

PASSENGER Transport

THE SOURCE FOR PUBLIC TRANSPORTATION NEWS AND ANALYSIS

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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 by

INDYGO TESTIMONY

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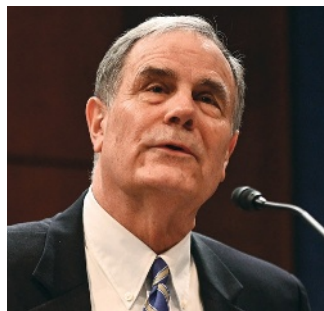


Photo by Riccardo Savi

Michael Terry

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 this station represents will lead to enhanced access to jobs, housing and educational opportunities." He thanked the community for its "tireless advocacy of this project."

Along with an 800-foot-long,

MBTA STATION

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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.



Eleanor Holmes Norton

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 bills.

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."

To view U.S. DOT budget highlights, visit <https://bit.ly/2Chu2Js>. The text of the president's budget is at <https://bit.ly/2Hs44qj>.



Commentary

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 ecosphere.

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 are we trying (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 ecosphere.

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 Midttrafik commercial from several years back, promoting Denmark's bus service as undeniably "cool." 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-picture 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 stronger 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 ecosphere.

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.

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North Carolina Gov. Roy Cooper, left, greets Adam Fischer, transportation director for the city of Greensboro, at dedication ceremonies for GTA's first battery-electric bus.

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."

RTD's FlexRide Provides First- And Last-Mile Connections

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-n-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.



RTD CEO and General Manager Dave Genova introduces FlexRide at a launch event.

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 \$929 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_Rennert_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.



Darryll Simpson

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.



Rocky Donahue

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 Haenftling. 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.



Maurice (Reese) Pearl

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.



Jim Harrison



A focal point of the new facility is “The Sea Captain,” an art installation by First Nations artist Marianne Nicolson.

TransLink Doubles Station Capacity at Surrey Central

TransLink in Vancouver, BC, recently opened a new north station house at its Surrey Central SkyTrain Station, allowing the facility to manage double its previous capacity while enabling easier connections.

“Last year, there were more than four million transit journeys traveling through Surrey Central Station, making it one of the most important transit hubs south of the Fraser [River],” said TransLink Chief Executive Officer Kevin Desmond. “With ridership continuing to grow in the region, these investments will ensure that we can meet demand today and into the future.”

SkyTrain is the oldest and one of the longest automated driverless light rapid transit systems in the world. More than 12,000 customers each weekday enter Surrey Central Station, which also provides connections to 21 bus routes.

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-inducing 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>.



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 employee 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.

Walker to Address APTA Mobility Conference



Jarrett Walker

APTA HAS ANNOUNCED that Jarrett Walker, Ph.D., blog author, HumanTransit.org, and president and principal consultant, Jarrett Walker + Associates, will be the keynote speaker for the May 20 Opening General Session, “Leveraging Mobility Innovation to Enhance the Experience,” of the 2019 Mobility Conference: APTA’s enhanced Bus & Paratransit Conference, May 19-22 in Louisville, KY. Walker will discuss blending core goals with mobility tools to innovate and improve public transit. For more information and to register, visit www.apta.com/mc/bus.

INDYGO TESTIMONY CONTINUED FROM PAGE 1

states and local governments to operate and maintain these services.”

He said ensuring the solvency of the HTF is APTA’s top legislative issue, at a time when the backlog of transit state-of-good-repair needs is more than \$90 billion and growing. “Current revenues deposited into the Highway Trust Fund are insufficient to support the existing federal highway and public transportation programs without significant general fund contributions,” Terry continued. “This status quo is unsustainable and tough choices need to be made by Congress.”

In January 2018, the U.S. Chamber of Commerce proposed a plan to increase the federal motor vehicle fuel user fee by five cents per year over five years (total: 25-cent increase). Terry said APTA “strongly supports this plan and our board of directors has specifically endorsed it.”

Terry also cited both the importance of the federal Capital Investment Grant (CIG) program and the need for Congress to change the program to make it more efficient. He called on Congress to adopt provisions that will strengthen the CIG program and ensure that “these critical public transportation projects across the country are delivered in a timely manner.”

His testimony also touched on public transit safety issues including FTA’s State Safety Oversight Program and the implementation of PTC by commuter railroads.

Therese W. McMillan, executive director of the Metropolitan Transportation Commission in the San Francisco Bay Area, also testified, representing the Association of Metropolitan Planning Organizations.

MBTA STATION CONTINUED FROM PAGE 1

center-island platform and two covered, fully accessible pedestrian ramps, the project included passenger shelters, canopies, benches and windscreens; a new train approach warning system; wayfinding and service messaging signage; new video surveillance equipment, public telephones and emergency call boxes; and tactile warning strips at the platform edge.

Construction of the station is part of \$130 million in MBTA Fairmount Line investments.



An MBTA commuter train arrives at the new Blue Hill Avenue Station.



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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

showcase the value and benefits of public transit.

APTA has developed an online toolkit, which can be found at www.apta.com/getonboard. The toolkit includes such resources as artwork, suggested activities, sample social media posts and more to help organizations celebrate Get on Board Day.

All APTA members are encouraged to plan and participate in activities to make Get on Board Day successful and ensure our message is heard loud and clear!

Get on Board
FOR PUBLIC TRANSIT
APRIL 25, 2019

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.

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.

