**Valley Metro Prepares To Open New Station**

**AS PASSENGER TRANSPORT** went to press, Valley Metro in Phoenix was preparing for the opening of the 50th Street/Washington Light Rail Station, the first additional station built along the existing Valley Metro Rail line. The new station is the first completed project under Transportation 2050, a voter-approved initiative passed in 2015 to invest in the city’s transportation infrastructure through 2050.

“Four years ago, Phoenix voters from all corners of the city made the choice to expand and enhance our community investment in a total transportation plan,” said Phoenix Mayor Kate Gallego. “Phoenix’s first light rail project funded through Transportation 2050 will add a station near Ability360, one of our state’s largest and most comprehensive disability resources centers, sending a message that Phoenix values inclusivity; VALLEY METRO (CONTINUED ON PAGE 3)

**TriMet Unveils Electric Bus Powered by Wind Electricity**

Battery-electric buses powered 100 percent by renewable wind energy will advance the Tri-County Metropolitan Transportation District of Oregon’s (TriMet) commitment to a non-diesel bus fleet by 2040, TriMet and its partner, Portland General Electric (PGE), announced at a recent event in Portland that included the unveiling of their first zero-emission, battery-electric Xcelsior CHARGE bus from New Flyer.

The 40-foot bus will operate on a 13-mile route in the Portland metropolitan area, connecting two transit centers. It is the first of five TriMet ordered in 2017, with the others scheduled to enter service this summer. PGE will purchase, own and maintain six chargers and related infrastructure. The program was funded in part with a $3.4 million grant from FTA’s 2016 Low and No Emission (Low-No) Vehicle Deployment Program.

PGE’s Clean Wind Commercial & Industrial program purchases renewable energy certificates from a mix of local and national wind farms, with a minimum 25 percent guaranteed from the Pacific Northwest. Generation locations for 2018 included Oregon, Washington State and Idaho.

“Transit inherently plays an important role in reducing emissions and easing congestion,” said TriMet General Manager Doug Kelsey. “Now, as our first all-electric bus rolls into service powered by the wind, we are furthering our commitment to the environment and are at the forefront of a cleaner future, both for TriMet and the Portland region.”

New Flyer President Chris Stoddart said, “We congratulate the exceptional teams at TriMet and PGE for successful integration of zero-emission electric buses, along with clean renewable energy, in their transition from conventional clean diesel propulsion to zero-emission buses.”

**Counting Down to Mobility Conference**

**APTA’S UPCOMING MOBILITY CONFERENCE,** May 19-22 in Louisville, KY, will explore the changing environment in which bus and paratransit systems operate in today’s mobility landscape and how public transportation providers can strategically position themselves for the future.

And while you’re at the conference, discover the latest in public transportation technology and innovation at the Bus Display and Products & Services Showcase. See the exhibitor list in the center of this issue of Passenger Transport.

**Commuter Rail Systems Continue to Advance Toward PTC Implementation**

**WITH VIRGINIA RAILWAY EXPRESS (VRE)** in Alexandria having recently implemented Positive Train Control (PTC) on all its trains, seven commuter railroads have now reached this milestone ahead of FRA’s Dec. 30, 2020, deadline. The other fully operational systems are North County Transit District, Ocean-side, CA; TriMet, Portland, OR; Southern California Regional Rail Authority (Metrolink), Los Angeles; Port Authority Trans-Hudson Corporation, Jersey City, NJ; Sound Transit in Seattle; and Metro Transit in Minneapolis.

“Safety is always our top priority at VRE,” said Chief Executive Officer Doug Allen. “The implementation of PTC takes system safety to the next level and continues our commitment..."
The Cambria County Transit Authority (CamTran) is a unique system in that it provides both urban and rural fixed-route transportation service as well as countywide shared rides. Having the ability to provide both types of transportation service offers CamTran customers the flexibility to use what fits their needs and lifestyle to get where they need to go and do what they need to do.

We implemented this approach in an effort to provide both human services providers and potential riders with the tools they need to realize and utilize the transportation options available to them, so they can use the services to meet their own particular transportation needs.

Relationship building is key to making this type of approach successful. It is important to get the right people in the room to discuss transportation needs and available options and also to educate them on how to use the services. It is imperative to identify the stakeholders and stay cognizant of their schedules—it is imperative to have a plan in place before going to meet with them. The information presented to stakeholders must be clear, concise and broken down into understandable language, not “transit jargon.”

Public transportation providers should be sure to convey the positive effect transit services will have on the lives of customers who may potentially use the services.

Public transportation providers looking to pursue this endeavor must make themselves available at all times—morning, noon and night—to accommodate both their customers and human services agencies. Whether by attending meetings and making phone calls to explain services or holding workshops to help customers, for example, fill out senior card and/or ADA applications, representatives of public transportation agencies truly must go above and beyond, not only to implement something of this magnitude but also to sustain it.

While this approach may sound complex, with the right team in place the process can be simple. There must be a buy-in from employees that they are stewards of transportation services in their county and agency. As stewards, it is their role and responsibility to reach as many people and agencies as they can. Once employees buy into this approach and process, a “divide and conquer” plan is set in place and employees work through their social networks to maximize the impact of the process.

Travel training is another key component to this approach. CamTran works diligently to deliver a travel training product second to none, which it provides on both a large and a small scale.

