One Step Closer to LA Metro to Airport

A DIRECT CONNECTION between Los Angeles Metro and Los Angeles International Airport (LAX) is a step closer with the recent ground break- ing for the $4.9 billion Automated People Mover at the airport. "Everyone traveling to or from LAX should have access to modern, reliable public transportation that gets them to their destination on time," Los Angeles Mayor Eric Garcetti said at the launch event. "The Automated People Mover is a historic investment in our city's transportation infrastructure—a milestone that will create middle-class jobs, reduce traffic congestion and deliver a world-class experience for travelers."

The People Mover construction contract is the largest awarded in the city's history and is expected to create more than 2,000 construction jobs. When the automated train enters service in 2023, it will operate between the airport and Metro's future Airport Metro Connector Station, scheduled to begin construction next year. Two Metro Rail lines, Crenshaw/LAX and Green, will serve the new station. According to Metro, both the station and future intermodal facilities the airport wants to build will have pickup/dropoff areas where people can catch the people mover.

FTA’s Williams Keynotes Opening General Session

A HIGH-ENERGY VIDEO depicting public transportation in action across the country kicked off the Opening General Session of APTA’s 44th Annual Legislative Conference in Washington, DC, March 17-19. APTA Chair David M. Stackrow Sr. welcomed the more than 600 attendees, before Diana Mendes, chair of APTA’s Legislative Committee, introduced FTA Acting Administrator K. Jane Williams. Referring to the government shutdown that took place between December and January, Williams said it was a challenging time for FTA and, “more importantly, for the agencies that depend on us.”

Getting funding to grant recipients was FTA’s number-one priority, she added, noting that in the first week after returning to work, her agency processed more than 4,300 requests from grantees, totaling $1 billion. In fact, on the first day alone, FTA processed $531 million in grants—more than half the total. Calling 2018 “a very productive year,” Williams said FTA awarded more than $15 billion to support public transit agencies through both formula and competitive grant programs. FTA also awarded $194 million in PTC grants and $1.6 billion in funds from the Federal Highway

Elected Leaders Offer Views on Future of Public Transportation

FINANCING MECHANISMS, transportation alternatives, new technologies and climate change were just some of the issues elected officials discussed during a March 19 Legislative Conference session with members of Congress on the future of transportation.

Paul Wiedefeld, general manager and chief executive officer of the Washington Metropolitan Area Transit Authority (WMATA), introduced Del. Eleanor Holmes Norton (D-DC), chair of the House Committee on Transportation and Infrastructure (T&I) Subcommittee on Highways and Transit. “What Paul is doing with WMATA in the nation’s capital is a model for what must be done with public transportation, which is in decline in many cities,” Holmes Norton said. She attributed the current challenges facing the public transit industry to a decrease in federal funding by Congress.

Referring to the FAST Act—the last multi-year transportation authorization bill, which was passed four years ago—she decried the fact that, to gain Congress’s approval for surface transportation funding, “in the greatest country in the world, we had to reduce a six-year bill to a five-year bill.” Holmes Norton added, “That’s cheating public transportation; that’s not new money.”

Citing data from the Congressional Budget Office, Holmes Norton said federal spending on infrastructure, including transportation, declined by 20 percent between 2003 and 2017. Funding, she noted, is being “rapidly displaced by brand new and compelling issues that were barely on our agenda when we passed the last reauthorization,” such as climate change, emerging technology, resilient construction and new modes of travel.

As the deadline approaches for new authorization legislation, Holmes Norton said she believes public transit is “essential as a solution to climate change.” She cited the electrification of buses as an example of how transit can significantly decrease air pollution.

She reported that the American Society of
A commented text version is not available. However, the text is not suitable for conversion into a clean HTML representation due to the presence of non-text elements such as images and hyperlinks.
DALLAS AREA RAPID TRANSIT (DART) has entered into a partnership with Uber for a one-year pilot program to provide North Texas riders increased flexibility and more transportation options.

DART has updated its all-in-one travel tool, GoPass, to allow customers to book Uber Pool shared rides in each GoLink zone in the agency’s service area.

“DART continues evolving to meet changing customer demands,” said President / Executive Director Gary Thomas. “With our updated and successful GoPass app, and collaboration with companies like Uber, we will be able to keep North Texans moving where they want to travel—and on their terms.”

The cost is $1 for travel to or from any DART station or transit center within a zone or $3 to travel to or from any destination within a zone.

DART is waiving the $1 fee through May 9 and is using smaller, on-demand vehicles during the pilot as an economy measure.

LYFT RECENTLY implemented Nearby Transit—a feature that shows riders nearby public transit routes and schedules directly within its app—in partnership with Denver’s Regional Transportation District (RTD), which joined with Uber in a similar program earlier this year.

This feature lets Lyft riders use the app to find the closest RTD bus and rail connections, as well as Lyft Scooters and Shared Rides, so they can identify the transportation option that best fits their trip and budget. Nearby Transit is also available in Boston, Chicago, Los Angeles, Santa Monica, CA, Seattle and Washington, DC.

“Lyft is committed to providing holistic transportation options that offer sustainable solutions and help reduce congestion on Denver’s roads,” said Gabe Cohen, general manager of Lyft Rockies Region. “This is another step toward creating a more seamless and connected transportation network and helping build a stronger community by working in partnership with RTD.”

RTD General Manager and Chief Executive Officer Dave Genova said, “The collaboration we are announcing with Lyft offers the public additional, complementary first-mile and last-mile options.

In addition, it extends our reach—providing Lyft users with an understanding of the transit options available to them as they plan how to get around.”

APTA HAS ANNOUNCED that former Michigan Gov. Jennifer Granholm will address the June 24 Opening General Session of the 2019 APTA Rail Conference, June 24-26 in Toronto.

Granholm served two terms as governor; in 2002 she was the first woman to be elected governor of Michigan, and in 2006 she was re-elected with the largest number of votes ever cast for governor in the state. She subsequently joined the faculty of the University of California at Berkeley, teaching courses in law and public policy. She is also a senior research fellow at the Berkeley Energy and Climate Institute, a project scientist at the Lawrence Berkeley National Laboratory and an ABC News contributor.

The conference will include the announcement of the winners of the 2019 APTA Rail Safety and Security Excellence Awards, the International Rail Rodeo Awards Ceremony and Reception, numerous educational sessions, and technical tours presented by the host system, the Toronto Transit Commission. For more information and to register, visit www.apta.com/mgrrail.

The Capital Metropolitan Transportation Authority (Capital Metro) in Austin, TX, recently opened its new Operations Control Center (OCC), the agency’s central point of communication. The facility brings together dispatchers who previously worked in different locations, along with security personnel. Shawn, Capital Metro Director of Bus Operations and Service Coordination Jennifer Golesh is being interviewed in the OCC by local television reporter John Dabbkovich while another reporter takes video.
JTA Expands Service in Neighboring Clay County

The Jacksonville (FL) Transportation Authority (JTA) has expanded operations into Clay County, southwest of Jacksonville, with the launch of Clay Community Transportation (CCT).

JTA Chief Executive Officer Nathaniel P. Ford Sr. said, “We are excited to be able to offer new transportation services throughout Clay County. The new routes provide riders with affordable transportation opportunities and convenient access to a number of key destinations.”

JTA became the community transportation coordinator for Clay County on Jan. 1. Since taking on coordination, the agency has begun providing para-transit services for transportation disadvantaged community members.