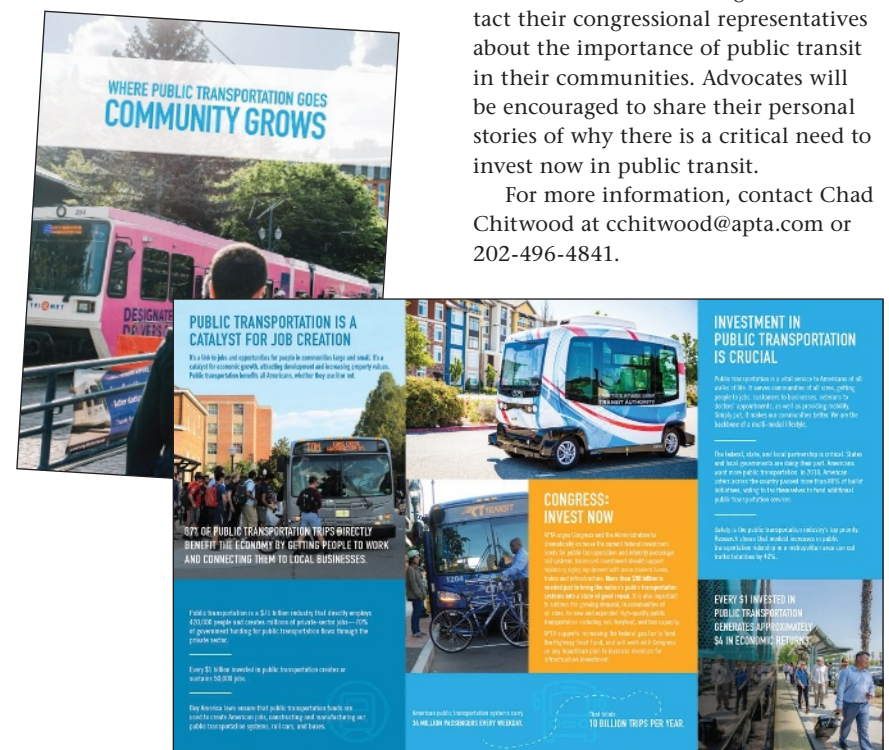
Sponsored Content and Digital Outreach

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 cchitwood@apta.com or 202-496-4841.





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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. Late 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. Its five-year Strategic Transit Automation Research (STAR) Plan outlines the agency's automated 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



K. Jane Williams

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 partner-

ships 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 services, 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>.



TaNeesha Johnson of APTA's government affairs staff delivering an informational packet to Nick Burroughs, staff assistant to Rep. Gerald E. Connolly (D-VA).

Forging Connections Between Business Members and Senators

BY RAYMOND J. MELLEADY
Executive Vice President
USSC 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



Raymond J. Melleady



Brian Tynan

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

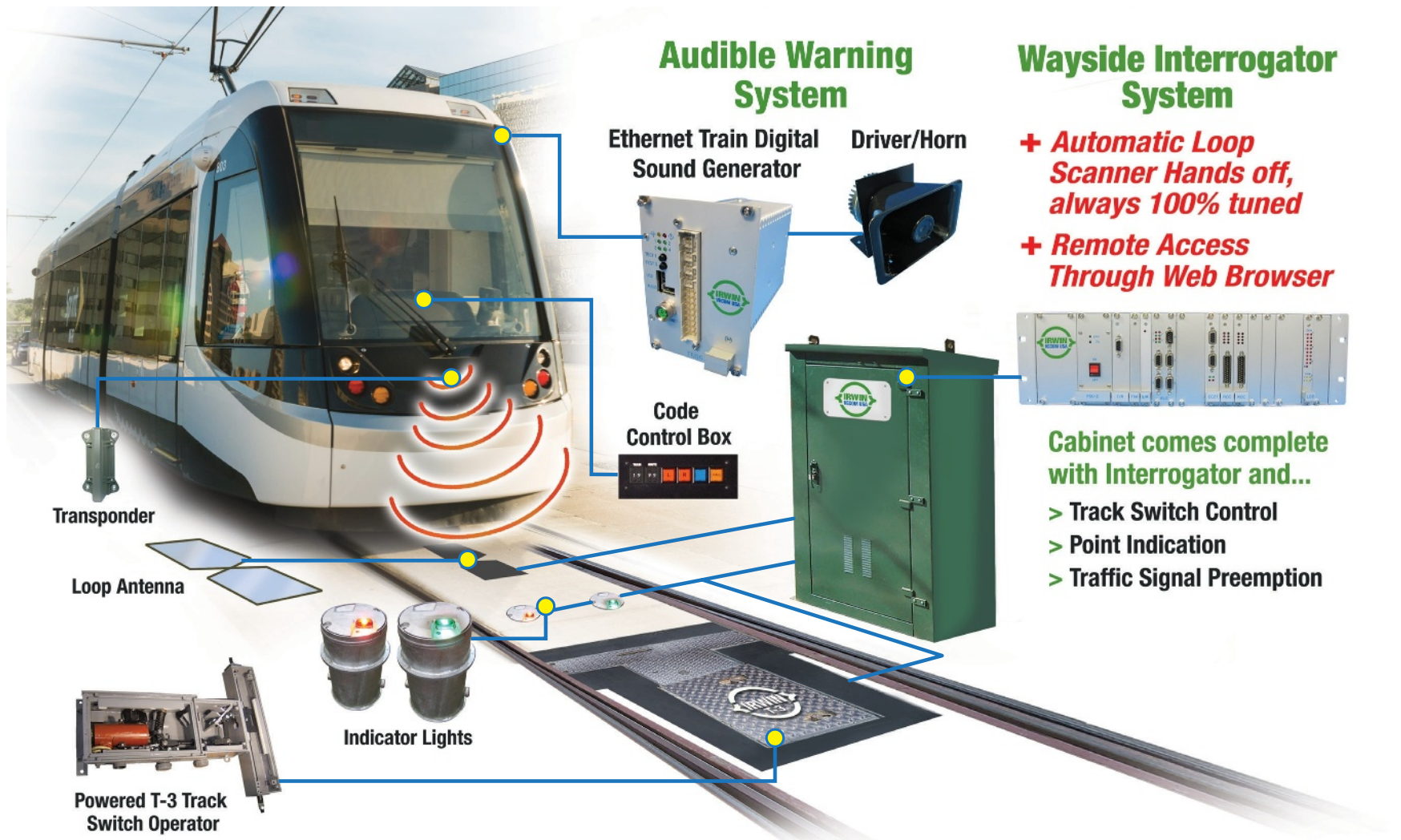
in APTA's upcoming Annual Business Member Capitol Hill Fly-In scheduled for May 8, 2019.

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 expenditures 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 District (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



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

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 improvements 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.



A CityBus CNG fueling station.



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

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 and 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)



APTA COMMITTEE PROFILE

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"

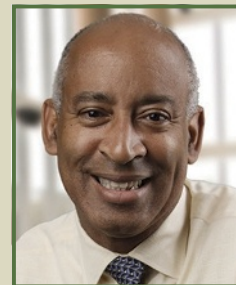
What is your committee's role for APTA and the industry as a whole?

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 experiences and access to 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 account-

able 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



Henrika Buchanan

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.

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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.



