

PASSENGER Transport

THE SOURCE FOR PUBLIC TRANSPORTATION NEWS AND ANALYSIS

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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



The platforms at Valley Metro's new 50th Street/Washington light rail station are wide enough to allow two wheelchairs to easily pass by each other.

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*.



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 Xcelior 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



TriMet unveils its first zero-emission, battery-electric bus, which will operate with 100 percent renewable wind energy.

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."

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, Oceanside, 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



PTC implementation requires a coordinated effort involving commuter and freight railroads, engineers and vendors.

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Commentary

Collaboration is the Key to Success In Cambria County, PA

BY ROSE M. LUCEY-NOLL
Executive Director
Cambria County Transit Authority (CamTran)
Johnstown, PA

Countywide public transportation services provide a crucial lifeline to keeping residents active in their respective communities. The key to providing these much-needed services is collaboration between public transportation providers and human services agencies. This collaboration has proven to be an effective model in Cambria County, PA.

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.

Making this possible takes considerable planning and collaboration behind the scenes between CamTran and human services agencies throughout the county. CamTran uses a grass-roots one-on-one method of outreach via in-person meetings to educate not only the human services agency employees but also the customers who need our transportation services.

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 important 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 to, 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.

Countywide public transportation services provide a crucial lifeline to keeping residents active in their respective communities. The key to providing these much-needed services is collaboration between public transportation providers and human services agencies.

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 in to 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 larger 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.

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

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FTA Seeks Comments On Changes to Joint Development Guidance

FTA SEEKS 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.

The *Federal Register* notice is at <https://bit.ly/2UmPiUw>. Additional information is at www.transit.dot.gov/jointdevelopment.



**U.S. Department of Transportation
Federal Transit Administration**

FTA FY 2019 Apportionments Now Available

FTA HAS ANNOUNCED that its FY 2019 apportionments are now available to grant recipients for award and obligation in the Transit Award Management System. Public transit agencies can begin drawing down their FY 2019 funds for the first time since the fiscal

year began in October 2018.

FY 2019 apportionment tables can be found at <https://bit.ly/2TGfG0g>. Questions regarding the apportionments, applying for funding or the status of a pending application can be addressed to the relevant FTA regional office.

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.



Ferdinand L. Risco Jr.

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.



Thomas A. Egan

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 executive officer. He has served as acting executive director since August 2018.

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. Additionally, 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/2VkJr6z>.

Applications must be submitted 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 regularly 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 Constantine said, "We are making it more convenient than ever to hop 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



Via vehicles have begun on-demand shuttle service in the Seattle area.

project "a boon to Sound Transit's mission: Connecting more people to more places."

Partial funding for the pilot, \$2.7 million, 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.

VALLEY METRO CONTINUED FROM PAGE 1

that we want everyone to feel welcome riding on our rail."

Phil Pangrazio, president and chief executive officer of Ability360, said the location of his organization's campus, which brings together nonprofit organizations serving the disability community, "was perfect in every respect but one: It was about a mile from the closest rail station. ... It took a while—and additional funding provided by Phoenix voters with the passage of the Transportation 2050 tax—but we couldn't be more pleased with the station [that] is a national model for transit accessibility."

He noted that it has features that go well beyond the Americans with Disabilities Act law. Street sidewalks are

wider. Its platform is wide enough for two wheelchairs to easily pass by each other, and the ramp to the station has a gentler slope.

Valley Metro Chief Executive Officer Scott Smith said, "Out of our partnership with Ability360 and the city of Phoenix, the 50th Street Station became reality. The convenience of this station will be a life-changing experience for many."

The station also will contain an installation acknowledging the late Rep. Ed Pastor (D-AZ), a lifelong advocate for public transit who chaired the Phoenix Citizens Transportation Commission for Transportation 2050. APTA honored Pastor in 2014 with its Local Distinguished Service Award.

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/2GpTP3p>.

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."

An APTA report, "Understanding Recent Ridership Changes: Trends and Adaptations," analyzes the changing transportation ecosystem and its impact on public transportation. It identifies four factors for declines in ridership: erosion of time competitiveness, erosion of cost competitiveness, reduced customer affinity and loyalty and external factors beyond the control of a public transit agency. View the report at <https://bit.ly/2HGGjZz>.

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 par-

ticipate 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>.

PTC IMPLEMENTATION CONTINUED FROM PAGE 1

to providing the safest environment for riders, railroad workers and the general public."

