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Reno, NV





Commentary

OCTA Takes a 360-Degree View To Tackle Ridership

Complete Look Includes External Outreach and Internal Introspection

BY DARRELL JOHNSON
Chief Executive Officer
Orange County Transportation Authority (OCTA)
Orange, CA

The challenge of declining bus ridership is in no way unique to Orange County, as public transit agencies across the nation battle with similar difficulties. But tackling the challenge

here means understanding what is unique about Orange County and the customers we serve.

We had three primary choices in how to deal with the loss of nearly 20 million passengers in less than a decade and the continuing trend of declining ridership: increase fares, make major service cuts or reinvent the way we deliver bus service in Orange County.

We chose to reinvent through a program we call OC Bus 360°. And the first step we took was to listen.

Listening to Those We Serve

Our county consists of 34 individual cities, each with its own personality and each with its own transit needs. So we held community forums in all regions of our county and engaged with our customers to hear their ideas directly.

We reached out to current and former bus riders on board our buses and called them at home to listen some more. Surveys, focus groups and workshops let us hear directly from the people we serve about what we can do to better serve their needs.

Nothing was more vital than input from our customers in formulating a plan to increase ridership by offering faster, more convenient service in the areas where the bus system is most used. The feedback we heard from the public resulted in changes to about 20 percent of the plan that was initially proposed.

As we implement the plan, we continue those efforts to listen to our customers' needs and make necessary changes as we move ahead.

The Importance of Introspection

We also continue to look at ourselves, the people who make up the OCTA, to see where we can be most efficient.

Although we are a large multimodal transportation agency with responsibility for roads, transit, highways and more, we haven't looked at declining bus ridership as merely a challenge that the transit division at OCTA can solve alone. Instead, we've reached across all departments.

We formed what we call the "SWAT" team at OCTA to challenge our talented employees in every division to offer input and solutions, knowing that we're all part of Orange County, and we're all invested in the success of our public transit system. You never know from where a great idea will emerge.

The SWAT team—made up of executives from finance, marketing, planning, transit and many more departments from across OCTA—has come together on an almost weekly basis to talk to one another and examine the challenge from all angles, truly a 360-degree view.

We formed an Office of Innovation with the mission of looking to the future, analyzing trends and removing old ways of thinking that may handcuff effective change. The office is pushing the agency forward on the cutting edge.

Matching Services with Demand

We evaluated the performance of every one of our bus routes (77 at the time), and we made the difficult decision to eliminate routes where ridership was low. At the same time, 92 percent of our customers saw increased or equal levels of service as we reallocated service to

places where ridership was high and had the potential to grow.

We listened to our partners at the cities we serve and used funds from Measure M, our county's half-cent sales tax for transportation improvements, to implement new shuttle services and community circulators.

In South Orange County, we worked with the city of San Clemente to partner with Lyft in an effort to provide more efficient on-demand service along two discontinued bus routes.

We launched mobile ticketing to allow passengers the convenience of buying bus passes through their smart phones and our OC Bus app.

At the same time changes were being made in the community, our human resources division undertook a parallel challenge to look at the entire agency and evaluate existing OCTA staffing and shifting demands.

The goal with this effort is to ensure that we have the right talent and an efficient staffing structure moving forward in our primary mission of improving mobility throughout Orange County.

We are also fortunate to have continued strong leadership from the OCTA Board of Directors, which consists of elected leaders who live in and represent all parts of our county and are truly invested in the success of our public transit system.

Change is always difficult, but we are confident that having our customers, our employees and our board all invested in making positive changes is leading to a more efficient, healthier transit system in Orange County—for now and for many years to come.

OCTA, which serves an area of 3.1 million people, oversees the OC Bus system, local Metrolink commuter rail and ridesharing programs and operates the 91 Express Lanes, administers funding received through Measure M and delivers highway and transit capital projects including the \$1.9 billion I-405 Improvement Project and the OC Streetcar, Orange County's first modern streetcar.

"Commentary" features points of view from various sources to enhance readers' broad awareness of themes that affect public transportation.

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About the Cover

This *Passenger Transport* cover portrays many facets of bus public transportation in Reno, NV, provided by the Regional Transportation Commission of Washoe County, host agency of APTA's 2017 Bus & Paratransit Conference. Our tribute includes the whimsical flying bus sculpture outside RTC's 4th Street Station—more evidence that buses take off in Reno.



Congress Funds DOT, Public Transit Projects

APTA Remains Committed to Strong, Ongoing Advocacy Campaign

Congressional appropriators reached a broad, bipartisan agreement May 1 on a \$1 trillion FY 2017 omnibus funding bill that will keep the federal government open through Sept. 30 and fund major public transportation programs.

The bill provides \$18.5 billion in discretionary appropriations for DOT, with a priority on programs that strengthen safety, efficiency and reliability. As *Passenger Transport* went to press, the House passed the bill, the Senate is expected to pass it and the president is expected to sign it.

"This legislative action shows that Congress understands the value of public transportation and how it plays a critical role in the economy and in the lives of millions of Americans in communities of all sizes," said APTA Acting President & CEO Richard White.

The omnibus funds the FAST Act at close to authorization levels. Select transit-related initiatives include the following:

- \$12.4 billion for FTA, including \$9.7 billion for transit formula grants from the Highway Trust Fund, consistent with the FAST Act, and \$2.4 billion for Capital Investment Grants (CIGs, also called "New Starts") to fully fund all current Full Funding Grant Agreement (FFGA) transit projects and new projects anticipated to receive FFGA awards, \$100 million more than FAST Act authorizations.
- \$1.85 billion for FRA, an increase of \$173 million from FY 2016. This includes \$68 million for the Consolidated Rail Infrastructure and Safety Improvements Grant Program, \$25 million for the Federal-

State Partnership for State of Good Repair Grant Program and \$5 million for Restoration and Enhancement Grants. It also provides Amtrak with \$1.17 billion for the national network and \$328 million for the Northeast Corridor, and it allocates \$258 million to support safety and research programs.

- \$199 million for PTC, authorized in the FAST Act for FY 2017 for which the funding notification was jointly issued by FTA and FRA; \$3 million for the National Surface Transportation and Innovative Finance Bureau, created by the FAST Act to consolidate the administration of several DOT financing programs; and \$500 million for TIGER grants (equal to FY2016 levels), which are administered by the DOT secretary.
- \$150 million authorized in PRIIA for the Washington Metropolitan Area Transit Authority, \$88 million for the Transit Security Grant Program and \$5 million for various technical assistance and training programs.

White said about the CIG program, "We see this provision as a barometer of strong bipartisan congressional support for the program."

The Power of Active Advocacy

APTA has been engaged in an aggressive advocacy outreach campaign for several months, making the strong case to the Trump administration, Congress and DOT that federal public transportation investments have a direct and positive impact on the country's "Main Streets" by strengthening the economy, creating

OMNIBUS FUNDING BILL CONTINUED ON PAGE 4

Keeping Public Transit Bus Operators Secure

When some public transit vehicle operators are simply doing their jobs, they can encounter threats of verbal abuse and even violence.

Reports of on-board assaults, shootings and even killings serve as stark reminders of the risks some of these front-line employees face. *Passenger Transport* reached out to bus and multimodal operators, as well as an app manufacturer, to pose the question:

What is your organization doing to protect public transit operators from becoming victims of violence?

Working Proactively to Stop Assaults

Robbie Makinen
President and Chief Executive Officer

Kansas City Area Transportation Authority (KCATA)

Kansas City, MO

Member, Bus & Paratransit CEOs, Legislative and Mid-Size Operations committees



Editor's Note: KCATA's "Fighting Back Against Bus Assaults" program referenced below received the 2016 APTA Security Gold Award for transit systems with more than 4 million but fewer than 20 million passenger trips.

Transit operators are critical to the Kansas City Area Transportation Authority's (KCATA) mission of connecting people to opportunities. While operator assaults are rare in KC, an increase prompted aggressive action that has resulted in operator assaults plummeting 47 percent.

Transit Police. Last year, KCATA signed an agreement with the Kansas City, MO, Police Department to hire two full-time transit officers. The uniformed officers give KCATA the ability to respond immediately to incidents. The two officers have answered more than 700 transit calls since May 2016, making nearly 90 arrests and 3,800 bus shelter checks and handling more than 20 mental health crises.

Safety Partitions. KCATA has installed driver safety partitions in 75 of its vehicles, with a commitment to outfit half the fleet in 2017. All newly

purchased buses will be equipped with them.

Training. Last year, 500 employees completed "Fighting Back Against Bus Assaults," a training program in system security awareness, preventing workplace violence, communicating in a crisis and responding to a major crisis affecting transit operations. In addition, more than 450 drivers completed Homeland Security training that instructed them how to protect the bus system from would-be terrorists.

