 annually**

**Position Description:**

Under general administrative direction, the 9174 Manager IV, MTA (Division Manager) manages bus and rail division of transit service activities in the San Francisco Municipal Transportation Agency (SFMTA). The Division Manager directs, coordinates, monitors, evaluates, and assigns work to assigned division staff levels 100 to 500 working around the clock, and leads activities to maintain morale, provide motivation and enforce discipline. The Division Manager represents the division and the SFMTA, attends meetings, makes presentations, coordinates with other management staff, and performs related duties as required.

The 9174 Manager IV, MTA (Division Manager) may be assigned to the rail bus division, and/or may be assigned to perform special project(s), or other tasks not specifically listed below provided that the assignment is consistent with the level of responsibility of the Manager IV, MTA position. The position is subject to twenty-four (24) hour call-back during emergency situations.

**Nature of work:** Due to the regular schedule and demand of the job, some assignments may require incumbents to work rotating shifts, evenings, holidays and weekends and may be assigned to be on standby status.

To view the full job posting in detail and apply online, please click on the following link: <https://www.jobapscloud.com/SF/sup/bulpreview.asp?R1=PEX&R2=9174&R3=104095>

CLASSIFIEDS

HELP WANTED

CIVIL ENGINEER I, TRANSPORTATION OPERATIONS  
CITY OF BOULDER PUBLIC WORKS DEPARTMENT

\$61,916 - \$94,371 Annually  
This position, under general supervision, manages the collection and evaluation of transportation-related data including traffic counts, field studies and crash statistics; and uses this data to perform traffic studies. Plays an active role in the city's Vision Zero program, assists with the review of construction and special event closure requests, and performs related duties as required. This position will remain open for a minimum of 5 days from 2/24/2020, after which it will close when a qualified candidate is identified and/or hired. For complete job description, qualifications, and application instructions, please apply at https://tinyurl.com/v33nw3v

GOLDEN EMPIRE TRANSIT DISTRICT  
TRANSIT PLANNER

Essential Function Job Description  
Updated: 3/3/20  
I. Position Title: Transit Planner  
II. Employment Classification: Exempt  
III. Department: Administration  
IV. Reports to: Chief Operating Officer  
V. Fundamental Objective: Coordinate the District's short-range service planning activities; monitor the bus stop program; respond to public and other agencies, as necessary.  
VI. Level of Supervision Required: Limited supervision required.  
VII. Supervisory Responsibilities: None  
VIII. Essential Job Duties and Responsibilities:  
A. Coordinate service-planning activities.  
1. Coordinate data collection and monitoring program, including preparation of various reports (monthly and quarterly data reports, route productivity analysis, mileage and other nonfinancial operating data, surveys and annual reports).  
2. Maintain statistical database for monitoring demand-response transportation system performance.  
3. Prepare annual Service Plan Update.  
4. Design, implement and evaluate passenger surveys and route segment analysis.  
5. Monitor growth and development activities within the District's service area, recommending changes in service and related operating data, as necessary. Makes field surveys related to planning projects.  
6. Prepare timetables, working with route maps, schedule run cuts and coordinating route and service level changes with other departments.  
7. Perform various research, as necessary, i.e., price elasticity, performance indicators and standards, operating comparisons, etc.  
8. Prepares plans, programs and statistics for federal compliance, such as Title VI program and National Transit Database.  
9. Prepares maps, graphs, charts and other visual aids to illustrate planning studies.  
10. Makes oral presentations on service related issues to the Board of Directors, staff and advisory committees.  
11. Supervise on-board data collection when necessary (i.e. NTD Surveys).  
12. Analyze technical, demographic, economic and financial data used for assessing route and schedule changes.  
13. Serve as member of the Senior Management Executive Team for the Environmental Management System Program (EMS).  
14. Perform other duties as assigned.  
B. Monitor the bus stop program.  
1. Monitor program, conducting surveys for proposed bus stop and shelter locations.  
2. Manage the placement and on-going issues of all bus stops, shelters, etc.  
3. Maintain the bus stop inventory program, conducting periodic field observations of inventory. Establish and maintain the bus stop database.  
4. Respond to suggestions or complaints regarding bus stop locations.  
C. Interdepartmental relations.  
1. Assist with bus book update.