Commuter railroads continue to make solid progress toward meeting the 2020 deadline for implementation. APTA's PTC subcommittee facilitates peer-to-peer discussion, lessons learned and research exchange as a means of helping commuter railroads achieve FRA regulatory compliance. Additionally, APTA leads two PTC technology-specific commuter rail user groups to facilitate detailed technical discussion

and knowledge-sharing between commuter railroads: one for Enhanced Automatic Train Control (E-ATC) and one for Interoperable Electronic Train Management System (I-ETMS).

APTA PTC fact sheets and background information can be found at www.apta.com/ptc. PTC-related questions can be directed to Narayana Sundaram, APTA's senior director - engineering & commuter rail operations, at nsundaram@apta.com or 202-496-4813.



An artist's rendering of the new entrance to the E. 105th-Quincy Street station.

GCRTA Opens New Entrance On 'Opportunity Corridor'

The Greater Cleveland Regional Transit Authority (RTA) has expanded its presence in the city's Opportunity Corridor with the opening of a new entrance to the E. 105th-Quincy Street Red Line heavy rail station.

The new entrance, which features a plaque honoring the late RTA board member and President William Harry Alexander, received funding from Ohio DOT as part of a \$3.2 million grant that also covers an extension of the rail platform to serve longer trains and enhance ADA accessibility.

Floun'say Caver, RTA interim chief executive officer and general manager, said, "The Opportunity Corridor serves the neighborhoods where hundreds of RTA buses travel every day to take our customers to work, healthcare and school. It is these trip purposes which serve as the backbone to our system and the link between transportation and economic activity. ... We are immensely grateful to ODOT that, in its design of the Opportunity Corridor, it provided

for the expansion of RTA's East 105th-Quincy Station."

Caver noted that the Opportunity Corridor is anchored by two major employment centers—University Circle and the Cleveland Clinic—which are also two of the most popular destinations served by the entire RTA transit system.

Alexander (1916-88) was one of RTA's original board members, serving from 1975-87, and was its president from 1979-84. "He set the pace for activism and action on our board, and we're proud to have his family members here to thank them for his service, 30-plus years after his passing," Caver said. "Mr. Alexander would have been very proud of our achievements with the design and access of this new station, and ODOT's transformation that is underway in this neighborhood."

Ohio DOT, the city and their partners are managing the Opportunity Corridor, a planned boulevard on Cleveland's southeast side designed for new economic development and jobs.

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 effective 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.



Robert S. Korach



Jerry Trotter

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



Passengers on board ABQ RIDE in Albuquerque, NM, participated in a survey during Earth Day events and then received specially designed T-shirts.



RTC passengers in Reno, NV, wait to board free on Earth Day.

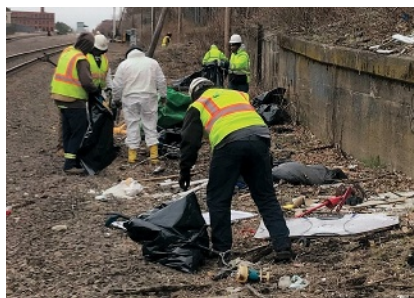
Day-related activities focused on sustainability, including tree plantings and refashioning wood pallets and crates into furniture.

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.



Metrolink commuter rail hosted an Earth Day event at Los Angeles Union Station.



Keolis employees volunteered their time to collect trash along an MBTA commuter rail line.



HART in Tampa, FL, recognized Earth Day with a CNG-powered wrapped bus representing the 2019 theme for Earth Day, "Protect Our Species."

APTA MEMBER PROFILE

Kevin Bade

GENERAL MANAGER

Trapeze Group
Mississauga, ON, Canada



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 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.



My favorite part of the job is celebrating a project milestone with a customer, such as a production cut-over on a two-year project. Helping the customer make public transportation easier, smoother and the number-one choice for riders is why we're here.

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*!

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 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 to 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 providing 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?

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Company Highlights

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- Plant location: **Plattsburgh, New York**
- Vehicle lineup:
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Products & Services Showcase Exhibitors

Tuesday, May 21, 2019 / 10:30 a.m. – 2 p.m.

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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. The system is modular and can safely deliver power ranging from 50 kW to 450 kW, depending on battery design and predicted energy demand. Momentum's 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

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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.