KCATA is a member of the Kansas City Terrorism Early Warning Group, which includes local, state and federal law enforcement officials with a goal of detecting, deterring and responding to any terrorist threats in the Kansas City area. This partnership gives KCATA early warnings about potential threats.

Tougher Penalties. After many years of working with lawmakers, the Missouri legislature passed a law making assaults on a transit operator a felony with stiffer penalties rather than a misdemeanor.

KCATA also immediately issues trespass warnings against passengers accused of assault. The agency banned 14 passengers in 2016, compared with three in 2015. Prompt action sends a message that assaults will not be tolerated.

While there is no "silver bullet" to stopping this violence, KCATA is generating positive results. Increased police enforcement, safety partitions, getting tough with assailants and providing enhanced training are key to KCATA's efforts.

Employing Police, Listening to Employees

Tina Quigley
General Manager
Regional Transportation Commission of Southern Nevada (RTC)
Las Vegas
Member, Awards Committee



Editor's Note: Earlier this year, a passenger was shot and killed on board an RTC bus. Police had limited visibility into the bus interior, which impeded their view of a standoff.

More than 1,000 drivers trust the RTC to provide a safe working environment as they welcome more than 65 million boardings a year. Thus, passenger and driver safety is our utmost priority and we spend approximately \$8 million a year on transit security.

One of our most visible security measures is the officers who patrol the system daily, including on buses, at stops and in our facilities. With 39 fixed

ONE QUESTION CONTINUED ON PAGE 10

COTA Launches Redesigned Bus Network

Agency Reviewed 'System as a Whole'

PASSENGERS WHO RIDE Central Ohio Transit Authority (COTA) buses in Columbus experienced a complete overhaul and enhancement of the system's routes when the Transit System Redesign (TSR) went into effect May 1—and rode free through May 7.

"We're excited to launch the redesign, which will provide public transit to more people and more jobs in central Ohio," said W. Curtis Stitt, COTA president/chief executive officer. "The new COTA network will be easier to understand and navigate and will serve an unmet demand for transit access seven days a week. ... COTA's new system will provide a solid foundation of high-quality bus service that we can build on as our community grows." (In related news, Stitt announced his retirement

from COTA. See the notice on page 21.)

Features of the TSR include simplified routes, increased frequency and more service seven days a week. The revised routes mean that an additional 100,000 area residents live within one-quarter mile of high-frequency (every 15 minutes or better) bus service and 110,000 more jobs are located within a quarter-mile of the high-frequency service, which will form the backbone of the new route system.

"As the central Ohio region has grown and changed over the last 40 years, bus service has been added and removed, but we've never reviewed the system as a whole," Stitt said in advance of the launch. "Our system map today looks very similar to our network in 1974 when COTA began operations."



APTA COMMITTEE PROFILE

Mobility Management Committee

Chair: Gary C. Thomas, president/executive director, Dallas Area Rapid Transit

Vice Chair: Jameson T. Auten, chief, regional service delivery and innovations, Kansas City Area Transportation Authority

APTA Staff Advisor: Richard A. Weaver

218 Members | Find details at www.apta.com under “About APTA”

What is the committee’s role for APTA and the industry?

The committee started with a focus on paratransit and ADA services as well as services for older individuals because there’s such a challenge in our industry to coordinate all the mobility services for those customers. But as our industry changes, people are starting to realize that this committee is at the core of what we do throughout the country. We’re not just bus and train service providers anymore. We are mobility managers.

Transit agencies are the best positioned to deliver all the different mobility solutions to people—regardless of who they are and where they’re going—and put together the best set of multimodal services for the community.



We also need to coordinate with MPOs in regional planning; new players like Uber, Lyft and Zipcar; taxicabs and bike share; and HOV and toll lanes, city streets and highways. All of these things have to work in concert.

Quite frankly, folks don’t care who’s in charge. They just want the easiest, most efficient way to move, given a set of parameters.

This committee has the opportunity to expand our core business and help transit agencies become mobility managers for our communities. We can’t forget our origins, but the committee has gone beyond its beginnings. We can help the industry make dust, not eat dust.

What are the committee’s top priorities?

There are a few. One is coordination with FTA, a great partner on this topic, on the critical issues of innovation, technology, communication, data, Title VI concerns and others, ensuring that they all fit together.

As a coordinating point, we’re also working with the FTA-funded National Center for Mobility Management (NCMM), operated by APTA, the Easter Seals Transportation Group and the Community Transportation Association of America. Members participate in NCMM meetings to identify opportunities and work through challenges of engaging private transportation providers.

In addition, we want to develop a simple, easy to use, flexible platform transit agencies can use to communicate and coordinate their work as we engage providers like Uber and Lyft. The goal is to help transit agencies communicate what we’re doing across the country, learn from each other, share experiences and tailor solutions for our specific communities—without reinventing the wheel every single time.

How does the committee engage members in those priorities?

This committee is a little different from other APTA committees. It’s got to be flexible because of the data that’s bombarding us on a regular basis.

The mobility industry is changing so doggone quickly. How do we grab hold of that and develop best practices for something that very likely will be different in 18 months? It requires us to do things at a speed and level of understanding we’re not typically used to.

As we know, technology has a very limited shelf life. We’re already seeing Uber and Lyft evolve from where they started not that long ago. The world around us will change by the time we blink two or three times. The next step is to decide how to move forward. We’ve caught this bus. Now what? To further complicate things, it’s going about 80 miles an hour.

Please share how your committee encourages young professionals to participate in its work.

That’s a challenge we’ve faced for some time. One advantage we have is that our committee is already dealing with technology-driven solutions and opportunities. Just by its very nature, the committee is going to draw younger professionals and millennials who are more technologically-oriented, especially once they understand what we’re doing. But we’ve got to let people know about the opportunities.

How can an individual’s service on the committee add value to his or her career?

I can’t stress enough that I think mobility management is where our industry is headed. For a person in the early stages of his or her career, this is going to be where it’s at, as we combine all the different opportunities to make transit trips as efficient and as effective as possible. If we can do that, we all win.

APTA Readies Infrastructure Resources for Members

National Infrastructure Week is May 15-19 this year, and given President Trump’s pledge to rebuild and repair bridges, railways, roads and other infrastructure, APTA offers several resources members can use to ensure that funding for public transportation is included in future proposals.

All of APTA’s resources are available at www.apta.com.

- Access a special toolkit that includes a sample press release, talking points, social media tips and other information related to public transportation’s value and funding needs. Find it by searching on “2017 Infrastructure Toolkit.”
- Use APTA’s web-based portal, “Industry Footprint,” to assess the impact of public transportation in specific areas. It tracks APTA

member locations, highlights the breadth and depth of public transportation services offered and presents facts and statistics—all searchable by state and congressional district. Find it under “Resource Library.”

- Download *Invest in Public Transportation for a Stronger America*, a new booklet that summarizes APTA’s recommendations for increasing current federal investment levels. Get the PDF by searching on the brochure title.

- Review background about public transportation infrastructure needs from recent news articles in national media. Find them under “Media Center.”

Find general information at www.infrastructureweek.org.

Former WMATA Police Chief Hanson Joins APTA as Director of Security

POLLY HANSON, a former chief of police with Amtrak and the Washington Metropolitan Area Transit Authority (WMATA), has joined APTA as director of security, risk and emergency management.

Hanson will oversee APTA’s security, risk management and emergency management programs and provide assistance on its safety programs. She will be the staff advisor for the Security Coordinating Council, Committee on Public Safety (COPS)



Polly Hanson

and Security Standards Working Groups and the association’s primary liaison with TSA and FBI.

She is also a former WMATA assistant general manager of safety, security and emergency management and held senior positions at the D.C. Police Department and U.S. Department of the Interior. She was one of the Conference of Minority Transportation Officials’ 2016 Women Who Move the Nation and received the WMATA Carmen Turner Award in 2007.

Webinar: Trends in E-Fare Systems

AS NEW electronic fare payment systems evolve, join researchers from the Transit Cooperative Research Program (TCRP) to learn about the growing complexity of e-fare systems at a free National Transit Institute webinar, “Current Trends in Multi-Agency Transit Electronic Fare Systems,” May 11, 2 p.m. (eastern).

Webinar speakers are the authors of TCRP reports, “TCRP Synthesis 125:

Multiagency Electronic Fare Payment Systems” and “TCRP Report 177: Preliminary Strategic Analysis of Next Generation Fare Payment Systems for Public Transportation.”

Register for the webinar at <https://www.ntionline.com/webinars/> and search on the title. Read the related TCRP reports at <http://www.trb.org> and search on TCRP publications.

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jobs and building communities.

APTA’s recent advocacy actions include more than 100 meetings with federal officials, members of Congress and congressional staffs, focusing on those who serve on budget, appropriations, finance and authorization committees.

