IndyGo’s Terry Testifies Before House Subcommittee
Cites Importance of Dedicated Funding, Solvent HTF

Michael Terry, president and chief executive officer of IndyGo in Indianapolis, testified on the need for dedicated federal public transportation funding and a solvent Highway Trust Fund (HTF) at a March 13 hearing of the House Transportation and Infrastructure Subcommittee on Highways and Transit.

Terry, who represented APTA, noted in his prepared remarks that public transportation represents a $71 billion industry that directly employs 430,000 people and supports millions of private-sector jobs. He called the federal funding partnership “absolutely critical,” saying that “dedicated and sustained federal funding for public transportation complements the unprecedented contributions already made byindygo testimony continued on page 4

MBTA Opens Blue Hill Avenue Station

THE MASSACHUSETTS Bay Transportation Authority (MBTA) celebrated the opening of the Blue Hill Avenue Station, marking the completion of the Fairmount Commuter Rail Line, at a recent event attended by Massachusetts Gov. Charlie Baker, Lt. Gov. Karyn Polito and Boston Mayor Martin J. Walsh.

“The completion of Blue Hill Avenue Station will provide improved access to economic and educational opportunities for those that reside in communities along the entire Fairmount Line corridor,” the governor said. Polito added, “Blue Hill Avenue Station opens new doors for mobility in this neighborhood with a direct, one-seat connection between Mattapan and downtown Boston.”

MBTA General Manager Steve Poftak said, “The investment in this station represents significant improvements to the MBTA system, which will result in reduced travel time and increased access for riders.”

Along with an 800-foot-long corridor, the station also features solar panels, electric vehicle charging stations, and a bike shelter.

MBTA station continued on page 4

A Surface Transportation Bill Fit for the 21st Century

IN ADVANCE OF APTA’s 2019 Legislative Conference, March 17-19, Passenger Transport asked Del. Eleanor Holmes Norton (D-DC), chair of the House Committee on Transportation and Infrastructure’s Highways and Transit Subcommittee, to share her thoughts on reauthorization of the FAST Act.

Q: The top priority for the Highways and Transit Subcommittee will be reauthorizing the FAST Act, which expires in September 2020. What should a reauthorized surface transportation bill look like in the 21st century, when infrastructure and modes of transportation are rapidly changing?

A: Technology, construction materials, modes of travel, climate change and the needs of public transportation users have converged to mandate that we change the usual congressional approach to reauthorizing for the 2020 surface transportation bill.

Today’s transportation system is built on an antiquated 20th-century model from the Eisenhower era. That system played a significant role in making the U.S. a major economic power. The reauthorized bill must be forward-thinking to anticipate the challenges of the 21st century, many of which are already upon us.

My vision for a new surface transportation bill includes three elements: maintaining and upgrading current infrastructure; modernizing our approach to infrastructure, including coping with changing weather patterns; and using new technologies to optimize the mobility of people and goods throughout the transportation system.

While looking forward, we must also carefully examine how to better maintain and strengthen existing systems to avoid losing the investments we have already made. The American Society of Civil Engineers estimates that our country faces an investment gap of approximately $2 trillion over the next decade. Bus and public transit systems throughout the country need approximately $90 billion simply to be brought into a state of good repair.

Eleanor Holmes Norton Q&A continued on page 6

FY20 Budget Includes Cut in Total Public Transit Funding

PRESIDENT TRUMP’S FY 2020 budget request released March 11 provides $998 million less in public transportation program funding than the FY 2019 enacted level: $12.4 billion compared with $13.4 billion.

The budget request fully funds FAST Act programs authorized from the Highway Trust Fund. The overwhelming majority of the decrease in public transportation funding is attributable to cuts in the Capital Investment Grants (CIG) program. The administration proposes $1.5 billion for the CIG program; although this funding level is $1 billion less than current funding, it is greater than the administration’s FY 2019 budget proposal and would allow $500 million to be made available for new CIG projects.

The administration also requests a $100 million increase in funding for the Better Utilizing Investments to Leverage Development (BUILD) program, raising the level to $1 billion.

Regarding intercity passenger rail, the administration proposes to restructure the Amtrak system, focusing trains on shorter-distance routes. It does not appear that the president’s budget addresses the FAST Act contract authority rescission that will occur on July 1, 2020. On that date, the FAST Act permanently rescinds $7.569 billion of federal-aid highway contract authority from states’ unobligated balances of highway funds. This rescission could reset the budget baseline for the surface transportation programs beginning in FY 2021.

“The administration’s fiscal year 2020 budget request is a missed opportunity to increase investment in improving and expanding public transportation at a time when there is strong bipartisan support and a critical need for modernizing America’s infrastructure,” said APTA President and CEO Paul P. Skoutelas in a statement. “The American Public Transportation Association is committed to working with the administration and Congress to approve an FY 2020 budget that increases investment for public transportation capital improvement projects.”

Public Transit: The Backbone Of Mobility

BY DORVAL R. CARTER JR.
President
Chicago Transit Authority (CTA)
Member, APTA Executive Committee
Chair, APTA Research, Communications and Advocacy Council

Like my public transit leadership peers across the country, I have been grappling with the rapidly evolving mobility ecosystem.

In many ways, the pace of change over the last five years has been as rapid as it’s ever been—especially as it relates to marketplace options (read: competition).

Public transit has followed essentially the same business model for more than a century. And there’s no question that model has been—and continues to be—successful. Though many transit agencies have seen recent ridership declines, more than 34 million people still step aboard a bus or train every day in the United States, according to APTA.

That said, the trend is clear, and of increasing concern. The reasons behind the declines are manifold, though of course there is one consistent main theme: low gas prices + more consumer options = fewer transit riders.

Dwindling ridership on public transit poses a challenge for all agencies, but for legacy systems like the CTA the challenge is two-pronged: Not only is it declining (often unsuccessfully) to keep pace with ever-increasing state of good repair needs, we now must re-examine our longstanding business model. Said another way, we have to address the past (aging infrastructure) while simultaneously designing and building transit’s place in the future mobility ecosystem.

The bus sector is seeing a greater challenge than rail in this competitive environment. In addition to facing the very real limitations of sharing the same streets as every other motorized vehicle, bus travel faces some perception issues, most just imagined but some real.

If only it were as easy as the famous Madtrikfarrcokicam from several years back, promoting Denmark’s bus service a undeniable tour de force. Unfortunately, it’s not. But bus providers across the country, including CTA, are taking steps on a number of fronts.

Many of us are moving ahead with big-purse capital plans like BRT, dedicated lanes, queue-jumping, transit signal prioritization and the like. And we’re investing in new rolling stock.

We should redouble our efforts to push for a federal infrastructure bill and make our already strong cases even stronger for the conversations around the next surface transportation reauthorization bill.

Like our public transit peers across the U.S., the CTA recently committed to making our fleet 100 percent electric by 2040. Our down payment on that goal starts later this year, when the CTA takes delivery on the first of 20 new electric buses (after a successful two-year pilot in the sometimes-challenging climate of Chicago).

We’re also focusing on smaller, but still important, changes and upgrades, including prepaid boarding, slow-zone elimination and better customer information. We’re working with our sister governmental agencies in Chicago on priority access for buses at large-scale events like festivals and concerts—providing “front door” service while other options are required to pick up/ drop off further away.

And we’re also working to provide better real-time information to customers—-the main goal of a recent pilot we began to install digital information screens onboard buses.

Of course, the desire to improve and modernize our service is inextricably linked to our ability to pay for it. As we take the necessary steps to appeal to our shifting marketplace—and to keep public transit from going the way of the Betamax or the answering machine—funding may be our biggest barrier.

For years, the FAST Act, SAFETEA-LU and their forebears have enabled public transit agencies, especially legacy systems, to move into the 21st century. But that support, as critical as it is, has its limits.

The federal government has made considerable investments in public transit across the country over the years. But perhaps it’s never been more important for that support to continue. We should redouble our efforts to push for a federal infrastructure bill and make our already strong cases even more definitely for the conversations around the next surface transportation reauthorization bill.

Increasingly, states and local municipalities are not waiting for the proverbial check in the mail and are stepping up to the plate to take the future in their hands. A January 2019 brief from the Eno Center for Transportation noted that in 2018 voters in 34 states approved more than $40 billion in ballot measures.

Cities like Los Angeles and San Francisco set the bar high for bond issues, while Seattle went to its state legislature for a revenue initiative. Other cities have looked at other creative financing—like my hometown of Chicago, where in 2016 we approved the nation’s first tax-increment financing district devoted solely to public transit improvements. Chicago also established the first fee on transportation network companies devoted solely to public transit, and several other cities followed.

That kind of creative thinking and political will is absolutely necessary, both now and in the future. But it is in no way a substitute for adequate, sustained support from the federal level. That can’t be said often enough or loudly enough.

Long-term investments from coast to coast will continue to affirm that public transit is the backbone of the mobility ecosystem.

Like you, I will continue to evangelize. I know the choir is listening. I hope others do too.

“Commentary” features authoritative points of view from various sources on timely and pressing issues affecting public transportation. Statements and opinions expressed in Passenger Transport are those of the authors and do not necessarily reflect those of APTA. APTA would like to hear from you. If you are interested in submitting an original, thought-leader Commentary for consideration, please contact Senior Managing Editor David A. Riddy at driddy@apta.com.
CHSRA's Kelly Responds To FRA on Funding Issue

Brian Kelly, chief executive officer of the California High-Speed Rail Authority, challenged FRA’s intention to cancel $529 million in federal grant funds for the high-speed rail project, and to request the return of $2.5 billion in federal funds previously granted for the project, in a recent letter to FRA Administrator Ronald L. Batory.

“I feel it is imperative to communicate directly with you that termination of the FY 2010 agreement would be unwarranted, unprecedented, and harmful to the project and to the people of the Central Valley, the state of California, and the nation,” Kelly wrote. “Moreover, any ‘clawback’ of federal funds already expended on this project would be disastrous policy.”

In his letter, Kelly described how California Gov. Gavin Newsom is “committed to building a transformative, visionary high-speed rail project in full compliance with federal grant requirements … [and] the California High-Speed Rail Authority is making progress, and has met its commitments under its federal grant agreements.”

He called the governor’s proposal “tangible and transformative for Californians,” noting that state, not federal, funding would cover its costs.