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. Provide site information on bus stops to Maintenance Department as needed.  
D. Public/Interagency relations.  
1. Provide service data to local planning agencies.  
2. Respond to public inquiries regarding transit service.  
3. Respond to complaints regarding bus stop locations, as listed in B above.  
4. Review and respond to development proposals, Negative Declarations, EIR's, Metropolitan Transportation Plans, and other documents. Prepare recommendations regarding transportation mitigation measures.  
5. Participate in contract projects with consultants.  
E. Maintain a sound client/customer relationship to foster satisfaction with the District's quality of service.  
IX. Minimum Qualifications  
A. Graduation from an accredited four year college or university with a Bachelors Degree in Planning, Transportation, Urban Studies, Geography or a closely related field.  
B. Two years of experience in transit operations, planning or program development.  
C. Knowledge of urban planning practices and principles of transportation operations systems; Federal, State and local funding sources, laws and procedures governing responsibilities of position; 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 land-use planning and environmental review process; knowledge of electronic farebox software programs.  
D. Requisite reading, mathematical, written language and verbal skills in order to perform the essential functions of the job as listed in Section VIII.  
E. Possess a valid California drivers' license and driving record acceptable to the District's insurance underwriter.  
X. Essential Position Requirements  
A. Operate a staff motor vehicle to perform bus stop field analysis, plan new routes and monitor land use. (F)  
B. Use a computer and printer for data collection and analysis, for drawing maps and timetables. (F)  
C. Use the telephone for communication purposes. (O)  
D. Use a calculator to perform mathematical functions. (F)  
IX. Marginal Position Requirements  
A. Use a laminator to laminate various document copies. (S)  
B. Use the Merlyn lettering machine to make labels.  
X.II. Essential Physical Requirements  
A. Body Position and Movement  
1. Ability to remain in a seated position for extended periods to operate the computer, write reports and talk on the telephone. (F)  
B. Object Manipulation  
1. Use a copy and fax machine- lift, press keys, lower. (F)  
2. Use the computer and printer for data entry and graphics - push keys. (F)  
3. Use the telephone to communicate - lift, push, lower. (O)  
4. Use a calculator to calculate numbers - push keys. (F)  
C. Simultaneous Object Manipulation  
1. Operate a telephone while taking messages. (F)  
2. Drive a car and look for bus stops. (F)  
D. Environmental Demands  
1. Work indoors to write reports, perform computer data entry and analysis, and receive and make phone calls. (F)  
2. Work outdoors for marking bus stops sites and measuring for shelters, pads and turnouts. (F)  
XIII. Marginal Physical Requirements  
A. Body Position and Movement  
1. Walk to the copy machine, the computer

room and to perform bus stop field analysis. (O)  
B. Object Manipulation  
1. Use the laminator to laminate copies - twist, turn. (S)  
2. Use Merlyn lettering machine to make labels - push keys, lift up, lower down. (S)  
C. Simultaneous Object Manipulation - None.  
D. Environmental Demands - None.  
Applications may be obtained from the GET office, printed from GET's website, or completed on GET's website, www.getbus.org. Completed applications and current K4 DMV printout must be returned to Golden Empire Transit District, 1830 Golden State Avenue, Bakersfield, CA. 93301. Resumes will not be accepted in lieu of completed applications.  
Equal Opportunity Employer.

HARBOR TRANSIT DIRECTOR  
LOCATION: GRAND HAVEN, MICHIGAN

The Harbor Transit Multi-Modal Transportation System Board of Directors is seeking a Harbor Transit Executive Director to direct, evaluate, and coordinate all activities of the Transportation System. This includes budgeting, strategic long-range planning, overall management of the program and staff, and managerial leadership. The full recruitment profile, including qualities and qualifications required, and application is available on harbortransit.org. The posting closes on 3/27/2020.