In addition, on April 26 APTA held a Capitol Hill policy forum, “Public Transportation’s Impact on Main Street USA,” with Rep. Rodney Davis (R-IL) and panelists Kirk Dillard, board chair, Chicago Regional Transportation Authority, and former Illinois state senator; Mark Fisher, board member, IndyGo, and chief policy officer at the Greater

Indianapolis Chamber of Commerce; and Scott Smith, CEO, Valley Metro (Phoenix), and former mayor, Mesa, AZ.

During the forum and in a follow-up media call, the panelists described how investments in public transit strengthened their communities.

APTA also released a report showing that proposed budget cuts to public transit would jeopardize 800,000 jobs and halt progress on 53 new and expanded public transit projects (totaling \$38 billion) that benefit America’s “Main Street” economies in 23 states.

Find details at www.apta.com and go to “Government Affairs & Policy.”



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Welcome to Reno, 'the Biggest Little City in the World'

BY LEE GIBSON
Executive Director
Regional Transportation
Commission of Washoe
County (RTC)



Lee Gibson

Welcome to Nevada! On behalf of the RTC and the cities of Reno and Sparks and Washoe County, it is my pleasure to welcome you to APTA's 2017 Bus & Paratransit Conference and International Bus Rodeo.

Our staff and contractors are proud to host this year's conference in the "Biggest Little City." Northern Nevada is a premier destination for the APTA conference and is renowned for its outdoor beauty, adventure options and world-class amenities for dining, enter-

tainment, shopping districts and the famous Truckee River, which flows from Lake Tahoe through the heart of Reno and Sparks. There is so much to enjoy; I hope you have the opportunity to experience what we have to offer.

This year's conference and rodeo will take place in one location at the Grand Sierra Resort, minutes from the Reno-Tahoe International Airport. Bus transportation to and from the airport will be available to conference attendees, who can also ride our buses to downtown Reno to visit the eclectic Midtown District and the revitalized 4th Street industrial district for craft breweries, unique dining and entertainment.

You can also catch a Reno Aces base-

ball game at Greater Nevada Field, ski the slopes of the Sierras and explore the Truckee Meadows. Information for transportation, restaurants and attractions will be available at the RTC's host booth.

About RTC: The RTC is an integrated agency serving as the region's Metropolitan Planning Organization, transit authority and regional street and highway construction entity.

As the transit service provider, RTC operates the regional fixed-route bus system, the demand-responsive RTC ACCESS paratransit service and the RTC VANPOOL program. The RTC RIDE fixed-route bus service includes 26 routes with a fleet of 76 buses that provide about 22,000 trips daily. RTC also operates intercity commuter service between Reno and Carson City, the state capital. The RAPID BRT operates on the Virginia Street corridor providing high-frequency connections. In downtown Reno, RTC operates the SIERRA SPIRIT circulator service to and from the University of Nevada, Reno, using four fully

electric zero-emission Proterra buses that can charge at RTC 4th Street Station while passengers board and alight.

During your stay, you will see how we are delivering 21st-century transportation systems in the Truckee Meadows. We're excited to feature two signature BRT projects: the 4th Street/Prater Way project under construction and the Virginia Street BRT Transit Extension project under development. We hope you join us on the technical tour on Wednesday, May 10.

Governance: The RTC was formed in July 1979 by the Nevada State Legislature through the consolidation of the Regional Street and Highway Commission, Regional Transit Commission and Washoe County Area Transportation Study Policy Committee. The agency is governed by the RTC Board of Commissioners, which consists of five members from the Reno and Sparks city councils and the Washoe County Board of Commissioners. The Nevada DOT director is an ex-officio member.

Foothill Transit Partners With Community College Building Campus Transit Center

Special to *Passenger Transport* from Foothill Transit, West Covina, CA
Doran J. Barnes, Executive Director and APTA Chair

A CAMPUS ADVERTISING campaign promoting the Foothill Transit Class Pass reads, "Parking is no longer a college requirement," calling to mind the common lament of many college students across the country when it comes to campus parking.

The Mount San Antonio College (Mt. SAC) campus—California's largest single campus community college with nearly 30,000 students enrolled—is a nexus for four of Foothill Transit's bus lines. The agency is about to add a fifth, and in an effort to help the campus with its extraordinary parking challenges, it's also working with the college administration to build the region's only college campus transit center.

The proposed transit center is centrally positioned and connects to the campus' Miracle Mile, a primary pedestrian artery through the center of cam-

pus leading through the core buildings. All five Foothill Transit lines—190, 194, 289, 480 and 486—would serve the center's 10 bays and would be free to all students through the agency's Class Pass program.

The Class Pass was launched at the college in 2013 as a pilot program and is effectively free to all students—that is required is to be enrolled in one credit. The program is paid for by all students, whether they ride or not, through a \$9 registration fee for full-time students and \$8 for part-time students. The registration fee was overwhelmingly approved by a vote of the Mt. SAC student body in 2014 (81 percent to 19 percent), making the program permanent.

Mt. SAC is located in the city of Walnut, a suburb in east Los Angeles County, and is a commuter school surrounded by large surface parking lots. Parking at Mt. SAC has been controversial as neighbors sued to prevent college construction of a new five-story parking structure. Students pay \$50 for semester parking passes or \$4 for single day parking.

The transit center, which will include a full-service Foothill Transit Store, is expected to make public transit much more convenient and attractive to a wider group of students. Foothill Transit will cover the \$9.7 million cost of construction.

Most students are millennials who generally drive less frequently than previous generations. At a time when Los Angeles Metro public transit ridership is declining, the Class Pass program and this positive partnership to build a new on-campus transit center showcases some innovative ways to tap into the multimodal tendencies of a student body to increase ridership.



This Foothill bus operates on a route that serves the area's largest single-campus community college.

JTA Rolls Out Multi-Level Ridership Campaign

BY LEIGH ANN RASSLER
Public Relations Manager

THE JACKSONVILLE Transportation Authority (JTA) recently launched a new ridership campaign called the "TryTransit" Initiative, an overarching program designed to encourage choice riders to try a mode of public transit for the first time and current customers to ride more frequently.

Under the TryTransit umbrella, JTA is launching several specific campaigns including a "destination campaign," a major effort called "Jacksonville Gems."

This campaign identifies 26 unique, popular destinations such as parks, art museums, bakeries, movie theatres and restaurants along system routes. JTA then

requests the businesses to partner with the agency to create a special offer or discount for customers that ride public transit to the location.

In return, JTA will promote the business as a "Jacksonville Gem" through social media, the Gems web page, printed maps, interior bus cards and in other ways. The program is designed not only to increase ridership, but also to increase traffic to local businesses.

In addition, in February, JTA kicked off the overarching ridership campaign with the TryTransit Challenge. Agency officials asked residents and visitors to show their support for public transportation by encouraging others to ride a fixed route or BRT line, the St. Johns River Ferry or the Skyway, JTA's 2.5-mile downtown circulator.

Riders take a selfie on the system and post it on social media using the hashtag #TryJTA. With the selfie, they also post a challenge to encourage colleagues, friends and family to ride JTA within 48 hours. These initiatives also demonstrate the vital role public transit plays in Jacksonville and Northeast Florida.

The process is supported by new apps that help streamline the process of paying for fares, determining the most efficient routes and knowing when the bus will arrive at a stop. The NextBus mobile application offers real-time passenger information to map out exactly when the next bus will arrive in relation to a rider's location. Customers can also download the MyJTA app, which allows riders to purchase their fare with a mobile device.

TryTransit is one of many projects the



JTA's new ridership campaign encourages residents and visitors to "Try Transit."

JACKSONVILLE CONTINUED ON PAGE 16

See New Flyer and MCI together at APTA
Bus & Paratransit Conference in Reno, NV



Rise above the crowd.

When you offer express passengers the high-floor Buy America compliant MCI Commuter Coach, you give them more reasons to ride public transit: Safety, thanks to a semi-monocoque structure, electronic stability control, seatbelts and more. Comfort, in the form of padded forward-facing seats. And amenities like personal reading lights and airflow controls along with bike racks, power outlets and Wi-Fi options. Plus, the MCI Commuter Coach is engineered for a smooth, confident ride at highway speeds, with a reliability record that's unmatched. Available in clean-diesel, CNG or hybrid, it's a natural fit for virtually any fleet. Discover it today.

Want to know more about the MCI Commuter Coach?

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Bus Manufacturing Drives Job Growth, Economic Development

Federal investment in public transportation creates and sustains jobs—lots of them in lots of states.

This theme, along with public transit's value in strengthening economic development, has been at

the heart of APTA's ongoing legislative and advocacy campaign aimed at increasing federal investment in public transit. The campaign leverages high-profile events, member mobilization and advertising emphasizing

public transit's impact as a Main Street issue.