Kelly emphasized that Newsom's “recent public expression of support for delivering high-speed rail in California does not constitute a fundamental change in the purpose of the overall project for which federal funding was awarded.” Referring to the governor’s focus on the 119-mile Merced-Bakersfield high-speed rail corridor, he continued, "The governor’s proposal is wholly consistent with the concept for an early interim service that has been submitted to and reviewed by the FRA in 2013, 2014, and 2016.”

The complete text of the letter is at http://www.hsr.ca.gov/docs/newsroom/2019_Bennert_030419.pdf.

New CEOs Named

Simpson, Transdev for NORTA

TRANSDEV HAS NAMED 30-year public transit and rail professional Darryll Simpson general manager of its contract with the New Orleans Regional Transit Authority. Most recently, Simpson was the general manager leading the streetcar contract with the city of Milwaukee and helped bring the Atlanta Streetcar into compliance with state and federal regulations. He spent almost 14 years with MTA Metro-North Railroad, was superintendent of bus operations with the Charlotte (NC) Area Transit System and joined Transdev as director of paratransit operations in Nassau County, NY.

Donahue, Pace Suburban Bus

PACE SUBURBAN BUS in Arlington Heights, IL, has named its interim executive director, Rocky Donahue, to the position permanently. He succeeds T.J. Ross, who retired late last year.

Donahue has worked for Pace for 36 years, most recently as deputy executive director of external relations and interim deputy executive director of internal services. He was a member of the initial Leadership APTA class in 1998 and serves on the APTA Legislative Committee. Donahue is also a member and former president of the Illinois Public Transportation Association Board of Directors and chair of the Illinois State University Board of Trustees.

Pearl, Citilink, Fort Wayne, IN

THE FORT WAYNE (IN) Public Transportation Corporation/Citilink has named Maurice (Reese) Pearl its new general manager. He succeeds Ken Housden, who retired, and interim General Manager John Haenfling. Pearl has served as general manager of the public transit systems in Evansville and South Bend, IN, and more recently has managed systems in Texas. For APTA, he is a member of the Bus & Paratransit CEOs Committee, Public Transportation CEO Coordinating Council and Small Operations Committee.

Harrison, Interim, Central Florida RTA (LYNX)

THE CENTRAL FLORIDA Regional Transportation Authority (LYNX) in Orlando has named Jim Harrison, assistant county administrator of Orange County, FL, its interim executive director. He succeeds Edward Johnson, who had served as executive director since 2016 and stepped down from the post.

GREENSBORO WELCOMES ELECTRIC BUSES

Roughly a century after electric powered public transportation first operated in Greensboro, NC, the Greensboro Transit Authority (GTA) welcomed battery-electric rechargeable buses to regular service at a recent dedication/ribbon-cutting ceremony attended by North Carolina Gov. Roy Cooper.

The environmentally friendly 40-foot buses from Proterra operate with under-floor batteries capable of providing up to 175-200 miles of sustainable transportation service before recharging is required. Recharging can take as little as eight minutes through an overhead quick charger located at a GTA facility, while overnight chargers at another site will ensure the buses start each day at 100 percent power.

“We started looking into replacing our diesel fleet with electric buses due to the high cost of maintaining and operating a diesel bus,” says Adam Fischer, transportation director for the city of Greensboro. “We estimate that we will save $30,000 per bus per year with an electric bus vs. a diesel bus due to reduced operating and maintenance costs. Zero emissions, no tailpipe and reduced bus noise are a bonus.”

DENVER'S REGIONAL Transportation District (RTD) introduced its FlexRide microtransit service—which Chief Executive Officer and General Manager Dave Genova called “another example of the way forward for RTD”—at a recent event in Broomfield, CO.

FlexRide, the successor to RTD's Call-a-Ride service, provides an option for commuters to make first- and last-mile connections to and from RTD public transit stations. The agency explained that the new name better reflects the flexible nature of a service designed with each community’s specific needs in mind.

Along with the new name, FlexRide vehicles have a new brand identity, with 32 shuttles providing service to 21 service areas for the cost of a local fare or as an extension of a rail or bus trip. Customers can set up simple, fast bookings with a mobile app, with one major change: advance booking time has declined from an hour to just 10 minutes before departure.

Genova continued, “We are leading the discussion of mobility integration in the region by staying at pace with the needs of our customers and taking their changing habits into account as we move toward the future.”

RTD Board Chair Doug Tisdale joined Genova in introducing the new look and discussing benefits available to passengers.
New Jersey Is First State to Mandate Commuter Benefits

New Jersey Gov. Phil Murphy signed recent legislation requiring all employers in the state with at least 20 employees to offer a pre-tax employer commuter tax benefit.

“Many residents of New Jersey use mass transit or other forms of transportation to commute daily to and from work,” Murphy said. “Providing this pre-tax benefit to commuters throughout our state will reduce the financial burden of fares and parking costs, resulting in significant savings. By signing this bill, my administration is taking another step toward creating the fairer and more customer-friendly transportation system that our commuters deserve.”

New Jersey now becomes the first state to implement a statewide commuter benefits ordinance. Similar laws have been enacted in San Francisco, the nine-county San Francisco Bay Area, New York City, Washington, DC, and Seattle.

The New Jersey Department of Labor and Workforce will adopt rules and regulations concerning the administration and enforcement of the pre-tax benefit.

DOT Extends Comment Period For Notice of Review of Guidance

U.S. DOT is extending the comment period for its Notice of Review of Guidance by 30 days, from the original closing date of April 8 to May 8. This notice, originally issued Feb. 5 by DOT, seeks public comment on guidance documents that:

- are no longer necessary;
- spur cost-saving action by the regulated entities;
- are inconsistent or unclear;
- may not be conducive to uniform or consistent enforcement; or
- need to be updated to reflect developments that have taken place since the guidance was issued.

In addition to extending the comment period, DOT will continue to check the docket for late filed comments after the comment period closes.

All submissions will be posted without change to http://www.regulations.gov, including any personal information provided.

This document was published in the Federal Register March 8 and is available online at https://federalregister.gov/d/2019-04227.

For further information, contact Jonathan Moss, DOT assistant general counsel for regulation, at jonathan.moss@dot.gov.

Still Time to Submit APTA Award Nominations

THERE IS LESS THAN one month left to submit nominations for the 2019 APTA Awards program. Submit nominations by April 17 to recognize “the best of the best” public transportation professionals and organizations in North America!

Any individual employed by an APTA member in good standing can submit nominations. For more information and how to register, visit https://bit.ly/2BLAS9S.
Robust and rugged, Parker PHD Displays are built to manage the rigorous conditions facing today’s mobile and off-road equipment. These compact, easy-to-program displays feature full-color, touch-capable screens plus built-in I/O and CANbus. Graphical program tools allow software simulation without hardware, speeding development time.

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Get on Board and Help Increase Support For Public Transit

EXCITEMENT IS GROWING for the inaugural Get on Board Day, April 25. Sponsored by APTA, the initiative is aimed at generating awareness of and increasing support for public transportation among riders and non-riders, elected officials, and stakeholders. Get on Board Day will be held during the congressional spring break when elected officials are back in their districts. During that day, APTA members and stakeholders will hold events in their communities to participate in activities to make Get on Board Day successful and ensure our message is heard loud and clear.

APTA Members, Public Transit Advocates Mobilize

Urge Inclusion in an Infrastructure Initiative to Fund Key Projects

APTA MEMBERS and public transit advocates will mobilize March 17-19 during the APTA 2019 Legislative Conference in Washington, DC, to advocate for an increase in federal public transportation funding as part of a possible federal infrastructure initiative. Congress and the administration have both said investing in the nation’s crumbling infrastructure is a priority. President Trump has called for a $1 trillion infrastructure package and Democratic leaders are also enthusiastic about investing in infrastructure.

Speaker of the House Nancy Pelosi (D-CA) and Senate Minority Leader Chuck Schumer (D-NY) have both called infrastructure a top priority for the new Congress, while the new chairman of the House Transportation and Infrastructure (T&I) Committee, Rep. Peter DeFazio (D-OR), is pushing for “real money, real investment” to address infrastructure issues by July.

Congressional Republicans are also on board. T&I Ranking Member Rep. Sam Graves (R-MO) said last November that he is willing to find a bipartisan solution to America’s infrastructure woes.

To leverage this discussion around a possible infrastructure initiative, APTA members are coming to Washington to attend the Legislative Conference and to impress upon the new Congress and the administration how investments in public transportation contribute to economic growth and jobs—the hallmarks of a thriving economy.

To complement APTA members’ face-to-face meetings on Capitol Hill, APTA has created a surround-sound of outreach activity in conjunction with this year’s conference, designed to ensure that Congress, the administration and the public understand the strong return on investment derived from robust public transit funding.

Public Relations Outreach

Transit CEOs will conduct media interviews with local radio stations in their home communities the morning of Tuesday, March 19. The CEOs will highlight how a federal infrastructure initiative can provide the opportunity to invest in critical public transit projects in their communities. In addition, public transit agencies not represented at the conference but that also have key projects are encouraged to join the outreach by disseminating information via social media and to their local media.

Sponsored Content and Digital Outreach

APTA also will conduct sponsored content and digital outreach to amplify the importance of public transit being a part of an infrastructure initiative. The information will be targeted to the inside-the-beltway Capitol Hill audience.

Grassroots Outreach

As part of these grassroots efforts, more than 220,000 Voices for Public Transit advocates will be encouraged to contact their congressional representatives about the importance of public transit in their communities. Advocates will be 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 chitwood@apta.com or 202-496-4841.

ELEANOR HOLMES NORTON

Q&A CONTINUED FROM PAGE 1

This pattern of long-term underinvestment in our nation’s infrastructure has real-life implications for the safety of our public transit systems, the ability of people to travel, as well as our economic competitiveness. Tragic failures, such as the 2009 Washington Metropolitan Area Transit Authority Metrorail accident that killed nine people in my district, are avoidable and demonstrate that safety must be a top priority.

Reauthorization presents a new opportunity to enhance safety, among many other areas ripe for improvement. It would be incredibly wasteful to not make strong, sustained investments in our current systems, to fully benefit from the opportunities available through modernization without losing ground.

The 2020 reauthorization will mark the nation’s first focus on wholesale modernization of existing systems and approaches to transportation. The U.S. population is expected to grow to approximately 400 million by 2050, up from just over 150 million in 1950. Also, the next 30 years will likely see increased freight movement of up to 40 percent.

In addition to the demands created by a growing population and increased use, there is no greater challenge facing the nation’s infrastructure and public transportation industry than the reality of climate change. Our reauthorization must heed this challenge by leading the construction of resilient infrastructure that can withstand not only increased use, but particularly the floods, storms and variable temperatures that accompany climate change.