In a classroom setting, our staff members work with large groups, going over the fundamentals of riding a bus: paying fares, reading a bus schedule and interacting with the driver. After completing this portion of the training, the participants travel by bus to the CamTran Transit Center, where they can experience what they learned in the classroom and apply it in a practical setting.

The small-scale version of this training is for new riders who have never ridden a bus. A member of the CamTran staff will go to the bus stop and wait with the customer until the bus comes. The staff member will then take the first trip on the bus with the new customer to provide one-on-one education and ease the rider’s concerns.

Overall, this concept has proven to be highly efficient and effective. The buy-in among human services agencies has been incredible as they see a direct correlation between the level of collaboration and the customer’s use of transportation services provided by CamTran.

We are looking to expand this approach to local hospitals, drug and alcohol treatment centers and mental health facilities to help them accommodate public transit customers. While current CamTran routes do serve these facilities, we work closely with new businesses to educate them on the importance of public transportation so that they can accommodate customers who may need to use our services. CamTran has a vast customer base including paratransit users and our drivers are provided with sensitivity training to help them interact with paratransit users.

We intend to continue building our invaluable relationships with local, state and federal elected officials to convey the importance of both rural and urban public transportation services in Cambria County and to promote the collaborative approach while outlining the successes of the initiative.

“Collaboration” features authoritative points of view from various sources on timely and pressing issues affecting public transportation. Statements and opinions expressed in Passenger Transport are those of the authors and do not necessarily reflect those of APTA. APTA would like to hear from you. If you are interested in submitting an original, thought-leader Commentary for consideration, please contact Senior Managing Editor David A. Riddy at driddy@apta.com.
FTA Seeks Comments On Changes to Joint Development Guidance

FTA SEEKES COMMENTS through June 3 on proposed changes to Joint Development Guidance, which would increase flexibility for public transit agencies to pursue joint development projects, resulting in more value capture opportunities for both transit systems and surrounding communities. The proposed changes also will streamline the review of projects by reducing the amount of paperwork sponsors must prepare and FTA must review.

The guidance (Circular (7050.1A) is published in the April 18 Federal Register and on FTA's website.

All electronic submissions must be made at www.regulations.gov, and comments must include the identification number DOT Docket Number FTA-2019-0002.

Over time, FTA has found that defining a fair share of revenue minimum threshold unnecessarily limits the pool of potential projects by reducing flexibility for project sponsors and their partners to determine what amounts to a fair share of revenue. Therefore, FTA proposes no longer to define a minimum revenue threshold or set a monetary requirement from a joint development project for public transit purposes.

Although FTA proposes to allow the amount and form of revenue received by the project sponsor to be negotiated between the joint development parties, the project sponsor must continue to report to FTA the amount and source of the revenue it will receive. The revenue must be used for transit purposes.

FTA has also determined that elimination of the fair share of revenue minimum threshold makes the submission of a baseline market analysis and certificate of compliance unnecessary. Accordingly, FTA proposes to no longer require project sponsors to submit either document. FTA encourages project sponsors to conduct baseline market analyses to better understand current market conditions and evaluate the viability of joint development projects.


DOT Offers $900 Million For BUILD Grants

DOT IS ACCEPTING applications through July 15 for $900 million appropriated in the Consolidated Appropriations Act, 2019, for national infrastructure investments through the Better Utilizing Investments to Leverage Development (BUILD) transportation grant program.

Program funds will be awarded on a competitive basis for surface transportation infrastructure projects that will have a significant local or regional impact.

For this round of grants, the maximum award is $25 million and no more than $90 million can be awarded to a single state, as specified in the FY 2019 Appropriations Act. Per statute, the FY 2019 selection criteria are the same as under the FY 2017 TIGER program, although the description for each criterion has been updated. For FY 2019 BUILD Transportation grants, the definitions of urban and rural areas differ from previous rounds. Addi- tionally, not more than 50 percent of funds will be awarded to projects located in urban and rural areas respectively.

This document was published April 23 in the Federal Register at https://bit.ly/2VkJR62. Applications must be submit- ted through grants.gov. For further information, contact the BUILD Transportation grants program staff at buildgrants@dot.gov or call Howard Hill at 202-366-0301. DOT will regu- larly post answers to questions and requests for clarifications, as well as information about webinars for future guidance, at www.transportation.gov/buildgrants.

Via Begins On-Demand Pilot in Seattle Area

VIA Began Providing on-demand shuttle service to parts of the Seattle area April 16 through a year-long pilot project in partnership with King County Metro Transit, Sound Transit and the city of Seattle.

Residents in southeast Seattle and Tukwila, WA, can use the Via app or call to hail a ride to and from five Sound Transit Link light rail stations where they can board a bus or train. Fares are the same as a King County Metro bus trip, and customers who pay with the ORCA regional farecard will automatically receive a transfer toward a trip on a bus or train.

King County Executive Dow Con- stantine said, “We are making it more convenient than ever to get on board our high-capacity regional transit system,” adding that the on-demand service “reflects our commitment to outstanding customer service, making it easy to take transit to work, school or play and back home again.”

Redmond Mayor and Sound Transit Board Chair John Marchione called the project “a boon to Sound Transit’s mis- sion: connecting more people to more places.”

Partial funding for the pilot, $2.7 mil- lion, comes from the voter-approved Seattle Transportation Benefit District. Sound Transit also received an FTA Mobility on Demand Sandbox grant to test provision of on-demand rideshare connections to transit stations.