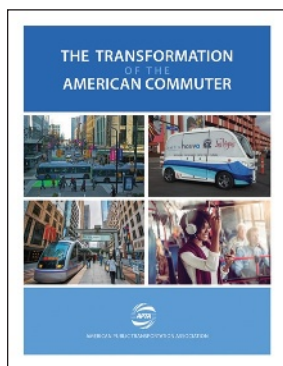
2018 Fact Book

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.



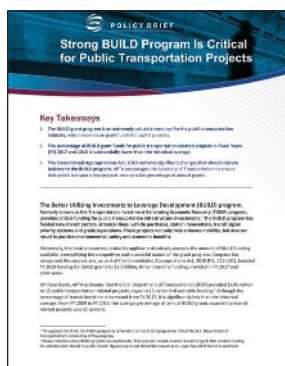
The Transformation of the American Commuter — New!

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.



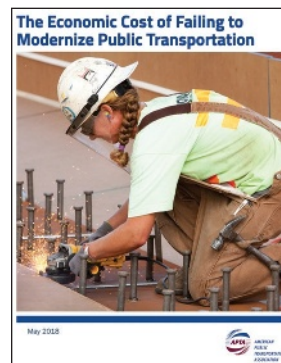
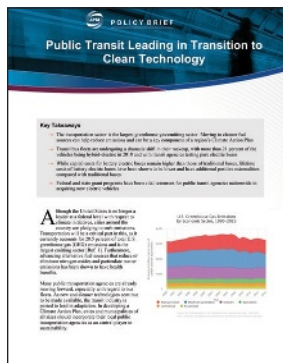
Strong BUILD Program Is Critical for Public Transportation Projects — New!

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.



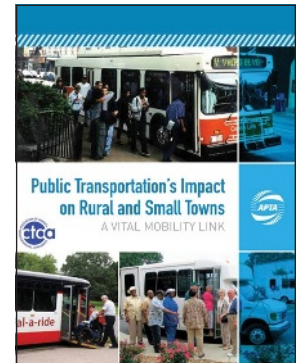
The Economic Cost of Failing to Modernize Public Transportation — A failure to adequately

invest in public transportation infrastructure stifles America's economy. Absent increased investment, the country would see \$340 billion less in cumulative business sales over the next six years. These lost business sales translate to a loss of \$180 billion in cumulative gross national product and \$109 billion in household income and 160,000 fewer jobs. The economy benefits when public transit operators can devote resources to expanding and modernizing service in response to emerging growth.

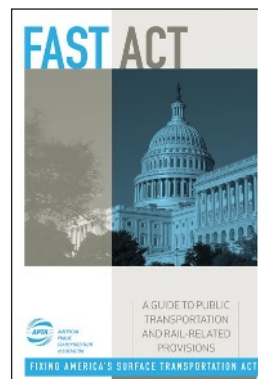
report shows that it can also play an important role in rural areas and small towns. Although public transit represents a minor portion of total rural travel, the trips that it provides are particularly valuable.

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



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.



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.

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

Best Print Media	Group
San Bernardino County Transportation Authority, CA	1
OMNITRANS, San Bernardino, CA	2
Bi-State Development Agency, St. Louis	3



Best Electronic Media	
MATBUS (Fargo Metropolitan Area Transit System), ND	1
OMNITRANS	2
Pace Suburban Bus, Arlington Heights, IL	3
Best Special Event	
Greensboro Transit Authority, NC	1
Kansas City Area Transportation Authority, MO	2
Metrolink (SCRRA), Los Angeles	2
Niagara Frontier Transit Metro System, Buffalo, NY	3
Best Social Media	
Mountain METRO, Colorado Springs, CO	1
Tri-Rail (SFRTA), Pompano Beach, FL	2
Lost Art Communications LLC, Loveland, OH	4

Best Partnership	
San Bernardino County Transportation Authority	1
Pinellas Suncoast Transit Authority, St. Petersburg, FL	2
San Francisco Bay Area Rapid Transit District, Oakland, CA	3

Best Shoestring Tactic	
Transpo, South Bend, IN	1
Metrolink	2
Charlotte Area Transit System, NC	3

Best Comprehensive Campaign	
Northern Arizona Intergovernmental Public Transportation Authority, Flagstaff, AZ	1
OMNITRANS	2
San Diego Metropolitan Transit System	3
Q'Straint, Fort Lauderdale, FL	4

Best Marketing and Communications Educational Effort

Best Print Media	Group
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

Best Electronic Media	
Livermore Amador Valley Transit Authority, Livermore, CA	1
Jacksonville Transportation Authority, FL	2
Sound Transit, Seattle	3
Trapeze Group, Mississauga, ON	4

Best Special Event	
Go Triangle, Research Triangle Park, NC	1
Pinellas Suncoast Transit Authority	2
Niagara Frontier Transit Metro System	3

Best Social Media	
Denton County Transportation Authority, Lewisville, TX	1
Los Angeles County Metropolitan Transportation Authority	3
LYNX, Orlando, FL	3
CommuterAds, Dayton, OH	4

Best Partnership	
Livermore Amador Valley Transit Authority	1
Foothill Transit, West Covina, CA	2
San Francisco Bay Area Rapid Transit District	3

Best Shoestring Tactic	
San Joaquin Regional Transit District, Stockton, CA	1
C-TRAN	2
Santa Clara Valley Transportation Authority, San Jose, CA	3

ADWHEEL AWARDS CONTINUED ON PAGE 15

Electrify Your Ride

Reinventing the Concept of Remanufacturing Transit Buses



Benefits

- Fuel Cost Savings
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- 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 Group

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 Metro System	3
--	---

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

Industry Briefs



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.

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People On The Move

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 IMPulse 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.



Wharton

NEW ORLEANS—Transdev has



Augustine

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.



Schmidt

CHICAGO—Transdev announced



Lansman

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.



Heitmann

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.

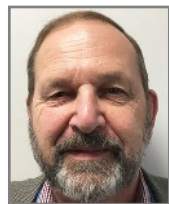


Standefer

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



Hale

hiring of two quality assurance/quality control and safety management professionals and two sales associates.

Peter Hale, quality assurance/quality control manager, and **Robert Matute**, safety manager, are based in Lancaster, CA. Hale has more than 35 years of public transit and private-sector bus manufacturing experience, most recently six years as an assistant project manager for Los Angeles Metro and earlier with North American Bus Industries. Matute has more than 20 years of safety management experience, serving most recently as safety project coordinator for the Nevell Group.