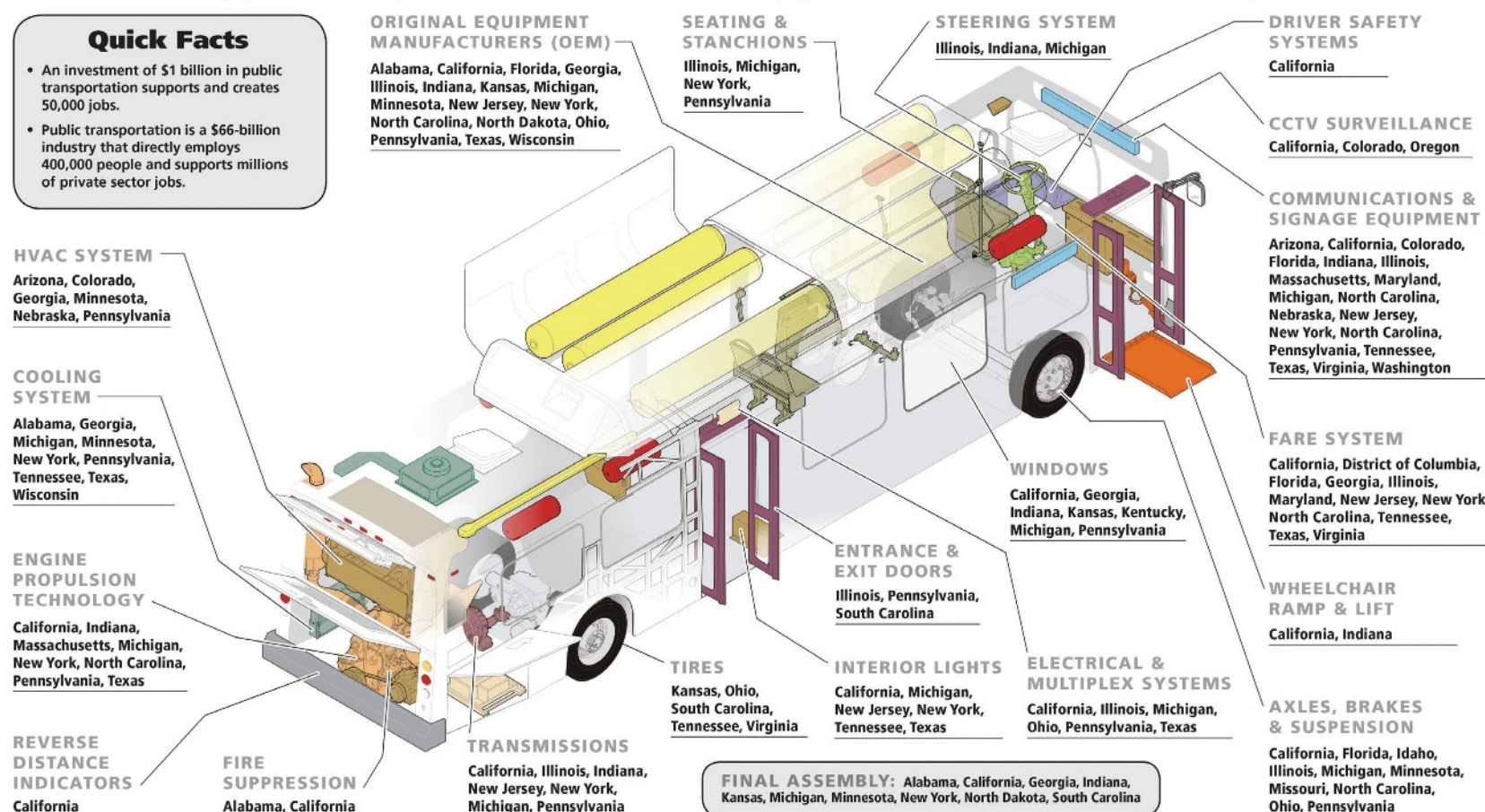
This schematic illustrates the myriad jobs supported by bus manufacturing, categorized by vehicle systems and the states in which those jobs exist.

Bus Manufacturing = Jobs Across America

Strong public transportation makes our economy grow and makes the U.S. more competitive

Quick Facts

- An investment of \$1 billion in public transportation supports and creates 50,000 jobs.
- Public transportation is a \$66-billion industry that directly employs 400,000 people and supports millions of private sector jobs.



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ONE QUESTION CONTINUED FROM PAGE 3

transit routes and more than 400 buses, officers ride various routes and buses throughout the day.

The RTC evaluates incident trends and data weekly and makes appropriate adjustments to ensure the greatest security presence possible throughout the system. Additionally, we have mobile rapid response teams that can quickly deploy to provide additional security, vehicle patrols and incident response.

In addition, each transit vehicle contains an emergency alarm/panic button and multiple surveillance cameras. These cameras currently record for viewing at a later date, but we are looking to invest in technology that will allow law enforcement and security personnel to provide live remote coverage in case of a

potential or ongoing safety event.

We also highly value and rely on drivers' feedback about security. As a result of their input, we installed driver security enclosures, similar to other communities, with a significant decrease in driver assaults. We are also looking for an alternative material to the perforated vinyl film used for ads covering the buses, including its windows, to ensure better visibility into the vehicle.

Every person deserves to travel and work in the safest environment possible. We at RTC continue to invest millions in security while evaluating our processes and making improvements or adjustments where necessary, all to ensure a safe and reliable transit experience for passengers and drivers alike.

Taking Threats Seriously

William Harrell
President and Chief Executive Officer

Hampton Roads Transit (HRT)
Hampton, VA
Member, Bus & Paratransit



CEOs, High-Speed & Intercity Passenger Rail, Legislative and Mid-Size Operations committees and Rail Transit CEOs Subcommittee

Editor's Note: HRT reported 96 assaults on its operators, both physical and verbal, between January 2013 and September 2016.

HRT has taken the following measures to ensure the safety of its operators:

- Installation of TV monitors in 228 buses; the monitors will soon be in every bus in the fleet. It's known that people are more likely to behave if they believe they are being watched.
- Pre-installation of safety shields on the 36 newest buses in the HRT fleet. These barriers are designed to help prevent violence against an operator while providing clear

sightlines and allowing operators to communicate with passengers and provide customer service.

- Introduction of operator training classes that include de-escalation techniques as a method of prevention. The techniques involve using language that can help operators deflect aggressive customer interactions, redirect the conversation away from confrontation and calm a situation. If a major incident occurs, operators are encouraged to debrief with coworkers, team members or a supervisor.

Additionally, HRT advocated for new state legislation that would mandate a minimum term of active jail time for any person convicted of assault and battery of an on-duty public transportation operator. Though this legislation did not pass, HRT did gain the support of a dozen elected officials to the Virginia House of Delegates to engage local commonwealth's attorneys in writing, soliciting their support to ensure effective prosecutions in cases involving operator assault.

Providing Support Through Technology

Ed English
Chief Executive Officer
ELERTS Corporation
Weymouth, MA



Editor's Note: This company's app allows passengers to contact transit security without calling attention to themselves.

ELERTS has created a mobile phone app that allows public transit riders to instantly report safety or security concerns on board their vehicles. Riders who see a potentially threatening situation can, with the click of one button, either contact the transit security team directly or discreetly submit a report with photo/video, incident description and GPS coordinates. The app disables the smartphone camera flash so as not

to draw attention to the rider. App users may also choose to submit a report anonymously.

Two-way communication begins following the initial report, allowing the security team to ask the rider for more details or give direction as needed. Riders can use the app to report general everyday incidents as well as immediately threatening situations such as attacks on drivers or the presence of unattended baggage. Transit authorities have reported success locating persons of interest through alerts broadcast to riders that include a photo and details.

The app complements onboard video surveillance systems and allows riders to provide immediate information to responders in real time when an attack on a driver or other immediate threat is in progress.

Training Every Employee

Elizabeth Presutti
Chief Executive Officer
Des Moines Area Regional
Transit Authority (DART)
Des Moines, IA
Member, APTA Board of



Directors; Leadership APTA Class of 2011; Awards, Bus & Paratransit CEOs, Legislative and Mid-Size Operations committees

Editor's Note: DART's program incorporates some practices offered by the Canadian Urban Transit Association, an APTA member and longtime partner.

At DART, we believe our best defense against possible violence is to de-escalate difficult situations through words and positive interactions.

We have incorporated the Canadian Urban Transit Association's Transit Ambassador program into our training with every DART employee. Through the training, we concentrate less on having staff follow policies and instead have them prioritize meeting the needs of customers.

This allows us to calm potentially dangerous situations before they escalate out of control, while also promoting good customer service. Staff is encouraged through the training to sometimes "let things go" when it comes to certain

situations with customers.

