

# PASSENGER Transport

THE SOURCE FOR PUBLIC TRANSPORTATION NEWS AND ANALYSIS

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An artist's rendering of the LAX Automated People Mover train above the terminal loop.

## 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 breaking 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—



K. Jane Williams



David M. Stackrow Sr.

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

**OPENING GENERAL SESSION** CONTINUED ON PAGE 6

## 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 trans-



Eleanor Holmes Norton

portation 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

**VIEW FROM THE HILL** CONTINUED ON PAGE 6



## Commentary

# APTA's Roadmap to Future Success

*A clear purpose is our why; a focused strategic plan is our how.*

BY DAVID M. STACKROW SR.  
Chair, APTA  
and Board Member  
Capital District Transportation Authority  
Albany, NY

**IF STRATEGY** is the science of ensuring future success, APTA achieved a major milestone earlier this month. At its March 16 meeting, the APTA Board of Directors unanimously approved a new **purpose statement** for our association.

The Strategic Plan Steering Committee had been hard at work for the past few months, guiding listening sessions and compiling the messages we heard from APTA members. Last fall, the board recommended a revised scope of work for the strategic planning process, beginning with a reexamination of APTA's current "Vision" and "Mission."

Our holistic, deep dive involved numerous highly focused discussions with the board, our members, APTA staff and diverse stakeholders.

Some recurring messages emerged loud and clear:

- APTA needs to help its members successfully position themselves in an evolving mobility market.
- APTA exists to advance the public good and ensure public transportation is the backbone of mobility in all communities.
- APTA's number-one function—what we need to be best at—is to be a potent and effective advocate for public transportation.
- APTA can "lead" by partnering with others.

After carefully considering all that we heard, the board concluded that APTA would be well served to replace both our existing "Vision" and "Mission" statements with a single Purpose Statement that enhances our relevance and sums up our reason for being.

In a series of thoughtful and thorough discussions, we deliberated on what we wanted each phrase to con-

vey. Every word needed to be intentional and have a precise meaning. In the end, there was enthusiastic consensus for the statement highlighted below:

**APTA leads  
public transportation  
in a  
new mobility era,  
advocating  
to connect and build  
thriving communities.**

**APTA leads:** We are the voice for public transportation, proactively and assertively shaping and responding to actions that impact our industry.

**Public transportation:** We support the needs of public transportation agencies acting in the public good.

**New mobility era:** We help our members anticipate, prepare for and understand the changes that are shaping our industry.

**Advocating:** We fervently promote the interests of the public transportation industry in all venues.

**Thriving communities:** We support our members' mission to provide access to opportunities for all individuals and to improve the quality of life.

### Next Steps

APTA's board members have called the new Purpose Statement "a powerful beginning," "a great first step that recognizes our different interests and strengths" and "a launching pad" for a new way of looking at how a unified APTA is moving into the future.

We continue to need our members' ongoing guidance and collective wisdom.

With board approval of the Purpose Statement, we now move into the next stage:

- How does APTA live up to this new Purpose Statement?
- What should we be doing differently?
- In what areas should APTA be the best?

**Thursday, April 18, at 3:30-4:30 p.m.**

**Eastern Time,** I invite all APTA members to participate in a **webinar listening session** to help us add specifics to our strategic roadmap.

This is where smart choices need to be made. That's the true value of great strategic planning: the process of deciding what to do and what to do differently.

### Ensuring Success

We expect to present a new, three-year Strategic Plan to the APTA membership at our next Annual Meeting, in October.

At the end of the process, we need every APTA member and employee to be an active partner in making the Strategic Plan a success.

Smart strategic plans produce the best results when everyone feels a sense of ownership and understands how their roles are vital to achieving shared goals. Without that kind of buy-in at every level, 90 percent of organizations fail to get the most from their strategy.

APTA is off to a strong and certain start. We've embraced an inclusive, transparent approach. We have an essential purpose to fulfill ... to tell stakeholders about ... and to carry us into an exciting future.

We need your help to finish the job. As APTA chair, I ask that you stay involved in the discussions. Share your views. Give us your recommendations.

APTA represents a richly diverse industry with a wide variety of members and pursuits. The strategic planning effort is about one thing: how APTA supports all of us.

That's an initiative deserving of everyone's active involvement.

"Commentary" features points of view from various sources on timely and pressing issues affecting public transportation. 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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## DART, Uber Add Transit Options in Dallas Area

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 Launches 'Nearby Transit' with Denver's RTD

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."

## Granholtz to Address APTA Rail Conference

APTA HAS ANNOUNCED that former Michigan Gov. Jennifer Granholtz will address the June 24 Opening General Session of the 2019 APTA Rail Conference, June 23-26 in Toronto.

Granholtz 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



Jennifer Granholtz

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/mc/rail](http://www.apta.com/mc/rail).

## Capital Metro Opens New OCC

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. Shown, Capital Metro Director of Bus Operations and Service Coordination Jennifer Golech is being interviewed in the OCC by local television reporter John Dabkovich while another reporter takes video.



## Community Transit Initiates Second 'Swift' BRT Line

Community Transit in Snohomish County, WA, opened its second BRT line, the 12.5-mile Swift Green Line, March 24 with a public celebration including a ribbon-cutting ceremony.

Rep. Rick Larsen (D-WA) said at the event, "BRT is leading the country in a new era of more efficient, reliable and user-friendly public transportation. The Swift Line is a great example of what BRT can do."

The service runs every 10 minutes on weekdays and 20 minutes early mornings, nights and weekends between the Canyon Park Park & Ride in Bothell and

the Seaway Transit Center, located across the street from the main entrance of Boeing's Everett Plant. The Swift Green Line also connects with both the Swift Blue Line and the new Paine Field Airport passenger terminal.

Coinciding with the launch, Community Transit announced changes to existing bus routes including service to the Seaway Transit Center. This facility is a connection point for Community Transit, Everett Transit, King County Metro Transit, Sound Transit and Boeing shuttles; it is accessible only by public transit and has no public parking.