CCT operates weekdays on two shuttle lines, the Red Line and the Blue Line, providing transportation options to popular destinations including the county courthouse, libraries, shopping areas, medical facilities, senior centers, St. Johns River State College and Naval Air Station Jacksonville. Standard fares are $1 for adults and 50 cents for riders age 6 and under, age 60 and over, and persons with disabilities.

In addition, for an additional $1 fee, CCT can provide a flex service option where the bus will deviate for passenger pickups if the schedule permits.

One of JTA’s new Clay Community Transportation vehicles.

Chicago RTA Awards Nine Community Planning Projects

THE REGIONAL Transportation Authority (RTA) in Chicago recently allocated a total of $906,000 to nine projects through its Community Planning program, which helps turn under-used areas around public transit assets into community-friendly downtowns and neighborhoods.

RTA has leveraged more than $20 million over the 20-year history of this program to support innovative projects to improve economic development near public transit and increase transit usage throughout the region. Of the $906,000, $532,000 comes from RTA, along with approximately $200,000 of federal funds and $174,000 in locally matched funds.

Projects include TOD plans for areas surrounding three Metra commuter rail stations; updates to a village’s Downtown Strategic Action Plan in the area around a Metra station; an examination of low ridership patterns at nine Metra stations across the region; a transportation alternatives study on behalf of three villages; and an update to a village’s TOD zoning code that will reflect current development trends and implement a pedestrian-oriented Central Business District Plan.

OLI Accepting Applications for Rail Transit Safety Education Grants

OPERATION LIFESAVER INC. (OLI), the national rail safety education organization, is partnering with FTA to offer grants to public transit providers to help raise awareness of safe behavior around rail transit systems.

“Transit agencies are working every day to keep people safe around tracks and trains,” said Rachel Maleh, OLI executive director. “These grants will help transit providers create new safety campaigns, public service announcements and other initiatives to educate the public and raise awareness about how to stay safe.”

Grants of up to $20,000 will be awarded from a total of $175,000 in available funding. Grant recipients must provide a non-federal match of at least 25 percent of total project costs. Public transit agencies, other government entities that provide transit services and OLI state programs are eligible to apply.


The application period for grants closes April 22. For more information, including the application process and selection criteria, visit https://oli.org/about-us/passenger-rail-safety/.

Sen. Casey Visits USSC Group

Sen. Robert Casey (D-PA), center, learned about the impact of public transit manufacturing during a recent 90-minute visit to the USSC Group facility in Exton, PA, led by Raymond J. Malleady, executive vice president, right. Participants linked company expansion and new jobs to public transportation programs funded through the FAST Act; presented statewide and localized information through APTA’s Industry Footprint tool; discussed challenges with the Highway Trust Fund and long-term solutions; and connected FAST Act reauthorization to the future of mobility and jobs in Pennsylvania and nationwide. Casey is ranking member of the Senate Finance Subcommittee on International Trade, Customs, and Global Competitiveness.

Cincinnati Metro Receives $26.1M for 70 New Buses

Cincinnati Metro has announced that it will take delivery of 43 additional new buses from Gillig during 2019, joining 27 that arrived in 2018. The 70 new vehicles will replace some of the oldest buses in its fleet and offer amenities such as Wi-Fi, on-board charging ports and easy-to-clean plastic seats.

Metro purchased the new buses with $26.1 million in federal grants awarded through FTA, Ohio DOT and the Ohio-Kentucky-Indiana Regional Council of Governments, providing a required 20 percent local match.

Among the 43 buses arriving this year are six 30-foot “cutaway” buses that will operate on Metro routes with lower ridership. These smaller buses cost less to purchase than standard 40-foot buses and consume less fuel.

The agency explained that the estimated cost to replace a 40-foot bus is nearly $500,000. Cincinnati Metro relies primarily on grants to fund its bus replacement program. By the end of 2018, Metro will still have 74 buses in its fleet that are 12 years or older and past their useful life-cycle.

COMTO Honors ‘Women Who Move the Nation’

The Conference of Minority Transportation Officials (COMTO) honored its 2019 class of “Women Who Move the Nation” at recent ceremonies in Washington, DC. Among the APTA members honored were, from left, Gabriela M. Mack, vice president, economic inclusion and supplier diversity, Jacobs; Melissa Howard, director of civil rights and fair practices, Maryland Transportation Authority; Jannet Walker Ford, vice president and general manager, Eastern Region, Americas, Cubic Transportation Systems; Carol Wise, executive vice president, chief operations officer, Dallas Area Rapid Transit; and Jacquelyn Dupont-Walker, board member, Los Angeles Metro. Not shown: Debra Johnson, deputy CEO, Long Beach (CA) Transit, and Elsa Ortiz, board president, AC Transit, Oakland, CA.
2019 LEGISLATIVE CONFERENCE

APTA Launches Updated Industry Footprint

APTA FORMALLY introduced an updated, new-look version of its Industry Footprint tool during the March 19 Closing General Session of the 2019 Legislative Conference.

Matt Dickens, APTA senior policy analyst, demonstrated the tool, accessible at www.apta.com/industryfootprint. The Industry Footprint portal provides extensive information on APTA member locations around the nation, the breadth and depth of public transportation services offered, as well as key facts and statistics, at both the state and congressional district levels.

The initial screen displays the continental U.S., with dots in different colors representing APTA member public transit systems, rural public transportation providers and bus and rail manufacturers and subcontractors. A search bar includes several functions that allow the user to sort by address, APTA members, legislators, congressional district, state legislators, state chambers and committee members.

During the session, Raymond J. Melleady, executive vice president, USSC Group, Exton, PA, and chair of the APTA Business Member Legislative Subcommittee, reported on the Business Member Board of Governors Advocacy Engagement Project, an advocacy effort directed toward key senators and their staffs. He listed the four objectives of the program: to increase support for infrastructure investments, educate lawmakers on the economic benefits of public transit, emphasize private-sector job creation and advocate for investments including direct federal funding.

The outreach program should stress that investments of public dollars will lead to private-sector jobs, he said. He also noted that, with the expiration of the FAST Act in 2020, passage of a new authorization bill rather than a continuing resolution is a goal of the effort.

Melleady stressed that advocacy—in 10 targeted states (Alabama, Idaho, Iowa, Kentucky, Missouri, North Carolina, Ohio, Pennsylvania, South Carolina and Texas) and at the federal level—is incremental, not a one-time event. While the business members are planning a congressional fly-in May 8, they also were encouraged to invite members of Congress to their businesses during recesses when members are at home in their districts.

Transportation’s Future: USDOT’s Insights

DEREK KAN, USDOT under secretary of transportation for policy, shared his insights into the future of transportation at a March 18 General Session during APTA’s Legislative Conference.

Kan, who has been a White House fellow, chief economist for the Senate Republican Policy Committee, board member for Amtrak and general manager at Lyft, noted that public transit leaders are playing a critical role at a time when transportation is undergoing fundamental change.

“You’re not simply owners and operators of public transportation systems,” he said. “You are showing how to use mobility to rediscover community to each of your cities and states.”

Kan outlined five major themes he expects will shape the debate over infrastructure investment and FAST Act reauthorization:

1) “What is the appropriate role for the federal government?” One idea under consideration is to allow greater flexibility in all transportation projects, so that local people rather than Washington are empowered to make decisions that are best for their own communities.

2) “Take care of what you have.” Kan advised the public transit industry to prioritize “fixing it first” and identify the most critical maintenance and repair needs, rather than deploying more capital on new construction.