CHIEF EXECUTIVE OFFICER

The Virginia Railway Express (VRE) is seeking a forward-looking, transformative leader with deep experience in capital infrastructure and public sector operations to be its next Chief Executive Officer.  
The Chief Executive Officer (CEO) position exercises executive leadership responsibilities in achieving VRE's vision and strategic plan; establishing and maintaining effective relationships with the VRE Operations Board, the parent commissions and internal staff; and in maintaining and expanding cooperative relationships with the host railroads, Amtrak, transit agencies, and federal, state, regional, and local governments.  
The CEO position requires extensive senior management experience in an organization with a comparable scale and scope of services and a master's degree in organizational leadership, public administration, business administration, or a related field. Equivalent education and experience will be considered.  
Qualified candidates please submit your cover letter and resume online by visiting our website at https://bakertilly.recruitmenthome.com/postings/2559. This position is open until filled; candidates are asked to submit their applications by April 1, 2020. For more information, please contact Sharon Klumpp at sharon.klumpp@bakertilly.com or 651-223-3053. VRE is an Equal Opportunity Employer.

BUS OPERATOR, FULL-TIME (PS101326)

Position is represented by the ATU Local Division #1575 Posted on February 1, 2020 and is open until filled  
Position Summary:  
Under general supervision, operates a variety of transit vehicles to transport passengers along specific, assigned routes according to the District's requirements. Provide service in a safe, courteous and reliable manner. Responsible for written reports and other information as required. Upon completion of the Golden Gate Transit Training Program, the employee operates regularly scheduled assignments. All runs will originate in either Santa Rosa, Novato or San Rafael.  
Application Procedure:  
To Apply: www.goldengate.org/jobs  
Applicants must apply online by the deadline date. Applications received after the deadline will not be considered.

The District's Human Resources Kiosk is available for filling out and submitting your online application and employment documents. The HR kiosk is located at the San Rafael Office. For directions and general information, visit our website www.goldengate.org.  
All notices related to District recruitments for which you apply will be sent via email. Please ensure the email address you provide on your application is correct, and add '@goldengate.org' as an accepted address to any email blocking or spam filtering program you may use to ensure receipt of notification from the District regarding your recruitment application. The District is not responsible for notices that are not read, received, or accessed by any applicant for any District recruitment.

The Following Document(s) Must Be Submitted At Time Of Application:

- GGBHT Online Employment Application
- DMV Report K4 printout (Scan and attach as PDF to your Online Employment Application) Applicants with DMV printouts older than 30 days will be eliminated (NOTE: You will be required to provide your original DMV K4 print-out if you are invited to the next step of the process). The printout should reflect a pattern of safe, responsible vehicle operation, and demonstrate a clean driving record which would include the following:  
a) NO Reckless Driving CVC 23103 through 23109 (reckless driving), or Driving Under the Influence CVC 23152 – 23153 (driving under the influence of alcohol or drugs). Any DUI or Reckless Driving violation on your DMV printout within the last seven (7) years is an automatic disqualification.  
b) NO more than 1 moving violation and no "at fault" accidents within the last 3 years. NO license suspension, revocation or probation for a period of 3 years prior to the date of this posting.  
c) NO convictions of California State Vehicle Code 20001 (leaving the scene of an accident involving bodily injury or death).  
d) NO Failures to Appear or Failures to Pay on DMV printout at the time of submission.  
e) Any accidents on DMV printout must be accompanied by an insurance or police report verifying that you were not at-fault.  
o If accident occurred while driving for an employer a company report is also required.  
f) Other violations, citations, and/or accidents will be reviewed on a case by case basis and may be cause for non-selection.  
Note: ONLY DMV K4 reports will be accepted. A DMV K4 printout report (10 year driving record) MUST come from any DMV office. A complete DMV K4 report has the word \*\*\*END\*\*\* in capital letters at the end of the report. K4 reports that state: Unable to Print Entire Record will not be accepted. Request that the DMV provides you with a complete DMV K4 report with the final page that states \*\*\*END\*\*\*