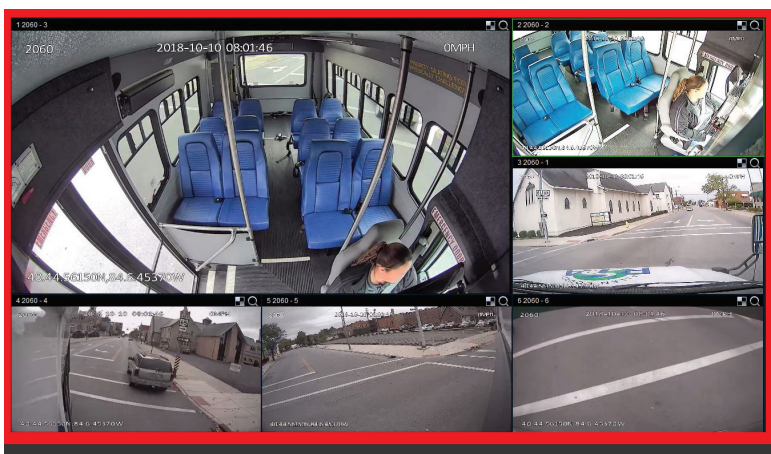
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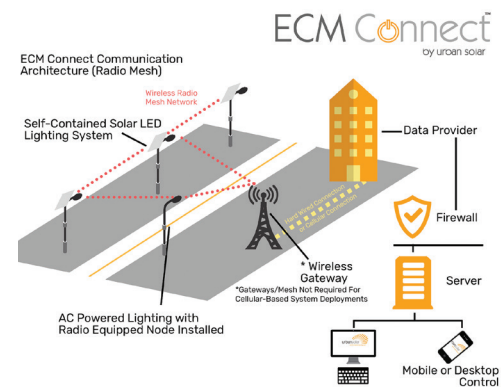
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President
Urban Solar

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.



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

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.

Agencies can easily install solar lighting because they do not have to work around the infrastructure and construction requirements of building new, regular electricity amenities; no trenching or cabling is required.

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."



An autonomous, stand-alone, solar-powered LED lighting system for Long Beach Transit.

Partnerships in Excellence

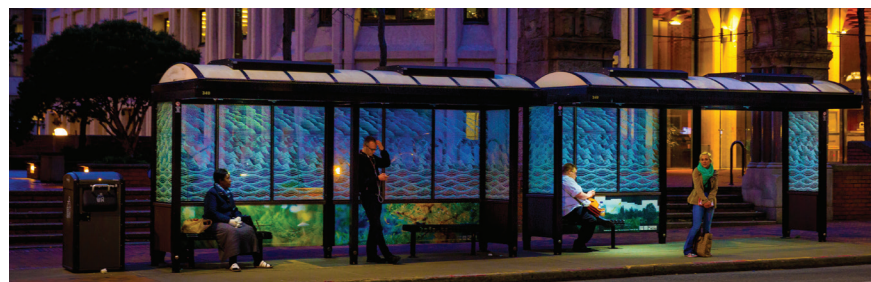
Urban Solar has collaborated with many manufacturing partners for its public transit illumination projects, bringing solar lighting and power systems to communities in various regions. Our work with Tolar Manufacturing of Corona, CA, demonstrates how this collaboration can work.

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 in the new shelters allows officials to remotely monitor and control each shelter's solar system and amenities from a PC or mobile device.

The Pacific Northwest offers a different challenge: the area averaging more than 150 days of rain per year, offering a difficult environment for solar lighting. We have worked closely with King County Metro Transit in Seattle to overcome these challenges and optimize the amount of light on the solar panels per day.

The conversations around the benefits of solar versus regular electricity are more frequent and exciting than ever. Public transit authorities are weighing the pros and cons and asking hard questions about both sustainability and their bottom lines, with solar power increasingly proving an attractive and viable option for improving long-term sustainability and safety for transit riders.



King County Metro worked closely with Urban Solar to overcome the challenges of deploying solar technology in Seattle.

People On The Move

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.



Crunican

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 Ride to Groceries, Rides to Wellness and its efforts during the height of the Flint water crisis.



Benning

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 build- ings practice in North America. He will be based in Minneapolis.



Weismantel

NEW YORK CITY—STV announced

the promotion of **Tertulien (Tony) Augustin** to vice

president. Augustin, a 30-year industry veteran, joined STV in 2017 as civil/highway engineering director. He has worked for sev-



Augustin

eral major engineering and consulting firms and, earlier in his career, was an

PAINESVILLE, OH—Jon P. Marten

was recently appointed to the Laketrans 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



Marten

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stantec.com

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 Associa-

tion for Outstanding Leadership in Defending Taxpayer Funds. During Li's tenure, the agency lowered fares for the first time in its 47-year history.



Li

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
423-975-2715

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. 4019000105 For: Turnkey Operation of Northwest BOF. 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/doing-business/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.bidnetdirect.com/mitn.