Community Transit CEO Emmett Heath, left, and Rep. Rick Larsen, eighth from left, joined area officials and Community Transit board members to commemorate the launch of the Swift Green Line.

## New CEO Named DeGraffe, PATH

CLARELLE DEGRAFFE, a 29-year employee of the Port Authority Trans-Hudson Corporation (PATH), Jersey City, NJ, and its deputy director since 2015, has been promoted to director of rail transit and general manager of PATH. She succeeds the retiring Mike Marino, who has worked in passenger rail for 45 years and served as PATH director since 2015.

Prior to becoming PATH deputy director, DeGraffe oversaw the system's \$3.5 billion capital program and was responsible for the development, funding and delivery of PATH's Superstorm Sandy Recovery Program. For APTA, she serves on the Public Transportation CEO Coordinating Council and the Rail Transit CEOs and Rail Transit committees.



Clarelle DeGraffe



# 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 paratransit 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.

Applicants should review OLI's report, “Best Practices in Rail Transit Safety Education,” available at <https://bit.ly/2As5uwU>. This report, based in part on survey responses from past grant recipients, contains recommendations to assist in developing successful safety campaigns.

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. Melleady, 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, Gabriele M. Mack, vice president, economic inclusion and supplier diversity, Jacobs; Meshelle 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.

Photo by Mitchell Wood





# 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](http://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 transporta-

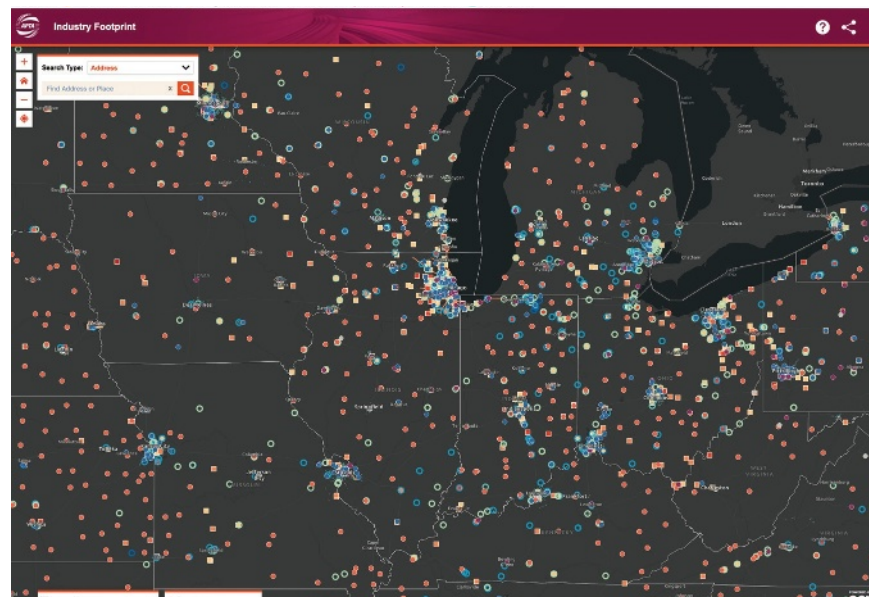
tion providers and bus and rail manufacturers and subcontractors. A search bar includes several functions that allow the user to sort by address, APTA members, legislators, congressional district, state legislators, state chambers and committee members.

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,



A detail from APTA's industry footprint tool.

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.



Raymond J. Melleady



Matt Dickens

## 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



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Derek Kan

DEREK KAN CONTINUED ON PAGE 10





## OPENING GENERAL SESSION CONTINUED FROM PAGE 1

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, she 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 experi-

menting, innovating, piloting new ideas and investing in our people and our systems," he said.

Speaking with one strong, unified voice, he said, is critical to explaining our industry's essential benefits, to explain the new, shared mobility concept and show how public transit systems are making it a reality in communities every day.

Stackrow called on two audience members to share their advocacy stories: Adelee Marie Le Grand, vice president, transit planning, chief strategy officer, Regional Transit Authority in New Orleans, and Buddy Coleman, chief customer officer for Clever Devices. Both stressed the need for multi-year, predictable funding so public transit systems and businesses can make long-term investments for a strong future.

Noting that the industry has powerful stories to share, Stackrow said the Capital District Transportation Authority in Albany (CDTA) will be the first property in Upstate New York to add electric buses to its fleet. CDTA, where Stackrow serves on the board of directors, plans to invest \$42 million in the River Corridor BRT. "By 2020, our goal is to have that BRT line up and running with a fleet of electric buses," he said.

Like many of the investments, improvements and expansions happening at other systems, Stackrow said this is the kind of story that needs to be told



Diana Mendes



Paul P. Skoutelas

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/2CmtF0k>.

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."

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"

## VIEW FROM THE HILL CONTINUED FROM PAGE 1

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."

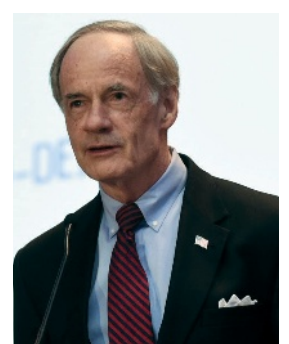
Carper noted that there is an \$800 billion backlog for U.S. transportation projects. "I'd like to say that it's getting smaller, but it's getting bigger," he said, adding, "One of the toughest issues we face is how to pay for this."

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 T&I Committee, said investing in infrastructure is something both political parties support.



Anthony Brown



Thomas R. Carper

To create jobs and strengthen our economy, he said, "we need to work on partnering to build a 21<sup>st</sup>-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 reasons 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: "What we need 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.