3) “Rural America needs public transit.” Noting that 60 million Americans live in rural areas, Kan said DOT wants to rebalance federal funding to ensure adequate investments are being made in these communities, not just in urban areas.

4) “Infrastructure development needs to be more efficient.” The permitting and review processes are lengthy and costly, so federal transportation officials are exploring what decisions might be delegated to state and local agencies to help improve project delivery.

5) “How should DOT prepare for the
Administration to FTA’s program, an increase of 23 percent over 2017. FTA has posted the FY 2019 full-year apportionment tables, with $10.2 billion in funds for FTA’s formula programs for the fiscal year. With the release of the tables, the informed attendees, agencies can now draft their grants and submit applications in FTA’s Transit Award Management System.

“We have $17 billion from previous years available, resulting in significant balances that are ready to be awarded in grants,” Williams said. “There’s also $17 billion in existing grants waiting to be drawn down from the U.S. Treasury.” In total, FTA has almost $50 billion of transit funds that can be accessed. “My message to you,” she told the audience, “Do not wait; get your grants in and put these funds to use in projects critical to your communities.”

Williams said President Trump’s proposed FY 2020 budget requests $12.4 billion “to bring our nation’s bus and rail transit infrastructure into a state of good repair, fund new and expanded transit systems and strengthen transit safety oversight.” In his remarks, Stackrow said the priorities he outlined when he became APTA chair in October 2018—specifically, developing a new, three-year strategic plan for APTA, advancing the new mobility landscape and highlighting public transit agencies’ innovations—are all extremely relevant to the association’s advocacy work in Washington. (See Commentary on page 2 about APTA’s progress on a new strategic plan.)

“More than at any time in our history, public transportation is experiencing an explosive growth in Washington and celebrated in communities nationwide. To help make that happen, he announced that APTA has created a new initiative, “Get on Board” Day, to generate awareness of and increase support for public transit among riders, non-riders, elected officials and stakeholders. “So, on April 25, we want you to show the value and benefits of public transportation. This is during the congressional spring break when your elected officials are back home,” he said.

APTA President and CEO Paul P. Skoutelas thanked Williams and cited her commitment to expeditiously processing payments to public transit systems following the government shutdown. He called this an “exciting time” for the transportation sector, with everyone talking about infrastructure—from the White House to congressional leaders to other associations.

Noting that the FAST Act expires in a little more than 18 months and the Highway Trust Fund runs out of money in FY 2021, Skoutelas outlined actions APTA has taken on behalf of its members. These include personal letters to every senator, representative and delegate outlining the benefits of public transportation; state-specific or congressional district-specific data on public transit’s services, manufacturers and suppliers; and, collaboration with APTA’s coalition partners.

Skoutelas also mentioned a recent APTA research report, Public Transportation Infrastructure: Critically Needed Investments, that identified more than $230 billion in priority projects around the country that could be funded by increased investment in infrastructure. Read the report at https://bit.ly/2Cm9Fk.

Finally, Skoutelas reiterated Stackrow’s advice to APTA members, urging them to tell their stories to Congress: “You can speak first-hand more than anyone can about what’s happening in your local communities.”

Civil Engineers’ annual report card on the state of America’s infrastructure gave public transportation a D-minus. That kind of a report card, she told the audience, “must wake us up.” Sen. Thomas R. Carper (D-DE), ranking member, Senate Committee on Environment and Public Works, and senior member, Senate Finance Committee, expressed concern over the impact of climate change. As congressional committees prepare the next surface transportation authorization bill, he said, one of the major challenges “is to make sure we do it in a way that recognizes there is way too much carbon in the air. And we need to reduce it sooner than later.”

Carper noted that there is an $800 billion backlog for U.S. transportation projects. "I’d like to say that it’s getting smaller, but it’s getting bigger," he said, adding, “One of the toughest issues we face is how to pay for this.” He said elected officials in states like Utah, Wyoming and New Jersey are taking steps to improve and expand their transportation systems by supporting new ways to raise revenue, such as increasing user fees. “When legislators in those states run for reelection, they get reelected,” he said.

Rep. Anthony Brown (D-MD), a member of the House Transportation and Infrastructure Committee, said investing in infrastructure is something both political parties support.

To create jobs and strengthen our economy, he said, “we need to work on partnering to build a 21st-century infrastructure.” He warned that the U.S. is in danger of falling behind its global competitors when it comes to investing in infrastructure and, as a result, “slipping in our economic competitiveness.”

Brown emphasized that building a world-class transportation system is one of the ways America became an economic superpower, “but over the past 50 years our investment in transportation as a share of the economy has declined by 50 percent.”

He continued: “The sooner we need it is a smart system that encourages sustainable communities with easy access to jobs, schools and homes, a system that cuts congestion and increases productivity, a system that reduces harmful emissions over time and creates jobs now.”

Brown emphasized that a key part of reinvesting in America’s infrastructure must be in the form of multimodal systems and networks.
Coalition Partners Stress Unification Behind Urgent, Relatable Messages

APTA PRESIDENT AND CEO
Paul P. Skoutelas moderated a panel discussion by APTA’s coalition partners on how to achieve increases in infrastructure investment and reauthorization of the FAST Act, March 19 at the APTA Legislative Conference.

Panelists were Jim Tymon, executive director, American Association of State Highway and Transportation Officials; Irma Esparza Diggs, senior executive and director, federal advocacy, National League of Cities; and Edward L. Mortimer, executive director, transportation infrastructure, Americans for Transportation Mobility, U.S. Chamber of Commerce.

The consensus was that, to ensure that key stakeholders on Capitol Hill are receptive to the needs of public transportation, messages must be clear, impactful and “relatable to them—how we impact their districts.”

Should a legislator claim to “not be concerned about transit as there is no transit in my district,” posed Tymon, “we should affirm that actually there is transit, in one form or another, in every congressional district in the country— in suburban and rural areas.”

Public transit systems should not take for granted that legislators know there is public transit in their districts. Tools such as APTA’s Industry Footprint (see related story on page 5) are indispensable for conveying the presence—and impact—of transit throughout the country.

Diggs advised: “Never assume members of Congress understand your financing. Bring [to the Hill] your infrastructure projects, your transportation needs, so when you meet you can educate them on how you are financing your projects; you can describe the state share and the deficit—and the federal partnership needed to fill that gap. Describe the economic impact of not meeting those needs. You’ll always be told why something can’t happen—don’t let them off the hook!”

Mortimer stressed the urgency of attendees and the wider industry making infrastructure investment priorities understood. “People will say to you, ‘We like infrastructure; we’ll talk about this’ or ‘We’ll have a hearing,’ but we’ve already been talking about this for several years. Ask them, ‘When is this going to get voted on?’” He urged the audience to remind members of Congress that they also have transit-related support businesses, suppliers and manufacturers in their districts.

Mortimer referenced the chamber’s proposal for a 5-cent increase in the motor vehicle fuel user fee (gas tax) over five years, for a total of 25 cents, as the most effective way to raise additional funds for transportation infrastructure. “There’s bipartisan support to move something forward. The states are doing it; many local officials who vote for an increase in the gas tax get reflected,” he said. “State and local governments have done their jobs; now it’s time for the federal government to do their job.” Tymon concurred: “While we’re open to looking at a vehicle-miles-traveled fee, a gas tax is still the most efficient way to collect revenue right now.”