Through the Transit Ambassador course, DART operators are taught how to best handle inappropriate customer behavior by defusing anger and averting or minimizing conflict when dealing with a range of situations. These can range from fare disputes and customer disruptions to arguments among customers, vandalism on buses or at DART facilities and more. Staff are trained how to deal with this range of situations using a response scale tailored to handle anything from difficult and dangerous occurrences to those that are lower risk.

In one recent situation, a customer accidentally boarded the wrong bus. "He became irate and started swearing," said DART operator Saul Garcia. "My first reaction was to become defensive, but then I remembered the Transit Ambassador training and how it emphasized treating others how I would want to be treated." With that in mind, Garcia explained what happened, helped the customer find the right bus and gave the passenger another transfer to get on the right bus. By the time the passenger got off the bus, he was smiling and grateful.

By further training our staff, we hope even more situations will have this positive outcome.

Enhancing Safety for Frontline Employees

Edward D. Reiskin
Director of Transportation
San Francisco Municipal
Transportation Agency
(SFMTA)



Member, Bus & Paratransit CEOs, Legislative and Mid-Size Operations committees and Rail Transit CEOs Subcommittee

Editor's Note: SFMTA launched its #KeepThemSafe ad campaign in reaction to almost 100 assaults of San Francisco Municipal Railway (Muni) operators between 2013 and 2015.

Muni operators have very difficult jobs. Not only do they make more than 700,000 weekday boardings possible, but they have to navigate mixed and often heavy traffic, on several different transit modes and in one of the nation's most densely populated cities—all while providing good customer service and taking care of their passengers.

There is no question that the vast majority of our operators are extremely good at what they do and all deserve much better than to be assaulted while trying to get people where they need to go.

While we are working to keep our system and roadways as safe as possible, we are also taking steps to keep our operators and other frontline employees safe. Assaults have indeed spiked in recent years and we are taking a number

of steps to reverse this trend, including:

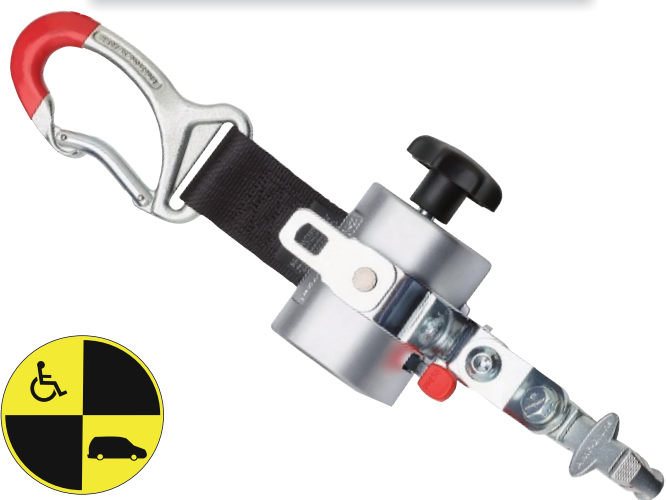
- Launching a campaign designed to help humanize our operators, which reminds people on board to treat each other with respect and allow our employees to get home safely to their families at the end of their shifts;
- Providing conflict de-escalation and customer service training to help defuse difficult situations;
- Establishing focus groups at Muni facilities to share information on the best ways to prevent assaults;
- Reviewing our policy and procedures on using operator protective enclosures;
- Eliminating operator-issued paper transfers and removing operators from having a role in disputes about fare transactions;
- Using video on vehicles to follow up with the police department on every incident; and
- Working with our union partners to identify additional resources and tools we can make available for our operators and keep them unharmed.

Protecting our frontline staff is one of the most important things we can do as a transportation agency. I'm committed to working with these highly skilled and valued professionals to identify additional solutions for the future.

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FWTA Rolls Out Bus Route Expansion

Bus riders in Fort Worth and Tarrant County are now enjoying a new level of service thanks to the biggest route expansion in the Fort Worth Transportation Authority's (FWTA) recent history.

FWTA's planning and leadership team altered and extended some routes while developing new ones to better serve the northern part of Fort Worth. In early April, the routes began serving destinations that include Fort Worth's Naval Air Station Joint Reserve Base, the neighboring city of River Oaks and the Northwest Campus of Tarrant County College (TCC).

Other benefits include extended hours and weekend service that features the same schedule on both days.

FWTA has been developing a plan for the area's north quadrant since unveiling its Transit Master Plan, which focuses on serving more people in more places.

"We looked at a multitude of options to best utilize our resources for maximum impact," said FWTA President/Chief Executive Officer Paul Ballard. "What our team has developed are routes that reach new areas in Tarrant County, including the Joint Reserve Base and another Tarrant County College campus."

Prior to this expansion, the east



FWTA President/CEO Paul Ballard describes the rollout of an expansion plan that reaches new geographic areas, new businesses and new riders.

quadrant was the strongest, Ballard said. But now the north is leading the way for employees getting to work, students getting to class and the community as a whole getting where they need to go.

"Last fall, in partnership with the Denton County Transportation Authority, we implemented Route 64, known as the North Texas Xpress, which serves Alliance and Denton," Ballard said.

"This helps meet the growing demand for public transit options for employees of AllianceTexas and higher education institutions like TCC's Hadley Center of Excellence and the University of North Texas."

Now that the service improvements have been made in the north segment, FWTA will turn its attention to the west quadrant to improve that region later in 2017. For more information about the new routes, go to www.FWTA.org/north.

Pace Pulse: An Innovative Rapid Transit Network

PACE SUBURBAN BUS in Arlington Heights, IL, envisions a Chicagoland region that is accessible, well connected and home to a variety of travel options. With that vision in mind, Pace will soon bring an exciting new Pulse rapid transit service to northeastern Illinois.

Based on Pace's 2001 Vision 2020 strategic plan, the 24-line Pulse network will modernize and improve bus service across the region with 655 miles of fast, frequent and reliable service for thousands of daily riders.

The Pulse Milwaukee Line, the first route to be implemented, is expected to launch in late 2017. The 7.6-mile route will run along a major artery to the Jefferson Park Transit Center in Chicago, where passengers can connect with Chicago Transit Authority (CTA) Blue Line trains, Metra's Union Pacific Northwest Line commuter trains and numerous Pace and CTA bus routes.

Stations will include shelters with a pavement snowmelt system, interior lighting, seating, bicycle racks and overhead heating for passenger comfort during winter months. Branded vertical markers at each station will have state-of-the-art electronic signage to provide up-to-the-minute trip planning information with digital real-time bus arrival information and area maps.

While Pulse buses will share the road with general traffic, technology will give Pulse buses an advantage. To shorten

travel times and make the service an efficient and reliable travel option for passengers, Pace will implement a transit signal priority (TSP) system along all planned Pulse lines, allowing the bus's onboard computer to communicate with the traffic signal system without any action taken by the bus driver. The system will allow the traffic signal network to shorten red lights and extend green lights to give buses an advantage and keep them on a reliable schedule.

At signalized intersections, Pulse buses will have a lower priority than emergency vehicles and the system will only change signal light times if the change does not significantly interfere with other traffic.

The engineering work required to implement TSP also provides for improved overall traffic flow because of signal interconnectivity and timing improvements, greatly improving the travel experience for passengers and auto drivers alike.



An artist's rendering of a Pace Pulse bus stopped at a station.



GCRTA Prepares to Launch Third Naming Rights Sponsorship

BY JOE CALABRESE
Chief Executive Officer and
General Manager
Greater Cleveland Regional Transit
Authority (RTA)

IN 2008, the Greater Cleveland Regional Transit Authority (RTA) became the first public transit system in the nation to sell naming rights sponsorships to its assets. Now it is preparing to launch its third naming rights sponsorship this fall.

The extensive MetroHealth System has agreed to pay up to \$4 million for up to 25 years to have its unique brand on 20 RTA buses, 37 shelters and more than 400 bus stop signs. MetroHealth has five

health-care facilities along the route.

The sponsorship will launch after new 40-foot Gillig BRT buses arrive. RTA has consolidated a popular route into a family of routes that serve Public Square Downtown, the main campus of MetroHealth on the Near West Side and four suburbs. The 24/7 route has the second highest bus ridership in the RTA system, second only to HealthLine BRT.

RTA will use the additional revenue—\$125,000 the first year—to upgrade landscaping and bus stations along the route. The agency hopes to apply for FTA Small Starts BRT funding to add larger 60-foot articulated buses, traffic signal coordination and bus-only lanes during rush hours in the heavily traveled West

25th Street corridor.

Officials at both RTA and MetroHealth are really excited about this sponsorship. It has tremendous potential for increasing ridership and for significant economic development.