Matute



Bafus

Robert (Bobby)

Bafus 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.



Smith

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 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.



Shaw

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 **Shontel Lewis**, Rivera-Malpiede, **Vince Buzek**, **Troy Whitmore**, Cook, Catlin and **Lynn Guissinger**. They succeed past Chair **Larry Hoy**, **Barbara Deadwyler**, **Bonnie (Ernest) Archuleta**, **Paul Daniel Solano**, **Lorraine Anderson** and **Charles L. Sisk**.

HARRISBURG, PA—The Capital Area Transit (CAT) Board of Directors recently welcomed two new board members: **LaToya 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.



Bellamy



Bienstock

PAINESVILLE, OH—Laketrans 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.



Falkowski



Zibbel

STEVENSVILLE, MD—Stertil-



Sliney

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

CHICAGO—**Alexandra 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



Earling

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.



Kim

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.

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CLASSIFIEDS

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

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

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

NOTICES

NOTICE TO MBE'S, DBE'S AND WBE'S

A national OEM parts distributor is interested in identifying viable suppliers for ongoing competitive bid requirements.

Product lines and qualifications can be directed to NFI Parts, 630 Kernaghan Ave., Door 76, Winnipeg, Manitoba, Canada, R2C 5G1
Attn: Robyn DeVisser Ph: 204-957-8679

BIDS/PROPOSALS

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

RFP No. EP199-19

REBUILD OF BOMBARDIER RAIL CARS

The Southern California Regional Rail Authority ("Authority") invites proposals from qualified firms to perform the Rebuild of Bombardier Rail Cars for the Metrolink Commuter Rail System. The estimated value for these services is \$30,000,000 to \$35,000,000 for the Base Order.

Requests for Proposal (RFPs) 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 Proposal 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 (U.S. DOT) 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 0% 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 DBE Program 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 ibrahims@scrra.net.

3/18/19
CNS-3227998#
PASSENGER TRANSPORT C/O AMER

REQUEST FOR PROPOSALS

RFP #19-037

COLLISION AVOIDANCE SYSTEMS

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 by email to deborah.rowlett@delaware.gov.

A complete package, including detailed specifications, may be obtained from Debora Boots-Rowlett, at DTC's office located at 119 Lower Beech Street, Wilmington, DE 19805, or by calling (302) 576-6172 or by emailing deborah.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 days' notice, by fax or email to those vendors who obtained copies of the specifications.
John T. Sisson
Chief Executive Officer
Delaware Transit Corporation

START BUS REQUEST FOR PROPOSALS

RFP# 19-20

2020-2025 ROUTE PLAN

Release Date: February 28, 2019

Southern Teton Area Rapid Transit (START) invites Proposals from qualified firms or teams to provide consulting services in connection with START's desire to complete a 2020-2025 Route Plan for their existing services. The purpose of the 2020-2025 Route Plan is to evaluate alternative routing options utilizing existing START resources – about 63,000 bus hours per year.

Proposals Due By Email: 2:00 PM MST, Friday, March 29, 2019

Proposal Submission: Town of Jackson, Wyoming
C/O: Darren R Brugmann, Town Transit Director
150 Pearl Avenue

P.O. Box 1687

Jackson, WY 83001

dbrugmann@jacksonwy.gov

Proposal Available From: Complete proposal packages are available to download from <http://townofjackson.com/Bids.aspx>

ELECTRIC BUS BID

CITY OF DURHAM (GODURHAM)

BID # 19-0037

The City of Durham's Department of Transportation and GoDurham Bus Operations invite your bid for 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 GoDurham facility may be viewed shortly after the pre-bid conference on March 15, at the GoDurham Facility, 1907 Fay Street Durham, North Carolina 27704. Appointments can also be made with, Bob Losiniecki, Maintenance Manager, at (919)560-1545 x36134.

Questions about the proposal must be submitted via email to jonathan.hawley@durhamnc.gov by 4 pm on March 20, 2019.

Proposal Deadline is Monday, April 15, 2019, at 2pm

Responses to be addressed to:

Jonathan Hawley

City of Durham, Finance Department, Purchasing Division

101 City Hall Plaza

Durham, NC 27701

919-560-4132 x18225

jonathan.hawley@durhamnc.gov

CITY OF GAINESVILLE - ITB

Notice is hereby given that the City of Gainesville, Florida will receive sealed bids on the following: Lease of Bus Tires and Related Services, ITB# RTSX-190030-DS.

The question submittal deadline is April 5, 2019. Sealed bids will be received by the City of Gainesville until **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 (352) 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-Ton Tow Truck** at the 9th Floor Receptionist 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, V/CM Department, on or before **1:00 p.m. Pacific Time on Thursday, May 9, 2019**, at which time bids will be opened and publicly read. Bids received after the above date and time may be rejected and returned unopened. Each Bid must be sealed and marked Bid No. OP60718.

For a copy of the Proposal/Bid specification visit our Solicitation Page on our Vendor Portal at <https://business.metro.net> or for further information email Aryani Guzman at guzmana@metro.net.

3/18/19

CNS-3230294#

PASSENGER TRANSPORT C/O AMER

HELP WANTED

LEGISLATIVE ANALYST

American Public Transportation Association (APTA) has the immediate need for an individual to assist our Government Affairs team in researching legislative issues and federal agency activities and communicating the public transportation industry's position on federal legislative issues to APTA members, outside interests, Members of Congress, and the Executive Branch. Duties will include obtaining, analyzing and organizing information on federal legislation, regulations and other federal activities related to public transportation; preparing memoranda, talking points, and speeches to communicate the public transportation industry's views on federal legislative and government affairs issues; building public awareness/support for public transportation; and assisting with the preparation of Congressional testimony.