Skoutelas asked the panel what attendees might do to help ensure this industry gets the support it needs. Tymon responded that, with Rep. Peter DeFazio (D-OR), chair of the House Committee on Transportation and Infrastructure, seeking to advance an infrastructure package and FAST Act reauthorization this year, “we should put pressure on the House to lead and put pressure on the Senate to act. If we can get an infrastructure package through the House and the Senate, I think the president will sign it. This is one of the few areas that could produce a win for Republicans, Democrats and the White House.”

If you missed APTA’s 2019 Legislative Conference, you can view video coverage of sessions at www.apta.com/mc/legislative.

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April 1, 2019 | 7
Scenes from the Legislative Conference

APTA President and CEO Paul P. Skoutelas at the APTA Board of Directors meeting.

FTA Acting Administrator K. Jane Williams addressed a Monday General Session.

APTA Chair David M. Stackrow Sr. welcomed conference participants at the Opening General Session.

Joining Skoutelas at the board meeting, from second from left: Freddie C. Fuller II, secretary-treasurer; Nuria I. Fernandez, vice chair; David M. Stackrow Sr., chair; and Nathaniel P. Ford Sr., immediate past chair.

US DOT Under Secretary for Policy Derek Kan spoke about the year ahead in transportation at a Monday General Session.

Numerous APTA committees convened during the conference.

Panelists at a town hall meeting before the Senate Banking Committee, from left: Stephen Salin, Dallas Area Rapid Transit; David Genova, Denver RTD; Peter Rogoff, Sound Transit; Jeffrey Parker, MARTA; Floun’say Caver, Greater Cleveland RTA; Dorval Carter, CTA; and APTA Past Chair Phillip Washington, Los Angeles Metro.

Staffers from congressional committees involved in transportation issues provided their opinions during a Monday afternoon General Session.

A second panel before the Senate Banking Committee, from left: Tina Quigley, RTC of Southern Nevada; Leroy Alloway, VIA Metropolitan Transit; Brad Miller, Pinellas Suncoast Transit Authority; Joanna Pinkerton, Central Ohio Transit Authority; Erika Mazza, Northern Arizona Intergovernmental Public Transportation Authority; and APTA Immediate Past Chair Nathaniel P. Ford Sr., Jacksonville Transportation Authority.

APTA distributed “Get on Board” T-shirts at the conference and invited attendees to sign up to participate in the April 25 event.

The conference schedule included numerous opportunities for attendees to network.

The Leadership APTA Class of 2019 met during the conference.

Again this year, the Capitol Steps entertained during the Monday luncheon, sponsored by Transdev North America.

Hundreds of attendees heard Bob Woodward’s address at the March 18 breakfast session. Woodward’s appearance was sponsored by AECOM.

Conference photos by Steve Barrett Photography
Exploring Mobility Innovation—One Pilot Project at a Time!

AT A MARCH 18 Legislative Conference General Session, Brad J. Miller, chief executive officer, Pinellas Suncoast Transit Authority (PSTA), St. Petersburg, FL, and Bonnie J. Epstein, PSTA senior planner, discussed the success of the agency’s TD Late Shift program in providing transportation to low-income residents commuting to and from work when bus service is not available. Nathaniel P. Ford Sr., chief executive officer, Jacksonville (FL) Transportation Authority, and APTA immediate past chair, opened the session and announced APTA’s new “Mobility Innovation Pilot of the Month” webinar series, which will highlight new service delivery models and technologies. David Zipper, principal, DZ Strategies LLC, Washington, DC, moderated.

Pinellas County residents earning 150 percent or less of federal poverty guidelines already are eligible to apply to PSTA’s state-funded Transportation Disadvantaged (TD) program, which provides an $11 monthly bus pass (a discount of more than 80 percent). This program is, however, limited in that bus service on many routes ends between 7 and 9 p.m., discouraging qualified residents who have or who are seeking a job that requires commuting outside those hours.

Launched in 2016, TD Late Shift addresses that issue by offering ride-hail or taxi service (through Uber and United Taxi) to participants with jobs that begin or end between 10 p.m. and 6 a.m., any day of the week. To participate in TD Late Shift, a Pinellas County resident must first be part of the TD program. The cost of participating in TD Late Shift is $9 per month, which is added to the monthly cost of the TD bus pass for a total monthly fee of $20.

TD Late Shift participants can take up to 25 trips to or from work in a month, and each ride must begin and end within Pinellas County. According to Uber, the average cost of a trip within Pinellas County at night is between $11 and $16, meaning that the monthly cost of 25 trips could otherwise be more than $300.

Miller explained that PSTA already had a relationship with Uber in 2016 through the agency’s Direct Connect first-mile, last-mile program, which provides up to $5 off an Uber trip to or from a designated PSTA bus stop, from 6 a.m. until 11 p.m. seven days a week. “We were the first to sign with Uber for first-mile, last-mile, but the number-one request from our riders was to expand service later at night—to fill the late-night gap for low-income riders where expanding our bus network would be too expensive,” he said, “TD Late Shift is the evolution of our relationship with Uber to provide that service.”

While TD Late Shift has proven popular with residents, Epstein cautioned other agencies considering something similar to ensure that partnership expectations are resolved up front, especially regarding what data is needed and why. To be able to operate the program within strict criteria—income and residence-based eligibility, specific hours and areas of operation—PSTA requires access to certain information, including trip origin and destination, which Uber was at first reluctant to share.

“We came to an agreement,” she said. “Uber drafted language for us to give to riders saying that we would be able to see their trip details. We didn’t receive any negative feedback, so Uber began to share the data.”

PSTA also recommends that public transit agencies utilize their current services and data assets when considering new programs. For instance, rather than building a new system to determine program eligibility, PSTA was able to leverage information from the existing TD program verifying participants’ residence and income.

The TD Late Shift program has proven popular and PSTA encourages other public transit agencies to explore similar models to serve late-night commuters of limited means. “Uber is looking for trips late night, and we can take advantage of that,” said Epstein. “This program works!”

Analysis of TD Late Shift formed the basis of the first “Mobility Innovation Pilot of the Month” webinar. Visit www.apta.com/mc/webinars for more information on the series.

**Mobility Resources**

**DISCOVER MORE** innovative mobility projects from around the country, including public transit/TNC partnerships and agreements; first-mile, last-mile solutions; Mobility as a Service; microtransit; mobility action plans; and autonomous vehicles, at APTA’s Mobility Innovation Hub. www.apta.com/resources/mobility.


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future?" Kan said his agency is assessing how existing "stovepipe" programs can be made more flexible and tailored to meet the needs of today and tomorrow.

In this vein, Kan announced the creation of a New Emerging Technologies (NET) Council, chaired by the DOT deputy secretary, to accelerate the development and implementation of new technologies that may not "fit" neatly into existing jurisdictions and authorities. It's about bringing together the best minds to reorganize DOT's internal processes, he explained.

Kan emphasized that emerging technologies can improve safety while helping public transportation evolve and integrate with new mobility options.

He encouraged public transit operators to partner with new startups to attract more customers to transit platforms.

"Transit agencies have immense power and influence to bring to the table because ridesharing and scooter companies want to understand your users' mobility patterns ... and they want access to your customers and to dedicated space at transit hub exits and entrances," he said.

Often, when people think of transportation innovation, autonomous vehicles and drones invoke the most attention. But, said Kan, innovation can occur in all forms and in many ways. It can be as simple as co-locating federal and state officials at a single location to enhance coordination and accelerate project delivery, as was done in Georgia.