We must also address existing ways that public transit affects the environment. Greenhouse gas emissions from transportation account for a huge 28.7 percent of greenhouse gases, replacing electricity generation as the number-one contributor to U.S. greenhouse gas emissions. Passenger vehicles and freight trucks together account for more than 80 percent of greenhouse gas emissions within the transportation sector.

We must use these daunting figures to awaken the country to the larger role public transit must play if we are to have an effect on climate change. Congress must provide robust funding and increase technical assistance to transit agencies to develop electric bus fleets and help mitigate U.S. greenhouse gas emissions.

Today’s 21st-century approach must also recognize that surface transportation has become much more than roads, bridges and highways. We intend to develop legislation that encourages more efficient movement of people and goods by supporting increased use of emerging mobility solutions such as shared bikes, scooters, transportation network companies like Uber and Lyft and microtransit options, which provide flexible solutions for groups of passengers. All have important roles and should be incentivized to increase their ridership, along with the backbone of our transportation system, local public transit agencies. Focusing on ways to reduce congestion, improve demand mobility options and increase service frequency will also push the system toward greater efficiency.

The opportunities for strengthening and improving our transportation systems are as exciting as they are challenging. They require nothing less than re-envisioning our transportation and infrastructure, carefully planning for what needs to be done and charting a way to get the nation there.
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The Future in Public Transit Automation Is Closer Than You Think

BY K. JANE WILLIAMS
Acting Administrator, FTA

We’re living in a time when transportation automation is becoming reality. As automation technology continues to evolve rapidly, the public transit industry is jumping on board.

U.S. DOT and FTA are supporting research and demonstration of automated systems to help advance the technology in the transit industry. U.S. Transportation Secretary Elaine L. Chao has made innovation one of her top priorities. Last year, DOT announced a $60 million funding opportunity for automation research. DOT’s Automated Driving System Demonstration Grants will fund projects that promote the safe integration of automated driving systems into roads and highways, foster collaboration with state and local governments as well as private partners and inform federal policy. Transit bus systems are eligible, and applications will be accepted through March 21, 2019.

FTA is exploring the use of automated bus technologies by conducting research on safe and effective deployment, leveraging technologies from other sectors and demonstrating them in real-world settings. In May 2018, Strategic Transit Automation Research (STAR) Plan outlines the agency’s automation vehicle (AV) research program, which includes strategic partnerships in the public transit industry.

Automation also plays a role in FTA’s Mobility on Demand (MOD) Sandbox program. In 2016, FTA funded $8 million in grants to support projects that integrate on-demand mobility options with public transit systems, helping ease burdens for riders who may face first- and last-mile hurdles and other challenges. FTA’s MOD grants highlight innovative partnerships and business models among public transit operators, local governments, technology companies and others to make end-to-end trip planning easier.

For example, Valley Metro in Phoenix received a MOD grant that includes a pilot program to deploy autonomous vehicles to provide trips to eligible customers. In a partnership with Waymo, the project, set to kick off this spring, will offer self-driving vehicles on demand to seniors and people with disabilities.

FTA is preparing to announce funding for a new Integrated Mobility Innovation program that will include a second round of MOD grants as well as transit bus automation demonstrations outlined in the STAR Plan. The demonstrations will focus on automated driver assistance and automated shuttles.

Automation is deploying on our streets. In Denver, the Regional Transportation District (RTD) recently launched an automated electric bus shuttle in a pilot program between a commuter rail station and a new smart city under construction by the Panasonic Corporation. Officials hope the AV shuttle, funded through a public-private partnership among RTD, the city of Denver, Transdev and the AV manufacturer EasyMile, will encourage people to take the train to both Denver International Airport and downtown.

As agencies look to automation to address their needs and solve problems, we need to ensure that necessary workforce development needs are also addressed. Automation will augment, not replace, the human ingenuity that has powered the public transit industry for decades.

APTA Continues to Raise Profile on Capitol Hill

IN THE LAST WEEK of February, APTA staff traveled to Capitol Hill to hand deliver informational packets to every senator, representative, delegate and resident commissioner, totaling 541 congressional offices.

Each packet contained a welcome letter from APTA President and CEO Paul P. Skoutelas outlining the national economic benefits of public transportation and the need for greater investments in our nation’s infrastructure; a personalized Industry Footprint of the member of Congress’ district or state, illustrating the breadth and depth of public transportation service, manufacturers and suppliers; diagrams of bus and rail manufacturing across the United States; and a brochure outlining the importance of public transportation to the nation.

This congressional outreach effort is just one of the many ways that APTA is strengthening its advocacy to be a strong, visible and persistent presence on Capitol Hill. With the new Congress underway, APTA government affairs staff intends to keep the pressure on Congress and aggressively advocate for greater investments in public transportation and passenger rail in the 116th Congress.

To learn how you can help APTA in its advocacy efforts, please reach out to the APTA government affairs team. Contact information can be found at https://www.apta.com.

Forging Connections Between Business Members and Senators

BY RAYMOND J. MELLEADY
Executive Vice President
USCC Group
Exton, PA
Chair, APTA Business Member Legislative Subcommittee and BRIAN TYNAN
Corporate Vice President, Government Relations
AECOM
Arlington, VA
Vice Chair, APTA Business Member Legislative Subcommittee

AS CHAIR AND VICE CHAIR of the APTA Business Member Legislative Subcommittee, we wanted to provide an update on the Business Member Board of Governors Advocacy Engagement Project (BMBG Advocacy Project). This project is designed to increase the visibility of APTA Business Members in advocacy efforts with Congress by fostering and strengthening relationships with key senators and their staffs.

Infrastructure investment remains a critical priority for Senate and House leaders from both parties, the administration and other transportation stakeholders. With Congress potentially considering an infrastructure bill this year, and the Fixing America’s Surface Transportation Act (FAST Act; P.L. 114-94), which authorizes public transportation funding, expiring in 2020, now is the time to make sure that Business Members are well positioned with their senators to effectively advocate for greater investments in public transportation.

The primary objectives of the BMBG Advocacy Project is to raise senators’ awareness of the importance of federal investment in public transportation and its impact on creating good-paying, private-sector jobs, and the need for dedicated, sustainable revenues to fix the Highway Trust Fund. The project focuses on 10 specific states: Alabama, Idaho, Iowa, Kentucky, Missouri, North Carolina, Ohio, Pennsylvania, South Carolina and Texas.

We have sent letters to approximately 389 Business Members (reaching a total of 560 locations) in these states, requesting their participation in the BMBG Advocacy Project. To identify APTA Business Members to participate, APTA staff used data from the Industry Footprint (available under the Resource Library at https://www.apta.com) to help guide decisions and it is imperative that we all work together to ensure that this important tool remains up to date with the latest information for APTA members.

The letters request that Business Members actively participate in our advocacy efforts by attending the APTA Legislative Conference in Washington, DC; joining other Business Members in their state in sending letters to both senators outlining the specific local economic benefits these in-state companies provide; offering to host a site visit for senators at one of the members’ manufacturing facilities; and participating in APTA’s upcoming Annual Business Member Capitol Hill Fly-In scheduled for May 8, 2019.

We recognize the importance of collaborating with public transportation agencies in this advocacy effort, and that is why we have also sent letters to 71 public transportation agencies and six state transit associations requesting their participation in the BMBG Advocacy Project. We specifically asked public transit agencies to connect with APTA Business Members in their state to help build stronger state coalitions to advocate for greater investments in public transportation.

We are now following up with Business Members to carry out the project. If you would like to participate in the BMBG Advocacy Project or would like more information, please reach out to us or APTA’s Government Affairs staff. Contact information can be found at https://www.apta.com. We look forward to collaborating with you on this project and working together to significantly increase infrastructure investment in our nation’s public transportation systems.
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Reaping Environmental and Financial Rewards From Alternative Fuels

BY MARTIN SENNETT
General Manager
Greater Lafayette Public Transportation Corporation (CityBus)
Lafayette, IN

IN FEBRUARY of this year, the Greater Indiana Clean Cities Coalition named CityBus the Public Transit Clean Air Champion for 2019 in recognition of our commitment to alternative fuels, such as diesel-electric hybrids and CNG. Why did we make the change to CNG-powered buses? The answer is quite simple.

In 2012, CityBus needed to get its fuel costs under control as the cost of diesel exceeded $3 a gallon, with an annual cost to us of $1.4 million. CityBus had started purchasing diesel-electric hybrid buses back in 2007, which did improve our fuel mileage but limited the number of buses we could add to our fleet due to a $200,000 per bus upcharge for the hybrid upgrade. Although infrequent, repairs to a hybrid system could easily exceed $40,000. In comparison, a CNG engine is only $50,000 more than a standard diesel engine.

Targeted Planning and Research
In 2012, we began a strategic planning process to improve our sustainability, both environmental and financial. The recession that started in late 2008 had a dramatic impact on both state and local tax revenues as Indiana adopted new property tax laws that held those tax increases to the same level as the increase in assessed property value. With property values dropping, we anticipated financial hard times—with property values depressed and state funds frozen, it was imperative we find new cost savings to remain financially sustainable.

Labor, healthcare and fuel expendi- tures are the three largest cost centers for every public transit system and they must be controlled to ensure financial stability. While CityBus made great strides to lower costs in all three areas, the switch to CNG was the most impactful.

Before jumping wholeheartedly into the CNG program, we conducted research to ensure that the decision to migrate to CNG was the best alternative. First, we visited the Rock Island County Metropolitan Mass Transit Dis- trict (MTD), Moline, IL, and Monarch Beverage Company, a beverage wholesaler in Indianapolis, both of which use CNG as a primary fuel source for their fleets.

We learned that there could be engine issues with older CNG units. We wanted to ensure CityBus would not experience such issues with our CNG fleet, so we visited the engine manufacturer, Cummins, in Columbus, IN. After discussing improvements made to the engine design with their research and development team, we were satisfied they had corrected all the issues raised by MTD and Monarch Beverage Company.

The next step was to engineer the fueling system, which needed to include compressors, storage tanks, a canopy and dispensers. We also needed to upgrade our facilities to meet the fire code, which included installation of a gas detection system, and an ambient heating system so no open-flame units could ignite the gas if a leak did occur.