Bachelor's degree in Transportation, Public Policy, or Public Administration with at least one to two years' work experience on Capitol Hill or programs related to public policy. Familiarity with federal legislative process including transportation authorization, budget, and appropriations issues, desirable. Must have strong writing and communications skills. Convenient Metro location. Excellent benefits with competitive salary. Please email cover letter and resume to Human Resources at aptajobs@apta.com. EOE Principals Only

DIRECTOR-RAIL TRANSIT

American Public Transportation Association (APTA) seeks a Director-Rail Transit to serve as APTA's subject-matter expert on rail transit issues, including light rail transit (LRT), streetcar, and heavy rail. The candidate will support APTA's rail transit system operators; provide expertise on rail transit policy and technical issues; support programming for conferences; support APTA business members; interface with Federal regulatory agencies; and manage 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 programs. Knowledge of, expertise in, and ability to articulate the technology supporting software and smart phone applications relating to mobility, mapping, travel planning, fare 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. Convenient Metro location. Excellent benefits/competitive salary. Please email cover letter and resume to Human Resources at aptajobs@apta.com. 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, courteous, accessible and 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, marketing campaign development, digital marketing strategies, and fiscal and human resource management.

We currently have the following position available: **Senior Manager, Marketing, Job # IRC41371**

Description of Work: Leads and directs the overall function of Marketing within the Communications Department including marketing communications; creative services; web, mobile and social media activities; and market research. Ensures the division meets departmental goals and strategies to enhance the customer experience, provide timely public information, increase ridership, and enhance the organization's brand/image. Directs the development, implementation, and evaluation of external and internal 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

CLASSIFIEDS

HELP WANTED

SACRAMENTO REGIONAL TRANSIT DISTRICT

OPERATIONS TRAINING SPECIALIST

\$37.08 - \$51.50 hourly
(Plus Excellent Benefits)

The purpose of this position is to conduct training with operators in the safe and proper operations of fixed route services through developing training, instruction materials, facilitate classroom instruction, conduct behind the wheel training and defensive driving techniques.

For complete information on position and application filing instructions, contact RT at 2810 O Street, Sacramento, www.sacrt.com or (916) 556-0298. RT will make reasonable efforts to accommodate applicants with disabilities. RT is an Equal Opportunity Employer. EOE – Minorities/Women/Disabled/Veterans

REGIONAL SALES MANAGER NORTHWEST US

If you've ever ridden in a bus, sat in a desk, enjoyed a performance or been to a ballpark, chances are you've sat in a seat made by **American Seating**. American Seating prides themselves on consistent quality and innovation for 130 years, which has allowed us to stand the test of time. We manufacture passenger seating for city service buses, rail, motor coaches and demand response markets. 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 themselves on staying competitive in the global markets, living a friendly and team-based culture, and giving back to the community through involvement and sustainable efforts. Come have a seat with history TODAY!

The Regional Sales Manager is responsible for implementing and managing 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 and future customer base within the assigned territory. Develop annual selling objectives in conjunction with the overall company's sales plan to enhance sales growth, overall account penetration and development of the market. Identify and interpret customer requirements and provide technical (consultative) assistance to customers in the selection, application, installation and operation of products. Implement proactive promotional programs, sales initiatives, and selling processes to successfully penetrate 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, stages 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 representative relationships. Continue developing sound working 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 responsibility, increasing revenue goals and increasing product portfolio responsibility. Proven experience in sales management of independent representatives as a critical aspect of sales coverage and revenue growth. Strong background in facilitating collaborative meetings and developing strategic working relationships with transit agencies, C-suites, Maintenance Directors and purchasing managers, engineers. Ability to manage all aspects of the sales cycle from negotiations to close.

To Apply: Please visit www.americanseating.com/careers to apply. Please include a cover letter and resume with your submission.



DEPUTY CHIEF EXECUTIVE OFFICER

Join an innovative leadership team that is transforming mobility in Greater Baton Rouge. If you are ready to take on a major challenge, possess a sense of urgency, and are 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). Reporting to the CEO, 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 innovative initiatives include bus rapid transit; use of state-of-the-art technology, including electric buses; and enhancing regional mobility. A bachelor's degree in business, public administration, transportation planning or related field is required (master's degree desired), plus 10 years of management experience with at least five years in the administration of a public transit operation. To apply in confidence, submit your resume and cover letter to Will Scott, Principal, Will Scott & Company, LLC: wlsco24@gmail.com.

METROPOLITAN TRANSIT AUTHORITY OF HARRIS COUNTY – ADA & ACCESSIBILITY SERVICES MANAGER

HOUSTON, TEXAS

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 METRO's service provisions in compliance with the Department of Transportation regulations for the Americans with Disabilities Act (ADA) Title II. Serves as community liaison for persons with disabilities and senior citizens and the technical advisor for the board committee. Serves as an in-house advisor and consultant to METRO departments on all accessibility-related issues and regulations, providing updates to policies and activities as needed. Performs duties in a safe, efficient manner and in compliance with all applicable rules and safety procedures.

Requires Bachelor's Degree in Business Administration, Public Administration or related fields and a minimum of eight (8) years of working with management and oversight of programs for persons with disabilities, senior citizens or working for ADA advocacy in the community. Experience with transportation programs preferred.

Additional Information:

The Metropolitan Transit Authority of Harris County, Texas has a zero-tolerance drug and alcohol policy for all employees. All internal and external applicants will be required to undergo drug testing before employment and will be subject to further drug and/or alcohol testing throughout their employment.

Further, employees who perform safety-sensitive functions will submit to drug and/or alcohol testing in accordance to the Department of Transportation (DOT) and the Federal Transit Administration (FTA) regulatory requirements.

We provide equal opportunity to all qualified individuals regardless of race, color, religion, age, sex, national origin, veteran status, genetic information or disability.

For additional information and to apply please click the following link:

<https://www.ridemetro.org/Pages/Careers.aspx>

DISTRICT DIRECTOR- PARATRANSIT

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

The District Director works in a site-based management structure/philosophy, where under the general direction of the Deputy General Manager of Operations, the Director manages the District's operations with responsibility for transportation, vehicle maintenance, and facility maintenance functions. The Director coordinates and mediates between the three operations sections (transportation, vehicle maintenance, and facility maintenance) in order to eliminate silos and increase efficiency. The director ensures that RTA is provided with service ready operators, vehicles, and facilities. The director provides strategies and recommendations for improved safety,

reliability, cleanliness, and customer interactions. The director partners with Safety, Service Management, Engineering, Fleet Management, Transit Police, and Customer Service, among others in order to provide high-caliber transportation services. This position is a one-stop shop for performance and accountability relative to the District's service area.