Risco, TARC

New CEOs Named

Risco, TARC

THE TRANSIT AUTHORITY of River City (TARC) in Louisville, KY, has appointed Ferdinand L. Risco Jr. its executive director on a permanent basis. Risco, the agency’s assistant executive director, has served as interim executive director since December 2018.

Egan, MV Transportation

MV TRANSPORTATION INC., based in Dallas, has named Thomas A. Egan its new chief executive officer. Egan, formerly MV’s president and chief operating officer, succeeds Kevin Jones, who is leaving the company. Egan joined MV in early 2018.

Peterson, Erie, PA

THE ERIE (PA) METROPOLITAN Transit Authority has promoted Jeremy Peterson, the agency’s director of fixed-route operations since 2011, to chief execu- tive officer. He has served as acting executive director since August 2018.

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Webinar Examines Booking, Payment Options

Public transit agencies nationwide are enlivening today’s mobility environment by implementing new service delivery models each month. APTA’s “Mobility Innovation Pilot of the Month” webinars highlight new approaches for providing mobility, sharing next practices and transferring tools and resources.

Pilot Project Webinar #2, A Denver RTD Program: Enabling Booking and Payment of Transit Trips through the Uber App, May 7, 2-2:45 p.m. Eastern, looks at the Denver Regional Transportation District (RTD) as it is poised to become the first public transit agency in the U.S. to sell tickets through a ride hail app.

David A. Genova, RTD general manager and CEO, and Tonya Anderson, product manager, electronic fare operations, will discuss the success and challenges of the program and provide resources to assist other systems with their projects. David Zipper, DZ Strategies LLC, will moderate.

Register at www.apta.com/mc/webinars.

Annual Ridership Report Released

AMERICANS TOOK 9.9 billion trips on public transportation in 2018, according to a new APTA report. Compared to 2017, commuter rail ridership in 2018 increased by 0.4 percent and demand-response ridership increased by 2.1 percent.

Compared to public transit ridership in 2017, there was a 2.0 percent decrease overall. View the complete report at https://bit.ly/2GgTP3p.

From 1995-2018, public transit ridership grew by 27 percent, surpassing the growth of the U.S. population at 23 percent. Additionally, passenger miles traveled on public transportation grew by 39 percent as compared to vehicle miles traveled on the roads, which grew by 33 percent.

“Public transportation continues to offer great value to a community and its residents as it provides access to jobs, healthcare, schools and local businesses,” said APTA President and CEO Paul P. Skoutelas. “As people have more transportation options than ever before, public transportation systems around the country are experimenting with new programs and services to attract new riders.”


APTA Signs On with EE Global Forum

APTA IS AN ENDORSING organization for the Alliance to Save Energy’s 2019 Energy Efficiency Global Forum (EE Global), June 12 in Washington, DC. Business executives, government leaders and advocates are invited to participate in the event, which promotes innovation and generates investment in energy efficiency through dialogue and creation of partnerships.

For more information about the event, visit http://eeglobalforum.org.

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In Memoriam

Korach, Industry Leader, APTA Hall of Fame Member

ROBERT S. KORACH, 95, a nationally recognized expert on public transit and a member of the APTA Hall of Fame (1995), died April 18.

Korach began his transportation career while attending the University of Wisconsin, working as operations manager of the student bus system. After graduation, he went to work for the Cleveland Transit System, predecessor of the Greater Cleveland Regional Transit Authority.

In 1967, Korach became the first employee and head of operations for the Port Authority Transit Corporation (PATCO) Hi-Speed Line, which connects Philadelphia with Lindenwold, NJ. PATCO was the first of the postwar “modern” rail rapid transit systems and under Korach’s leadership it became a national model for efficient and efficient rail rapid transit. He also worked in Los Angeles and Boston.

Trotter, 10-Year APTA Employee

JERRY TROTTER, 80, of Charlotte, NC, an APTA employee from 1992 until his retirement as director of rail technology in 2003, died March 30. He joined APTA after a long career with General Motors, Allison Division, in Indianapolis.
Public Transit Agencies Demonstrate Commitment to Sustainability on Earth Day

**AS PART OF** their commitment to improving sustainability practices and increasing ridership, public transit agencies across the country offered free rides and incentives to use transit in honor of Earth Day, April 22.

Among the many systems celebrating the day, Metrolink commuter rail in Los Angeles provided free rides throughout the system; Los Angeles Metro offered free rides on its bus, rail and bikeshare systems; the Regional Transportation Commission of Washoe County, Reno, NV, operated free on all regularly scheduled services; and ABQ RIDE, Albuquerque, NM, offered free rides on its fixed-route buses and Sun Vans.

Rep. Kathy Castor (D-FL) joined Hillsborough Area Regional Transit (HART) Chief Executive Officer Ben Limmer at a Transit Town Hall April 22. The event, held on board an Earth Day-themed HART CNG-powered bus, brought them together with the public to create awareness and show support for clean and sustainable public transportation.