Financial Investment Leads To Gain
The state of Indiana does not normally allow government entities to borrow money; however, it made an exception for CityBus. State law will allow government entities to borrow for improve- ments that will result in savings if the savings will be used to pay for the infrastructure improvements. CityBus borrowed $3 million and was awarded an additional $500,000 in FTA funds to complete the project.

Five years later, we are spending $220,000 annually on CNG... before the natural gas tax credit of 50 cents per diesel gallon equivalent (DGE) is applied. After the credit is applied, our net annual CNG fuel cost drops to $70,000.

Although only 42.3 percent of our fleet currently operates with CNG, we anticipate the savings will continue to grow as we aggressively convert from diesel. The average cost per DGE with the tax credit is 25 cents per DGE, which is $1.63 less per gallon than our locked-in price for diesel for 2019. The combined cost for fuel in 2018 was less than $475,000, a far cry from the $1.4 million we spent in 2012. Of course, the drop in the cost of petroleum over the last several years added to the savings.

As public transit operators, we all share similarities, despite each agency operating in a different environment. One fix does not necessarily work for all, so it is up to each board of directors and management team to determine the best fit for the community when deciding what type of fuel will power the fleet. For CityBus, we are on a path to continue to reap the rewards of converting our fleet to a cleaner and less expensive product that is produced in the United States.

Related APTA Resources
- APTA’s climate change and sus- tainability resources include best practices for quantifying greenhouse gas emissions from transit and reporting transit sustainability metrics, and guidelines for sustain- ability and climate action planning. Visit www.apta.com/resources/ standards/sustainability
- The APTA Standards Development Program “Maintenance and Training Syllabus to Instruct Bus Technicians on EPA Emissions Standards and Treatment Technologies” can be found at www.apta.com/resources/ standards/bus
- APTA’s “Public Transit Leading in Transition to Clean Technology” Policy Brief can be found at www. apta.com/resources/reportsandpublications under the New Publications tab.
- APTA’s “Clean Propulsion Resource Guide” can be found at www. apta.com/resources/reportsandpublications under the Bus & Paratransit tab.

One of CityBus’s new CNG buses, delivered in 2018.

Matt Corns, CityBus mechanic, working on the CNG fuelling station pump.

A CityBus CNG fuelling station.

Passenger Transport’s case studies analyze how public transit agencies and businesses have implemented innovative practices, products, systems or services, and lessons learned. The goal is to provide readers with “news to use” by describing a real-life situation that is shaping the future of our industry. We want to hear from you! Please contact Senior Managing Editor David A. Riddy at driddy@apta.com to discuss concepts or to submit completed case studies.
Meeting with Your Elected Officials and Their Staffs

Every member of Congress can help shape public transportation’s most important funding and policy issues. APTA’s Legislative Conference offers an opportunity for APTA members to share priorities and perspectives with their representatives and senators and their staffs. APTA will have issue briefs, brochures and reports on hand in the Resource Center at the conference to make sure attendees are well equipped to advocate for greater investments in public transportation. Are you ready?

Before Your Visit—

■ Schedule an appointment now! This is a priority since schedules fill up quickly. You will make a stronger impression on members of Congress and their staffs if you request a meeting in advance.

■ Consider bringing both public sector and business members to the appointment to show the full impact of public transportation in the legislator’s district or state.

■ Create a one-page fact sheet with key facts about your organization, including the number of employees, passengers and areas served; how your agency benefits the member’s constituents; and your needs and future plans. Be prepared to leave copies for the member and staff, along with your contact information.

■ Use APTA resources to help educate members of Congress on the importance of public transportation. For example, use the Industry Footprint to showcase APTA members in the legislator’s district or state.

■ Research your congressional delegation’s views and votes on public transportation. Keep in mind that “junior” members of Congress can have significant influence—all 535 members of Congress (435 representatives and 100 senators) have one vote each.

■ Prepare your elevator speech. Your member of Congress may have limited time, so practice delivering your message in a concise way. The goal is to make sure he or she knows who you are and the organization you represent, why you’re in Washington, and what you’re requesting.

During Your Visit—

■ Be prepared for schedules to change unexpectedly. You’re visiting your elected officials and their staffs at their place of work, which means they are attending meetings and briefings on off Capitol Hill and their schedules are often unpredictable.

■ Be amiable, calm and positive. Regardless of your political views or affiliation, public transportation is a bipartisan issue. And whatever position your elected official takes on any issue, remain gracious and open to continuing the dialogue via email.

■ Ask questions. What issues are of greatest concern to your member of Congress? Look for opportunities to attach your message to the elected official’s priorities. Start by finding out what’s most important to him or her, not with a canned message about what you want, and then pivot to how public transportation can play a role.

After Your Visit—

■ Follow up with an email or letter thanking the member of Congress or staff for his or her time. This also offers another opportunity to reiterate your message. If additional information has been requested—or promised by you—be sure to provide it quickly. This will show that you’re responsive to the elected official’s needs and you’re a reliable source of solid facts.

■ Remember, each encounter, handshake and meet-and-greet has the potential to strengthen connections and increase APTA’s influence in Congress and beyond. Good luck!

Key Members of Congressional Authorizing Committees

House Transportation and Infrastructure Committee
Chair: Rep. Peter A. DeFazio (D-OR)
Ranking Member: Rep. Sam Graves (R-MO)

Highways and Transit Subcommittee
Chair: Del. Eleanor Holmes Norton (D-DC)
Ranking Member: Rep. Rodney Davis (R-IL)

Railroads, Pipelines, and Hazardous Materials Subcommittee
Chair: Rep. Daniel Lipinski (D-IL)
Ranking Member: Rep. Eric A. “Rick” Crawford (R-AR)

Senate Banking, Housing, and Urban Affairs Committee
Chair: Sen. Mike Crapo (R-ID)
Ranking Member: Sen. Sherrod Brown (D-OH)

Housing, Transportation, and Community Development Subcommittee
Chair: Sen. David Perdue (R-GA)
Ranking Member: Sen. Robert Menendez (D-NJ)

Senate Commerce, Science, and Transportation Committee
Chair: Sen. Roger F. Wicker (R-MS)
Ranking Member: Sen. Maria Cantwell (D-WA)

Transportation and Safety Subcommittee
Chair: Sen. Deb Fischer (R-NE)
Ranking Member: Sen. Tammy Duckworth (D-IL)

Legal Affairs Committee
Chair: Anthony A. Anderson, partner, Thompson Coburn LLP, Washington, DC, chair since 2018
APTA Staff Advisor: Linda Ford, general counsel
157 Members | Find details at apta.com under “About APTA”

What is your committee’s role for APTA and the industry as a whole?
The Legal Affairs Committee supports a community of public transit lawyers through targeted legal education designed to position committee members to serve their public transit agency clients more effectively. During each February’s Legal Affairs Seminar, for example, attorneys have an opportunity to obtain most, if not all, of the continuing legal education credits required by their respective bar associations.

The committee offers its members an opportunity to share both experience and a number of resources including extensive law synopses produced in conjunction with the seminar.

What are the committee’s top priorities for the year?

1. Continued communication with the Office of the Chief Counsel of the FTA. In addition to ongoing communications during the year, a highlight of the committee’s annual seminar is a conversation with the FTA chief counsel or acting chief counsel and discussions with other members of the Office of the Chief Counsel.

2. Assessment of the best means of keeping committee members informed between conferences.

3. Focus on the most challenging legal issues that should be addressed in the next seminar. For example, the incorporation of new technologies into public transit, e.g., the transition to electric, autonomous vehicles and partnering with transportation network companies.

How does the committee engage members in these priorities?

Much of the committee’s engagement occurs through an eight-month process focused on planning the February seminar. The planning committee is open to all committee members.

The committee also meets during the APTA Annual Meeting.

Please share how your committee encourages young professionals to participate in its work.

This year the committee introduced “Transit Law 101,” designed primarily to provide attorneys new to the field a grounding in several public transit law areas.

The committee was formed in the mid-1980s and originally focused on labor protection requirements, hence its original name of the Section 13(c) Committee. A few years later, it transitioned into a committee that considered a broader range of legal issues. Prior to the committee’s formation, public transit attorneys either practiced in relative isolation or created personal networks of other transit attorneys.

The growing number of first-time attendees at each year’s seminar confirms that the committee has become a means of transferring knowledge to successive generations of transit attorneys.

Please share how an individual’s service on this committee can add value to his or her career.

Moderating or presenting at the Legal Affairs Seminar has a great potential to broaden an attorney’s understanding of a subject and raise the attorney’s profile within the transit bar.

The most obvious opportunity is for members to be able to follow up with other attorneys as they face challenges they may have discussed during the seminar. Also, committee work can connect a member with other attorneys in their state or regional organizations.

What is the committee doing to advance the goals in APTA’s strategic plan?

During the most recent seminar, the committee addressed legal issues touching on all five pillars of the current strategic plan. For example, several panels discussed extensively issues of safety and security, workforce development and technological development. In addition, counsel is (or frequently should be) a partner as public transit agencies attempt to cope with limited resources.
Role of the Chief Safety Officer in Public Transportation Agency Safety Plan Implementation

BY HENRIKA BUCHANAN
Acting Associate Administrator, Office of Transit Safety and Oversight
Chief Safety Officer
FTA

IN JULY 2018, FTA issued the Public Transportation Agency Safety Plan (PTASP) final rule, which requires certain public transit operators to implement safety plans based on Safety Management System (SMS) principles.

Many public transit agency officials have noted that SMS may introduce new roles or further connect existing roles within their agencies. One of those roles is that of the chief safety officer (CSO) or SMS executive. Under the PTASP rule, a transit agency’s accountable executive must designate a CSO who is “adequately trained” and reports directly to him or her. A direct line of communication is critical and required because the accountable executive has the authority to make resource and personnel decisions.

Each agency may choose which type of training the CSO/SMS executive will complete to qualify as “adequately trained.” One option is to enroll the CSO/SMS executive in FTA’s Public Transportation Safety Certification Training Program. More information is available at www.transit.dot.gov/regulations-and-guidance/safety/safety-training.

The rule also states that a public transit agency may allow the accountable executive to serve as the CSO/SMS executive. However, the CSO/SMS executive may not serve in other operational or maintenance capacities unless the agency is a small public transportation provider as defined by the PTASP rule.

The CSO/SMS executive may vary from agency to agency but, in general, this person manages the agency’s safety function, such as compliance with federal, state and local regulations, and overseeing safety requirements for transit projects. Duties might also include hazard management, accident investigation, coordination with the State Safety Oversight Agency and safety certifications.