He also cited two ideas that could drastically alter public transit:

1) Payment and intermodalism: Several startups are trying to create an app that allows customers to purchase a single trip for a single fare using a variety of public and private mobility services. This integration will make payment easier, allow passengers to make choices between cost and time, unlock new customers and deliver better transportation service.

2) Transit system design: In the past, studying traffic and population patterns to modify travel routes could take a decade. Today, entrepreneurs are analyzing real-time ridership data to help public transit systems invent or redesign bus routes or networks. It's already happening in cities such as Houston.

Kan said his agency and APTA share a common focus: to provide the best transportation for the most people at the lowest cost for the public and for government. He called APTA members "the tip of the spear" when it comes to innovation, creativity and technology.

"Forums like this [Legislative Conference] are how we share best practices and learn from each other," Kan said. Thanking public transportation agencies for their service, he concluded, "It's only together that we have the ability to integrate public transit with new mobility options, the ability to redesign a transit system and the ability to solve new challenges."

Minneapolis Welcomes First Electric Bus

Metro Transit in Minneapolis recently unveiled its first battery-electric bus, manufactured by New Flyer in St. Cloud, MN, with a first-of-its-kind electrification infrastructure partnership between the agency and electricity partner Xcel Energy. Minnesota Lt. Governor Peggy Flanagan is at podium. The 60-foot articulated bus will operate on the Metro C Line, a BRT route between downtown Minneapolis and the Brooklyn Center Transit Center, when it enters service in June. Metro Transit will provide two kinds of charging stations: rapid chargers, overhead arms that connect with the top of the bus for quick 12-minute sustaining charges, and "gas pump-style" electric chargers for overnight recharging.
Light Rail and Streetcar Practitioners Convene in New Jersey; Discuss Best Practices

Light rail and streetcar system executives, planners, suppliers, consultants and contractors will join policymakers and government officials for the 2019 14th National Light Rail & Streetcar Conference, cosponsored by APTA and TRB, April 7-9 in Jersey City, NJ. Conference sessions will explore new ways to plan, design, construct, maintain and operate light rail and streetcar systems, ensuring these modes continue to serve as an integral and indispensable part of the modern metropolitan landscape.

Here, a selection of operators shares what’s new at their systems.

MTS Adds New Light Rail Vehicles to Fleet

BY MARK OLSON
Manager of Public Relations
San Diego Metropolitan Transit System (MTS)

The San Diego Metropolitan Transit System (MTS) has been receiving new Siemens S70 light rail vehicles (LRVs) steadily as part of an order of 45 LRVs placed in 2016. The agency has received nine vehicles thus far, all of which will be placed into service in the next few weeks.

The new LRVs—painted in their iconic red paint scheme—will enter service as part of the 5000 vehicle series, representing the third generation of modern, low-floor vehicles, which have been in operation on the MTS light rail network since 2011. Low-floor LRVs were introduced to San Diego public transit riders 14 years ago, when the first 3000 series S70s began serving the San Diego Trolley’s Sycuan Green Line. In 2015, after completing a renewal project on all three of its light rail lines, MTS began operating 4000 series S70s on the other lines, UC San Diego Blue and Orange.

The new S70s share many characteristics with the existing low-floor vehicles but feature a redesigned middle section with perimeter seating to improve passenger flow and provide greater wheelchair accessibility. To facilitate cleaning and maintenance, train seats will be upholstered in vinyl rather than the cloth used in previous models, and some equipment previously only accessible from the roof (namely, battery isolation switches and brake controllers) has been reconfigured so as to allow access from inside the vehicle, improving maintenance efficiency.

Siemens has been providing LRVs to MTS since the San Diego Trolley opened in 1981. This current order brings the total number of LRVs supplied to the system to 244, making MTS the company’s largest U.S. light rail customer.

The original U-2 fleet of 71 vehicles has been retired. However, the first vehicle of the U-2 fleet, 1001, is being refurbished to operate limited service. After delivery, MTS will test and certify the LRVs on the system before placing them in operation, with the first vehicles expected to begin service in April. These new vehicles will allow MTS to increase frequency on existing Trolley lines while providing additional trains needed to operate the 11-mile extension of the UC San Diego Blue Line when it opens in 2021.

Expanded Service Boosts TECO Line Streetcar Ridership

BY FRANK WYZYNISKI
Senior Communications and Marketing Specialist
Hillsborough Area Regional Transit Authority
Tampa, FL

The Hillsborough Area Regional Transit Authority (HART) has been running its TECO Line Streetcar System fare free since October of last year, thanks to $2.7 million in grant funding from Florida DOT. The funding also enabled HART to extend the line’s service hours, with weekday service now beginning at 7 a.m. and late-night service extended to 11 p.m. Monday through Sunday and on Saturdays. In addition, weekday frequency has increased from every 20 to every 15 minutes.

Since the launch of the expanded service, ridership has blasted off, with FY 2019 year-to-date ridership up 167 percent (351,614 rides from October 2018 – February 2019) over the same period in FY 2018 (131,458). Ridership, especially on weekends, has grown to standing-room only, with streetcars consistently packed.

The success of the expanded service has, in fact, created a need for increased frequency on weekends too, with the planned introduction in April of 15-minute weekend service.

The expansion of morning hours has presented an opportunity for the service to develop into a vital commuting option for those living and working in historic Ybor City and downtown Tampa. To capitalize on this opportunity, HART and the TECO Line Streetcar launched a “Wake Up with the Streetcar” campaign March 8 to create awareness for the new commuter service.

The enhanced streetcar service will accomplish multiple goals; however, the primary objective is to add another mobility and connectivity option for residents, employees and visitors in downtown Tampa and the city at large. In the long term, with planned extensions, the TECO Line Streetcar will also create a vital connection between downtown and surrounding neighborhoods, further spreading the vibrancy and development currently being seen in the downtown core. A study reviewing an extension between downtown Tampa and Tampa Heights, also funded by Florida DOT, is currently in the project development phase to pursue federal funding.

Increased ridership and efficiency of the TECO Line Streetcar is providing a commuter service that meets the growing needs of Tampa’s downtown community.

Off-Wire Streetcar Technology Coming Soon to Charlotte

BY JULIANI SHELDON
Public & Community Relations Specialist
Charlotte Area Transit System
Charlotte, NC

Phase 2 of the Charlotte Area Transit System’s (CATS) CityLYNX Gold Line streetcar project will introduce 11 additional stops connecting west Charlotte through Uptown to the neighborhoods in the east. Once this phase of the project opens in 2020, CATS will launch the expanded service with six new modern streetcar vehicles.

These new vehicles, Siemens S70 streetcars, will be equipped with hybrid technology allowing for limited off-wire operation. While off-wire streetcars successfully operate in other U.S. cities, such as Dallas and Seattle, this will be a first for Charlotte.

The Siemens S70 vehicles will operate on battery power from the Charlotte Transportation Center (CATS’ main transportation hub) to the Gold Line stop at Irwin Street. The vehicles will climb a nearly 6 percent grade in mixed traffic for 1,400 feet. The ability to operate off-wire will allow not only for a cleaner aesthetic but also for the continuation of major street festivals and parades through the city’s busiest district.

Each of the new modern streetcars will accommodate nearly 170 passengers and provide level boarding at stop platforms.
SFMTA’s Geary Rapid Project Breaks Ground

The San Francisco Municipal Transportation Agency (SFMTA) will upgrade one of San Francisco’s most traveled corridors, Geary Boulevard, served by the 38 Geary and 38R Geary Rapid bus lines.