Detailed specifications are available by contacting Virginia Lickliter, Executive Administrator, at (313) 402-1020 or lickliter@rtamichigan.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.GOART.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.goart.org/Pages/about-hart-employment.aspx>

Equal Opportunity Employer

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 embraced 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 regional mobility initiatives to advance our mission. Project Managers are responsible for all facets of Development projects for WeGo Public Transit and are integrally involved in multi-modal 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 the 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.

At WeGo Public Transit, we offer 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.wegotransit.com or email recruiter at carole.earls@nashville.gov.

WeGo Public Transit is an equal opportunity employer.

CLASSIFIEDS

HELP WANTED

MANAGER, INFRASTRUCTURE, SYSTEMS AND MAINTENANCE OF WAY

At the **Regional Transportation District of Denver, CO (RTD)** our mission is to meet our constituents' present 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.

We currently have the following position available: **Manager, Infrastructure, Systems and Maintenance of Way**

Description of Work: This position provides oversight of the Concession Agreement (CA) and maintenance of the commuter rail system in the areas of track, signals/train control/PTC, traction power/OCS, drainage, utilities and structures provided by Denver Transit Partners (DTP) and develops strategic plans and programs for infrastructure preservation and improvements for the base commuter rail system and future expansion. Applications will be accepted through May 3, 2019. For a complete job description and to apply for this position, please visit our website at www.rtd-denver.com/careers.

Qualifications:

- Bachelor's Degree in transportation or engineering or a closely related field of study
 - A minimum of seven years of experience in electrified commuter rail OCS/traction power, train control/signal communications networks, structures, track, and roadbeds
 - APTA, AREMA, or other Rail Infrastructure Training Class certification preferred
 - Participation in the American Railway Engineering and Maintenance of Way Association (AREMA)
 - In-depth understanding of rail operations safety practices; including Roadway Worker Protection (RWP), on-track vehicle safety regulations, OCS Tagout/Lockout procedures
 - Ability to design and facilitate presentations using PowerPoint or other presentation software
 - Ability to respond to the Commuter Rail System lines and facilities and physically inspect infrastructure under all conditions
 - Proficient with Microsoft Office Suite
 - Ability to communicate effectively, orally and in writing
 - Ability to use sound judgment
 - Ability to manage time and workload effectively which includes planning, organizing, and prioritizing with attention to details
- Or**
- An equivalent combination of education, experience, knowledge, skills, abilities
- Regional Transportation District (RTD)
Denver, CO 80202
EOE/AA/Drug Free

SENIOR MANAGER, COMMUTER RAIL CONTRACT SERVICES

At the **Regional Transportation District of Denver, CO (RTD)** our mission is to meet our constituents' present 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.

We currently have the following position available: **Senior Manager, Commuter Rail Contract Services**

Description of Work: This position oversees operations and maintenance delivery to ensure the Eagle 3P Concessionaire is meeting contractual requirements and provides support to all lines in the commuter rail network. Applications will be accepted through May 3, 2019. For a complete job description and to apply for this position, please visit our website at www.rtd-denver.com/careers.

Qualifications:

- Bachelor of Science Degree in Engineering, Transportation Planning or a related field.
- A minimum of ten years of transportation experience in design, construction, start-up, operations and maintenance of rail transit and/or commuter rail transit systems.
- A minimum of five years of experience monitoring rail transit/commuter rail operations against predetermined requirements.
- Proficient with rail system elements including vehicle interface with track, traction electrification, signal systems, communication, fare collection systems and station interface.
- Proficiency in current FRA rail operating rules, procedures, industry practices and relevant state and federal regulations.
- Proficient with principles and practices of project

management, contract administration, equipment procurement, testing and commissioning.

- Proficient with Microsoft Office Suite.
- Ability to communicate effectively, orally and in writing.
- Ability to use sound judgment.
- Ability to manage time and workload effectively, which includes planning, organizing, and prioritizing with attention to details.

Or

- An equivalent combination of education, experience, knowledge, skills, abilities.

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

ANN ARBOR AREA TRANSPORTATION AUTHORITY (AAATA) ANN ARBOR, MICHIGAN

MANAGER OF FINANCE

Starting Salary: \$100,734 - \$134,312 Annually
Closing Date: May 16, 2019

The Manager of Finance is responsible for the leadership, direction, and effective management of AAATA's Finance Department including preparation of financial statements and budget documents, coordination of annual audit, financial analysis, and the monitoring and control of cash flow and investments to ensure financial sustainability.

The Manager of Finance provides leadership, management and guidance related to change management, project management, asset management, capital planning, and internal controls, among other areas of responsibility. This position provides leadership and oversight of the following areas: payroll-related accounting; revenue control and accounting; fare media sales; grants planning and coordination; and accounts payable.