Employees of Keolis Commuter Services in Boston spent time throughout April beautifying, improving and cleaning neighborhoods around Massachusetts Bay Transportation Authority (MBTA) commuter rail stations. For example, Keolis volunteers collected more than three tons of waste from the right-of-way of track in Lynn, MN, on the MBTA Newburyport/Rockport Line. The Washington (DC) Metropolitan Area Transit Authority commemorated the day by announcing its first-ever Energy Action Plan: a detailed five-year initiative to reduce energy usage, cut greenhouse gas emissions and generate up to $29 million annually in energy and operational cost savings.

Employees of Bendix Commercial Vehicle Systems LLC and Bendix Spicer Foundation Brake LLC, headquartered in Elyria, OH, participated in Earth Day-themed Earth Day events and then received specially designed T-shirts.

Day-related activities focused on sustainability, including tree plantings and refashioning wood pallets and crates into furniture. Omnitrans in San Bernardino, CA, expanded the celebration through April 26 by offering free, one-day mobile bus passes throughout the week. The agency also offered a chance to win movie tickets by posting a photo that demonstrates kindness to the earth by either riding Omnitrans or picking up trash at a bus stop or transit center.

Ahead of the actual day, the San Joaquin Regional Transit District, Stockton, CA, offered free shuttle service from Delta College to Stockton’s 31st Earth Day festivities, April 14 at Victory Park, and displayed its all-electric bus.

Please describe your role. What do you like most about your job?

My role as general manager is to support our team with the resources they need to serve our customers. That sounds so simple, but it really means working with every facet and function of our company to ensure we have the very best technical and operational solutions to satisfy current and future public transportation needs.

I was drawn to public transportation from a young age, fascinated by the idea of providing a service where you can literally make a difference every day. Helping the customer make public transportation easier, smoother and the number-one choice for riders is why we’re here.

Additionally, we’re super proud that we recently won two APTA AdWheel Awards, for ThinkTransit: The Trapeze Technology Conference, and Transit Unplugged, our monthly transit podcast.

What does the Trapeze Group do?

Trapeze has more than 30 years of experience assisting public transportation providers in delivering accessible, flexible and smart services to their communities. What we want to be is a trusted resource that agencies can leverage to make public transit the first choice for their riders.

What attracted you to the public transportation industry?

I’ve always been in operations roles, where the goal is to use technology wherever possible to make things run more smoothly. Having served transportation customers for more than 20 years, I love applying those same principles at Trapeze, where we can improve the public transit experience for millions of riders each day.

Please describe your involvement with APTA.

We get to share our knowledge and experience through attending as many APTA events as possible, participating in multiple committees and, of course, providing content for Passenger Transport!}

What have you found to be the most valuable APTA benefit or resource?

The people! Learning from others in the APTA network (agencies and technology providers), sharing wins, mistakes and innovations is the foundation for a prosperous future for public transit.

What do you see as the biggest challenges and opportunities facing public transportation?

Riders want choices. They want to choose the type of mode they use (bus, subway, Transportation Network Company, bikes or a combination). They want real-time information to help them make their decisions easily. And they want to quickly pay for their fare the way they pay for their pizza delivery or Netflix.

One of the biggest challenges facing public transit agencies will be proving to the public that agencies hear their concerns and are listening to them so that riding transit is a no-brainer. That’s why investing in things like the smart and easy flow of information between departments is so important—riders get accurate information in seconds when there’s a delay and maintenance departments can pull vehicles off the road or proactively maintain them so there are no schedule disruptions, all while keeping riders informed every step of the way.

Public transit agencies can leverage technology and become true mobility managers and ultimately the number-one choice for anyone anywhere. Whether by integrating demand response with Lyft or developing technology to work with autonomous vehicles, the future of public transit means innovating and working with new transportation models.

Another ongoing challenge is working with both the public and private sectors to find reliable and sufficient funding to continue the transformations of agencies to better serve their riders.

What is unique about your organization?

We really try to be “Here for the Journey.” We are here for our customers’ journeys, and for their customers’ journeys. Even if we don’t currently provide a solution to their problem, we want them to know we want to help in any way we can, even if it’s just being a trusted sounding board for better ideas. We’re far from perfect, but we’re making changes that seem to be moving us in the right direction. And if we demonstrate this kind of trustworthiness and a genuine willingness to help make public transit the first choice for riders, our own business will take care of itself.
At Nova Bus, we bring life to your city by designing vehicles that can handle the toughest challenges.

From standard 40-ft buses to high-capacity articulated BRT vehicles, from clean diesel to natural gas, hybrid-electric and 100% electric propulsion systems, our buses can meet any type of service demand, at any time.

Our LFS bus models are reliable, robust and adapted to your needs based on 3 criteria that maximize performance:

**SAFETY**
Safety is one of our core values. Nova Bus strives to design high-quality, innovative products that reduce the frequency of accidents, as well as their consequences. That’s why optimal safety for the driver, passengers and major system components is built in. The unmatched robustness of our stainless-steel vehicle construction guarantees the safest conditions for everyone on board.

**RELIABILITY**
Nova LFS vehicles are designed and built to operate in the harshest environments, at extreme temperatures ranging from frigid winters in the Yukon to scorching Texas summers. Nova Bus design features combine with our manufacturing processes to make the LFS one of the most reliable transit vehicles on the market.

**MAINTAINABILITY**
Our vehicles are designed with ease of maintenance in mind. Nova Bus makes sure systems are accessible for inspection, component installation is easy, and repair and maintenance costs are kept low for hassle-free service. Easy access to components reduces vehicle downtime and boosts operating hours.