“The Geary Rapid project is a major step in our efforts to create a faster, more reliable transit system in San Francisco,” said San Francisco Mayor London Breed. “Tens of thousands of San Franciscans rely on the 38 Geary every day to get to work, drop their kids off at school and shop at our local businesses. The new Geary Boulevard will better connect our city and create a safer, more consistent transit experience for our residents.”

More than 54,000 customers use the two Geary bus lines each day. The project aims to improve bus efficiency while also making the corridor safer for pedestrians.

The first set of changes to the route, including the creation of side-running bus-only lanes, was completed last late year. Future upgrades will include new crosswalks, transit signal priority to help buses get a green light, and “bus bulbs-out”: sidewalk extensions at stops so buses can remain in the travel lane and people have more space to wait. SFMTA said these improvements will help reduce unpredictable delays and provide a smoother ride.

SFMTA Board Chair Malcolm Heinicke said, “These transit priority treatments on Geary are part of our strategy to provide faster and more reliable service for the 70 percent of our customers who rely on our Rapid network. Similar types of improvements have increased ridership on Muni’s Rapid Network by 8 percent, despite national ridership being on the decline.”

Current safety improvements to the corridor include painted safety zones or curbs painted red at the approach to intersections. Later in the project, pedestrian countdown signals will be added at all locations that do not yet have them and 18 intersections will receive extended sidewalks at intersections, which increase safety by shortening crossing distances and reducing motor vehicle turning speeds.

Construction is expected to be completed in spring 2021.

OCTA Opens Parking Structure in Orange, CA

Officials of the Orange County (CA) Transportation Authority (OCTA) and the city of Orange, CA, recently marked the completion of a new, multi-level parking structure at the Orange Transportation Center, designed to blend into an historic area while incorporating new technologies.

The five-level Old Towne West Metrolink Parking Structure provides 608 spaces, replacing a 172-space surface lot. Five hundred of the spaces are designated for use by commuters taking Metrolink commuter rail, while the rest are for general use by visitors to Old Towne Orange.

OCTA Chairman Tim Shaw said, “This structure reflects the historic look and feel of the surrounding area while providing modern amenities that will serve rail passengers and the community for generations to come.”

Two of the five parking levels are underground, while three levels rise above ground so the structure blends in with other buildings in the area. The structure and surrounding plaza include brick work and other design elements intended to reflect and complement nearby historic structures.

At the same time, the design incorporates modern elements such as solar panels on the roof to cut down on lighting costs and six parking stalls equipped with electric car-charging ports.

Funding for the $29.5 million project came from Measure M, the county’s half-cent sales tax for transportation improvements, from the city of Orange and through a mix of state and federal funds.

MCI Launches Federally Registered Motorcoach Technician Apprenticeship

MCI has announced that its training program, the MCI Academy, recently became the exclusive training provider for the Motorcoach Technician Apprenticeship Program with the U.S. Department of Labor (DOL), creating the industry’s first-ever technician apprenticeship program.

“Apprenticeships are available for hundreds of occupations, from electricians to precision machinists, that demand high skills but not always a four-year degree,” said Scott Crawford, MCI manager of technical training, who worked with DOL on the program’s registration. “Apprenticeships appeal to high school graduates, veterans and others who prefer to earn while they learn without running up student debt. We’re excited to offer the program to industry operators as well as technicians employed by MCI.”

Intended to promote top maintenance of motorcoaches, the program allows operators to offer apprenticeships to recruit new entrants and establish a career path for technicians already on staff that has not existed before. The one- through five-year program builds on existing MCI Academy curricula, offering a tiered structured learning path with 800 hours of online Learning Management System courses (including 200 hours in safety courses) and week-long training events at MCI’s Louisville, KY-based National Training Center to earn qualification certificates including HVAC and electrical systems, coupled with on-the-job training hours.

Crawford explained that apprenticeship candidates must be employed in the motorcoach industry and be assigned to a mentor by the employer. There is no charge to MCI operators for the training portion of the program, but employers will be responsible for travel costs to Louisville.

In 2017, the MCI Academy became the first motorcoach training program to earn Automotive Service Excellence (ASE) accreditation. More information is available from Crawford at scott.crawford@mcicoach.com or at www.mciacademy.com.
Calabrese J oins F ocused Technology S olutions

ROCKAWAY, NJ—Joseph A. Calabrese, a 40-year public transit professional who retired last year as chief executive officer and general manager of the Greater Cleveland Regional Transit Authority (RTA), is joining Focused Technology Solutions, a division of The Marmon/Berkshire Hathaway Company, as senior advisor.

Calabrese led RTA for 19 years, the longest-serving general manager in the agency’s history. Earlier, he was president and executive director of the Central New York Regional Transportation Authority in Syracuse. Calabrese is a member of the RTA Board of Directors and numerous APTA committees and received the APTA Outstanding Public Transit Manager Award in 2008. He also is a past president of both the New York State and Ohio public transit associations and past chair of the Metropolitan Rail Discussion Group, an alliance of 10 of the largest U.S. legacy public transit agencies that own and operate the majority of the nation’s metropolitan rail network.

SAN DIEGO—Kevin Eagan has joined Cubic Corporation as senior vice president and chief digital officer, based in San Diego. He comes to Cubic from IBM, where he was chief digital officer for IBM Global Services. Earlier he spent 25 years at Microsoft.

FLINT, MI—The Mass Transportation Authority has hired Paul Koroly as its director of human resources. He previously was associate director of compensation and benefits for Minth North America Inc.

POMPANO BEACH, FL—The South Florida Regional Transportation Authority (SFRTA) announced the restructuring of its senior management team and promotion of several current staff members.

Christopher C. Bross, previously the agency’s director of procurement for more than 14 years, has been promoted to deputy executive director of operations. He joined SFRTA in 1996 and was accredited as a Chief Certified Public Purchasing Officer in 2003.

Dianelys Hernandez Del Calvo, deputy executive director of administration/eEO officer, has been an agency employee for almost 20 years and served as director of administration/eEO officer for more than 14 years. Promoted to the director level were Loraine Kelly-Cargill, director of planning and capital development; Dr. Ralph E. Rapa, director of operations; M. David Trabal, director of human resources; and Vicki Wooldridge, director of government affairs.

Kelly-Cargill joined SFRTA in 1994 and has served in various capacities within the planning and capital development department for more than 20 years. She also is past president of the Conference of Minority Transportation Officials Fort Lauderdale Chapter and a longstanding member of the Rail-Volution National Steering Committee.

Trabal joined the agency in 2008, serving first as human resources manager and customer service supervisor, then as director of human resources.

Wooldridge joined SFRTA in 2008 as government affairs manager. She has almost 25 years of experience in the policy and political arena at the federal, state and local levels of government and is treasurer of the COMTO Fort Lauderdale Chapter.

INDIANAPOLIS—Juan Gonzalez, market president of central Indiana for KeyBank, has been named chair of the IndyGo Board of Directors, succeeding Danny M. Crenshaw. Gonzalez has served on the board for 10 years. Crenshaw is a 16-year member of the board who has served as chair since 2011. All officers are Mark Fisher, vice president for government relations and policy development for the Greater Indianapolis Chamber of Commerce, vice chair; Adairus Gardner, director of government affairs for Indiana University Health, secretary; and Greg Hahn, partner at Bose McKinney & Evans LLP, treasurer.

LOWELL, MA—Scheidt & Bachmann has announced promotions of four North American staff members to vice presidents: Margaret Free, East Region; Denzell Nedd, Mid-West Region; Amy Jenks, West Region; and Luca Weinreich, North Region, North America.