Since GCRTA partnered with The Superlative Group in 2008 to value and secure partnerships, two other naming rights sponsorships have been negotiated: the HealthLine, which has been called the top BRT system in North America, and the Cleveland State Line.

The 25-year HealthLine sponsorship is with two world-class health-care facilities, the Cleveland Clinic and University Hospitals, located along the route. Naming rights for individual HealthLine

stations have been sold to Huntington Bank, Medical Mutual, Cleveland State University and Bryant & Stratton College. Annual ridership has increased by 60 percent since 2008 and the service has generated more than \$6.3 billion in development along Euclid Avenue.

In 2014, Cleveland State University entered into a 28-year naming rights sponsorship for the popular 55 bus line as RTA upgraded the service to BRT. The Cleveland State brand can be seen on 16 articulated vehicles, as well as 19 upscale bus stations along the Clifton corridor. Ridership has almost doubled since it began in 2014.

San Antonio's VIA Unveils First Buses in CNG Fleet

VIA METROPOLITAN TRANSIT

in San Antonio celebrated Earth Day by introducing the first of more than 400 new CNG-powered buses from Nova Bus, the beginning of a historic conversion of its fleet.



VIA's CNG bus, "red on the outside and green on the inside," as the agency says.

"Today we celebrate the move toward a new, environmentally sustainable era in public transportation for our region," said VIA President and Chief Executive Officer Jeffrey C. Arndt. "VIA's conversion to an all-CNG fleet is where the rubber meets the road for VIA's commitment to drive innovation and connect our region with a cleaner, 'greener' future."

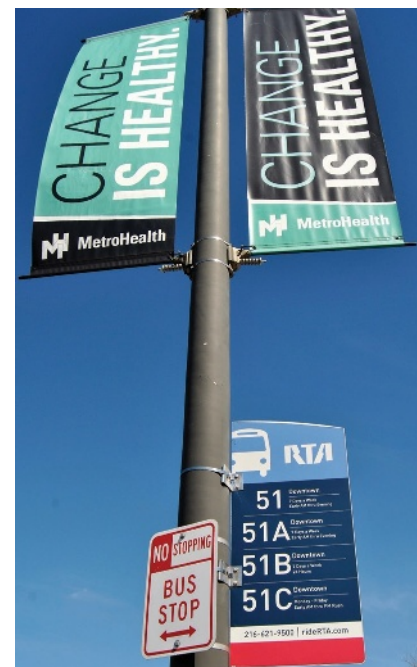
The change to CNG buses is part of VIA's multi-year plan to significantly reduce vehicle emissions, decrease operating costs and carry out planned service enhancements. VIA's new, 10-pump CNG fueling station will be the largest in the nation when it becomes

fully operational later this year.

VIA expects the transformed fleet to bring a 97 percent reduction of nitrogen oxide emissions.

The new 40-foot buses can carry 67 passengers and are equipped with GPS locating, cameras for enhanced safety, automatic passenger counters and a public information system for real-time passenger stop alerts. They will replace aging buses in the current fleet, which are between 12 and 15 years old.

VIA will replace more than half of its existing fleet by late summer, with the ongoing fleet conversion expected to be complete by 2020. The agency estimates an \$8.5 million annual fuel cost savings once the new fleet is completed.



Station signage for the new MetroHealth Line, to begin service this fall.



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DART's Growing Travel Options Match Booming Economy

The arrival of the world's largest auto maker is in fact one of the biggest factors in the next round of Dallas Area Rapid Transit's (DART) bus expansion.

Later this year, Toyota Motor North America will open its new corporate headquarters in Plano, TX, a Dallas suburb that's part of DART's 700-square-mile service area. Toyota is moving about 4,000 employees into the area.

National companies Liberty Mutual and JPMorgan Chase will also open new regional headquarters in the same area this year. Plano is already home to many corporate offices, including JCPenney, Hewlett Packard and Pizza Hut. Within two years, more than 60,000 people will be working in Legacy Business Park,

making it one of the largest employment centers in Texas.

Traffic study. Traffic is a major issue in the area and Plano officials predict it will get worse. In 2016, the city, DART and Collin County collaborated to fund the Plano Legacy Business Area Mobility Study to better understand the challenges that come with this growth.

"You can't fix traffic with money and concrete alone," Plano Mayor Harry LaRosiliere said earlier this year. "The only way to improve mobility in our city, and in our region, is a shift in mindset. ... As the northernmost city with DART, we will continue to leverage that asset."

This March, DART introduced New Express Route 211, which travels non-

stop between Parker Road Light Rail Station in East Plano and a large DART park and ride facility near the businesses. From there, buses continue to stop near Liberty Mutual, JPMorgan Chase, FedEx Office, Toyota and Frito-Lay—then reverse.

Reducing commutes. Also in March, DART reconfigured Route 510 to reduce travel time between Belt Line Station and Cypress Waters, another significant North Texas employment center in the northwest part of the agency's service area. This part of Dallas, just east of Dallas/Fort Worth International Airport, is home



DART riders disembark from an express bus.

to 7-Eleven's headquarters and other corporate offices. The expanded service was in anticipation of additional growth expected in this 1,000-acre master-planned development.

C-TRAN's New Maintenance Facility Helps Tend 'The Vine'

WHEN C-TRAN began construction on "The Vine," it needed more than new platforms and vehicles to launch



A C-TRAN bus awaits a maintenance check in the agency's new facility, which doubles its working and storage capacity.

the region's first BRT system; it needed more space at its home base too.

As part of the project, C-TRAN, Vancouver, WA, expanded its maintenance facility with six new work bays designed to accommodate the 60-foot articulated buses that operate with The Vine. It also gives C-TRAN's maintenance team extra room to take care of the rest of its vehicles, adding to a facility that was built in the early 1980s for a fleet much smaller than C-TRAN now operates.

"It was very tight. It was originally built to handle 55 buses back in 1981," said John Orsetti,

maintenance training supervisor. "We're double that now. It is so much nicer to have this much room now because we kept the old bays as well as the new bays with the expansion."

The new facility boasts some rare features designed to increase productivity and expand C-TRAN's maintenance capabilities. The shop includes one of the area's largest paint booths, complete with two movable lifts. It includes a frame straightener capable of handling the agency's largest vehicles. And it offers a mechanical rotating tire carousel that allows workers to move and store tires with ease—and with less chance of injury on the job.

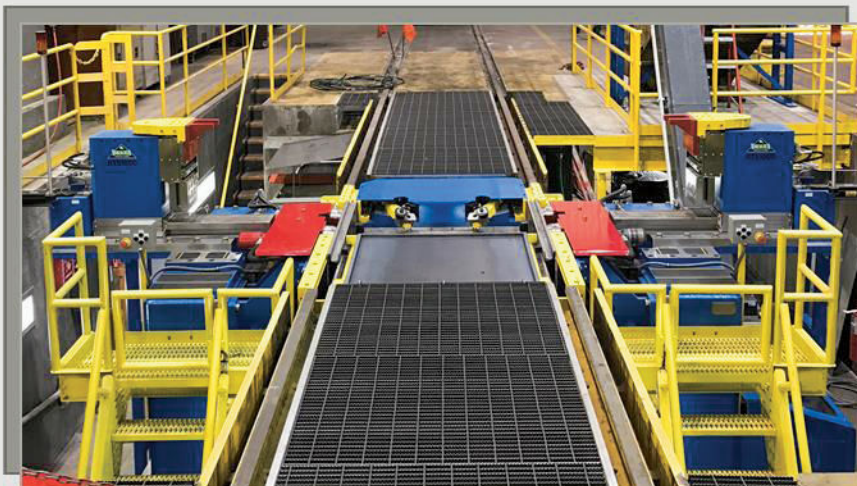
"The tire carousel is incredible,"

Orsetti said. "It enables so much more storage because we go vertical—we go all the way up to the roof."

The extra room boosts efficiency for a maintenance operation that runs 24 hours a day. It also gives new tools to a team that's already used to getting the most out of its fleet. In 2016, C-TRAN retired a group of 1995 Gillig buses that had each logged more than 1 million miles and far outlasted their expected life.

C-TRAN continues to use its original maintenance facility, which was also renovated as part of the project. Workers began moving into the new building in late 2016, shortly before The Vine started rolling in January 2017.

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Md. MTA Prepares to Launch BaltimoreLink

Kicked Off Regional Public Awareness Plan

The Maryland Transit Administration (MTA) is engaged in a large-scale campaign to ensure that riders and members of the greater Baltimore community are aware of the June 18 rollout of its bus system overhaul, BaltimoreLink, spearheaded by Gov. Larry Hogan.

"This transformative plan is another great example of our long-term commitment to the future of the Baltimore region by providing an innovative transit network to better connect Marylanders to jobs, education and healthcare," Hogan said.