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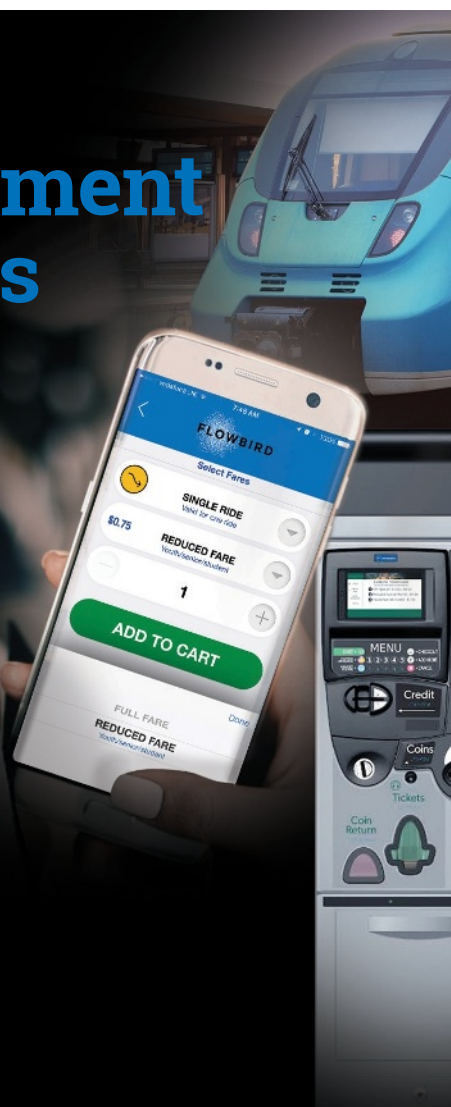
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# Coalition Partners Stress Unification Behind Urgent, Relatable Messages

## 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.



From left: Paul P. Skoutelas, Jim Tymon, Irma Esparza Diggs and Edward L. Mortimer discuss coalition building and infrastructure investment.

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 reelected," 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](http://www.apta.com/mc/legislative).**

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# Scenes from the Legislative Conference



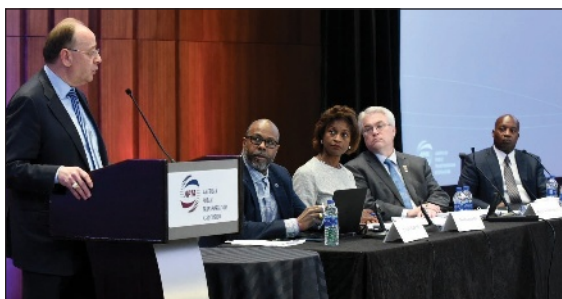
APTA President and CEO Paul P. Skoutelas at the APTA Board of Directors meeting.



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.



USDOT 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



From left: David Zipper, Brad J. Miller and Bonnie J. Epstein discuss PSTA's TD Late Shift program.

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 popu-

lar 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."

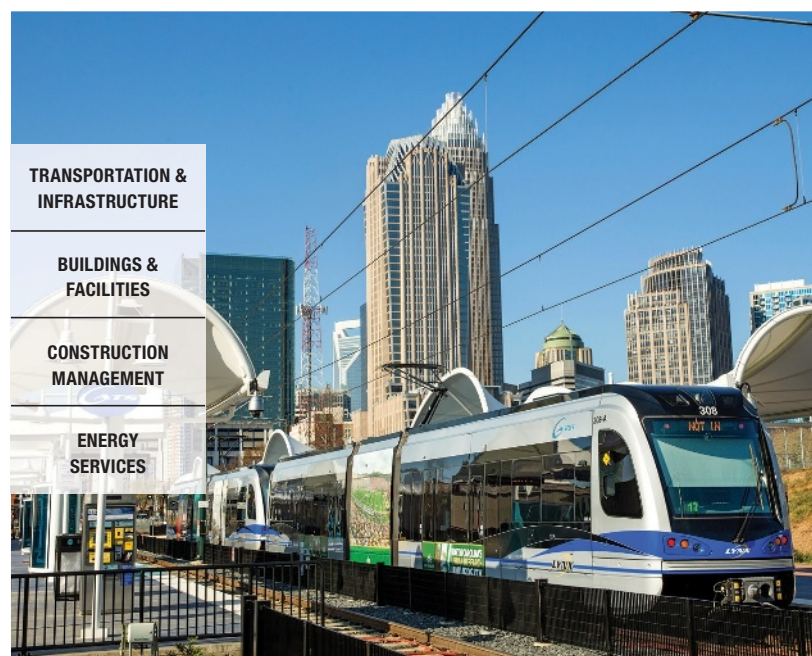
PSTA also recommends that public transit agencies utilize their current services and data assets when considering new programs. For instance, rather than building a new system to determine program eligibility, PSTA was able to leverage information from the existing TD program verifying participants' 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](http://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](http://www.apta.com/resources/mobility).



## APTA Press Conference Discusses Need For Critical Infrastructure Investment



APTA held a press conference March 18, during the 2019 Legislative Conference, to release a new report identifying at least \$232 billion in critical public transportation investments. Several public transportation executives participated, highlighting specific needs in their areas. Pictured from left: Maryland Transit Administration's Kevin Quinn; Port Authority of Allegheny County's Katharine Kelleman; Dallas Area Rapid Transit's Gary Thomas, a past APTA chair; Des Moines Area Regional Transit Authority's Elizabeth Presutti; Santa Clara VTA's Nuria Fernandez, APTA vice chair; CTA's Dorval R. Carter Jr.; APTA President and CEO Paul P. Skoutelas; and APTA Chair David M. Stackrow Sr.

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Co-sponsored by APTA and TRB

APRIL 7-9, 2019

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#### Transit CEOs Seminar

APRIL 13-15, 2019

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#### International Bus Rodeo

MAY 17-21, 2019

LOUISVILLE, KY

#### Mobility Conference: APTA's enhanced Bus & Paratransit Conference

MAY 19-22, 2019

LOUISVILLE, KY

#### International Rail Rodeo

JUNE 20-23, 2019

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#### Rail Conference

JUNE 23-26, 2019

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AUGUST 14, 2019

## Woodward: 'Find New Ways to Think'



Bob Woodward, associate editor of *The Washington Post* and bestselling author, called on public transit professionals to "find new ways to think about things" at the March 18 breakfast session, "Politics and Policy: A Pulitzer Prize Winner's Look at Washington, DC," sponsored by the APTA Business Member Activity Fund. He said President Trump has paid "lip service on infrastructure" but has yet to follow through with plans from Congress or the public, suggesting that transportation professionals should do more to "get [Trump's] attention" when they promote infrastructure proposals.