The Selection Process For This Position Will Include:

- There are six steps in the selection process. You must pass each step to move on to the next step. The steps consist of the following:
1. Successful completion of application screening process
  2. Video Examination and Written Examination
  3. Panel Interview
  4. Medical Examination, post offer of "conditional employment" (includes DOT medical and physical guideline requirements, a drug screen and physical abilities examination)
  5. Criminal Investigation
  6. Ten (10) year history conducted on Employment Background
- \*This position is classified as U.S. Department of Transportation - Federal Transit Administration "Safety Sensitive." Under DOT FTA regulations, employees in "Safety Sensitive" positions are subject to pre-employment, reasonable suspicion, post-accident, random and return-to-duty drug and/or alcohol testing.  
\*\*The District will invite only those candidates whose qualifications most closely match the position requirements to continue in the selection process.

An Equal Opportunity Employer

The Golden Gate Bridge, Highway and Transportation District provides equal employment opportunity for all qualified persons based on merit and other job-related factors without regard to race, color, religion, religious creed (including religious dress and grooming practices), national origin, ancestry, citizenship, physical and mental disability, medical condition, genetic information, marital status, sex (including pregnancy, childbirth, breastfeeding and/or related medical conditions) gender, gender identity, gender expression, age (40 years and over), sexual orientation, veteran and/or military status, protected medical leaves, domestic violence victim status, political affiliation and any other status protected by state or federal law.  
Applicants with Disabilities: The Human Resources Department will make reasonable efforts to accommodate applicants with disabilities to complete the Employment Application and in any job-related examination process. Please contact Human Resources at (415) 257-4535 to request assistance with an Employment Application. To request a job-related examination process accommodation, please submit your request to Human Resources with sufficient time to allow the District to consider the reasonableness of the request.

## MANAGER FINANCE

The **Regional Transportation Commission of Southern Nevada (Las Vegas)** is recruiting for a Manager of Finance.

The Manager of Finance manages the operations of an assigned unit or function of the financial operations of the RTC.

This position requires: Equivalent to a Bachelor's degree in accounting or a closely related field and five (5) years of professional accounting experience.

**Salary Range: \$101,587.20 - \$160,201.60 Annually**

Nevada Employees Do Not Pay State Income Tax Or Social Security, Employer Paid Retirement  
For more information and to apply, visit our website at [www.rtcnv.com](http://www.rtcnv.com).

RTC is an Equal Opportunity Employer & E-Verify Participant

## SUMMIT STAGE TRANSIT DIRECTOR

**Location:** Frisco, CO

**Position Duties:** First Transit is seeking a seasoned public transportation management professional to direct the operation of the Summit Stage Transit system. Based in Frisco, Colorado, the Summit Stage is the third largest rural transit agency in the nation and provides public transportation services to the communities in Summit County, Colorado, as well as four world-class ski resorts of Breckenridge, Copper Mountain, Keystone and Arapahoe Basin.

The ideal candidate will combine strong public transportation and management expertise with exceptional interpersonal skills. Must have excellent written and verbal communication skills, strong presentation skills and the ability to maintain composure and professionalism in stressful and/or difficult situations. Strong organizational skills and the ability to multi-task are required. Individual must be self-directed, highly organized, flexible, detail oriented and have the ability to manage a very busy and ever changing work environment. Critical thinking, developing solutions and improving existing programs to meet the changing needs of the organization are an important aspect of this position. The position requires a dynamic leader.