Bachelor's Degree required; Master's Degree preferred. Minimum of five years' experience in financial management preferably in a public agency or similar environment.

For Complete Job Details And To Apply, visit www.theride.org and use the Careers Quick Link.

FIRST GROUP- SR. DIRECTOR OF LOCATION MANAGEMENT SUPPORT

Job Purpose: Responsible for solutions for critical locations, coaches GM's, manages startups and has a strong understanding of transit technology and best practice.

Major Responsibilities:

- Interacts with critical locations (traditional city and suburban fixed route services, commuter express services, Para-transit services, airport, corporate and university shuttles) to complete operational turnarounds.
- Ensures services are provided at a consistent level and in line with transit agency expectations and requirements. Will provide system reviews and meet with contracted clients.
- Maintains quality service and customer satisfaction working with region staffs.
- May temporarily fill in as acting site management at a site that is short staffed and critical.
- Manages resources for startups. Is the owner of our official startup plan template document.
- Coaches and mentors managers.
- Reviews budgets for the critical locations and monitors their financial performance.
- Creates opportunities to hire and develop new managers as well as makes recommendations for promotion or improvement plans.

Experience & Skills Required:

- 10 years proven experience in passenger transportation or comparable service industry showing a consistent successful upward employment progression
- Comprehensive knowledge of successfully managing a multitude of transit services
- Comprehensive understanding of sophisticated computer software programs
- Superb leadership and motivational skills
- Excellent multi-tasking and organizational skills
- Bachelor's Degree
- Master's Degree preferred
- Ability to maintain a positive attitude and promote teamwork in all aspects of daily operations
- Knowledgeable of HR systems and tools
- Committed to a Safety Lifestyle
- Comprehensive knowledge of computer software programs for business applications
- Ability to assimilate information quickly and accurately

Interested parties may submit their resume to faith.thompson@firstgroup.com for consideration.

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 operators; provide expertise on rail transit policy and technical issues; support programming for conferences; support APTA business members; interface with Federal regulatory agencies; and manage and direct APTA's standards development work for the rail transit industry.

Bachelor's degree in technical specialty coupled with 8 years (minimum) of actual experience in rail operations or equipment engineering is preferred. Demonstrated equivalent experience in rail system management or rail engineering will be considered. Should also have familiarity with current FTA and other federal programs. Knowledge of, expertise in, and ability to articulate the technology supporting software and smart phone applications relating to mobility, mapping, travel planning, fare payment, and websites is preferred. Must have excellent oral and written communication skills and the ability to work effectively with people and organizations as well as work independently and under pressure, meeting multiple deadlines. Must be willing to travel to support reviews, committees and conferences. Convenient Metro location. Excellent benefits/competitive salary. Please email cover letter and resume to HumanResources@aptajobs@apta.com. EOE Principals Only

HONOLULU DEPARTMENT OF TRANSPORTATION SERVICES – PLANNER VII (SAFETY & SECURITY PROGRAM OFFICER)

The City and County of Honolulu is seeking an experienced safety and security management professional to administer, plan, direct, manage, and oversee the safety and security of rail assets and operations.

Requirements

Education: Equivalent to graduation from an accredited four-year college or university with major in planning, architecture, engineering, occupational safety and health or closely related field of study.

Experience: Four years of professional experience at the fully independent level, in a transit environment involving primary responsibility for the development, implementation, administration, contractor oversight, and promotion of safety and security activities, of which one year shall have been in a supervisory capacity.

Recruitment will be open until needs are met. Apply as soon as possible for consideration. For complete information on the requirements and to apply, visit <http://bit.ly/2VwDkJL>.

DBE AND GRANTS COORDINATOR

Hampton Roads Transit is seeking a DBE and Grants Coordinator to perform highly responsible administrative work monitoring, tracking, and reporting for HRT's Disadvantaged Business Enterprise and grants programs. The DBE and Grants Coordinator position will ensure nondiscrimination in the award and administration of USDOT assisted contracts.

Execute the daily DBE activities, such as setting DBE contract goals, tracking goal compliance, and compiling/preparing reports. Assist in the development of capital budgets and submission of grant applications and reports. Monitor compliance of JARC and New Freedom Program sub-recipient project compliance and approve invoices submitted. Assist in the development of the overall triennial DBE goal every three years as per 49 CFR 26.45. Implement procedures for contract compliance with DBE goal commitments and federal requirements per 49 CFR 26.45. Generate timely and accurate reports for submission to the Federal Transit Administration. Respond to inquiries from program participants and other interested parties. Conduct program audits of contract information to ensure compliance with Federal DBE regulations. Assist with quarterly milestone reporting for Federal and State grants.