Applicants must have a Bachelor's Degree in Business Administration, Public Administration, Transportation Planning or Management, Urban Planning, Engineering or a closely related field. Applicants must have at least four (4) years progressive experience in a middle or senior-level management position in a public or private transportation organization, including responsibilities which have an impact on the structure and operations of a department or organization. This experience must include analyzing problems, evaluating alternatives to improve efficiency, crisis resolution, handling labor/management issues, managing interrelationships between departments, supervising and developing staff, dealing with employee problems and group interaction. Applicants must have excellent oral and written communications skills, analytical abilities, and the ability to effectively communicate with diverse audiences.

The current opening is in the Paratransit District. This is a non-bargaining exempt level position. The selection process will include one or more components to demonstrate applicants' knowledge, skills and abilities in job related areas. These may include exercises such as practical demonstrations, written communications, oral interviews and/or competency assessments.

Visit www.riderta.com/careers to apply.

An Equal Opportunity / ADA Employer / A Drug Free Workplace

NIAGARA FRONTIER TRANSPORTATION AUTHORITY

JOB OPPORTUNITY NOTICE

March 6, 2019

Job #029-19-N

TITLE: MANAGER, RAIL
DEPARTMENT: SURFACE TRANSPORTATION
SALARY: GRADE 20
UNION: NON-REPRESENTED

Work Objective

These highly responsible supervisory and delegated administrative duties are inherent in coordinating rail transportation and maintenance functions for the Metro Rail system. Duties include performing all delegated administrative activities involving such areas as developing and establishing goals and objectives, assisting in the evaluation of existing service levels together with making recommendations relative to service level improvements. Responsibilities include coordinating productivity studies and improvement efforts and performing benchmarking and special analyses to monitor and evaluate performance, utilization and operations. Duties are performed under the general supervision of the Director of Public Transit who reviews performance through periodic conferences and analysis of program effectiveness.

Essential Functions

The list of essential functions, as outlined herein, is intended to be representative of the tasks performed within this classification. It is not necessarily descriptive of any one position in the class. The omission of an essential function does not preclude management from assigning duties not listed herein if such duties are a logical assignment to the position.

- Highly responsible supervisory and delegated administrative duties inherent in coordinating rail transportation and maintenance functions for the Metro Rail system.

- Performing delegated administrative activities involving such areas as developing and establishing goals and objectives, assisting in the evaluation of existing service levels together with making recommendations relative to service level improvements.

- Responsibilities include coordinating productivity studies and improvement efforts and performing special analyses and managing benchmarking data collection and reporting to monitor and evaluate performance, utilization and operations.

- Duties are performed under the general supervision of the Director of Public Transit who reviews performance through periodic conferences and analysis of program effectiveness.

Knowledge, Skills and Abilities

Knowledge of transportation management and rules and regulations. Knowledge of operational practices and problems associated with operation of transportation services. Knowledge of occupational hazards, safety precautions and effective supervisory techniques. Knowledge of principles and procedures of budget preparation and record keeping. Knowledge of office automation, network administration, information processing principles and practices. Knowledge and interpretation of union labor agreements. Ability to communicate effectively, both orally and in writing. Ability to plan,

schedule, assign, supervise and inspect trades work. Ability to read and work from plans and schematics, follow and deliver oral and written instructions, keep accurate records and prepare and submit accurate reports. Ability to establish and maintain effective working relationships with contractors, employees and department heads.

Minimum Qualifications

A Bachelor's degree in public administration, business administration, engineering or related field and ten (10) years of progressively responsible experience in transportation (rail-related preferred), including at least four years of supervisory experience, or an equivalent combination of education, training and experience.

Physical Requirements

Tasks involve the ability to exert light physical effort in sedentary to light work, but which may involve some lifting, carrying, pushing and/or pulling of objects and materials of light weight (5-10 pounds).

Environmental Requirements

Work is performed in usual office conditions with rare exposure to disagreeable environmental factors.

To Apply:

Send NFTA employment application, resume and cover letter specifying the job number to 029-19-N:

NFTA Human Resources

181 Ellicott Street

Buffalo, NY 14203

Or email: application_intake@nfta.com

Application Deadline: March 29, 2019

The Niagara Frontier Transportation Authority is an Equal Opportunity Employer

DEPUTY GENERAL MANAGER, INFRASTRUCTURE ENGINEERING

SENIOR DIRECTOR, 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, convenient and cost-effective transit service, providing approximately 270 million passenger trips each year with a fleet of 2,221 buses, 1,231 commuter rail and 21 light rail vehicles on 252 bus routes and 12 rail lines.

NJ TRANSIT also administers several publicly-funded transit programs for people with disabilities, senior citizens, and people living in the state's rural areas, and provides support and equipment to contracted bus carriers.

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

The Deputy General Manager is a direct report to the Senior Vice President and General Manager, Rail Operations and is responsible for the 24 hour/7 days a week operation of all aspects of Infrastructure Engineering for the Rail system, which requires daily interface and coordination with the Deputy General Managers of Equipment and Transportation.

In addition, the DGM is responsible for the maintenance, construction, state of good repair and reliability for NJ TRANSIT Rail Operations infrastructure. The successful candidate will direct planning, design, estimating, construction and maintenance for all Rail Infrastructure Engineering disciplines, including assignment of line operations engineering responsibilities.

Reporting to the DGM, the Senior Director will lead and direct the analysis, development, coordination, administration, communication and monitoring for compliance of all related policies and procedures relative to Rail Infrastructure Engineering. S/he will be responsible for the analysis and condition qualification of Rail infrastructure; coordinate planning of capital and maintenance improvement projects with Capital Planning and Programs as well as provide technical expertise and direction when there is a major incident or failure to line operations.

Both positions are responsible for ensuring that safety performance remains a key priority throughout all levels of the Rail Infrastructure Engineering Department.

The ideal candidate(s) will possess BA in an Engineering discipline or equivalent (professional Engineering license preferred) in addition to ten (10) or more years of applied experience in the management of budgets, construction, operation and maintenance of railroad and rail facilities.

For the complete job descriptions, visit harrisrand.com and click on current searches.

NJ TRANSIT is an equal opportunity employer and offers a competitive salary and benefits package. To apply, submit a resume, cover letter and salary history and/or requirements in confidence to Christopher Boylan, Harris Rand Lusk Executive Search at: cboyolan@harrisrand.com

**LOS ANGELES 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

To oversee, manage, and coordinate design and construction activities of major Metro capital rail transit projects

Requirements For Employment

- Bachelor's degree in Civil Engineering, Construction Management, Architecture or other related field
- 5 years' management-level experience in construction management or engineering

Preferred Qualifications

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 the public and governmental agencies
- Professional certificates/licenses: State of California Professional Engineer (PE) or Professional Architecture (PA)

Selection Procedure

Applicants who best meet job-related qualifications will be invited to participate in the examination process that may consist of any combination of written, performance, or oral appraisal to further evaluate job-related experience, knowledge, skills and abilities.