The CSO/SMS executive might also serve as the agency’s SMS subject-matter expert. This may include developing an SMS implementation plan for the agency, coordinating with key staff to support SMS implementation, facilitating the development of SMS processes and activities, procuring technical resources for SMS implementation, communicating SMS implementation progress and challenges to the accountable executive and socializing SMS activities with other executives and staff.

The CSO/SMS executive role may look different at a large transit agency than it does at a smaller system. At a rail transit agency or a large bus-only agency, the CSO/SMS executive is a full-time role dedicated to ensuring safety and managing SMS implementation and does not have additional operational or maintenance responsibilities. At a small agency, the CSO/SMS executive may have other functions, such as operations, maintenance or grant administration. This person may be a part-time, full-time or contracted employee of the transit system.

If your organization is ready to designate a CSO/SMS executive and is wondering what to do next, consider these steps:

- Start identifying SMS implementation roles and responsibilities for the appropriate staff;
- Have senior management designate key staff who will support SMS implementation;
- Ensure that key staff receive SMS training;
- Develop an SMS implementation plan and communicate it throughout the organization;
- Brief your board of directors, oversight entities and planning partners on SMS and your agency safety plan; and
- If you have a State Safety Oversight Agency, discuss the SMS implementation plan with its staff.

Remember, the PTASP final rule does not require an agency to have a fully mature SMS by the July 20, 2020 compliance deadline. Rather, FTA expects that public transit agencies will have the processes and procedures put in place for SMS. Designating the CSO/SMS executive now, selecting the staff who will support that person and getting him or her SMS training will help set public transit agencies on the right path.

For additional PTASP resources such as FAQs, webinar registration information and recordings, and guidance and templates, visit www.transit.dot.gov/ptasp. Contact Candace Key, director of the FTA Office of System Safety, at candace.key@dot.gov or 202-366-9178 for more information.

Attending APTA’s 2019 Legislative Conference?
Use the official conference hashtag: #APTAleg19

Series-ER: Creating zero-emission zones

Nashville’s WeGo Public Transit is using BAE Systems’ latest technology and geofencing to operate its newest buses electrically inside designated zero-emission zones and hybrid electric outside the zones. If you are interested in how this “plug free” technology works contact us or visit www.hybridrive.com to see a video of WeGo Public Transit.

- No charging infrastructure
- No range anxiety
- No performance restrictions
**APTA Advocacy Resources**

**APTA ENCOURAGES YOU** to stop by our Advocacy Resource Center during the Legislative Conference in Washington, DC, to explore APTA’s new and improved Industry Footprint!

Are you going to Capitol Hill to speak with your members of Congress? The Industry Footprint displays the impact of public transportation in every district and state throughout the nation. APTA’s Business Member Board of Governors uses this informative tool to help in its advocacy, including numerous fly-ins, to highlight the importance of investment in public transportation.

The Footprint is easily searchable by multiple parameters and provides helpful public transit statistics for each congressional district/state. Information includes APTA members in a given area, unlinked passenger trips and miles traveled, vehicle revenue miles and hours, as well as regional formula funding levels.

In addition, the following materials will also be provided, and much more:

**Where Public Transportation Goes, Community Grows — New!**
This brochure underscores the need for federal investment by highlighting the industry’s basic value messages: its role as a catalyst for job creation and economic opportunity and for enhancing global economic competitiveness, enhancing energy efficiency and sustainability and national security.

**2018 Fact Book**
The latest, 69th edition of APTA’s Public Transportation Fact Book, available in print and electronic editions, reports that more than 6,800 U.S. public transportation organizations provided more than five billion revenue miles of service in 2016 with more than 149,000 vehicles. Data from systems of all sizes—ranging from large, urban subways to rural, single-vehicle providers—is represented visually to show how public transportation technology and services have evolved.

**The Transformation of the American Commuter — New!**
American commuters are no longer required to settle for private automobiles as their main way of getting around. More than three in four Americans (77 percent) see public transit as the backbone of a multimodal lifestyle that includes current and future technologies such as ride-hailing (e.g., Uber, Lyft), bike-sharing, carsharing, autonomous vehicles and other emerging technologies.

**Strong BUILD Program Is Critical for Public Transportation Projects — New!**
The federal BUILD grant program is an extremely valuable resource for the public transportation industry, which depends on grant funds for capital projects. The percentage of BUILD grant funds for public transportation-related projects in Fiscal Years 2017 and 2018 is substantially lower than the historic average. However, the Consolidated Appropriations Act, 2019 contains significant changes that should restore balance to the BUILD program.

**Public Transit Leading in Transition to Clean Technology — New!**
The transportation sector is now the largest greenhouse gas-emitting sector. Moving to cleaner fuel sources can help reduce emissions and be a key component of a region’s climate action plan. A dramatic shift has been occurring in the makeup of transit bus fleets, with electric/hybrid vehicles accounting for more than 17 percent of vehicles in 2016. While capital costs remain higher than traditional buses, lifetime costs of battery-electric buses have been shown to be lower than other fuel options—with additional positive externalities. Public transit agencies across the country have been taking bold steps in pursuing alternative-fuel vehicles, with help from state and federal grant programs.

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**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 it can also play an important role in rural areas and small towns. Although public transit represents a minor portion of total rural travel, the trips that it provides are particularly valuable.**

**FAST Act Guidebook — The FAST Act authorizes funding for federal public transit, rail and highway programs through FY 2020, and this guidebook summarizes the act’s key provisions. It includes many of APTA’s recommendations on federal public transportation authorizing law.**

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**NAPTA: Help Support Increasing Investment in Public Transportation**

**AMERICANS ARE EMBRACING a different vision of mobility—one in which all residents can live in communities connected to convenient, high-quality transit options. To help make this vision a reality, the National Alliance for Public Transportation Advocates (NAPTA) invites you to join and discuss, learn and send a message to leaders at the local and federal levels to urge much-needed investments in public transit. NAPTA represents grassroots transit coalitions that support increasing investment in public transportation. Each year, NAPTA hosts its annual meeting and Advocacy Day in conjunction with APTA’s Legislative Conference in Washington, DC. With the FAST Act expiring next year, NAPTA’s March 19 meeting will provide an opportunity for grassroots coalitions to strategize and connect. Throughout the meeting, attendees will hear about resources available to NAPTA members including the APTA Local Transit Coalition Grant Program. Grant recipients have been instrumental in affecting the political process through their projects that incorporate innovative communication strategies, technology and creative partnerships to increase investment in transit. This year’s local coalition grant recipients continue to build upon this success by promoting the role that public transportation plays in improving the quality of life of a community. At this year’s NAPTA meeting and Advocacy Day, attendees will also:**

- **Connect with grassroots transit advocates from across the country and foster the development of effective working partnerships within the public transit community.**
- **Hear from inspiring speakers who will talk about opportunities to advocate for transportation networks for everyone.**
- **Learn and strategize about how to advocate for increased investment in transit. The day will begin with a breakfast with congressional leaders and conclude with a reception on Capitol Hill. Whether you’re a grassroots organizer or simply enjoy taking public transit, join NAPTA and learn how coalitions maintain an active list of advocates, and the resources and grants NAPTA offers to move the interests of grassroots coalitions forward. Email info@napta.net to register for the 2019 NAPTA Meeting (space is limited), March 19, 11:30 a.m.-1 p.m., Grand Hyatt Hotel.**

March 18, 2019 | 13
**2019 AdWheel First Place Winners**

**APTA’s AdWheel Awards** recognize the marketing and communications efforts of association members and showcase the strategic value of communications and marketing in the industry.

Public transportation systems and businesses compete within their peer group, based on the number of annual passenger trips or in the separate business member group.

The 2019 first-place winners, listed below, were announced at the recent APTA Marketing and Communications Workshop in New Orleans. Grand Award winners will be announced at a special ceremony during APTA’s TRANSform Conference 2019: A reimagined Annual Meeting, Oct. 13-16 in New York City.

The member categories are: Group 1, fewer than four million annual passenger trips; Group 2, between four million and 20 million annual passenger trips; Group 3, more than 20 million annual passenger trips; and Group 4, business members.

### Best Marketing and Communications to Increase Ridership or Sales

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<tr>
<th>Category</th>
<th>Group</th>
<th>Award</th>
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<tr>
<td><strong>Best Print Media</strong></td>
<td></td>
<td></td>
<td>San Bernardino County Transportation Authority, CA 1 OMNITRANS, San Bernardino, CA 2 Bi-State Development Agency, St. Louis 3</td>
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<td><strong>Best Social Media</strong></td>
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<td>Mountain METRO, Colorado Springs, CO 1 Tri-Rail (SFRTA), Pompano Beach, FL 2 Lost Art Communications LLC, Loveland, OH 4</td>
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### Best Electronic Media

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<tr>
<td><strong>Best Print Media</strong></td>
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<td>MATBUS (Fargo Metropolitan Area Transit System), ND 1 OMNITRANS 2 Pace Suburban Bus, Arlington Heights, IL 3</td>
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<td><strong>Best Social Media</strong></td>
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<td>Greensboro Transit Authority, NC 1 Kansas City Area Transportation Authority, MO 2 Metrolink (SCRTA), Los Angeles 2 Niagara Frontier Transit Metro System, Buffalo, NY 3</td>
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### Best Comprehensive Campaign

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<th>Category</th>
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<tr>
<td><strong>Best Marketing and Communications Educational Effort</strong></td>
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<td>MetroLink, Rock Island County, IL 1 C-TRAN, Vancouver, WA 2 Hillsborough Area Regional Transit Authority, Tampa, FL 2 Connecticut DOT 3 Metro Transit, Minneapolis 3</td>
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### Best Shoestring Tactic

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<tr>
<td><strong>Best Marketing and Communications Event</strong></td>
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<td>Transpo, South Bend, IN 1 Metrolink 2 Charlotte Area Transit System, NC 3</td>
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<td><strong>Best Special Event</strong></td>
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<td>Go Triangle, Research Triangle Park, NC 1 Pinellas Suncoast Transit Authority 2 Niagara Frontier Transit Metro System 3</td>
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### Best Social Media

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<th>Category</th>
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<tr>
<td><strong>Best Electronic Media</strong></td>
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<td>Livermore Amador Valley Transit Authority, Livermore, CA 1 Jacksonville Transportation Authority, FL 2 Sound Transit, Seattle 3 Tripeze Group, Mississauga, ON 4</td>
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<tr>
<td><strong>Best Shoestring Tactic</strong></td>
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<td>San Joaquin Regional Transit District, Stockton, CA 1 C-TRAN 2 Santa Clara Valley Transportation Authority, San Jose, CA 3</td>
</tr>
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**Electrify Your Ride**

Reinventing the Concept of Remanufacturing Transit Buses

**Benefits**

- Fuel Cost Savings
- Maintenance Cost Savings
- Eliminating Waste Disposal

**ABOUT US**

Complete Coach Works (CCW) believes in providing solutions that benefit the environment. Adopting the reduce, reuse, recycle philosophy, CCW takes a previously used transit bus powered by a diesel engine and remanufactures it to a like-new condition with an all-electric drivetrain system.