The multiphase plan, introduced in October 2015, will create an interconnected public transit system that redesigns the entire local and express bus systems by:

- adding 12 new high-frequency bus routes (called CityLink) that improve connections to jobs and to MTA's MARC commuter train, Baltimore Metro subway and light rail;
- transforming Baltimore's 50-year-old transit network with bus-only lanes,

transit signal priority and a new transfer hub network and 5,000-plus rebranded and replaced signs; and

- expanding commuter bus service, new shared bicycle availability, access to car-sharing options and more.

"This plan delivers better service to existing riders and more frequent and expanded transit access to many underserved communities," said Pete K. Rahn, secretary, Maryland DOT.

Key features of the BaltimoreLink public awareness campaign include the following:

Info Bus: MTA deployed a special bus

on all routes, picking up riders for free. Route experts then talk with passengers about the new system's improved access to work, school, shopping, community resources and local amenities.

Ambassadors: MTA transit teams are available at select bus stops, routes and transit centers to answer questions and promote awareness.

Travel Training: MTA and the Center for Mobility Equity are providing comprehensive training for senior riders, persons with disabilities and students on how to use the new system safely and independently.

"We want to ensure that our riders



Md. MTA's BaltimoreLink, a redesign of its bus network, creates 12 new bus routes called CityLink in the city of Baltimore.

know what to expect as a result of BaltimoreLink improvements," said Paul Comfort, MTA administrator and chief executive officer.

MTA is hosting APTA's 2017 Rail Conference, June 11-14. Register at www.apta.com.

BJCTA's Improvements Begin with Free Wi-Fi

MAX TRANSIT, known more formally as the Birmingham-Jefferson County (AL) Transit Authority, is installing free Wi-Fi on all of its buses and at its Central Station, creating consistent internet access throughout the metro area, a move MAX officials are calling "phase one" in a series of agency-wide upgrades.

Other changes include the pending opening of a new public transit hub in downtown Birmingham, which will centrally locate MAX Transit, Amtrak and Greyhound bus service.

In addition, the agency is planning the redesign of its bus network, an initiative outlined in its new Birmingham Transit Blueprint. The blueprint identifies short-term recommendations for enhancing the system's efficiency and long-term strategic goals, determining necessary operating and capital costs and an implementation plan.

The blueprint will also build on the agency's plans for its forthcoming East-West BRT corridor to enable some routes to feed into the BRT system directly while enhancing the frequency and service coverage of all routes.

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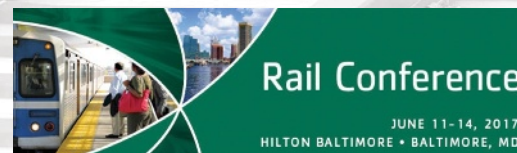


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NCRTD 'Blue Buses' Designated as 'Safe Places'

The North Central Regional Transit District (NCRTD), Espanola, NM, "Blue Buses" now provide victimized youth in northern New Mexico with a fleet of safe places to help connect them to life-changing resources through the agency's participation in the national "Safe Place" program and in partnership with Taos-based DreamTree Project.

NCRTD transports youth escaping from dangerous situations to the nearest stop where they can be met by a DreamTree representative who can help connect them with professional help.

"The Safe Place program has been helping protect runaways and at-risk youth since 1983, when it began as an



NCRTD Chair and Taos Mayor Daniel Barrone and Stacey McGuire, NCRTD planning, projects and grants manager, display a copy of the Safe Place sign that has been placed on the agency's fleet of buses.

outreach program for a local YMCA shelter house," noted NCRTD Executive

Director Anthony Mortillaro. "We are especially pleased to be working with Taos-based DreamTree Project in this endeavor to support communities throughout our district and assist our most vulnerable teens by providing access to safety, shelter and stability in times of need."

All RTD buses prominently display a Safe Place sign on their exterior. Minors who see the decal will know that the NCRTD can help get them to safety. Once a minor notifies a driver that he or she needs help, the driver will alert the dispatch center, which in turn will initiate steps to transport the minor to a Dream-

Tree/Safe Place representative.

The DreamTree Project provides a respectful, safe and structured environment to support youth in crisis. Its mission is to provide youth in need with a residential environment to practice life skills, understand family dynamics and prepare to become independent, involved members of their community. The group operates an emergency youth shelter for ages 12-17 that provides case management, education, therapy, medical care and life skills training. It also offers a transitional living program serving runaway and homeless youth and young adults ages 16-24, including young people fleeing domestic violence.

AVTA: The Valley Still Has 'The Right Stuff'

SEVENTY YEARS AGO, a 24-year-old test pilot named Chuck Yeager squeezed into the cockpit of a bright orange Bell XS-1 experimental aircraft high above Muroc (Edwards) Air Force Base near Lancaster, CA. Within minutes, he had done what no person had done before—he flew faster than the speed of sound.

The Antelope Valley has continued in the Yeager tradition of greatness, earning its reputation as a center for technological innovation and bar-setting advancement. Its world-renowned aerospace industry is a major economic engine for

the region.

But "The Right Stuff" is not limited to those with their heads in the clouds. The Antelope Valley Transit Authority (AVTA) in Lancaster has made a strong commitment to be a world leader in sustainable public transit by using clean and affordable electric generation to power its fleet.

The effort doesn't stop there. AVTA has officially entered the US-China Race to Zero Emissions (R2ZE), a collaborative competition that promotes the advancement and implementation of non-polluting, zero-emission bus

technologies among transit agencies. AVTA is furthering the efficiency of its fleet, formerly powered by diesel, by implementing a system of wireless charging stations, part of the infrastructure needed to manage a fleet of electric buses.

In April, AVTA completed the installation of 50 depot charging positions to facilitate overnight conductive charging, which is significantly less expensive than charging during the day. At full buildout the agency will be able to charge a projected fleet of 79 buses.

AVTA currently operates two 40-foot electric buses and is awaiting the first of an initial 29-vehicle order—13 60-foot articulated buses and 16 45-foot commuter coaches—from Lancaster-based BYD Coach & Bus. The \$79 million,



One of AVTA's electric buses at a charging station.

five-year contract with BYD also includes 21 40-foot transit buses, which will replace older diesel and diesel-hybrid buses in the fleet as they arrive. It is truly a home-grown combination of local talent in keeping with the innovative spirit of the Antelope Valley.

Roaddeo 2017: Bigger, Better and On Site

APTA's 2017 International Bus Roaddeo in Reno will be the largest in the event's history, with more than 420 registered participants, including 80 operators, 37 technician teams and 34 combined operator-technician teams.

This year's competition is conveniently located at Parking Lot 6 on the Grand Sierra Resort property, making it easy for conference attendees to stop by Sunday morning, May 7, beginning at 8 a.m. to watch North America's best bus operators and maintenance technicians do their stuff.

JACKSONVILLE

CONTINUED FROM PAGE 6

JTA has planned for advancing mobility in Northeast Florida, exciting improvements that include autonomous vehicles, enhanced ferry operations and advancing the First Coast Flyer BRT system to better serve 21st-century commuters.

JTA's TryTransit Initiative supports the community by increasing awareness of many benefits that public transit offers, from economic development and neighborhood revitalization to safer roads and pedestrian-friendly streets, and the agency is developing other ridership-building promotions.

Public transportation provided by JTA is funded with a \$95 million budget that employs 800 employees and creates millions of dollars of contracting opportunities for vendors and contractors, which in turn supports thousands of private-sector jobs.

JTA's annual ridership across 47 bus routes, Skyway, ferry and Connexion (paratransit) is approximately 13.5 million.



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RTC Study Paves the Way For Autonomous Buses

Imagine a future in which buses detect a rider waiting at a stop as they navigate the streets and stop automatically so the passenger can board.

An individual might be sitting in the driver's seat but that person is a customer greeter because a computer drives the bus, improving safety and efficiency. This vision is possible with intelligent mobility.

The Regional Transportation Commission of Washoe County (RTC) is partnering with the University of Nevada, Reno, to pave the way for autonomous buses.

"Driverless buses eliminate the possibility of human error and driver fatigue, and at the RTC safety is our top priority," RTC Executive Director Lee Gibson said. "This technology promises to improve not only safety but reliability, performance and efficiency as well."

A "living lab" is being established, involving outfitting two RTC buses with equipment to capture data related to distances, objects and other vehicles. Pedestrian behavior, cyclist activity, traffic control data and movements of other

vehicles will be recorded. This study builds on the expertise of university researchers in advanced-autonomous systems, computer science, synchronized mobility, robotics and civil engineering. Public transportation is the initial, primary focus and data will be captured on several RTC routes using at least one RTC fully electric Proterra bus.

Once researchers analyze the data, they will develop algorithms that might make driverless buses as common as automatic pilot systems.