## DEREK KAN

CONTINUED FROM PAGE 5

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 invite 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 14<sup>th</sup> National Light Rail & Streetcar Conference, co-sponsored 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.



A new S70 LRV awaits inspection at the MTS rail maintenance facility.

## Expanded Service Boosts TECO Line Streetcar Ridership

BY FRANK WYSZYNSKI  
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-Thursday and on Sundays. 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 System are providing a commuter service that meets the growing needs of Tampa's downtown community.



"Wake Up with the Streetcar" brings awareness of the TECO Line as a morning commute option.

## Off-Wire Streetcar Technology Coming Soon to Charlotte

BY JULIANN 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.



A rendering of the new modern Siemens S70 streetcars for the CityLYNX Gold Line.



## 40 Years for Houston METRO



Photo by Nijalon Dunn

The Metropolitan Transit Authority of Harris County (Houston METRO) commemorated the 40<sup>th</sup> anniversary of its service at a recent board meeting. METRO President & CEO Tom Lambert, center, accepted the board's commemorative proclamation from board members, from left, Don Elder Jr., Sanjay Ramabhadran, First Vice Chair Jim Robinson, Chair Carrin Patman, Second Vice Chair Cindy Siegel, Lisa Gonzales Castañeda, Terry Morales and Secretary Troi Taylor. From its beginning in 1979, with an aging fleet of 400 vehicles, METRO now operates more than 1,200 buses, three light rail lines, paratransit services and 27 park-and-ride facilities.

## 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 lines, was completed late last year. Future upgrades will include new crosswalks, transit signal priority to help buses get a green light, and "bus

bulb-outs": 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.



SFMTA Director of Transportation Ed Reiskin speaks at a ground-breaking ceremony for the Geary Rapid Project.



Holding the scissors at a ribbon-cutting ceremony for OCTA's new parking structure in Orange, CA, are Orange Mayor and OCTA board member Mark Murphy, left, and OCTA Chairman Tim Shaw.

## 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 commu-

nity 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

### MOTOR COACH INDUSTRIES

(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](mailto:scott.crawford@mcicoach.com) or at [www.mciacademy.com](http://www.mciacademy.com).



# People On The Move

## Calabrese Joins Focused Technology Solutions

**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 APTA 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.



Calabrese

**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.



Koroly

**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.



Bross

**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.



Hernandez Del Calvo

Promoted to the director level were **Loraine Kelly-Cargill**, director of planning and capital development; **Dr. Ralph E. Rapa**, director of operations; **M. David Trabala**, director of human resources; and **Vicki Wooldridge**, director of government affairs.



Kelly-Cargill

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.

Rapa has more than 12 years of railroad experience beginning with Amtrak On Board Services in 2006. He joined Veolia



Rapa

Transportation (now Transdev) in 2007 and served as communications manager and supervisor of safety and security.

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.



Wooldridge

**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.

Other officers are **Mark Fisher**, vice president for government relations and policy development for the Greater Indianapolis Chamber of Commerce, vice chair; **Adairius Gardner**, director of government affairs for Indiana University Health, secretary; and **Greg Hahn**, partner at Bose McKinney & Evans LLP, treasurer.

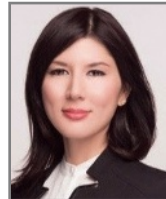
**LOWELL, MA**—Scheidt & Bachmann has announced promotions of four North American staff members to vice presidents: **Margaret Free**, East Region; **Denzil Nedd**, Mid-West Region; **Amy Jenks**, West Region; and **Lucas Weinreich**, North Region, North America.



Free



Nedd



Jenks



Weinreich

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.



Williams

**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.



Tuttle

**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

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.



Mondesir

**HAYWARD, CA**—Motor Coach Industries announced the hiring of **Brian Jablonski** as service center manager for its Bay Area Service Center in Hayward.



Jablonski

Jablonski has 23 years of career experience in charter, automotive and aviation fleet maintenance and management.

**FARIBAUT, 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.



Goedde

**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

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 administrator 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.



Coleman



# CLASSIFIEDS

All classified ads appearing in the print version of *Passenger Transport* will also appear in the electronic version. **TO PLACE AN AD:** E-mail the requested date(s) of publication to: [ptads@apta.com](mailto:ptads@apta.com). Mailing address is: *Passenger Transport*, 1300 I Street, NW, Suite 1200 East, Washington, DC 20005. Ad copy is not accepted by phone. **DEADLINE:** 3 p.m., EST, Friday, one week prior to publication date. **INFORMATION:** Phone (202) 496-4877.

## BIDS/PROPOSALS

### REQUEST FOR PROPOSALS ITS

The **Central Midlands Regional Transit Authority d/b/a The COMET** (referred to as either The COMET or the Authority) will accept proposals from qualified persons or firms that can provide Information Technology Systems. The contract to 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 COMET 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 [virginia.goodson@catchTheCOMET.org](mailto:virginia.goodson@catchTheCOMET.org). A copy of the RFP is also posted on The COMET website. Please include your name, contact information (e-mail and mailing addresses, telephone number), including how you want to receive a copy of the RFP, and the name of the organization you are representing.



Notice is hereby given that METRO Regional Transit Authority (METRO) is requesting proposals for

### Railroad Property Management Services (RFP # 2019-02)

Detailed specifications are available by contacting Dana Gibitz, Manager of Procurement at (330) 564-2261. A request may also be made by emailing [dana.gibitz@akronmetro.org](mailto:dana.gibitz@akronmetro.org).

All bids must be submitted in accordance with requirements set forth in this Bid documentation, and must be received in the offices of METRO at 416 Kenmore Blvd, Akron, OH 44301 **on or before April 11, 2019 by 4:00 p.m.** There will be NO public bid opening.