**The essential duties** of the position are as follows:

- Oversee all functions within the transit department for fixed route and Paratransit operations;
- Formulate, recommend and implement strategic direction for the Summit Stage;
- Prepare and oversee annual operating and capital budgets of over \$12M;
- Prepare long range operating and capital forecasts for the Summit Stage;
- Prepare monthly and annual reports for the Summit Stage Advisory Board and Board of County Commissioners;
- Coordinate with Colorado Department of Transportation (CDOT) and Federal Transit Administration (FTA) on application and administration of state and federal transit grants and other transportation programs;
- Direct department operations to ensure compliance with regulatory requirements;
- Oversee vehicle preventative maintenance program to ensure vehicles are maintained in a safe and effective operation condition;
- Coordinate contracted fleet vehicle maintenance and planned fleet replacement;
- Facilitate and participate in Transit Department meetings to identify issues, develop solutions, make recommendations and to support the staff;
- Perform personnel functions (i.e. interviews, evaluations, supervision, counseling, discipline, training, etc.) for the purpose of maintaining adequate staffing, enhancing productivity of personnel and achieving department objectives within budget;
- Collaborate with internal and external personnel for the purpose of implementing and/or maintaining services and programs;
- Respond to emergency situations during and after standard hours and on holidays to resolve immediate safety concerns;
- Write, amend and administer policies and procedures to ensure compliance with established statutes and requirements or regulatory agencies (i.e. CDOT, FTA, ADA, Board of Commissioners);
- Counsel and recommend discipline of staff;
- Evaluate performance of Supervisors and Administrative staff;
- Participate in Union negotiation process and administer terms and conditions of the collective bargaining agreement. Respond to employee grievances as needed;
- Effectively communicate transportation philosophies and adhere to the policies and

standards set forth;

- Maintain appearance of all facilities and vehicles in such a manner as to enhance the prestige and dignity of the department;
- Seek funding sources by writing and submitting appropriate grant applications for funding operations, vehicles, facilities and equipment procurement. Complete all reports as required by funding sources;
- Possess a clear understanding of the overall operation to meet the needs of passengers and employees;
- Monitor customer service and satisfaction;
- Work with local agencies to provide efficient public transportation services.

### Minimum Qualifications:

- Provides dynamic leadership by setting expectations, training, mentoring and coaching staff to meet the mission and goals of department.
- Ability to work independently and with a team.
- Capacity to plan, develop and implement various Transit programs.
- Ability to interpret a variety of instructions furnished in written, oral, diagram, or schedule form.
- Ability to effectively present information and respond to client questions.
- Ability to administer Transit operating contracts, including direction and supervision of operations, financial matters, performance and maintaining working relationships with operating companies.
- Competence to improve operations, decrease turnaround time, streamline work processes and work cooperatively and jointly with Transit staff.
- Capacity to relate to and work well with staff.
- Extensive experience supervising, training and providing on-going staff development.
- Experience in public or private sector transit systems management, including experience in transit operations and planning.

The ideal candidate will be a dynamic leader who possesses a four-year degree from an accredited college or university in transportation, logistics, planning, business administration or public administration and have a thorough knowledge of FTA guidelines, programs and reporting requirements and experience working with Unions. Additionally, qualified candidates should possess a minimum of five years progressively responsible management experience at a public transportation operation or a resort area transportation operation. A combination of education and experience may be considered in lieu of a four-year degree.

**FirstGroup** is an equal opportunity employer. All qualified applicants will receive consideration for employment without regard to race, color, religion, sex, sexual orientation, gender identity, national origin, disability or veteran status.

To apply, visit: <https://tinyurl.com/r9a7v46>

## POSITION: CASUAL FERRY OPERATIONS SUPERVISOR (PS101474)

Position located at **Golden Gate Ferry Terminals (Larkspur, San Francisco, Tiburon or Sausalito)**. This position is represented by the International Brotherhood of Teamsters, Local 856

**Salary Range:** \$43.97 – \$53.18 per hour with limited benefits

Employee pays 7% of salary/wage toward CalPERS retirement plan.