**Contact:**

1-800-300-3751

www.zepsdrive.com

www.completecoach.com
**Best Comprehensive Campaign**

Embark, Oklahoma City 1
Monterey-Salinas Transit, Monterey, CA 2
Metrolinx (GO Transit), Toronto, ON 3
New Flyer of America, St. Cloud, MN 4

**Best Marketing and Communications to Highlight Transit Needs/Funding**

**Best Print Media**

Roaring Fork Transportation Authority, Aspen, CO 2
San Francisco Bay Area Rapid Transit District 3

**Best Electronic Media**

San Joaquin Regional Transit District 1
The Rapid, Grand Rapids, MI 2
Regional Transportation Authority, Chicago 3

**Best Special Event**

Livermore Amador Valley Transit Authority 1
San Mateo County Transit District, San Carlos, CA 2
Regional Transportation District, Denver 3

**Best Social Media**

Niagara Frontier Transit System 1

**Best Partnership**

Livermore Amador Valley Transit Authority 1

**Best Shoestring Tactic**

Pinellas Suncoast Transit Authority 2

**Best Comprehensive Campaign**

Roaring Fork Transportation Authority 2
TransLink, New Westminster, BC 3
HNTB Corporation, Kansas City, MO 4
New York Public Transit Association 4

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**Partnership Improves Des Moines Bus Stop** — The Des Moines Area (IA) Regional Transit Authority recently partnered with city and business interests to make major improvements to a busy bus stop at a Walmart in Windsor Heights, IA. The improvements, funded by a federal grant through the Iowa Clean Air Attainment Program and a local match from Walmart, include dedicated bus lanes, new shelters and bus-level boarding platforms.

**Stertil-Koni Takes the Plunge for Charity** — Fourteen employees of Stertil-Koni in Stevensville, MD, participated in the recent Maryland State Police 23rd Polar Bear Plunge, raising $1,600 for Special Olympics Maryland. This year’s four-day event at Sandy Point State Park on the Chesapeake Bay, with more than 10,000 total participants, has raised more than $2 million.

**Big Blue Bus Adds Amenities** — Big Blue Bus in Santa Monica, CA, recently launched a retrofit of 190 high-volume bus stops with solar-powered real-time signs and LED lights. The signs, lights and audio are powered by renewable energy generated through solar panels located above each sign.

**Expanded Bike Sharing in Los Angeles** — Los Angeles Metro and Los Angeles DOT are adding more than 60 new Metro Bike Share stations throughout West Los Angeles. Metro is also introducing Smart Metro Bikes, equipped with technology that enables bikes to be securely locked either at a Bike Share station or, for a small convenience fee, at a public bike rack away from a station.

**Alamo Colleges Join VIA's U-Pass Program** — VIA Metropolitan Transit in San Antonio has begun providing the Spring 2019 U-Pass for students, faculty and staff at Alamo Colleges, joining Our Lady of the Lake University. The pass offers users free, unlimited trips on all of VIA’s regular bus routes.

**MBTA, Keolis Welcome Service Dog Training** — Boston’s Massachusetts Bay Transportation Authority (MBTA) and Keolis Commuter Services, the MBTA’s commuter rail operating partner, recently teamed up with Golden Opportunities for Independence to help train service dogs who will support people with disabilities. The dogs and their handlers took a round trip and connected to Silver Line BRT to experience a connected multimodal journey.

**AVTA Introducing Free Local Transfers** — The Antelope Valley Transit Authority (AVTA), Lancaster, CA, recently introduced free transfers on local routes for passengers using TAP farecards that hold pre-loaded cash value. Upon boarding, passengers with a TAP card become eligible to transfer to another local bus at no cost for two hours after the first regular paid fare of $1.50. TAP is a program through Los Angeles Metro that allows passengers to ride seamlessly on 24 participating transit systems across Los Angeles County.
NEW YORK CITY—Jeffrey Wharton, a member of the APTA Executive Committee, has joined SYSTRA as director of alternative delivery services to lead design-build partnerships throughout the U.S. Wharton most recently was president of IM Pulse NC LLC in Mount Olive, NC, where he worked for almost 20 years, and earlier he held executive management roles for a nationwide construction firm that specializes in public transit and energy. He serves on numerous APTA committees and is past chair of the Business Member Board of Governors.

NEW ORLEANS—Transdev has promoted longtime senior executive Justin T. Augustine III to a new corporate position as senior vice president of infrastructure and supply chain. He has served since 2009 as general manager for Transdev’s contract with the New Orleans Regional Transit Authority (NORTA), where Darryll Simpson will succeed him.

During Augustine’s tenure at NORTA, the agency received APTA’s 2011 Special Recognition for Extraordinary Recovery in the aftermath of Hurricane Katrina. For APTA, Augustine is a member of the Public Transportation CEO Coordinating Council and the Streetcar Subcommittee.

JACKSONVILLE, FL—Bernard Schmidt, formerly general manager of Amazon fulfillment services with Amazon, has joined the Jacksonville Transportation Authority (JTA) as vice president of automation, managing and overseeing all elements of JTA’s Ultimate Urban Circulator Program. Schmidt also has worked for United Technologies Corporation, General Dynamics Inc. and Dominion Nuclear Energy Co.

CHICAGO—Transdev announced the promotion of Palle Lansman to vice president, operational performance. He has spent the last four years with the firm as vice president of business improvement in the Operational Performance Group that he will now lead. Lansman has worked in transportation and finance management over the last 15 years in the U.S. and in Scandinavia.

WINTER GARDEN, FL—Charles (Chuck) Carns is joining ABC Companies as chief financial officer, following 23 years as chief executive officer of Mears Transportation Group and Hello Destination Management.

OXNARD, CA—The Gold Coast Transit District (GCTD) Board of Directors has elected Cheryl Heitmann its chair for 2019 and Port Hueneme Mayor Will Berg as vice chair. Also, Ojai City Councilmember Randy Haney joined the board after former Councilmember Paul Blatz, a GCTD board member since 2013, did not run for reelection.

Additionally, Reed Caldwell, director of engineering and construction, is taking on the additional role of assistant general manager. He joined GCTD in 2014 as facility project manager and has 18 years in the public transit industry, including tenures as deputy executive director of the North County Transit District in Oceanside, CA, and deputy public transit director for the city of Phoenix.

PEORIA, IL—CityLink announced the appointment of Nick Standefer as an assistant general manager, as a member of the First Transit Inc. team that manages the agency’s services. He joins First Transit after serving as area operations manager for Two Men and a Truck.

KANSAS CITY, MO—Daniel Serda has been named chairman of the Kansas City Area Transportation Authority (KCATA) Board of Commissioners and David Bower was named vice chairman. Melissa Bynum will serve as treasurer and Anne Post as secretary.

Also, attorney Louis Wright joined the KCATA board as a representative of Clay County, MO, succeeding retiring Commissioner Judge Thomas E. Sims.

LOS ANGELES—BYD announced the hiring of two quality assurance/quality control and safety management professionals and two sales associates.

Los Angeles—BYD will cover sales in Washington State, Oregon and Idaho, while Scott Smith will oversee California north of Los Angeles County. Bafus joined BYD Coach & Bus in Lancaster, CA, in 2018 as a project manager and was a consultant to LA Metro on its new light rail vehicle project.

Smith, a U.S. Navy veteran, has served as a systems analyst for General Dynamics and started his own software development company, Virtual Business Systems. Also, Benjamin Jurjevich, product manager for BYD’s SkyRail Monorail program, has been named a co-chair for the transportation committee of the Los Angeles County Business Federation, a grassroots alliance that advocates for policies and projects that strengthen the regional economy.

ORANGE, CA—The Orange County Transportation Authority (OCTA) Board of Directors recently announced two new board members named La Habra City Councilman Tim Shaw, last year’s vice chairman, as its chairman. Shaw, a board member since 2012, succeeds outgoing Chairwoman Lisa Bartlett, a county supervisor who remains on the board.

Garden Grove Mayor Steve Jones, who has served on the OCTA board since 2013, was selected as vice chairman.

DENVER—The Regional Transportation District (RTD) Board of Directors recently welcomed its new officers: Doug Tisdale, chair; Peggy Catlin, first vice chair; Angie Rivera-Malpiede, second vice chair; Jeff Walker, secretary, and Shelley Cook, treasurer.

New RTD board members are Shannon Lewis, Rivera-Malpiede, Vince Buzek, Troy Whitmore, Cook, Catlin and Lynn Guissinger. They succeed past Chair Larry Hoy, Barbara Deadwyler, Bonnie (Emett) Archuleta, Paul Daniel Solano, Lorraine Anderson and Charles L. Sink.

HARRISBURG, PA—The Capital Area Transit (CAT) Board of Directors recently welcomed two new board members: LaTaya Winfield Bellamy, representing Dauphin County, and Al Bienstock, representing Cumberland County.

Bellamy is an attorney with Eckert Seamans and Bienstock is president of the Hampden Township Board of Commissioners, on which he has served since 2002.

PAINESVILLE, OH—Laketran has named Brian Falkowski to his fifth one-year term as board president and also re-elected Vice President Chuck Zibbel, who has served since last May.

Falkowski is chief operating officer of Singerman, Mills, Desberg & Kauntz Co. L.P.A. and Zibbel is a senior engineer retired from Burgess and Niple.

STEVENVILLE, MD—Stertil-Koni announced the appointment of John Slaney as assistant service manager. Slaney has 15 years of automotive and lift industry experience, including as a service technician for a Stertil-Koni dealer in Fort Worth, TX.

CHICAGO—Alexander Holt, executive vice president for finance and administration at the Art Institute of Chicago, has joined the Regional Transportation Authority Board of Directors as a representative of the city. She succeeds Anthony Anderson. Holt is a former Chicago city budget director and earlier was a lawyer and served in various capacities in the mayor’s office and the city’s Office of Budget and Management.