The comfort, spacious interior and industry-leading window area of our vehicles create an unparalleled experience for passengers and drivers alike.

Nova Bus serves people and communities by providing sustainable transportation solutions. You can rely on our vehicles as the backbone of your city’s transit service operations—they will live up to your every expectation.

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**Company Highlights**
- Established: 1993
- Plant location: Plattsburgh, New York
- Vehicle lineup:
  - LFS Diesel (40’ and articulated)
  - LFS HEV (40’ and articulated)
  - LFS CNG (40’)
  - LFs Full Electric (40’)
- Industry-leading parts and service support
- Global technology from a world-leading organization

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Nova Bus
262 Banker Road
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DISCOVER THE LATEST IN PUBLIC TRANSPORTATION TECHNOLOGY & INNOVATION!

2019

MOBILITY CONFERENCE

APTAs enhanced Bus & Paratransit Conference

Bus Display & Products & Services Showcase Exhibitor Directory
### Bus Display Exhibitors

**Monday, May 20, 2019 / 11 a.m. – 4 p.m.**

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<tr>
<th>Company</th>
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Momentum Dynamics is the world’s preeminent wireless EV charging developer. Our wireless high-power charging system allows an electric bus to drive any route in any city with unlimited driving range. The system allows for a mix of both in-depot and on-route opportunity charging – this allows a battery electric bus to replace any fossil fuel bus on any route. It provides the most versatile and affordable solution to the most significant impediment to electric bus adoption.

Momentum Dynamics’ wireless charging system can be integrated with any electric bus regardless of OEM. Power transfer efficiency is better than Fast DC plug-in systems, and the cost of acquisition and Total Cost of Ownership are lower than both DC plug-in and overhead pantograph chargers.

When installed in roadway pavement, on-route charging allows buses to be recharged multiple times per day during routine stops. In as little as five minutes, the buses can receive enough energy to complete a full circulation loop. This practice enables unlimited driving range and extends battery life.

The same system can also be installed at the garage for fully automated overnight charging. This is less expensive and safer due to the reduction of personnel costs and the elimination of cables. Our system can be integrated in existing operations by installing chargers at endpoints, terminals and schedule make-up stops.

Momentum Dynamics’ systems have been proven in the field and are immune to all forms of inclement weather, including street flooding, ice and snow.

We invite all interested parties to contact existing operators who have up to two years of experience using our systems at Link Transit (Wenatchee, WA), CARTA (Chattanooga, TN), RTA (Howard County, MD), and the National Renewable Energy Laboratory (Golden, CO).

Momentum is currently working to install additional systems in the US and Europe as part of a massive movement to transition to electric vehicles. The same modular inductive technology components are used to support buses, paratransit vans, trucks and electric taxis.

Momentum Dynamics, located in Malvern, PA, practices world-class technology innovation and is built upon the talent of extraordinary engineers and scientists, as well as experienced business and automotive industry executives. We provide turnkey system solutions, including pre-design, installation and integrated ground-side battery storage.

Company Highlights
Momentum Dynamics is the market leader, developer and technology provider of fast, efficient automatic high-power wireless charging systems for the automotive and transportation industries. Our platform technology crosses industry boundaries to include automotive, industrial, commercial and mass transit using our innovative resonant magnetic induction system to transfer hundreds of kilowatts of power with high efficiency in any type of weather.

Andrew Daga
President and CEO
Momentum Dynamics Corporation
3 Pennsylvania Avenue
Malvern, PA 19355
484-320-8222
info@momentumdynamics.com
momentumdynamics.com
Illuminating the Public Transit Industry with Solar Energy

BY JEFF PETERS
President
Urban Solar

The integration of solar power is a substantial element of working toward a more environmentally sustainable society. The past decade has seen remarkable advances in the public transit industry in this regard, including solar-powered safety lighting, real-time sign (RTS) updates for riders, remote communication options and even USB charging for riders’ mobile devices.

Practical Applications for Public Transit

From coast to coast, in cities with varying environmental conditions, public transit agencies are turning to solar LED lighting solutions to help increase their safety and ridership. Solar lighting for transit applications can increase safety—and therefore ridership—beyond traditional grid-connected power because of its dependability during power outages and additional customization options such as remote monitoring and control by the owner.

Public transit authorities looking for sustainable lighting options for their bus stops may find solar a good choice as the equipment can both increase customer safety and support the agency’s sustainability brand. Using free energy from the sun—a renewable energy source—mitigates the need to bring expensive grid power to each bus stop.

For example, Urban Solar has supplied Long Beach Transit (LBT), Long Beach, CA, solar lighting in the form of autonomous, stand-alone UL-listed, solar-powered LED lighting systems for 75 bus shelters.

“Long Beach Transit’s number-one strategic priority is to improve safety and service quality,” said Robert Keane, then manager of facilities and infrastructure for the agency. “Solar lighting is an important ingredient to these enhancements as they properly illuminate LBT bus stops to promote a welcoming, secure and environmentally friendly experience for our customers and the community.”

Partnerships in Excellence

Urban Solar has collaborated with many manufacturing partners for its public transit illumination projects, bringing solar lighting and power systems to communities in various regions. Our work with Tolar Manufacturing of Corona, CA, demonstrates how this collaboration can work. Our companies’ shared focus on engineering and implementing solutions shines through in the delivery of enhanced bus stops, or SmartPlaces, for Dallas Area Rapid Transit. Our combined team secured and incorporated third-party technologies to add closed-circuit television for security purposes and screens providing the up-to-the-minute route updates that riders are growing to expect.