### Application Procedure:

Failure To Meet Any Of The Requirements Stated Below May Result In Rejection Of Your Application

**To Apply:** [www.goldengate.org/jobs](http://www.goldengate.org/jobs)

Applicants must apply online by the deadline date. Applications received after the deadline will not be considered.

The District's Human Resources Kiosk is available for filling out and submitting your online application and employment documents. The HR kiosk is located at the San Rafael Office. For directions and general information, visit our website [www.goldengate.org](http://www.goldengate.org).

The District's primary and official means of application notification is via EMAIL. Thus, applicants are advised to check their email for their application status updates.

**The Following Document(s) Must Be Submitted At Time Of Application:**

1. GGBHT Online Employment Application
2. Resume (Scan and attach as PDF to your on-line application)

**Selection Process For This Position May Include:**

- Skills Assessment Examination
- Panel Interview
- Department Interview of final candidates
- Background, Employment and Security In-

vestigation

\*The District will only invite those candidates whose qualifications MOST CLOSELY MATCH the position requirements to continue in the selection process.

### An Equal Opportunity Employer

The Golden Gate Bridge, Highway and Transportation District provides equal employment opportunity for all qualified persons based on merit and other job-related factors without regard to race, color, religion, religious creed (including religious dress and grooming practices), national origin, ancestry, citizenship, physical and mental disability, medical condition, genetic information, marital status, sex (including pregnancy, childbirth, breastfeeding and/or related medical conditions) gender, gender identity, sexual orientation, veteran and/or military status, protected medical leaves, domestic violence victim status, political affiliation and any other status protected by state or federal law.

Applicants with Disabilities: The Human Resources Department will make reasonable efforts to accommodate applicants with disabilities to complete the Employment Application and in any job-related examination process. Please contact Human Resources at (415) 257-4535 to request assistance with an Employment Application. To request a job-related examination process accommodation, please submit your request to Human Resources with sufficient time to allow the District to consider the reasonableness of the request.

02/12/2020 MP

## TRAFFIC SAFETY ENGINEER & CONSTRUCTION ENGINEER

**Kane County Illinois**, with over 531,000 residents across 30 municipalities, is seeking to fill two critical positions in the Division of Transportation "KDOT".

**Project Manager/Traffic Safety Engineer - Design Division \$60,008-\$85,947DOQ**

**Construction Resident Engineer/Project Manager – Construction Division \$60,008-\$76,960, DOQ.**

The county offers a very competitive benefit program including a flexible work schedule tailored to meet the needs of individual employees.

For detailed information about the positions and to apply, please visit our website [www.GovHRJobs.com](http://www.GovHRJobs.com). Open until filled but to ensure consideration please apply by April 10, 2020. Questions may be directed to the attention of Robert Stalker, Vice President, GovHR USA, Tel: 847-380-3240 or Jennifer Becker, Deputy Chief of Staff, KDOT Tel: 630-262-6177.

Construction Resident Engineer/Project Manager: Go to <https://tinyurl.com/v3een54> to Apply!

Project Manager /Traffic Safety Engineer Go to <https://tinyurl.com/tgmufew> to Apply!

## POSITIONS AVAILABLE

**Are you seeking a job where your work is rewarding and provides excellent benefits?**

The **Maryland Transit Administration (MTA)** invites you to apply today to be considered for a position that provides customer service to the citizens of Maryland every day. The MTA is one of the largest transit systems in the United States and is seeking dynamic and energetic individuals to join the MTA team.

The Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) is seeking qualified candidates for the following positions:

The **Transportation Design Engineer V** functions as a senior level civil engineer responsible for managing complex engineering projects. Projects involve a broad range of engineering disciplines, including hydraulic design, storm water management facilities, erosion and sediment control, pavement design and various types of permitting. The Facilities Engineering and ADA Division is responsible for the design, inspection, and rehabilitation of MTA's transportation facilities which include MARC, Metro, Light Rail, Bus, Commuter Bus and Mobility. Sound interesting? Apply today at [www.mdot.maryland.gov/](http://www.mdot.maryland.gov/) employment.