Application Procedure

- To apply, visit Metro's website at www.metro.net/careers and complete an online Employment Application.
- Metro/Public Transportation Services Corporation (PTSC) is an equal employment opportunity employer.

**This is an At-Will position and employee serves at the pleasure of the hiring authority.

**SENIOR VICE PRESIDENT OF PLANNING
AND DEVELOPMENT**

**VIA METROPOLITAN TRANSIT
(SAN ANTONIO, TX)**

How would you like to live in a state with no income tax, in an affordable city that U.S. News & World Report ranked in its top 15 best places to live for 2018 and ranked seventh in Travel and Leisure's Top 15 Cities in the United States? KL2 Connects LLC has been retained by VIA Metropolitan Transit to recruit the agency's next Senior Vice President of Planning and Development. VIA is at an exciting point in its history, and this position will play a key role in its future. Reporting to VIA's CEO, the winning candidate will direct all aspects of VIA's planning and capital expansion program, including high capacity transit projects and other capital investments. In addition to overseeing VIA's day-to-day transit service, strategic planning, real estate, engineering, and construction and development functions, he/she will participate in long-term public transportation decisions (providing insight into operational impacts), effectively manage resources and capital assets (including projects funded by the Advanced Transportation District), and provide safe, reliable, efficient, and customer-friendly transit service. This position requires a Bachelor's (preferably related to areas of departmental responsibility or business administration); ten years of experience in progressively responsible positions (that provide an adequate background in a broad range of functions pertaining to multi-modal mass transit, particularly in areas related to high capacity transit expansion projects); seven years of experience in a senior management position; and experience in strategic planning, service planning, and capital construction and development. Registration as a professional engineer or certified planner is preferred, and equivalent combinations of education and experience may be acceptable. This is an excellent opportunity with a progressive agency that offers attractive compensation, relocation, and equal opportunity. VIA values diversity at all levels of its workforce — women and minorities are encouraged to apply. To be considered, go to <https://jobs.kl2connects.com>, select the appropriate listing, and upload a letter of interest, resume, salary history, and 4-5 professional references. If you have additional questions contact Jeff Popovich at jeff@kl2connects.com.

**LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION
AUTHORITY (METRO)**

CHIEF ETHICS OFFICER

Annual salary range: \$176,009.60 - \$220,001.60 - \$264,014.40

Application deadline: 03/29/2019

The Chief Ethics Officer is an 'at-will' position whose basic function is to plan and direct the overall implementation and execution of Metro's Ethics Policy and Lobby Registration programs. Juris Doctorate and an active member in good standing of the California Bar is required. A bachelor's degree in Political Science, Public Administration or other related field AND a minimum of eight years (8) senior management-level experience performing work in support of ethics programs is also required.

To be considered for this exceptional career opportunity, submit your resume, cover letter, and a list of work-related references. Resume should reflect years and months of employment, beginning/ending dates as well relevant work experience. Apply online here: <https://secure.cpsmr.us/escandidate/JobDetail?ID=422>

Frank Rojas

CPS HR Consulting

Ph: 916 471-3111

**DALLAS AREA RAPID TRANSIT
MANAGER BUS SERVICES - SOC**

This position will be responsible for managing the resources and activities of personnel engaged in the inspection, maintenance, and repair for the Bus, Rail, and NRV sections of Dallas Area Rapid Transit's (DART) Fleet Services Division.

SENIOR MANAGER FLEET SERVICES - ED

This position will be responsible for managing the activities of personnel engaged in fleet maintenance for Dallas Area Rapid Transit's (DART) Fleet Services Division. This individual will be responsible for supervising an average of 90 staff per garage.

To view the full job descriptions, please visit our website at <https://www.dart.org/hr/humanresources.asp?zeon=all> where you can apply online.

**LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION
AUTHORITY (METRO)**

DIRECTOR, COST ESTIMATING

Bulletin No: 006399-005

Closing Date: 04-APR-19

Salary Range: \$110,677 - \$138,341 - \$165,984

At Will**

Basic Function

To direct and oversee an independent project specific cost estimating and analysis group within Metro's Office of Program Management.

Requirements For Employment

- Bachelor's degree - Engineering, Construction Management, or other related field
 - 3 years' principal or supervisory-level experience working directly on the design and construction of large or major civil or facilities projects as a construction cost estimator with a minimum of 1 year in the transit industry
- Preferred Qualifications**
- Due to the competitiveness of the recruitment, consideration may be given to those candidates who demonstrate the following additional qualifications:
- Experience negotiating the resolution of cost estimates on behalf of a construction contractor
 - Experience collaborating with owner representatives to resolve all outstanding issues
 - Experience developing and refining scope of work for Design-Build type projects
 - Experience directing and overseeing an independent project specific cost estimating and analysis group
 - State of California Professional Engineering License, State of California Class A Contractor's License, ASPE Professional Estimator Certification, or AACE Estimating Professional Certification

Selection Procedure

Applicants who best meet job-related qualifications will be invited to participate in the examination process that may consist of any combination of written, performance, or oral appraisal to further evaluate job-related experience, knowledge, skills and abilities.

Application Procedure

- To apply, visit Metro's website at www.metro.net/careers and complete an online Employment Application.
- Metro/Public Transportation Services Corporation (PTSC) is an equal employment opportunity employer.

**This is an At-Will position and employee serves at the pleasure of the hiring authority.

**LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION
AUTHORITY (METRO)**

CHIEF COMMUNICATIONS OFFICER

Annual salary range: \$176,009.60 - \$220,001.60 - \$264,014.40

Application deadline: Friday, March 22, 2019

This position oversees implementation of communications plans, programs, initiatives and activities to reach the various and diverse communities across the region; ensures communications efforts and messages are coordinated, consistent and reflect a unified voice. A bachelor's degree in Public Administration, Communications, Marketing, Public Affairs, Journalism or other related field AND eight years of senior management-level experience in communications, marketing, public relations, community relations, legislative affairs or advertising programs required. A master's degree in Business, Public Administration or other related field is desirable.