Urban Solar’s Energy Control Module (ECM Connect) technology allows for remote monitoring and control of a shelter’s solar system and amenities.

King County Metro worked closely with Urban Solar to overcome the challenges of deploying solar technology in Seattle.
**BART’s Crunican Announces Retirement**

**OAKLAND, CA**—Grace Crunican, general manager of the San Francisco Bay Area Rapid Transit District (BART) since 2011, has announced her retirement effective July 6.

Crunican has more than three decades of public transit experience, including serving as director of Seattle DOT and Oregon DOT and as FTA deputy administrator from 1993-96. For APTA, she is a member of the Authorization Task Force, Diversity and Inclusion Council, Public Transportation CEO Coordinating Council and Legislative, Rail Transit CEOs and Rail Transit committees.

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**FLINT, MI**—The Michigan Department of Health and Human Services recognized Ed Benning, general manager/chief executive officer of the Flint Mass Transportation Authority (MTA), with its 2019 Hometown Health Hero Award at ceremonies in the rotunda of the Michigan State Capital in Lansing. Benning received the award for MTA’s activities including Rides to Groceries, Rides to Wellness and its efforts during the height of the Flint water crisis.

**PAINESVILLE, OH**—Jon P. Marten was recently appointed to the Laketran Board of Trustees by Lake County Commissioners. Marten is a retired chief financial officer of Parker Hannifin, where he worked for 30 years. He was named to a seat left vacant following the resignation of Dennis Lafferty and will serve until May 2020.

**MINNEAPOLIS**—Stantec announced the appointment of Jared Weismantel as a senior industrial architect to support the growth of the firm’s transit buildings practice in North America. He will be based in Minneapolis.

**NEW YORK CITY**—STV announced the promotion of Tertullian (“Tony”) Augustin to vice president. Augustin, a 30-year-old veteran, joined STV in 2017 as civil/highway engineering director. He has worked for several major engineering and consulting firms and, earlier in his career, was an assistant commissioner and chief traffic officer for New York City DOT.

**SACRAMENTO, CA**—Henri Li, general manager/chief executive officer of the Sacramento Regional Transit District, recently received the first annual Good Governance Award from the Sacramento Taxpayers Association for Outstanding Leadership in Defending Taxpayer Funds. During Li’s tenure, the agency lowered fares for the first time in its 47-year history.

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**CLASSIFIEDS**

**BIDS/PROPOSALS**

**LOW FLOOR CUTAWAY BUS RFP NON-KNEELING & 27’-30’**

**JOHNSON CITY TRANSIT**

Non Mandatory Pre-Proposal Meeting: May 7, 2019 @ 10:00 AM EST

Due Date: June 19, 2019 @ 2:30 PM EST

Please see Current Solicitations link: https://www.johnsoncitytn.org/bid_posting/index.php

Johnson City Purchasing Department
209 Water Street, Johnson City, TN 37601
purchasing@johnsoncitytn.org

**NOTICE TO BIDDERS**

The Metropolitan Transit Authority of Harris County, Texas (METRO) is planning to issue the procurement documents listed in this advertisement.

RFP No. 40/900105 For: Turnkey Operation of Northwest BRT. Solicitation will be available on or about 04/15/2019. Prospective bidders/proposers can view and download these solicitations by visiting METRO’s website at https://www.ridemetroapp.org/procurement/

If you are unable to download the documents or are having difficulty, please contact METRO Plan and Bid Room at (713) 739-4881.

**REQUEST FOR PROPOSALS**

Chatham Area Transit Authority (CAT) is seeking proposals/bids for RFP 2019-05 Intelligent Transportation System (ITS) through 6/6/2019 at 2 pm EST.

Prospective proposers/bidders can download this solicitation at http://www.catchacat.org/about-cat/procurement/procurement-opportunities/.

For additional information, please contact David Stearns, Procurement Manager, at 912-629-3958 or via email at david.stearns@catchacat.org.

**REGIONAL TRANSIT AUTHORITY OF SOUTHEAST MICHIGAN – RFP**

Notice is hereby given that the Regional Transit Authority of Southeast Michigan (RTA) is accepting proposals for the development of a regional Coordinated Human Services Plan (RFP # 2019-02). This RFP is available on the RTA’s procurement website at www.bidsnetdirect.com/rts.

Detailed specifications are available by contacting Virginia Lisklitter, Executive Administrator, at (313) 402-1020 or vlisklitter@rtaadmin.org. All proposals must be submitted in accordance with requirements set forth in the RFP and be received on or before May 13, 2019.

The RTA 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 RFP.

**HELP WANTED**

**HILLSBOROUGH AREA REGIONAL TRANSIT AUTHORITY (HART), TAMPA, FL**

**PUBLIC RELATIONS MANAGER**

**WWW.GOHAHART.ORG**

The Hillsborough Area Regional Transit Authority (HART) is recruiting for a Public Relations Manager who will be responsible for managing the stream of news information and communications to the media. Also responsible for the enhancement and effectiveness of the press and publicity functions, and acts in the capacity of Authority spokesperson.