The METRO Regional Transit Authority reserves the right to reject any and/or all proposals, to re-advertise for proposals and to waive any informality 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

#### NTD RFP # 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 environment in accordance with requirements of the Scope of Work Documents. Interested firms may download the RFP document from the District's website at <http://www.norwalktransit.com> Procurement, the State of Connecticut Department of Administrative Services Contracting Portal at <http://www.biznet.ct.gov/SCP>. Search, or by contacting Lori Richards, Procurement and Grants Manager at 203.299.5162, or email: [lrichards@norwalktransit.com](mailto:lrichards@norwalktransit.com).

A pre-proposal conference will be held on April 4, 2019 at 10:00 a.m. EST at Norwalk Transit District's office located at 275 Wilson Avenue, Norwalk, CT 06854 to outline requirements as well as to provide the opportunity for questions and explanations.

Proposals shall be submitted to Lori Richards, Procurement and Grants Manager, Norwalk Transit District, 275 Wilson Avenue, Norwalk, CT 06854, **on or before 3:00 p.m. EST, Friday, April 19, 2019**. Proposals received after the deadline will not be considered and will be returned to the Proposer unopened.

Any contract resulting from this request for proposals is subject in part to a financial assistance contract between the Agency and the Federal Transit Administration and the Connecticut Department of Transportation. All Respondents will be required to certify that they are not on the Comptroller General's list of ineligible contractors. Further, the contractor will be required to comply with all applicable equal employment opportunity laws and regulations.

## HELP WANTED

### GENERAL MANAGER

#### VALLEY TRANSIT WALLA WALLA, WASHINGTON

\$101,000 - \$122,283

For a complete position profile and to apply online, visit Prothman at <https://www.prothman.com/> and click on "Open Recruitments." For questions, call 206-368-0050.

Valley Transit provides public transportation services to the cities of Walla Walla and College Place and parts of unincorporated Walla Walla County. Valley Transit has a 2019 total operating budget of \$5.5 million and employs 58 full and part-time employees. Under the direction of the Board of Directors, the General Manager administers, supervises and coordinates the overall activities and functions of the transit system.

First review: April 21, 2019 (open until filled).

### DIRECTOR OF COMMUTER BUS

The **Maryland Department of Transportation's Maryland Transit Administration (MDOT MTA)** is seeking a Director of Commuter Bus. The right leader will be responsible for all aspects of the Commuter Bus Service. The position is the primary manager for the management and oversight of 38 statewide routes covered under 35 contracts operated by 7 service providers. The annual budget for these contracts is currently \$60M.

The Director contributes to short-term and long-term planning to ensure that the MTA responds to operational issues and meet program objectives to provide quality customer service and support to a diverse customer base throughout Maryland. The ideal candidate will be thoroughly abreast of the transportation/transit trends, transit initiatives, and emerging transit projects globally, nationally and within the local communities. The focus is on a leader with experience in organizational turnaround and program expansion within the public sector.

Sound interesting? Submit your application online by registering at [www.mdot.maryland.gov/employment](http://www.mdot.maryland.gov/employment)

### SUPERINTENDENT OF TRANSPORTATION

#### CTTRANSIT

Full-Time Opportunity for a Superintendent of Transportation

**Where:** 26 Elm Court in Stamford, Connecticut

**Hours:** Business hours are Monday – Friday 8:00am – 4:30pm.

**Duties:** This position assists and acts in place of the Division Manager as required to direct and monitor all transportation activities including dispatching, work distribution, supervision of street operations, and performance of Bus Operators to ensure safe, reliable, responsive service within the Stamford division.

**Qualifications:** If you have a minimum possession of a college degree or other technical, managerial, and supervisory training, a minimum of three (3) years of supervising public transportation operations and staff with an understanding of all transit operations, policies and procedures this may be the job for you.

**Compensation:** Competitive Salary with Excellent Benefits! Employees ride for free on CTtransit buses.

**Apply Now:** Please visit our website at <http://www.cttransit.com/Careers/> to view the full job description and apply.

CTtransit is an Equal Opportunity/Affirmative Action Employer.

CTtransit is the brand name of the eight bus transit systems owned by the Connecticut Department of Transportation and operated by various contractors. HNS Management Company operates the Hartford, New Haven, and Stamford Divisions of CTtransit, and, in 2015 assumed responsibility for operating most of the service on CTfastrak, the State-owned bus rapid transit line serving Central Connecticut. We are the second largest public transit system in New England with a total fleet of over 450 buses and over 27 million annual customers. HNS employs over 1,200 bus operators, maintenance employees, and administrative personnel. HNS management reports to the Connecticut Department of Transportation's Bureau of Public Transportation

### DALLAS AREA RAPID TRANSIT - SENIOR MANAGER OF CREATIVE SERVICES

DART is seeking a Senior Manager of Creative Services to inspire creative design and the graphic persona of the agency by leading and managing their staff including graphic artists, copywriters and print production personnel to produce engaging concepts and collateral that tell a story and elicit an emotional response for riders, customers and stakeholders. For the full job description and information on how to apply, please visit our website at <https://www.dart.org/hr/humanresources.asp?zeon=all>

### DALLAS AREA RAPID TRANSIT - DIRECTOR OF SERVICE PLANNING, RESEARCH & ANALYSIS

Dallas Area Rapid Transit (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: research, survey design and analysis, data analysis, evaluation of existing and planned services, statistical, demographic and geo-spatial analysis, ridership and revenue analysis and projections 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?zeon=all> and apply online!

### DALLAS AREA RAPID TRANSIT - SENIOR SECURITY ANALYST

DART is seeking a Senior Security Analyst to ensure the security of applications, information, and network hardware across the enterprise. This role will interact closely with customers both internal and external, software developers, IT administrators and technicians, compliance officers, and other key stakeholders to build and advance the information and network security strategies and programs, develop and implement enterprise-level information security policies and standards, lead information security awareness activities, and identify and remediate information security issues. For the full job description and information on how to apply, please visit our website at <https://www.dart.org/hr/humanresources.asp?zeon=all>

### CITY OF TEMPE – ENGINEERING & TRANSPORTATION DIRECTOR

The City of Tempe is seeking an Engineering & Transportation Director to plan, direct, and review the activities and operations for the department and prepare and implement the annual capital improvement program. The ideal candidate must have a bachelor's degree in business management, public administration, or related field. This position requires 8 years of combined management/administrative experience in one of more of the following areas: Engineering, Transportation, and/or Municipal Operations Management. Salary range: \$134,176 - \$181,138. If interested, please submit visit our website at [www.tempe.gov/jobs](http://www.tempe.gov/jobs).