SNOHOMISH COUNTY, WA—The Community Transit Board of Directors has elected Edmonds Mayor Dave Earling its chair for 2019. He succeeds Stanwood Mayor Leonard Kelley, who remains on the board.

Snohomish County Council Chair Terry Ryan was elected board vice chair and Marysville Mayor John Nehring was elected secretary.

Also, Steve Kim has joined Community Transit as director of transportation. Most recently he was northwest regional manager for National Express/Durham School Services, a student transportation and transit company.

He also served as a commander in the U.S. Navy and Naval Reserve.

CLEVELAND—The Greater Cleveland Regional Transit Authority (RTA) announced the retirement of 38-year employee Catherine Eaton, who joined the agency in 1980 as a bus operator and rose through the ranks to become a district director. Her other roles with RTA included payroll clerk, computer operator, service quality coordinator and Hayden District transportation manager with responsibility for more than 500 bus operators.
REBUILD OF BOMBARDIER RAIL CARS

The Southern California Regional Authority (“Authority”)/Invited Proposers (qualified and qualified) have performed the Rebuild of Bombardier Rail Cars for the Metrolink Commuter Rail System. The estimated value for these Services is $130,000,000.00. (GFE) 5/20/19

Requests for Proposal (RPF) may be obtained via download at: http://www.metrolinktrains.com/doing-business. Vendors must register on the website in order to download the document. Electronic Proposals Submittals are due by 2:00 p.m. (PT) on March 27, 2019. The Authority will conduct a Pre-Proposal Conference at 10:30 a.m. (PT) on Wednesday, March 6, 2019, at the Authority’s offices located at the Authority’s Central Maintenance Facility (CMF) location, 1555 San Fernando Road, Los Angeles, CA. Prospective Proposers are strongly encouraged to attend.

The contract to be awarded is subject to a financial assistance agreement between the Authority and U.S. Department of Transportation should not be under grants issued by the Federal Transit Administration. In conformance with the Authority’s Disadvantaged Business Enterprise (DBE) Policy and Program the Authority has established a 6% DBE contract-specific goal on this project. Prime Proposers will be required to either meet the DBE goal or submit an adequate Good Faith Effort (GFE) demonstrating intent to meet the goal, for their Proposal to be deemed responsive to the RPF requirements.

Questions regarding this procurement should be submitted no later than 5:00 p.m. (PT) on March 14, 2019. For further information contact Sonny Ibrahim, Principal Contract and Compliance Administrator, at Ibrahim.sonny@lgrcsa.net.

3/18/19

CNS-32279988

PASSENGER TRANSPORT C/O AMER

REQUEST FOR PROPOSALS

Sealed proposals, marked “RFP #19-037 Collision Avoidance Systems”, will be received at the Delaware Transit Corporation (DTC), 119 Lower Beech Street, Wilmington, DE 19805 until 2:00 PM EST, Wednesday, May 15, 2019.

Questions may be asked in writing until 2:00 PM EST, Wednesday, April 17, 2019. All questions should be sent to email at debora.rowlett@delaware.gov.

A complete package, including detailed specifications, may be obtained from Debora Rowlett, at DTC’s office located at 119 Lower Beech Street, Wilmington, DE 19805, or by calling (302) 576-4172 or by emailing debora.rowlett@delaware.gov.

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 day’s notice, by fax or email to those vendors who obtained copies of the specifications.

John T. Sisson
Chief Executive Officer
Delaware Transit Corporation

ELECTRIC BUS BID

CITY OF DURHAM (GODURHAM) BID # 19-0037 The City of Durham’s Department of Transportation and Godurham Bus Operations invite you to bid on All Electric 30-40ft. Transit Buses with Inductive Charging and Associated Equipment with an Option for Six Additional Buses. A copy of the bid can be found at https://durhamnc.gov/bids.aspx. The Go Durham facility may be viewed shortly after the pre-bid conference on March 15, at the Durham Facility, 1907 Fay Street Durham, North Carolina 27704. Appointments can also be made with, Bob Losinski, Maintenance Manager, at (919)554-3613.

Questions about the proposal must be submitted via email to jonathan.hawley@durhamnc.gov by 4 pm on March 20, 2019. The City utilizes Demandstar.com to perform bid notification and document fulfillment. They can be reached at 1-800-711-1712 or www.demandstar.com. For additional information please contact the Procurement Division at (325) 334-5021.

The City of Gainesville reserves the right to reject any and all bids received in response to the Invitation to Bid as determined to be in the best interest of the City of Gainesville.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA) INVITATION FOR BID LACMTA will receive Bids/Proposals for OP60718 - 35-Tow Truck at the 9th Floor Receiving/Despatch Desk, Vendor/Contract Management Department, One Gateway Plaza, Los Angeles, CA 90012.

All Bids must be submitted to LACMTA, and be filed at the reception desk, 9th Floor, VCM Despatch Desk, 1-800 1:00 p.m. Pacific Time on Thursday, May 9, 2019, at which time bids will be opened. Bids received after the above date and time may be rejected and returned unopened. Each Bid must be sealed and marked Bid No. 1120-19 on the outside of the envelope.

For a copy of the Proposal/Bid specification visit our Solicitation Page on our Vendor Portal at https://business.lacmta.com or for further information email AryanGuzman@lacmta.net.

3/18/19

CNS-33200948

PASSENGER TRANSPORT C/O AMER

CITY OF GAINESVILLE - ITB Notice is hereby given that the City of Gainesville, Florida will receive sealed bids on the following: Lease of Buses and Related Services, ITB RFFS 19003D-05. The submission deadline is April 5, 2019. Sealed bids will be received by the City of Gainesville at 3:00 p.m. (local time), on April 19, 2019 at which time bids will be publicly opened.

The City utilizes Demandstar.com to perform bid notification and document fulfillment. They can be reached at 1-800-711-1712 or www.demandstar.com. For additional information please contact the Procurement Division at (325) 334-5021.

Please email cover letter and resume to Human Resources at aptajb@jacksonwy.gov. EOE Principals Only.

DIRECTOR-RAIL TRANSIT

American Public Transportation Association (APTA) seeks a Director-Rail to serve as APTA's subject-matter expert on rail Rolling Stock, including light rail transit (LRT), streetcar, and heavy rail. The candidate will supervise APTA's rail transit systems projects, provide expert advice on policy and technical issues; support programming for conferences; support APTA business members, interface with Federal regulatory agencies and coordinate and direct APTA's standards development work for the rail transit industry.

Bachelor’s degree in technical specialty coupled with 8 years (minimum) of actual experience in rail operations or equipment engineering is preferred. Demonstrated equivalent experience in rail system management or rail engineering will be considered. Should also have familiarity with current FTA and other federal agencies. Knowledge of rail systems and, in ability to articulate the technology supporting software and smart phone applications relating to mobility, ticketing, travel planning, payment, and websites is preferred. Must have excellent oral and written communication skills and the ability to work effectively with people and organizations as well as work independently and under pressure, meeting multiple deadlines. Must be willing to travel to support reviews, committees and conferences.

Competent Metro location. Excellent benefits/competitive salary. Please email cover letter and resume to Human Resources at aptajb@jacksonwy.gov. EOE Principals Only.

SENIOR MANAGER, MARKETING

At the Regional Transportation District of Denver, CO (RTD) our mission is to meet our present constituents’ and future public transit needs by offering safe, clean, reliable, convenient, cost-effective service throughout the District. We look for candidates to join our team in creating a legacy for current and future generations. RTD is currently seeking a motivated individual with a Bachelor’s Degree in Marketing, Advertising, Communications, Business Administration or a related field. A Master’s Degree is preferred. Required is a minimum of ten years of management experience and demonstrated success in agency/corporate marketing and/or sales management to include developing strategic marketing plans, direct marketing campaigns, event marketing, digital marketing strategies, and fiscal and human resource management.

We currently have the following position available: Senior Manager, Marketing, Job # IR41371

Description of Work: Leads and directs the overall marketing team to improve communications and marketing within the Transportation Department including marketing communications; creative services; web, mobile and social media activities, and social media; develops and executes the division’s marketing goals and strategies to enhance the organization’s public image and brand, public relations, websites, research, internal and external marketing communications and events.

The deadline to apply is March 22, 2019. For a complete job description and to apply for this position, please visit our website at www.rtd-denver.com/careers.

Regional Transportation District
Denver, CO 80202

March 18, 2019 | 17
DEPUTY CHIEF EXECUTIVE OFFICER
Join an innovative leadership team that is transforming mobility in Dallas. As the head of Metrorail, you will have the opportunity to take on a major challenge, possess a sense of urgency, and be a strong leader. This is an ideal opportunity for you.

The Capital Area Transit System (CATS), Baton Rouge, LA, seeks candidates for the position of Deputy Chief Executive Officer (DCEO). The DCEO, as the Chief Executive Officer, this position is responsible for the day-to-day operation and administration of the agency, and will be part of a leadership team that is transforming public transit and overall mobility. Major initiative strategies include rapid transit, bus service, urban design, technology, including electric buses, and enhancing regional mobility.
A bachelor's degree in business, public administration, transportation, or a related field is required (master's degree preferred), plus 10 years of management experience with at least five years of experience in a metropolitan area transportation district.
To apply in confidence, submit your resume and cover letter to Will Scott, Principal Will Scott & Company LLC. willscott@willscott.com

MID-CALIFORNIA TRANSPORTATION AUTHORITY (MCTA) - ADA & INFRASTRUCTURE SERVICES MANAGER
HUNTSVILLE, AL
JOB #: 4623
This position is responsible for formulating and implementing programs to ensure and improve the accessibility for passengers with disabilities and senior citizens as part of MCTA's service in compliance with the Department of Transportation regulations for the Americans with Disabilities Act (ADA) and Section 504.

Requirements:
• Bachelor's Degree in Business Administration, Public Administration, or related field
• A minimum of 10 years of experience in the field of ADA
• Local knowledge and experience in the Huntsville area
• Excellent communication, negotiation, and leadership skills
• Knowledge of transportation standards, policies, and regulations
• Experience in developing and implementing programs in accordance with ADA

Additional Information:
The Mid-California Transportation Authority (MCTA) is an equal opportunity employer. Individuals of all races, color, religion, sex, national origin, veteran status, genetic information or disability are encouraged to apply.
For more information or to apply please click the following link: https://www.ridemetro.org/Pages/Careers.aspx

DEPUTY GENERAL MANAGER, INFRASTRUCTURE ENGINEERING
SACRAMENTO REGIONAL TRANSPORTATION AUTHORITY (SRTA)
SACRAMENTO TRANSIT DISTRICT (STD)
SACRAMENTO, CA
JOB #: 029-19

The Sacramento Regional Transportation Authority (SRTA) is responsible for the development and implementation of programs and policies to ensure a safe, efficient, and convenient transportation system for the region.