To view a full job description and to apply please visit: http://www.goahart.org/Pages/about-hart-employment.aspx

Equal Opportunity Employer

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**PROJECT MANAGER**

**WEGO PUBLIC TRANSIT**

WeGo is situated in the beautiful and thriving city of Nashville within the Middle Tennessee Region. At WeGo Public Transit, it is our ongoing mission to connect people to their lives and community. We strive daily to become an embedded part of the community of Nashville and Middle Tennessee by providing friendly, sustainable, reliable, trusted public transportation – everywhere for everyone.

**Position Purpose**

While Project Managers report to the Engineering Department and focus primarily on development projects, PMs must be able to work with and support all internal and external project stakeholders/initiatives to advance our mission. Project Managers are responsible for all facets of Development projects for WeGo Public Transit and are integral to projects involving multimodal transit, rail, and facility projects from conception through completion within Middle Tennessee. What Project Managers contribute to WeGo Public Transit:

- Development and management of project scope, schedule, and budget
- Planning and Technical studies
- Design/Engineering documents
- Construction management
- Internal and external stakeholder coordination

What is expected of you and others at this level:

- Demonstrate internal and external partnership and leadership of WeGo culture transformation
- Advance strategic initiatives and goals as defined annually by the Board and Senior Leadership
- Perform equally well in collaborative team environment as well as independently under high stress/pressure conditions
- Actively manage and lead design teams, construction contractors, and third party vendors
- Develop and adhere to detailed planning and construction scopes, schedules, and budgets for regionally significant and regulatory required projects and plans
- What is recommended and preferred preparation for the Project Manager:
  - Bachelor’s degree in engineering or a related field, preferably business, planning, or equivalent
  - Communication skills, project and construction management experience, computer proficiency, and ability to handle several projects at once are all requirements for this position.
  - Preferred 5+ years of transportation or construction industry experience.
  - Experience with transit-related projects, experience with facilities construction projects.
  - Licensure as a Professional Engineer is a plus but not a requirement.
  - Familiar with Federal Railroad Administration (FRA) and/or Federal Transit Administration (FTA) processes for major capital projects.
  - WeGo Public Transit seeks an outstanding portfolio of benefits including health, dental, vision, defined pension plan, vacation time, student loan fulfillment, floating holidays and more.

Salary range: $62,866 to $81,725

What are the shared values of WeGo Public employees?

- Exceptional Service
- Security and Reliability
- Integrity and Trust
- Honest Collaboration
- Community Steward

If you want to make a difference and contribute to our vision for the City of Nashville, we invite you to submit your resume and letter of interest today.

Apply online at www.wego.org or email recruiter at carole.earls@nashville.gov.

WeGo Public Transit is an equal opportunity employer.
AMERICAN PUBLIC TRANSPORTATION ASSOCIATION
DIRECTOR, RAIL TRANSIT

American Public Transportation Association (APTA) seeks a Director-Rail Transit to serve as APTA’s subject-matter expert on rail transit issues, including light rail transit (LRT), streetcar, and heavy rail. The candidate will support APTA’s rail transit system policy and planning work, and represent industry’s interests before Congressional and Executive Branches. Duties will include analyzing and organizing information on federal legislative and regulatory issues, and federal and other rail transit related to rail transportation; preparing memos, talking points, and materials for public transportation industry’s views on federal legislative and government affairs issues, building public awareness. The candidate will be responsible for successfully supporting APTA’s rail transit policy and planning work, and for ongoing relationships and communication with the preparation of Congressional testimony.

Experience: several years’ degree in Transportation, Public Policy, or Public Administration. To be two years’ work experience on Capitol Hill or programs related to public policy. Familiarity with federal legislative process including transportation authorization, budget, and appropriations issues, desirable. Must have strong writing and communications skills; experienced in a public transportation industry setting.

Salary: $100,000 – $149,999

Responsibilities:

1. Monitor federal trends in rail transportation; prepare reports on regulatory issues and public policy issues.
2. Analyze and organize information on federal legislative and regulatory issues, and federal and other rail transit related to rail transportation; prepare memos, talking points, and materials for public transportation industry’s views on federal legislative and government affairs issues, building public awareness.
3. Work closely with APTA’s Federal, State, Local Government, and Industry Affairs departments and with other APTA staff.
4. Assist in preparing legislative responses and testimony.

Qualifications:

1. A Bachelor’s degree in Transportation, Public Policy, or Public Administration. Some work experience on Capitol Hill or programs related to public policy is desirable.
2. Strong writing and communications skills; experienced in a public transportation industry setting.
3. Strong understanding of federal legislative process including regulatory authorization, budget, and appropriations issues.

Salary: $70,000 – $99,999

Responsibilities:

1. Monitor federal trends in rail transportation; prepare reports on regulatory issues and public policy issues.
2. Analyze and organize information on federal legislative and regulatory issues, and federal and other rail transit related to rail transportation; prepare memos, talking points, and materials for public transportation industry’s views on federal legislative and government affairs issues, building public awareness.
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2. Strong writing and communications skills; experienced in a public transportation industry setting.
3. Strong understanding of federal legislative process including regulatory authorization, budget, and appropriations issues.
An Equal Opportunity Employer

It is the policy of the Golden Gate Bridge Bridge 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, citizenship status, age (40 or older), marital status, medical condition or disability, physical or mental, (40 and older), genetic information, or veteran status.