Submit your resume, cover letter, and a list of work-related references. Resume should reflect years and months of employment, beginning/ending dates as well relevant work experience. Apply online: <https://secure.cpsmr.us/escandidate/JobDetail?ID=433>

Frank Rojas

CPS HR Consulting

Ph: 916 471-3111

Online brochure: www.cpsmr.us/search

METRO website: www.metro.net

EOE

**CMBC VP MAINTENANCE
JOB ID: 20190128**

Over 600,000 passengers rely on **Coast Mountain Bus Company** every day to get them to work, school and all of the activities that make life on the Lower Mainland so rich and exciting. Our more than 5,400 dedicated employees keep the buses, the people and in so many ways the vibrant pace of this city moving.

Primary Purpose: Leads the maintenance and engineering of the revenue and non-revenue fleet and infrastructure, ensuring safety, compliance, reliability, cost effectiveness and serviceability. Also includes accountability for SeaBus engineering and operations. Participates as a member of CMBC's executive team, sharing accountability for strategic planning and achievement of the Company's results.

Key Accountabilities: Performs a senior leadership role as a member of CMBC's executive team. Engages in strategic planning and shares accountability for overall achievement of the Company's results.

Translates CMBC's strategic direction into divisional strategies, goals and objectives. Approves and monitors targets & measures for the achievement of divisional goals.

Leads development and implementation of the maintenance division, ensuring safety, compliance, reliability, cost effectiveness and serviceability of the fleet and infrastructure, thereby contributing significantly to achievement of CMBC goals, and generating a high level of customer satisfaction and business performance.

Acts as executive sponsor for all fleet and facilities capital projects. Oversees end to end procurement process for fleet acquisitions. Responsible for all current and future fleet and facility needs, including identification of new fleet and facility requirements and recommending approval of selected property.

Collaborates with TransLink executives and management on matters relating to maintenance of all fleet and infrastructure and also in the capacity of executive sponsor for major capital projects.

Represents CMBC in the development of positive and productive relationships with key stakeholders, including regulatory agencies, manufacturers, vendors, suppliers, service providers, union executives, industry organizations and others. Prepares and gives presentations/reports/speeches in support of these relationships.

Ensures divisional readiness to identify and mitigate critical risks and also to leverage emerging opportunities, alerting the CMBC executive team and recommending strategic action that may impact achievement of results.

Positions the division for operational efficiency and effectiveness through implementation of innovative practices, processes and systems, and also ensures compliance with all relevant maintenance, engineering, and environmental standards and the relevant legislation, acts and regulations.

Leads development and oversight of a significant divisional budget, ensuring cost efficiency, adherence to plans, and alignment to financial objectives.

Provides broad direction, coaching, development and performance management for reporting leaders, and also oversees all divisional practices, ensuring adherence to best practice in people management for a very large staff involving multiple unions. Ensures division is appropriately staffed to address operational needs and achieve divisional goals.

Education & Experience: The requirements

for this job are typically acquired through a degree in Engineering and 10 - 15 years of progressively responsible leadership experience in fleet and infrastructure maintenance in a transportation field, or an equivalent and related combination of education and experience.

How To Apply

Please go to <https://www.translink.ca/careers> and click on the Coast Mountain Bus Company tab to apply for this position and view instructions on the process.

Instructions: Please save your (1) cover letter, and your (2) resume as one pdf document prior to uploading your application on-line.

Coast Mountain Bus Company is an equal opportunity employer.

**SENIOR MANAGER, PUBLIC RELATIONS
AND ENGAGEMENT**

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, courteous, accessible and 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 Public Relations, Journalism, Communications, Public Administration, Political Science or a related field. A Master's Degree is preferred. Required is a minimum of ten years of direct public relations experience with highly developed written and oral communication skills, demonstrated public speaking skills, spokesperson responsibility and experience talking directly with media.

We currently have the following position available:

**Senior Manager, Public Relations And Engagement
Job # Irc41370**

Description of Work: This position leads and directs the activities of the Public Relations, Community Engagement and Internal Communications Divisions including media relations, public information, public affairs, community outreach and engagement, and video storytelling. Ensures the division meets departmental goals and strategies to provide clear, timely and proactive internal and external communications.

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

EOE/AA/Drug Free

**ROLLING STOCK AND SHOPS
MAINTENANCE SUPERINTENDENT
(Job ID 8077)**

The **San Francisco Bay Area Rapid Transit District (BART)** is pleased to announce the recruitment of a Rolling Stock and Shops Maintenance Superintendent for the Rolling Stock & Shops (RS&S) Department. The RS&S Maintenance Superintendent will be responsible for managing and directing operations of an assigned rolling stock maintenance primary shop, secondary shop or the Vehicle Trouble Desk. The primary shops conduct rail car maintenance and modifications, such as: a) preventative and corrective maintenance; b) fleet modifications and overhauls; and c) other maintenance repairs and inspections. The secondary shop provides repairs of the rail vehicle components and parts. The Vehicle Trouble Desk troubleshoots and mitigates rail car malfunctions and service delays while the rail cars are on mainline. The RS&S Maintenance Superintendent will also be responsible for coordinating activities with other divisions, departments, and outside agencies; providing highly responsible and complex administrative support to the Assistant Chief Mechanical Officer or the Group Manager of Rolling Stock and Shops; and performing related duties as assigned. Incumbent will be required to have 24 hours, 7 days per week on-call responsibility for revenue vehicle and shop problems.

For the full job description: <http://www.bart.gov/about/jobs/descriptions>

Minimum Qualifications

Education:

A Bachelor's degree in business administration, or a closely related field from an accredited college or university. Additional experience as outlined may be substituted for the education on a year-for-year basis. A college degree is preferred. Transcripts from outside the United States or its territories must be evaluated by an academic accrediting service.

Experience:

Five years of (full-time equivalent) verifiable experience in preventive maintenance, inspection, and repair of fixed rail transit vehicles. At least two years must include administrative and supervisory experience.

To Apply: <http://www.bart.gov/about/jobs>



Build Your Dreams®



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

TRANSIT • COACH • SHUTTLE • DOUBLE DECKER • HIGH FLOOR
LOW FLOOR • SINGLE ENTRY • DOUBLE ENTRY • ALL-ELECTRIC



byd.com