### SENIOR MANAGER, CONTRACTED SERVICES

At the **Regional Transportation District of Denver, CO (RTD)** our mission is to meet our 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 Transportation, Business, Public Administration or a related field. Required is a minimum of five years of extensive administrative and managerial experience, of which a significant portion is in Transportation. Also required is proficiency in dispatch and scheduling systems for fixed route services and proficiency in the requirements of the Americans with Disabilities Act (ADA).

We currently have the following position available:

#### Senior Manager, Contracted Services Job # IRC41365

Description of Work: This position manages contracted bus services program and oversees the provision of bus services provided under contract to the organization & ensures that contracted services are provided in accordance with standards, policies and contractual obligations. This is a safety sensitive position subject to the rules and regulations of the RTD Drug and Alcohol Policy.

Please apply on or after March 17, 2019 and **no later than April 12, 2019**. For a complete job description, and to apply for this position, please visit our website at [www.rtd-denver.com/careers](http://www.rtd-denver.com/careers).

Regional Transportation District  
Denver, CO 80202  
EOE/AA/Drug Free

### KITSAP TRANSIT

#### MAINTENANCE DIRECTOR

Req: BA in trans mgt, business or public admin, 5 yrs responsible exp in vehicle, facilities & equipment maint in public transit incl 3 yrs program mgt & 3 yrs supv exp; equivalent combo of educ & exp Sal: \$9,216 - \$12,389/mo, DOE. Appl. packet avail. at <http://kitsaptransit.appone.com/> **Deadline: 4PM, 4/12/19 EEO/AA**

### 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 and its functions. This position plans, organizes, implements and administers occupational, environmental, and industrial safety programs, security and risk management programs, processes, policies and procedures. Oversees security and emergency preparedness functions; enforces METRO rules and regulations at all METRO's facilities. Conducts system safety, security and risk assessments. Coordinates security and emergency response protocols and provides reports and updates to CEO regarding safety, security and risk management related issues.

Qualifications: Bachelor's degree in business, Public Administration, Environmental or Occupational Health and/or Safety, Criminal Justice, or closely related field and four (4) years' experience in a safety role, preferably within a transportation agency, including two (2) years' supervisory experience preferable in a public agency.

Apply by: April 25, 2019. To learn more about the job, how to apply and our agency, please visit our website: [www.scmtd.com](http://www.scmtd.com).

### GCRTA

#### GENERAL MANAGER/CHIEF EXECUTIVE OFFICER

The Greater Cleveland Regional Transit Authority (the "GCRTA") is a public transit authority that provides heavy rail, light rail, fixed route bus, bus rapid transit, van-share and paratransit services to Cleveland, Ohio and the surrounding suburbs of Cuyahoga County. GCRTA is the largest transit agency in Ohio and in 2017 provided over 45 million rides in the form of 18.1 million miles of service across all modes of transportation to the residents and visitors of the Cleveland area.

#### Scope And Responsibilities:

The General Manager/Chief Executive Officer (hereinafter referred to as "CEO") is responsible for overseeing the daily operations of the GCRTA, as well as short- and long-range capital and maintenance plans and programs. The ideal candidate will have a proven track record of successfully managing a large, complex and diverse organization that operates to provide the highest quality of service to its customers. The ideal candidate will be responsible for ensuring that the organization is working to increase revenues and ridership while also planning and developing equitable solutions to meet the future needs of the community while not compromising the quality of existing service being delivered on a daily basis. Additionally, this individual will have outstanding business skills and a strong understanding of how technology and digital communication impact transit, its riders and community (digital fluency). The CEO must also have strong financial management, strategic planning, public relations, community relations and governmental relations skills.

The GCRTA CEO will be integral to the future success of the Authority as it strives to provide the highest quality of service possible to its customers and stakeholders while finding innovative financial and operational transportation solutions to improve mobility and provide greater access to the region. These solutions will in turn lead to smart growth and increased business opportunities, jobs and economic development. The CEO will listen closely to the needs of the community and its stakeholders and lead the organization to continuously evaluate and adapt its programs and services to meet those needs.

#### Experience Required:

The successful candidate will have a minimum of five (5) years of executive management experience with a transit agency or another public or private entity of comparable nature, complexity and size to the GCRTA. A Bachelor's degree in transportation, transportation management, engineering, business management or equivalent is required. A Master's degree or other advanced degree is preferred. In lieu of a Bachelor's and/or Master's degree an equivalent combination of education and experience consistent with the required qualifications will also be considered.

For additional information, to obtain a copy of the full position description or to submit a resume, please contact Gregg A. Moser at [gmoser@kapartners.com](mailto:gmoser@kapartners.com).



**GOLDEN GATE BRIDGE  
HIGHWAY & TRANSPORTATION DISTRICT**  
**POSITION: BUS SERVICER (PS101350)**

Position is represented by International Brotherhood of Teamsters, Local Union No. 665  
**Location:** Bus Transit, San Rafael, CA  
Must be available to work day or evening hours and at all locations – San Francisco, San Rafael, Novato, and Santa Rosa

**Salary Range:** Day Shift: \$29.03 per hour + Benefits  
**Swing Shift:** \$29.03 per hour (+ 10% differential) + Benefits  
40.00 hour work week  
Employee pays up to 7% of salary/ wage toward CalPERS retirement plan  
**Openings:** Two (2)  
**Open To:** All Qualified Candidates

**Position Summary:**  
Under general supervision, cleans, maintains and services District buses, support vehicles, facilities and other related equipment as directed.