**Manager, Facilities Engineering and ADA.** This position directs, administer and oversee Facilities Engineering, ADA and Sustainability Division to deliver capital projects as well as provides technical/engineering support and guidance to all MDOT MTA operating offices and modes. This position requires an innovative technical solutions person who can successfully managing key performance indicators to drive strong agency results. Apply today at [www.mdot.maryland.gov/employment](http://www.mdot.maryland.gov/employment)

## KING COUNTY METRO

### RAIL DIVISION DIRECTOR

King County Metro in Seattle, WA is seeking an experienced and strategic Rail Division Director. Metro operates Sound Transit's Link light-rail system, which is planned to quadruple in the next twenty years. This position is responsible for leading the Rail Division and delivering results to achieve the highest quality of customer service in a growing transit system. The Director will ensure that Metro has the internal capacity to provide world-class rail service while advancing the health and safety of our workforce, the strength and sustainability of our environment, and equity and social justice in our workplace and in the communities we serve. For more information or to submit a resume, please contact Gregg Moser at [gmoser@kapartners.com](mailto:gmoser@kapartners.com).

## MANAGER, PLANNING PROGRAMS

The **Southeastern Pennsylvania Transportation Authority (SEPTA)**, the nation's sixth largest transportation system, is seeking a Manager, Planning Programs in our Center City Philadelphia HQ.

Will direct the design, development and implementation of short and intermediate planning programs, including the Comprehensive Bus Network Redesign (CBNR) Program. This position will represent SEPTA as the face of short and intermediate planning programs and will be responsible for all internal and external communication for these projects.

Ideal candidates will possess

- Bachelor's Degree in Urban, Regional or Transportation Planning, Geography, Business Logistics or related field with a minimum of eight (8) years of progressively responsible experience in planning including plan development, evaluation and analysis.
- Professional experience working on, managing, or implementing a bus network redesign program preferred.
- Experience working with finding agreement between numerous internal and external groups and stakeholders with differing viewpoints, interests and priorities, and finding mutual consensus preferred.
- Excellent interpersonal, verbal and written communication skills required. Position requires interface with different internal departments and external organizations, preparation of technical and policy-level reports and verbal presentations.

We offer a competitive salary based on experience and a superior benefits package. Please apply online at: [www.septa.org/careers](http://www.septa.org/careers). SEPTA is an Equal Opportunity Employer committed to diversity

## EXECUTIVE DIRECTOR/VP, MAINTENANCE AND INFRASTRUCTURE

**Long Beach Transit** is currently seeking a dynamic, innovative and forward-thinking senior executive who directs all organizational management of staff and resources for maintenance, facilities and infrastructure, including serving as the lead authority on policies, procedures, and standard repair practices with responsibility for giving the proper strategic direction and implementing a high-quality vision within the department.

The ideal candidate will be proactive, well-organized and results-oriented with excellent personal leadership skills, proven ability to build, develop, motivate teams and set goals for employees to accomplish given tasks. They will also have the ability to create a climate in which people want to do their best; guide employees toward goal achievement through use of performance assessments have comprehensive knowledge of the principles and practices of fleet management and federal, state, and local laws and regulations relating to fleet management, transit operations, and maintenance. This position reports to the Deputy CEO.

### Minimum Qualifications

Education – Bachelor's degree in Engineering, Transportation Management, Planning, Public Administration, or a related discipline from an accredited university.

Other – A minimum of 10 years' experience in a senior leadership role is required. Experience in transportation is preferred. Experience working within a union environment would be beneficial. Strong written and oral communication skills, time management, analytical and interpersonal skills, tact and diplomacy are integral to this position.

Excellent benefits package. Equal opportunity employer.

Send emails to [transpro@transproconsulting.com](mailto:transpro@transproconsulting.com) Attn: Heather Smith-Bermudez



Build Your Dreams®



# 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

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