Knowledge, Abilities and Skills:

Able to interpret and implement federal, state, and local regulations. Analyze statistical data and identify trends, problems and needs. Good problem-solving, communication and interpersonal skills.

Training/Education/Experience:

Bachelor's Degree in Business Administration, Public Administration, or related field. Minimum of two years' work experience in a professional office environment, preferably with compliance and/or monitoring responsibilities.

Apply online at www.gohrt.com/transitcareers/
Hampton Roads Transit is an Equal Opportunity Employer

AMERICAN PUBLIC TRANSPORTATION ASSOCIATION

LEGISLATIVE ANALYST

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

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

GOLDEN GATE BRIDGE HIGHWAY & TRANSPORTATION DISTRICT

POSITION: SCHEDULES ANALYST (PS101369)

Salary Range: \$78,020.80 - \$94,307.20
40 hour work week

(Employee pays 7% of salary/wage toward CalPERS retirement plan)

Closing Date: Open Until Filled – First review date April 25, 2019

Openings: One (1) and to Create an Eligibility List

Open To: All Qualified Candidates

Position Description

Under general supervision, this position is responsible for compiling and analyzing a wide variety of ridership, scheduling, operations and field data to develop and maintain efficient fixed transit routes and complex schedules.

Education/Experience Requirements:

Education and Experience Equivalent to:

- Bachelor's degree in Information Systems, Mathematics, Planning, Public Administration or equivalent education. Additional position related experience may be substituted on a year per year basis in lieu of degree. A statement detailing qualifying experience must be submitted at time of application.
- A minimum of two years recent scheduling experience. Experience with a public transit agency is preferred.
- A minimum of two years of advanced computer experience. Experience with HASTUS or other computerized scheduling system is preferred.

License(s):

- Must possess and maintain a current, valid California driver's license and satisfactory driving record.

Essential Responsibilities:

- Prepares vehicle schedules, crew schedules and constructs driver runs using a computerized scheduling program (currently HASTUS) in compliance with the union contract, state and federal law.
- Prepares schedules in accordance with running time patterns between designated points and the availability of equipment.
- Schedules service for transfer opportunities at designated locations. Schedules transit services in accordance with passenger loads, planned service levels and span of service.
- Evaluates passenger load data to determine vehicle type assignments and service frequency.
- Reviews existing run structure in order to improve service, equalize work and reduce costs.
- Conducts run time and ridership analysis from data generated by automated vehicle location and passenger counting systems.
- Administer or assist with data collection for the National Transit Database (NTD) report including data review to ensure accuracy and timeliness of data input.
- Develops, evaluates and determines the required resources needed for the implementation of transit service proposals, adjustments and revisions including special projects as assigned.
- Recommends operational system changes and estimates cost of proposed service revisions.
- Perform auxiliary scheduling tasks to ensure all operational data exported to internal and external stakeholders is accurate and timely.
- Works with internal and external stakeholders

- in the development or modification of service.
- Assist with the quarterly Operators Bidding process.
- Coordinates schedules of bus, ferry and outside transit agencies.
- Assists with the preparation and issuance of forms and documents of Scheduling Department.
- Assists with training traffic checkers and assists other administrative personnel regarding scheduling operations.
- Assists in conducting field surveys to obtain passenger riding patterns, schedule accuracy and traffic conditions and compile the results of various checks.
- Evaluates and responds to complaints and suggestions from internal and external stakeholders.
- Knows and follows the safety and health rules and safe working practices applicable to the position.
- Represents department or District at internal and/or external meetings regarding service related issues.
- Regular and reliable attendance and performance are required.
- Performs other duties as assigned.

Required Knowledge, Skills & Abilities

- Knowledge of:**
- Microsoft Office suite application skills including Word, Excel, and Outlook.
 - Transit scheduling and operational practices preferred.
 - District Policies and Labor Agreement (MOU) Provisions.

- Ability to:**
- Demonstrate strong analytical and mathematical aptitude.
 - Effectively communicate and use of diplomacy in carrying out all duties.
 - Work with and manage large data sets; analyze operational data, recommend and evaluate the impact of scheduling changes.
 - Demonstrate flexibility in handling shifting deadlines and priorities.
 - Establish and maintain cooperative and effective working relationships.
 - Demonstrate attention to detail, accurately proofread and audit data and documents.
 - Learn and apply District policies, laws, and regulations that pertain to work.

Physical Requirements:

- Mobility to work in a typical office setting.
- Routine use of computer, telephone and other office equipment.
- May require extensive periods performing work on a computer.
- May lift up to 20 pounds (to box and lift files for storage).