- Essential Responsibilities:**
- Receives vehicles and reviews defects reported by operators.
  - Fuels vehicles and checks coolant, engine and transmission oil levels.
  - Checks vehicle engine compartment, exterior and passenger areas, and reports equipment damage and/or deficiencies.
  - Empties fare boxes and records fare box numbers.
  - Moves vehicles to overnight parking area and performs engine shut off procedures.
  - Washes exterior and thoroughly cleans interior of vehicles and records services completed.
  - Maintains security and general housekeeping of workshop area, parking areas and terminal grounds, including bus equipment.
  - Performs general and heavy-duty janitorial work in maintenance shops, office areas, and passenger terminals.
  - Cleans oil sumps and separators.
  - Operates and services a variety of industrial equipment including fueling terminals, pressure washers, steam cleaners, laundry machines, filter crushers, and forklifts.
  - Adheres to the safety and health rules and safe working practices applicable to his or her job.
  - Establishes and maintains effective working relationships with District employees, customers, vendors and all others contacted during the course of work using principles of excellent customer service.
  - Performs additional related duties as assigned.
  - Regular and reliable attendance and performance are required.

- 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).
  - District Policies and Labor Agreement (MOU) Provisions.
  - Occupational health and safety rules and working practices applicable to this position.
- Skills or Ability to:**
- Work alone and accomplish required duties with minimal supervision.
  - Communicate information regarding vehicle/ equipment status and condition clearly and effectively.
  - Maneuver vehicles up to 60 feet in length safely and efficiently through fueling, washing and parking facilities.
  - Establish and maintain cooperative and productive working relationships.
  - Perform computerized data entry and basic business office technology functions such as use of email, data entry, work order processing and materials requisition.

**Minimum Qualifications:**  
**Experience:** 1) Minimum of Six months of full-time position related experience in service work: service station, janitorial, heavy duty cleaning or other full-time position related service work. 2) Experience in fueling and/or servicing medium or heavy vehicles or equipment is desirable.

**Required License:** Must possess and maintain a current, valid California driver's license and satisfactory driving record. No more than two moving violations within the last 3 years. No DUI's or Reckless Driving violations within the last 7 years.

**Physical Requirement:** Ability to work outside in all weather conditions. Occasionally lift up to 100 lbs. maximum with assistance; frequently lift, carry and manipulate up to 50 pounds. Ability to work standing, climbing and bending for entire shift. Works around fumes, odors and dust in an occasionally high noise level environment with appropriate personal protective equipment.

**Application Procedure:**  
Failure To Meet Any Of The Requirements Stated

Below May Result In Rejection Of Your Application  
**To Apply:** [www.goldengate.org/jobs](http://www.goldengate.org/jobs)  
Applicants must apply online by the deadline date. Applications received after the deadline will not be considered.

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

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

1. GGBHT Online Employment Application
  2. Resume (Scan and attach as PDF to your online application)
  3. DMV H6 Printout - 10 year driving record (scan and attach as PDF to the online application)
- This document can only be requested by the applicant from any DMV Office. Any website generated report submitted by the applicant will not be accepted.
  - For external applicants: The applicant's submitted DMV H6 Printout should be dated within 30 days from the date of the job posting.
  - For internal applicants who are part of the Pull Notice Program, the Human Resources Department will submit a request for the applicant's DMV report. Internal applicants who are not part of the District's pull notice program must submit a DMV H6 printout from any DMV Office.
- Selection Procedures** will include:
- Skills Assessment Examination
  - Panel Interview
  - Department Interview for final candidates
  - Medical Examination, post offer of "conditional employment" (this includes a drug test, standard occupational therapy physical and a functional performance physical)
  - Background, Employment and Security Investigation
- \* This position is classified as U.S. Department of Transportation – Federal Transit Administration "Safety Sensitive." Under DOT FTA regulations, employees in "Safety Sensitive" positions are subject to pre-employment, reasonable suspicion, post-accident, random and return-to-duty drug and/or alcohol testing.

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

**AN EQUAL OPPORTUNITY EMPLOYER**

It is the policy of the Golden Gate Bridge Highway and Transportation District to take all personnel actions on the basis of merit and other job-related factors, without regard to race, color, national origin, religion, sex (including pregnancy, childbirth, and related medical conditions), disability: physical or mental, age (40 and older), genetic information, marital status, sexual orientation and identity, medical condition, political affiliation or military status.

Applicants with Disabilities: The Human Resources Department will make reasonable efforts to accommodate applicants with disabilities to complete the Employment Application and in any job-related examination process. If you have special needs, please call (415) 257-4535 (Human Resources).

Revised 02/15/2019  
Revised 03/12/2019 AD  
HR Administration  
Human Resources Department  
1011 Andersen Drive  
San Rafael, CA 94901-5318

**PLANNING MANAGER I  
METROLINK**

**\$79,609 - \$124,404 Annually**  
METROLINK is seeking a Planning Manager I in several key areas, who will be responsible for program management of one of the following functions; Service Integration, Service Scheduling, and Americans with Disabilities Act (ADA) Compliance. 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 work experience in related field.

This is a continuous recruitment, interested applicants are encouraged to apply immediately. For additional information and to apply, visit: [www.metrolinktrains.com/careers](http://www.metrolinktrains.com/careers). EEO/ADA

**TRAIN CONTROL SYSTEMS ENGINEER II  
METROLINK**

**\$79,609 - \$124,404 Annually**  
METROLINK is seeking a Train Control Systems Engineer II who will assist with the design, implementation and management of the Positive Train Control (PTC) signal and train control systems geospatial database. Requires a Bachelor's degree in Civil Engineering, Geographic Information Systems, Computer Science or a related field, and a minimum of (4) years of work experience in GIS, land surveying, civil engineering or train control systems.