Free, previously U.S. vice president of sales, will also be responsible for overall sales as vice president, sales and accounts, North America. She is based in Washington, DC, and has 15 years of public transit experience.

Nedd, based in Cambridge, Ontario, will oversee both U.S. and Canadian clients. He previously was senior project manager at Scheidt & Bachmann Canada.

Jenks, previously regional account manager-west, will continue to be based in Phoenix, where Scheidt & Bachmann is preparing its first North American Innovation Center.

Weinreich is based in the firm’s North American headquarters in Toronto. He has nearly 20 years of public transit experience.

ST. LOUIS—Herbert Simmons, director of the St. Clair County (IL) Emergency Management Agency, has joined the Bi-State Development Board of Commissioners. The St. Clair County Board approved the appointment of Simmons, who succeeds Jeffrey K. Watson.

TAMPA, FL—Melanie Williams, first vice chair of the Hillsborough Area Regional Transit Authority, has been named one of the 22 recipients of the “Women on the Move” Award presented by ONYX Magazine to recognize impactful and influential women of color in Florida.

Williams is senior vice president, south region, for Frontier Communications.

WARRENDALE, PA—Urban Engineers announced the promotion of Robert Tuttle to office manager of the firm’s Warrendale location. He previously served as a project manager and will continue to manage the firm’s construction management freight efforts for private rail clients.

PORTLAND, OR—Nat Parker, chief executive officer of moovel North America LLC, recently was honored as TiE Oregon’s Entrepreneur of the Year. TiE Oregon is a nonprofit organization focused on fostering entrepreneurship through mentorship, programming and angel investments.

Parker is the co-founder of GlobeSherpa, which was sold to Daimler’s moovel North America in 2015. He chairs the APTA Fare Collection Systems - Data & Information Management Subcommittee and is a member of the Fare Collection Systems Committee and the Emerging Technology Subcommittee.

COLUMBUS, OH—Sindy Mondesir has joined the Central Ohio Transit Authority (COTA) as chief people officer, leading the agency’s human resources division. She has almost 25 years of experience and comes to COTA from Environmental Design International in the greater Chicago area, where she was vice president of human resources since 2012.

HAYWARD, CA—Motor Coach Industries announced the hiring of Brian Jablonski as service center manager for its Bay Area Service Center in Hayward. Jablonski has 23 years of career experience in charters, automotive and aviation fleet maintenance and management.

FARIBAULT, MN—ABC Companies announced the promotion of Gregg Goedde to senior vice president, ABC Financial Services. Goedde has worked in the finance and bus and motorcoach industries for more than 25 years, joining ABC Companies in 1995.

STOCKTON, CA—Donna DeMartino, chief executive officer of the San Joaquin Regional Transit District (RTD), recently received the San Joaquin County Commission on the Status of Women’s Susan B. Anthony Women in Achievement award in the business category. DeMartino received the recognition for both her leadership at RTD and her commitment to serving the community outside the agency.

PHOENIX—Markus Coleman is the new light rail supervisor in Phoenix, serving as the city’s primary liaison to Valley Metro. He has worked for the city for 23 years, in the public transit, planning and development departments and the city manager’s office.
REQUEST FOR PROPOSALS
ITS
The Central Midlands Regional Transit Authority (the "CMRTRA") hereby requests proposals from qualified persons or firms that can provide Information Technology Solutions. The contract resulting from this RFP shall be known as the "ITS Contract." All proposals must be submitted by April 30, 2019. Please reference the RFP document(s) for submission requirements. The CMRTRA encourages the use of recycled paper, and where practicable, printed on both sides, for all submittals.
For a copy of the RFP, please contact Ms. Virginia Goodson, Procurement Officer, at (803) 564-2261. A request may also be made by emailing dana.gibitz@cmrtra.org. All bids must be submitted in accordance with requirements set forth in this RFP document, and must be submitted by April 30, 2019 at 4:00 p.m. There will be no public bid opening.
The CMRTRA Regional Transit Authority reserves the right to reject any and/or all proposals, to readvertise for proposals and to award a contract in accordance with RFP conditions. The CMRTRA reserves the right to award the contract to any person, firm or group of persons, firms or public agencies. The CMRTRA reserves the right to waive any informalities in any proposal and to determine the most responsive proposal by its own criteria, as described within the specification.
NORWALK TRANSIT DISTRICT (NTD) REQUEST FOR PROPOSALS
NTR #2 - 2019-01 ON-DEMAND TRANSPORTATION SOLUTION
The Norwalk Transit District (the "District"), Norwalk, Connecticut, is seeking responses from qualified firms for the development of a platform that supplies an on-demand transportation service in accordance with requirements set forth in the Scope of Work. The District has the opportunity to purchase additional rides within the District's existing transportation service. Interested firms may download the RFP document from the District's website at http://www.ntrd.org. All proposals must be submitted by 3:00 p.m. EST, Friday, April 19, 2019. Proposals may be submitted by mail or email, but the Proposer is responsible for confirming receipt of the Proposer unopened.
Any contract resulting from this request for proposals is subject to the terms and conditions of the contract, as well as the terms and conditions of the contract. The District reserves the right to purchase additional rides within the District's existing transportation service. Interested firms may download the RFP document from the District's website at http://www.ntrd.org. All proposals must be submitted by 3:00 p.m. EST, Friday, April 19, 2019. Proposals may be submitted by mail or email, but the Proposer is responsible for confirming receipt of the Proposer unopened.
All interested firms are encouraged to apply.
KITSAP TRANSIT MAINTENANCE DIRECTOR
Reg. BA in trans mgmt, business or public admin, 5 yrs responsible exp in vehicle, facilities & equipment main in public transit incl 3 yrs program mgmt & 3 yrs supervisory exp in public transport. preferred: exp w/ orgs operating 1,500-2,000 bus(es), $9,216 - $12,389/mo. DOE. Appl' packet available at http://kitsaptransit-appone.com/ Deadline: 4/13/19 EOE
SANTA CRUZ METRO SAFETY, SECURITY & RISK DIRECTOR
Under the direction of the CEO/General Manager, the Safety, Security and Risk Director is responsible for management and oversight of the Department's programs, policies, and procedures. This position oversees and administers occupational, environmental, and industrial safety programs, security and emergency services, policies and procedures. Oversees security and emergency preparedness functions; enforces METRO rules and regulations; manages the Department's safety, security and risk assessment. Coordinates security and emergency response protocols and provides support to the region's major safety and security risk management issues.
Qualifications: Bachelor’s degree in business, Public Administration, or similar field. Ideal candidate will be familiar with the Department’s Environmental Health and Safety (EHS) and the current state of the practice.
Please apply by 4/25/19. To learn more about the job, how to apply and our policy, please visit our website www.sccmetro.org.
DALLAS AREA TRANSIT-RAPID: SENIOR SECURITY ANALYST
DART is seeking a Senior Security Analyst to review/develop and implement enterprise-level information security policies and standards, lead information security projects, provide technical guidance and support, and collaborate with other departments to ensure the overall security of the enterprise. Requirements: Bachelor’s degree in Business, Computer Science, Cyber Security, or a related field. 3 years of experience in information security. Experience with hardware and software vulnerability assessment and management. Experience with security risk management practices. Proficiency with security management tools. Sample of published technical writing. Selected candidates must undergo and successfully complete a background check.
Please apply on or before April 19, 2019.