Application Procedure:

Failure To Meet Any Of The Requirements Stated Below May Result In Rejection Of Your Application
To Apply: 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.

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 Documents Must Be Submitted At Time Of Application:

- GGBHT Online Employment Application
- Resume (Scan and attach as PDF to your online application)
- Cover letter demonstrating applicable work experience (Scan and attach as PDF to your online application)
- Applicants who do not possess a degree; MUST attach a statement supporting recent qualifying experience.

The Selection Process For This Position Will Include:

- Oral Panel Interview
- Department interview for final candidates
- Background, Employment and Security Investigation
- * 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 High-

way 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
 4/10/2019 AD
 Human Resources Department GGBHTD
 1011 Andersen Drive
 San Rafael, CA 94901-5318

GOLDEN GATE BRIDGE HIGHWAY & TRANSPORTATION DISTRICT

POSITION: BUS MECHANIC - BUS DIVISION (PS101264)

Positions located in San Rafael, CA
 Positions represented by International Automotive Machinists, Local #1414

Salary Range: Day Shift \$43.35 per hour
 Swing Shift \$43.35 per hour + 10% differential pay
 Graveyard Shift \$43.35 per hour + 15% differential pay
 40 hour work week
 (Employee pays 7% of salary/wage toward CalPERS retirement plan)

Open To: All Qualified Candidates
Openings: 1 and to Create an Eligibility List

Position Summary:

Under supervision, performs inspection, maintenance, troubleshooting, diagnosis, repair, removal, replacement and testing necessary to maintain all District vehicles, including record keeping and written verification of work accomplished as directed.

Essential Responsibilities:

- Responsible for major rebuilding, repair and/or removal and replacement of engines, transmissions, clutches, differentials, turbochargers, pumps, motors, injectors, cylinder heads, compressors and hydraulic systems, air brake, air systems, steering, air conditioning, and electrical systems and associated vehicle parts.
- Provides minor and incidental repairs to vehicles in general, including manufacture and/or repair of components to maintain equipment.
- Performs ongoing preventive maintenance, inspections and procedures, as directed, to provide the safest, cleanest, most economical and dependable transportation possible for District utilization.
- Provides normal and reasonable care of all District-owned property and tools provided.
- Directly responsible for written communication concerning ongoing status of repairs completed, repairs in progress and outstanding repairs necessary to safely and economically provide vehicles for District transportation needs.
- Participates in general repairs necessary to all mechanical equipment supplementary to vehicle repairs and maintenance as directed.
- Generates and completes work orders in a Computerized Asset Management System (IBM Maximo).
- Assists apprentice mechanics, new employees and current employees in pursuing a high level of production, reliability and safety.
- 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 maintenance and repair practices related to heavy duty diesel engine, transmission, steering, electrical, electronic controls, air, hydraulic, brake, fuel and power train systems.
 - Common maintenance and repair practices relating to multiplex and programmable logic controller electronic control systems.
 - District Policies and Labor Agreement (MOU) Provisions.
 - Occupational health and safety rules and working practices applicable to this position.

Skills or Ability to:

- Use grinders, drill press, diagnostic computers, digital volt/ohm meters, smog testing equipment and other tools and equipment commonly found in a bus/truck fleet shop environment.
- Troubleshoot, diagnose, repair and/or replace

components common to bus, truck, and automotive equipment fleets.

- Read, understand, follow and/or apply oral and written instructions such as complex technical instructions in maintenance manuals, wiring diagrams and schematics, and technical service publications.
- Communicate clearly and effectively both orally and in writing.
- 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:

Education and/or Experience: 1) Completion of four (4) year apprenticeship program or approved equivalent; OR four years’ full-time experience in the repair of heavy duty diesel engines, air brakes, transmissions, differentials, and D.C. electrical; 2) Experience in the operation of machine tools common to repair shops, such as grinders, drill press, valve facers, lathes, boring bars, presses, etc.

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. Must be able to obtain a Class A or B license with “P” endorsement within the six-month introductory/probationary period. Operates District vehicles on a regular basis.

Physical Requirements: Occasionally lift up to 100 lbs. maximum with assistance. Frequently lift, carry and manipulate up to 50 pounds. Working inside and outside in all weather conditions. Works around fumes, odors and dust in an occasionally high noise level environment with appropriate personal protective equipment.

Required Tools:

- Must have a full set of journey level hand tools to accomplish assigned work.

Hours:

- Shifts are scheduled based on seniority in classification.
- Maintenance Department operates 7 days per week, 24 hours per day.
- Must be available to work all shifts.