The District is an Equal Opportunity Employer.

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The District is an Equal Opportunity Employer.
In Southern Nevada, Building Partnerships To Bridge Transit Gaps

For public transit to remain a viable transportation option in the digital age, government and public transit agencies must adapt to change. Many blame ride-hailing services such as Uber and Lyft for decreases in transit ridership, which may be true given current transportation models.

However, these new services do offer an opportunity to create a new ecosystem of interconnected multimodal options where ride-hailing and public transit work together to provide cost-efficient and environmentally friendly commutes.

Similar to other agencies, the Regional Transportation Commission of Southern Nevada (RTC) in Las Vegas faces challenges in meeting the transportation needs of a growing community where significant housing, commercial and industrial development is occurring in outlying areas where public transit service has yet to expand. Multimodal mobility options are clearly needed but can be costly unless innovative partnerships are pursued.

The Northgate Distribution Center in North Las Vegas is a 170-acre industrial complex that boasts thousands of employees but has no direct public transit service. So, in 2018, the RTC began discussions with the mayor of North Las Vegas, John Lee, and local business leaders at Northgate to determine how they could work together to enhance job access and encourage multimodal commuting options.

Background

The RTC is Southern Nevada’s public transit authority, roadway planning and funding agency, metropolitan planning organization, administrator of Southern Nevada Strong (a regional plan to build complete communities) and traffic management agency. Thus, it is uniquely positioned to forge public-private, multi-jurisdictional and intergovernmental partnerships that leverage technology and innovative solutions to meet the region’s mobility challenges.

When sports merchandizing company Fanatics approached the RTC about extending public transit routes to the Northgate Distribution Center, the RTC examined alternatives to providing transportation, as extending just one transit route by one mile would cost approximately $350,000 annually.

Fanatics had contracted with a private shuttle service for its employees from a park-and-ride location but wanted a more affordable mobility option. After the company identified the demographics and commuting trends of its workforce to determine potential demand for rideshare connectivity to public transit, the RTC approached several ride-hailing companies to determine what they could bring to the table as a partner. Ultimately, Fanatics and the RTC partnered with Lyft to create the Workforce Mobility Program.

The Workforce Mobility Program enables Fanatics employees to use Lyft at a reduced rate to and from 13 specified bus stops along six RTC routes.

Next Steps

Ensuring affordability for all was a top priority. Lyft agreed to provide a subsidy based on its Lyft Line pricing while the RTC subsidizes $1 per trip and the employer, Fanatics, pays the balance. Logistics issues facing the new program were quickly resolved. A geofenced area with more than a dozen bus stops that could be recognized by the Lyft app was identified.

Lyft ensured that it had enough drivers in the area to meet any spikes in ride demand. The RTC lined up an on-demand transportation option should any employee need an ADA-accessible vehicle.

In the weeks leading up to the program’s debut, the RTC conducted tests to ensure that rides arrived in a timely fashion. Fanatics used various communications methods—from emails to pizza parties—to inform employees about the new service and to register participants.

On Nov. 1, in time for Fanatics’ busy seasonal hiring period, the Workforce Mobility Program debuted, enabling Fanatics employees to use Lyft at a reduced rate to and from 13 specified bus stops along six transit routes.

“We were excited to once again work with the RTC to provide a comprehensive transportation solution,” said Paul Davis, Lyft partnerships manager. “Lyft understands the importance of partnering with transportation agencies on critical programs designed to improve access to jobs.”

RTC Chief Executive Officer Tina Quigley said, “Urban mobility, consumer expectations and technological capabilities are evolving at an extraordinary rate and disrupting how we traditionally deliver transportation services. Partnerships like ours with Lyft can make transit a more viable and accessible commuting option in the digital age.”

Evaluating Success

After the first four months of service, partners were excited by the pilot’s success, including usage, positive employee feedback and cost savings. Employees took more than 725 Lyft rides—equaling more than 1,740 miles that employees would have walked to and from bus stops—and these rides often included more than one employee.

“This is another example of the incredible innovation that’s come to define our city,” Mayor Lee said. “When government and the private sector come together to collaborate on creative solutions, amazing things happen.”

Employee feedback was so positive that Fanatics received inquiries from colleagues throughout the country about replicating the program. Also, replacing the prior private shuttle service with the Workforce Mobility Program has saved the employer thousands of dollars.

“This partnership saves the company money but, more importantly, it is a safe, convenient and reliable way to get to and from work embraced by our employees,” said Joe Clarke, Fanatics senior operations manager.

After the six-month pilot concludes this month, the RTC and Lyft will explore the possibility of bundled transit and shared-ride monthly passes for program participants. The RTC will also evaluate other outlying areas of Southern Nevada not served by public transit where the program could be replicated.

“Collaborative partnerships like this that create synergy between different modes of transportation is the future,” concluded Quigley.

Public transit agencies looking at embarking on a similar program might consider the following:

- Look for private-sector employers willing to contribute financially to the partnership. Employer engagement with regard to on-site employee outreach is important for staff buy-in and awareness.
- When determining which ride-hailing company to partner with, challenge the companies to sharpen their pencils and provide the best cost-per-mile available.
- Lyft brought a per-mile discount beneficial to the private-sector partner.
- Program participation will fluctuate depending on business cycles. While trip demand may ebb and flow, there is still a mobility need being met.