DALLAS AREA TRANSIT-RAPID: DIRECTOR OF SERVICE PLANNING, RESEARCH & ANALYSIS
DART is seeking a Director of Service Planning, Research & Analysis to provide leadership, staff and contractor supervision and project management for the following functions of the Service Planning, Research and Analysis section of the Service Planning and Development Department: New Service and Service Improvement analysis, evaluation of existing and planned services, statistical, demographic and geo-spatial analysis, Bus Service Operations analysis and planning as well as equity analysis for the Agency. For the full job description and information on how to apply, please visit our company website at https://www.dart.org/hr/humanresources.asp?zone=all and apply online!

DALLAS AREA TRANSIT-RAPID: SENIOR SECURITY ANALYST
DART is seeking a Senior Security Analyst to ensure the security of applications, information technology, telecommunication network infrastructure across the enterprise. This role will require a security professional with a strong background in enterprise-level security analysis, and will be responsible for identifying, implementing, and maintaining a comprehensive set of security policies, procedures, and processes. Requirements: Bachelor’s degree in Business, Computer Science, Cyber Security, or a related field. 3 years of experience in information security. Experience with hardware and software vulnerability assessment and management. Experience with security risk management practices. Proficiency with security management tools. Sample of published technical writing. Selected candidates must undergo and successfully complete a background check.
Please apply on or before April 19, 2019.

CITY OF TEMPE - ENGINEERING & TRANSPORTATION DIRECTOR
The City of Tempe is seeking an Engineering & Transportation Director to plan, direct, and review the City’s engineering and transportation programs for the department. The Director will be responsible for preparing and implementing the capital improvement program. The ideal candidate will have a bachelor’s degree in Civil Engineering. A minimum of five years of experience as a City Transportation Director or equivalent in a related field. The City of Tempe is an Equal Opportunity Employer.
Please apply on or before April 19, 2019.

DALLAS AREA TRANSIT-RAPID: SENIOR ANALYST
DART is seeking a Senior Analyst to develop a database to track and analyze critical data regarding the agency’s passenger count, service disruptions, and other data points. Requirements: Bachelor’s degree in Business, Marketing, or related field. 2 years of experience in data analysis. Experience with budgeting and financial planning. Experience with database management. Experience with research and analysis. Selected candidates must undergo and successfully complete a background check.
Please apply on or before April 19, 2019.

DALLAS AREA TRANSIT-RAPID: SENIOR ANALYST
DART is seeking a Senior Analyst to provide leadership in the development and implementation of the agency’s information technology strategy. The ideal candidate will have a bachelor’s degree in Business, Information Technology, Computer Science, or a related field. 5 years of experience in information technology management. Experience in project management, data analysis, business intelligence, and software development. Experience with service quality metrics. Experience with data management. Selected candidates must undergo and successfully complete a background check.
Please apply on or before April 19, 2019.

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Please apply on or before April 19, 2019.
GOLDEN GATE BRIDGE HIGHWAY & TRANSPORTATION DISTRICT
Position: BUS SERVICER (PS013150)
Position is represented by International Brotherhood of Teamsters, Local Union No. 665
Located at 10904 Highway 101, Suite 400, San Rafael, CA
Must be available to work day and evening hours and at all locations – San Francisco, San Rafael, Novato, SF Airport
Salary Range: Day Shift: $23.90 per hour + Benefits
Swing Shift: $23.90 per hour (+ 10% differential) - 40 hour/week work
Openings: Two (2)
Open To: All Qualified Candidates
Application Procedure:
Under general supervision, cleans, maintains and services District buses, support vehicles, facilities and other vehicles as directed.

- Essential Responsibilities:
  - Receives vehicles and reviews defects reported by operator.
  - Fuels vehicles and checks coolant, engine and transmission oil levels.
  - Checks vehicle engine compartment, exterior and passenger areas, and reports equipment damage and deficiencies.
  - Empties fry boxes and records fry box numbers.
  - Moves vehicles to overnight parking area and performs engine shut-off procedures.
  - Washes exterior and thoroughly cleans interior of vehicles in accordance with County and District standards.
  - Maintains security and general housekeeping of workshop, area, parking areas and terminal grounds, and bus equipment.
  - Performs general and heavy-duty janitorial work in maintenance shops, office areas, and passenger terminals.
  - Cleans oil sumps and spillers.
  - Operates and services a variety of industrial equipment, such as fueling terminals, pressure washers, steam cleaners, laundry machines, filter crushers, and forklifts.
  - Adheres to the safety and health rules and safe work practices applicable to his or her job.
  - Establishes and maintains effective working relationships with District employees, customers, vendors and all other employees.
  - Performs additional related duties as assigned.

- Required Knowledge, Skills And Abilities:
  - Knowledge of:
    - Common industrial safety protocols including safe use and storage of workplace chemicals and proper use of personal protective equipment (PPE).
    - Occupational health and safety rules and work practices applicable to this position.
  - Skills or Ability to:
    - Work as an employee and fulfill duties with minimal supervision.
    - Communicate information regarding vehicle equipment condition and status clearly and accurately.
    - Operate various diesel- or electric-powered vehicles.
    - Establish and maintain cooperative and productive working relationships.
    - Perform computerized data entry and basic computer business office technology such as use of email, data entry, word processing and materials requisition.

Minimum Qualifications:
- Experience: 1) Minimum of Six months of full-time related experience in service work
- Physical Ability: Physical ability to work in all weather conditions, including temperatures to 100 degrees Fahrenheit, with maximum assistance; frequently lift, carry and manipulate up to 50 pounds. Ability to work standing, climbing, bending, stooping, crouching and frequent walking. Work around fumes, odors and dust in an occasionally high noise level environment with appropriate personal protective equipment.

Planning Manager I

METROLINK

579,609 - $124,404 Annually
METROLINK is seeking a Planning Manager I in San Bernardino, CA, who will be responsible for program management of one of the following functions: Service Integration, Service Scheduling, and Amenities with Disabilities Act (SDM). Requires a Bachelor’s Degree in Operations Research, Industrial Engineering, Business Administration, Public Administration, Urban Planning, Economics, or a related area, with a minimum of 5 years of related work experience in the travel industry.

This is a continuous recruitment, interested applicants are encouraged to apply immediately. For more information or to apply, visit: www.metrolinktrains.com/careers. EOA/ADA

Train Control Systems Engineer II

METROLINK

579,609 - $124,404 Annually
METROLINK is seeking a Train Control Systems Engineer II who will assist with the design, implementation, and commissioning of the Positive-Train Control (PTC) signal and train control systems geospatial database. Requires a Bachelor’s degree in Civil Engineering, Computer Science, or a related field, and a minimum of 4 years of experience in GIS, land surveying, civil engineering, and train control systems. This is a continuous recruitment, interested applicants are encouraged to apply immediately. For more information or to apply, visit: www.metrolinktrains.com/careers. EOA/ADA

CMCB Director, Operations

JOB ID: 20190213
LOCATION: GATEWAY

Full/Part Time: Full-Time Regular
40.00 hour work week
$79,609 - $124,404 Annually
This is a continuous recruitment, interested candidates may apply at any time. For more information or to apply, visit: www.metrolinktrains.com/careers. EOA/ADA
As a fully integrated firm, AECOM’s goal is to deliver innovative, state-of-the-art transit projects to bring communities closer together. With global resources available, our interdisciplinary staff can move a project forward from conceptual design to a functioning system, whether it be a people mover at the airport or a light rail line through downtown. We move people.

aecom.com