Application Procedure:

Failure To Meet Any Of The Requirements Stated Below May Result In Rejection Of Your Application

To Apply: 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.

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 Documents Must Be Submitted At Time Of Application:

- GGBHT Online Employment Application.
- Resume (Scan and attach as PDF to your online application).
- Evidence of completion of a four-year apprenticeship or equivalent (Scan and attach as PDF to your online application).
- DMV K4 Print-out dated within 30 days from the date of job posting (Scan and attach as PDF to your online application.) For internal applicants who are part of the Pull Notice Program, the Human Resources Department will request the applicant’s DMV report.

Selection Procedures will include:

- Skills Assessment Examination
- Oral Panel Interview
- Department Interview for final candidates
- Medical Examination, post offer of “conditional employment” (this includes a drug test, 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: 04/13/2019 AD
 HR Administration
 Human Resources Department
 1011 Andersen Drive
 San Rafael, CA 94901-5318

TRANSIT MANAGER

Salary: \$77,241 - \$117,236 DOE

Closing Date: Open Until Filled

Job Summary:

The Transit Manager provides strategic leadership, vision and day to day management for **the Park City\Summit County joint transit system**. Establishes strategic plans, fosters interagency cooperation, secures and manages necessary funding. Provides oversight and implementation of protocols, guidelines and support for a large workforce of operations employees that reflect a positive and professional image of Park City Municipal and provide the highest level of service. Responsible for consistent, efficient and fiscally responsible direct delivery of services to the general public (i.e. buses and operators meeting established public schedules in a safe, courteous, reliable manner). Ensures compliance with all local, state, and federal laws and community guidelines as they relate to public transportation. Administers transit contracts necessary to operate a safe, reliable, and efficient system, including direction and supervision of operations, financial matters and performance.

Education And/Or Experience

- Required:**
- Bachelor’s degree from an accredited program in a related field or equivalent or an equivalent combination of relevant education and/or experience.
 - 8-10 years of increasingly responsible experience in the transit industry.
 - 5 years of experience in a supervisory role.

To Apply: To see the entire job description, and to apply, visit our “jobs” page at www.parkcity.org

ASSISTANT MANAGER TRANSIT OPERATIONS

Salary: \$65,508-\$96,604

Closing Date: Open Until Filled

Job Summary:

Ensures transit system functioning including employee productivity, quality and service by planning, evaluating and organizing all activities associated with staff performance, safety, training, development, and system operations. Ensures transit system efficiency, on-time reliability, safety and customer service. Develops and/or approves recommendations to change systems, policies, and procedures in order to accomplish organizational and business unit goals. Works with other city departments to plan for and serve special events and seasonal surges in transit ridership. Embodies and maintains positive productive employee relations at all levels. Provides leadership and direction to operations team.

- Required:**
- Bachelor’s degree from an accredited program in a related field or equivalent or an equivalent combination of relevant education and/or experience.
 - Valid state driver license
 - 3 years of increasingly responsible experience in the transit industry.
 - 3 years of experience in a supervisory role.
- Preferred:**
- Park City Transit** operations experience
 - Commercial Driver’s License driving experience

Physical Demands

- While performing the duties of this job, the employee is frequently required to sit, stand, walk, and talk and hear.
- The position occasionally requires frequent standing and walking.
- The employee is occasionally required to use hands to finger, handle or operate objects, controls, or tools.

To Apply: To see the entire job description, and to apply, visit our jobs page at www.parkcity.org

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 friendlier 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



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.

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.

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.

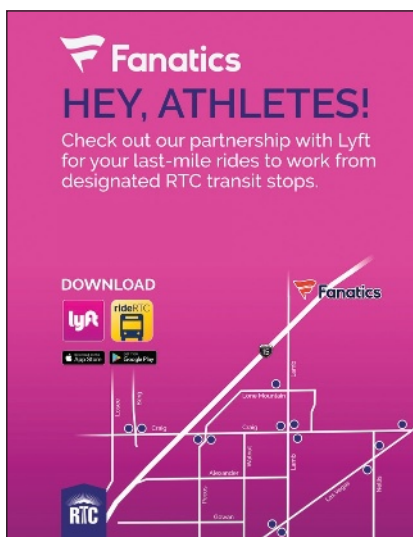
"This partnership saves the company money but, more importantly, it is a safe, convenient and reliable way to get to and from work embraced by our employees," said Joe Clarke, Fanatics senior operations manager.

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.



Ride-hailing services offer an opportunity to create a new ecosystem of interconnected multimodal options where ride-hailing and public transit work together.