This is a continuous recruitment, interested applicants are encouraged to apply immediately. For additional information and to apply, visit: [www.metrolinktrains.com/careers](http://www.metrolinktrains.com/careers). EEO/ADA

**CMBC DIRECTOR, OPERATIONS  
JOB ID: 20190213  
LOCATION: GATEWAY**

**Full/Part Time: Full-Time Regular**  
Over 900,000 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.

**Responsibilities:**  
Primary Purpose: Directs all Transit bus operations within the Metro Vancouver region, involving strategic and operational planning, leading all transit centers and related workforce management, directing CMBC emergency operations, and overseeing central standards for all transit operations.

- Key Accountabilities:**
- Participates in divisional strategic planning and shares accountability for the achievement of divisional results.
  - Translates broad business goals into long and short term strategies and plans for transit bus operations, with particular emphasis on operational and resource planning to optimize service and control cost. Also ensures transit bus operations align to TransLink enterprise objectives and are in compliance with regulatory requirements and policies.
  - Provides strategic leadership to all transit center operations providing 24/7/365 service within the Metro Vancouver region, and directs the management and dispatch of a substantially large workforce, ensuring adequate resourcing levels and skill development to meet business requirements, and compliance with collective agreements.
  - Directs CMBC emergency operating center, which involves coordinating with emergency services (police, fire, ambulance, etc.) and making operational/business, following the BCERMS model as incidents occur. Also provides input to risk identification/mitigation, and liaises with CMBC Executive Management Team, TransLink Executive, and others on policy issues.
  - Directs transit supervisory function in the delivery of 24/7 first response services, and in ensuring that policies and standards are addressed throughout transit bus operations.
  - Directs development and maintenance of central standards for all transit operations, including system testing/administration, help desk services, operating manuals and procedures, and all related transit operations infrastructure. Also directs ongoing assessment of procedures and processes, implementing enhancements as necessary to streamline and optimize transit bus operations.
  - Provides expertise and advice to CMBC executive on all aspects of transit bus operations, and reports on status of operations and critical incidents at key intervals.
  - Develops critical relationships with union executives and representatives, engaging in dialogue to mitigate and resolve emerging issues, and fostering acceptable operator productivity levels.
  - Represents CMBC transit bus operations on internal/external steering, technical and collective bargaining committees and stakeholder meetings; and participates in development/implementation of CMBC and enterprise initiatives.
  - Develops sustainable alternate, ancillary revenue streams for CMBC and the TransLink enterprise.
  - Manages a team of direct reports including selection, development, coaching, performance management and all other people management practices. Also oversees management of all indirect reports in a substantially large workforce group, ensuring compliance with enterprise human resource policies and practices, as well as collective agreements.
- Qualifications:** Education & Experience: The require-

ments for this job are acquired through a bachelor's degree in business administration or related discipline, and 10 years of related management experience at progressive levels of responsibility, including leading an operations division/department.

- Other Requirements:**
- Expert change management skills and experience in driving strategic change and business outcome.
  - Expert knowledge of the concepts, principles, practices and techniques pertaining to operations management.
  - Advanced knowledge of emergency planning & business resiliency/continuity practices.
  - Advanced planning and organizational skills to develop strategies and plans for a large workforce, with particular emphasis on operational and resource planning to optimize service and control cost.
  - Advanced interpersonal skills to provide expertise and advice to CMBC executive; engage in dialogue with union executives/representatives to address and resolve issues; and to represent CMBC on a wide range of internal/external committees and stakeholder meetings.
  - Advanced analytical, problem solving and decision making skills to identify and mitigate risks pertaining to a large operation, and to identify and resolve roadblocks to achieving operating goals.
  - Advanced leadership, development and team building skills to manage direct reports, and to provide senior direction to a significant workforce group (includes solid knowledge of labor relations, dispute resolution, and related legislation in the context of people management).
  - Due to the nature of the 24/7 services we provide, there may be times where late or extra hours are required.

**Work Schedule:** 37.5 hours per week.  
**Rate Of Pay:** Grade 09. \$126,863 - \$158,579 per annum  
**Recruitment Process:** Recruitment Process: An applicant will be required to demonstrate their suitability for this position by meeting the minimum level of qualifications and experience in order to be invited into the selection process. A standard interview format will be used including general, scenario and behavioral descriptive interview questions.

**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. Closing Date: April 26, 2019 Please note that only those short listed will be contacted. Having trouble applying? Please view the System Requirements & FAQ's by going to <http://www.translink.ca/careers>. Coast Mountain Bus Company is an equal opportunity employer.


**DIRECTOR, PLANNING, PROGRAMMING  
AND STATEWIDE NETWORK**

**Maryland Department of Transportation Maryland Transit Administration (MDOT MTA)** is seeking qualified candidates for the position of Director, Planning, Programming and Statewide Network. The Office of Planning and Programming includes three divisions: Project Development, Environmental Planning, and Capital Programming. The Director is responsible for overseeing and providing direction to all divisions. This position is also responsible for overseeing the Office of Local Transit Support.

**Key Responsibilities:**  
The Director provides highly responsible and complex technical support to the Deputy Administrator and Chief Planning, Programming, and Engineering Officer.

- The ideal candidate will possess:**
- Experience and knowledge of the principles of transportation planning
  - Experience developing policies and procedures to enforce and administer laws, rules, and regulations
  - Experience interacting with executive management officials within an organization
  - Experience formulating a budget and providing fiscal oversight, as appropriate
  - Excellent leadership and management skills
  - Excellent communication, written, and public speaking skills
  - Ability to handle sensitive issues with tact and integrity
  - Problem solver and innovative thinker
  - Ability to handle multiple projects and meet tight deadlines
  - Ability to work under pressure and resolve situations in a timely manner
- Sound interesting? Submit your application online by registering at [www.mdot.maryland.gov/employment](http://www.mdot.maryland.gov/employment)



A modern light rail train, primarily black and white with blue accents, is shown from a front-three-quarter view. It is positioned on a track within a large industrial facility, likely a manufacturing or assembly plant. The background features yellow overhead cranes, metal walkways with railings, and various industrial equipment. The train's front has a large, dark windshield and several headlights. A small white tag is visible on the windshield.

# Imagine it. Delivered.

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](http://aecom.com)

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