Position Description:
The position of Deputy General Manager, Infrastructure Engineering is responsible for the following:

• Planning and implementing programs and policies to ensure a safe, efficient, and convenient transportation system for the region.
• Providing leadership and direction for the Infrastructure Engineering Department.
• Developing and implementing policies and procedures to ensure compliance with all applicable laws and regulations.
• Managing the Infrastructure Engineering Department's budget and financial affairs.
• Representing the Authority in negotiations with outside agencies and organizations.

Requirements:
• A bachelor's degree in civil engineering or a related field.
• At least 10 years of progressively responsible experience in public transportation infrastructure engineering.
• A Professional Engineer (PE) license in California or the ability to obtain one within six months.
• Strong leadership and management skills.
• Excellent communication and interpersonal skills.

For more information or to apply please click the following link: https://www.srtaregion.com/opportunities-careers.aspx

HARRISON COUNTY, AR
JOB #: 4623
This position is responsible for formulating and implementing programs to ensure and improve the accessibility for passengers with disabilities and senior citizens as part of Harrison County Transit's service in compliance with the Department of Transportation regulations for the Americans with Disabilities Act (ADA) and Section 504.

Requirements:
• Bachelor's Degree in Business Administration, Public Administration, or related field
• A minimum of 10 years of experience in the field of ADA
• Local knowledge and experience in the Harrison County area
• Excellent communication, negotiation, and leadership skills
• Knowledge of transportation standards, policies, and regulations
• Experience in developing and implementing programs in accordance with ADA

Additional Information:
The Mid-California Transportation Authority (MCTA) is an equal opportunity employer. Individuals of all races, color, religion, sex, national origin, veteran status, genetic information or disability are encouraged to apply.
For more information or to apply please click the following link: https://www.ridemetro.org/Pages/Careers.aspx

Director of Paratransit
The Greater Cleveland Regional Transit Authority (GCRTA) is seeking an experienced Director of Paratransit to lead a District Director-Paratransit within the Operations Division. As the recipient of the gold-level award from the Transportation for Excellence (TPE) and the national APTA award for bus safety, we continue to be a well-recognized and high-performing public agency. GCRTA provides public transportation to the greater Cleveland area.

The District Director works in a site-based management approach, collaborating with the GCRTA general director of the General Manager of Operations, the Director manages the District’s operations, maintenance, facilities, and customer service responsibilities. Knowledge of transportation operations, facilities, administration, and customer service are required in developing and implementing programs to provide efficient service in compliance with the Department of Transportation regulations for the Americans with Disabilities Act (ADA). The position requires a strong understanding of the issues and challenges facing public transportation agencies in the Northeast Ohio area.

Requirements:
• A bachelor's degree in public administration, transportation, or a related field
• At least 8 years of progressively responsible experience in public transportation operations and maintenance
• Strong leadership and management skills
• Excellent communication and interpersonal skills

For more information or to apply please click the following link: https://www.ridemetro.org/Pages/Careers.aspx

DEPUTY GENERAL MANAGER, INFRASTRUCTURE ENGINEERING
NEW JERSEY TRANSIT
The New Jersey Transit Corporation (NJ TRANSIT), the nation's third largest provider of bus, rail and light rail transit, covers a service area of 5,325 square miles, linking major points in New Jersey, New York, and Philadelphia. Its nearly 12,000 employees provide safe, reliable, and effective transportation service, providing approximately 270 million passenger trips each year with a fleet of 2,221 buses, 1,231 commuter rail and 229 light rail vehicles on 212 bus routes and 12 rail lines.

NJ TRANSIT also administers several publicly funded programs, including Project Homelessness Awareness and Training (PHAT), serves senior citizens, and people living in the state’s rural areas, and provides support and equipment to contractors.

NJ TRANSIT is seeking two experienced, innovative and forward-thinking executives to direct and lead the Office’s Rail Infrastructure Engineering Department.

The Deputy General Manager is a direct report to the Executive Vice President and General Manager, Rail Operations and is responsible for the 24/7 day’s a week operation of all aspects of Infrastructure Engineering programs, including major, minor and non-represented personnel and supporting the General Manager in the development, implementation and support of the Infrastructure Engineering budget. Responsibilities include providing leadership and direction for the Infrastructure Engineering Department, including coordination of the program’s maintenance, construction, safety, and quality assurance efforts.

Reporting to the OIM, the Rail Infrastructure Engineering Manager is responsible for ensuring the safety, maintenance, and quality of NJ TRANSIT’s rail infrastructure engineering programs. This includes ensuring that the work is performed in accordance with the Corporate standard work and procedures, and that the work is performed in a safe, efficient, and cost-effective manner. The Rail Infrastructure Engineering Manager is responsible for overseeing the technical aspects of the engineering work performed by the department.

For more information or to apply please click the following link: https://www.njtransit.com/careers/

REGIONAL SALES MANAGER
NORTHWEST US
If you’re ever ridden in a bus, sat in a desk, enjoyed a performance, or been to a theme park these are the chances you’ve sat in a seat made by American Seating. American Seating offers opportunities that provide consistent quality and innovation for 130 years, which has allowed us to stand the test of time. We manufacture passenger seats, rail cars, rail coaches and demand response services today. We will continue to lead the industry with solutions that provide value and durability. Our commitment to our customers, to our country and to all things seating is what we’re all about. American Seating Company prides itself on being competitive in the global markets, living a friendly and team based culture, and giving back to the community through involvement and charitable efforts. Come have a seat with history TODAY!

The Regional Sales Manager is responsible for implementing and maintaining the company sales, marketing, and distribution objectives within a geographic territory using a relationship driven sales approach. The assigned territory will include California, Oregon, Washington, Nevada, Idaho, Montana and Wyoming.

Primary Duties & Responsibilities: Develop and implement a sales account program for new and existing accounts across American Seating Company’s current portfolio of products and monitors the assigned territory. Develop annual selling objectives in conjunction with the overall company’s sales plan to ensure reasonable, challenging, and realistic achievement of established sales goals and development of the market. Identify and interpret customer requirements and provide technical (consultative) support for customers in the selection, application, installation and operation of products. Implement proactive promotional programs, sales calls and customer care programs to aid in penetrating assigned accounts. Meet and communicate regularly with the sales management to set sales objectives, sales programs and review accounts and progress toward monthly, quarterly and annual sales targets. Report regularly on sales forecasts, order activity, status of negotiations, pricing levels, new market and product opportunities, and competitive threats. Keep informed of significant market and industry trends, and competitive positioning in relation to these trends. Create, maintain, and manage key customers, buying influencers and manufacturer’s representatives in the territory. Do bus seat research and developing sound knowledge of all present and future American Seating Company products and services within the portfolio and their application to various vertical markets and segments.

Minimum Requirements: Bachelor’s degree in a related field or an equivalent number of industry related experience. Minimum 5 to 7 years of successful related sales experience with increasing account responsibilities, sales growth and increasing product portfolio responsibility. Proven experience working effectively with owner-operators and their representatives as a critical aspect of sales coverage and revenue growth. Strong background in facilitating a high-performing team to develop and maintain strong working relationships with transit agencies, C-fares, Maintenance Directors and purchasing managers, engineers, drivers, and individual customers. Provides an understanding of the sales cycle from negotiations to close.

To Apply: Please visit www.americanseating.com/careers and apply. Please include a cover letter and resume with your submission.
LA County Metropolitan Transportation Authority (Metro)

Senior Director, Construction Management (Rail Transit)

Bulletin No: 002002-022
Specialty: Rail Transit
Closing Date: 20-Mar-19
Salary Range: $122,970 - $153,691 - $184,434
At Will

Basic Function:
- Will oversee and manage, coordinate design and construction activities of major Metro capital rail transit projects.
- Performs a senior leadership role that recommends projects that benefit the LA region.
- Ensures project management teams are structured at the appropriate level.
- Manages critical projects that are highly visible to the public and business community.
- Develops and implements plans and strategies to deal with challenges.
- Obtains federal, state, and local approvals.

Preferred Qualifications:
- Applicant must have a Bachelor’s degree in Civil Engineering, Construction Management, Architecture or other related field.
- 5 or more years of senior-level management experience.
- Extensive experience and knowledge in construction management.
- Demonstrated leadership in large, complex projects.
- Experience developing and implementing policies and procedures.
- Strong written and verbal communication skills.

Due to the competitiveness of the recruitment, consideration may be given to those candidates who demonstrate the following additional qualifications:
- Experience managing rail transit projects.
- Experience coordinating construction activities with outside agencies and other stakeholders.
- Experience overseeing construction management consultant staff.
- Experience performing construction management for a public agency.
- Experience making presentations to public and governmental agencies.
- Professional certificates/licenses: State of California Professional Engineer (PE) or Professional Architecture (PA).

Application Procedure:
- Interested individuals who meet job-related qualifications will be invited to participate in the examination process.

Selection Procedure:
- If you meet the preferred qualifications, you will be invited to participate in the examination process.

LA County Rapid Transit Manager Business Services - SOC

This position will be responsible for managing the resources and activities of personnel engaged in the management of the Business Services Division for the Route, Rail, and NRV sections of Lake County Rapid Transit’s (LART) Business Services Division.

Bus Operations Manager

This position will be responsible for managing the resources and activities of personnel engaged in the management of the Business Services Division for the Route, Rail, and NRV sections of Lake County Rapid Transit’s (LART) Business Services Division.

SENIOR DIRECTOR OF PLANNING AND DEVELOPMENT

How would you like to live in a state with no income tax, a city that is affordable—San Diego News & World Report ranked its in its top 15 best places to live for 2018 and ranked seventh in Travel and Leisure’s Top 15 Cities in the US last year? The city of San Diego has been named a Transit Friendly Community by the American Public Transportation Association, and in its 31st year, the San Diego Metropolitan Transportation System (MTS) continues to improve the quality of life for residents and visitors alike.

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The **Largest** Selection

**BATTERY-ELECTRIC BUSES**

- **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

**BYD**

**Build Your Dreams**

[byd.com](http://byd.com)