Joining the RTC and Proterra in the project are the Governor's Office for Economic Development, the cities of Reno and Sparks, Carson City, Nevada DOT and DMV, Center for Alternative Fuels, Engines and Emissions at West Virginia University and Fraunhofer Institute for Transportation and Infrastructure Systems IVI in Germany. The final phase of the project will involve planning commercialization and developing licenses. Researchers will be on hand during the Bus Conference.

MBTA Expands On-Demand Paratransit Program

The Massachusetts Bay Transportation Authority (MBTA), joined by Massachusetts Gov. Charlie Baker, recently marked 10,000 rides in MBTA's The RIDE On-Demand Paratransit Pilot Program with ride-share companies Uber and Lyft and expanded the program to all eligible users of The RIDE.

"The success of this partnership with ride-share companies is changing lives and improving reliability for the MBTA's paratransit customers who rely on The RIDE for their daily travels," Baker said. "We are proud the MBTA is expanding this program to all users of The RIDE and providing individuals with disabilities greater flexibility and convenience that many of us may take for granted."

Massachusetts Secretary of Transportation Stephanie Pollack called the partnership "a game-changer for our paratransit customers" that helps them "to take advantage of transit options which allow them to be spontaneous and travel directly to their destinations. We believe the success of this partnership with Lyft and Uber will serve as a springboard for more performance-driven improvements."

The pilot program provided expanded options for 400 customers with disabilities, offering improved flexibility and mobility while

reducing fares and overall program costs.

On-demand trips cost customers \$2, with the MBTA subsidizing the next \$13 and additional costs assumed by the customer. The model resulted in an MBTA trip subsidy difference of 71 percent between traditional RIDE and on-demand trip costs (\$9 for on-demand versus \$31 for traditional RIDE). The average customer cost was \$4.38 for a same-day trip, compared with \$5.25 using traditional RIDE, and customers saved an average of 34 minutes with every pilot trip taken.

The on-demand program operates in conjunction with traditional RIDE service, offering reduced fares, lower wait times, faster trips without the need to share rides and same-day booking (compared to The RIDE's day prior notice). It includes options for wheelchair-accessible vehicles and allows MBTA paratransit customers without smartphones to participate.



Massachusetts Gov. Charlie Baker, at podium, and MBTA Acting General Manager Brian Shortsleeve, left of Baker, recently celebrated 10,000 rides in the MBTA's The RIDE On-Demand Paratransit pilot program with ride-share companies Uber and Lyft at an event with other officials.

Photo by Alastair Pike, Office of Gov. Charlie Baker

Vehicles, Products, Services on Display

The Bus & Paratransit Conference is a great learning and networking opportunity, but it's also an ideal venue to see firsthand the latest and greatest hardware and systems, talk with experts about trends in innovative services and hop on board the newest vehicles.

Be sure to grab a lunch and make ample time to visit the Bus Display, Monday, May 8, 11 a.m.-4 p.m. in Parking Lot 6, Grand Sierra Resort, and the Products and Services Showcase, Tuesday, May 9, 10:30 a.m.-2 p.m., Summit Pavilion on the Casino Level of the hotel.



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Omnitrans Boosts Ridership with Community, Youth Connections

Ridership is at the top of every public transit agency's list of initiatives and, like most agencies, Omnitrans, San Bernardino, CA, is exploring creative ways to attract riders.



A stilt walker visits a vintage Omnitrans bus on display during the annual National Orange Show and Citrus Fair, a popular event that attracts 40,000 people and helps build ridership.

This spring the agency is focused on partnerships, and starting in the summer months it will launch a youth program. Bring on the ridership!

One of the agency's most successful partnerships is with the National Orange Show and Citrus Fair, in its 102nd year, a popular family-oriented event that features art, baking and photography competitions and draws an average yearly attendance of 40,000, including a large number of secondary-school-age students.

To target and attract new riders from this often hard-to-reach demographic, Omnitrans is working with three local school districts to offer free ride coupons during the fair's eight-day run in early- to mid-May. Omnitrans also will offer discount admission coupons to riders via onboard flyers.

To take advantage of the fair's superhero theme, the agency will also display its popular vintage bus; fairgoers are invited to share their own "superhero power" on social media. Last year, riders redeemed more than 800 coupons, and Omnitrans is hoping to build on the success of that campaign, which won an APTA AdWheel award.

In addition, for the second year, Omnitrans is teaming up with the Class A Los Angeles Angels baseball affiliate team, the Inland Empire 66ers (known as the IE66ers), with the "Winning Wednesdays" promotion.

By flashing an Omnitrans bus pass or receipt at the gate of an IE66ers baseball game before any Wednesday home game, riders can get two free tickets to that night's game. In 2016, the promotion averaged 50 free ticket redemptions per game.

This summer, Omnitrans will offer

its first special Summer Youth Fare to students ages 18 and younger. The discounted cash fare of \$1 for a one-way trip will allow local kids to ride the bus to summer fun and help the agency to attract students who might not necessarily think of riding the bus as a transportation option.

"Growing ridership is a consistent challenge," said Director of Marketing Wendy Williams. "Creating programs and services that benefit the community is a key part of that effort, and that is what we are trying to do at Omnitrans."

Proterra Delivers 100th Bus; San Joaquin RTD Recipient

MARTA Tests Proterra Electric Bus for 30-Day Period

PROTERRA RECENTLY delivered its 100th battery-electric bus, this time to the San Joaquin Regional Transit District (RTD), Stockton, CA.

"We're no longer at the dawn of the electric mass transportation revolution; we're in the midst of it, and this milestone delivery to RTD proves that Proterra continues to lead the way as the

industry charges forward," said Proterra Chief Executive Officer Ryan Popple. "As we deliver more buses, forge new partnerships and follow through on more repeat orders, we will continue to do our part as the North American market leader and will champion innovation throughout the electric mobility ecosystem."

The bus delivered to RTD—the first agency in Northern California to operate all-electric buses—was the first in an order of 10 that will bring the agency's total electric fleet to 12.

"Proterra has helped us save funds, reduce greenhouse gas emissions and provide clean, quiet electric transit service to residents throughout the San Joaquin Valley, so we couldn't be

prouder to share this milestone with them," said RTD Chief Executive Officer Donna DeMartino.

Also, the Metropolitan Atlanta Rapid Transit Authority (MARTA) recently tested a Proterra battery-electric bus during a 30-day pilot. The current MARTA bus fleet includes diesel, hybrid and CNG vehicles.

"MARTA continues to consider options to diversify our fleet by testing a range of alternative fuel innovations to greatly reduce our overall carbon footprint while enhancing the safety and comfort of our passengers," said General Manager/Chief Executive Officer Keith Parker.

To date, Proterra buses have completed more than 3.1 million miles in revenue service for 36 customers in 20 states. King County Metro Transit in Seattle has placed the largest order of battery-electric buses so far, committing to 73 Proterra vehicles.



MARTA General Manager/CEO Keith Parker recently introduced a 40-foot battery-electric bus from Proterra for a 30-day pilot period.

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First-time users can download the app to iPhone or Android devices by searching the App Store or Google Play for "APTA Meetings." Return users can get the updated version by opening the app, finding a list of "Installed Meetings" and "Upcoming Meetings," selecting "2017 APTA Bus & Paratransit Conference" and tapping download.

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Reflections on a 40-Year Career at MST, the 'Little System that Could'

When Mike Hernandez started as a bus operator for Monterey-Salinas Transit (MST) in 1977, little did he know that 40 years later he would be retiring as assistant general manager and chief operating officer who worked alongside Carl Sedoryk, MST general manager and chief executive officer, after steadily moving through the agency's ranks.

Hernandez found a successful and rewarding career, but he also found happiness in other ways, according to Sedoryk. "During his first two years as a coach operator, Mike met Dana, a passenger on his bus who would four years later become his wife," Sedoryk said. "The two will be celebrating 34 years of marriage later this year, proving that where transit goes, love grows!"

Passenger Transport caught up with Mike before his retirement officially started in April.

PT: Given your long perspective at one agency, please share your thoughts about the trends you've seen and their impact on your agency specifically and on the industry.

MH: When I look back, what most jumps out at me, especially being from California—such a green and environmentally conscious state—is the new technology. The industry is so much cleaner and environmentally

friendly than 40 years ago. Electric bus technology is also just exploding in terms of its progress over the past few years.

Years ago when I started, the driver would step on the throttle and see puffs of black smoke coming out of the exhaust system. Now you don't see any of that. Engines are much cleaner.

Also, I've seen changes in passenger amenities and comfort and in vehicles, with low-floor buses that not only help disabled and elderly passengers board more easily, but also able-bodied passengers. The equipment and technology have changed, like passenger counting systems and electronic fareboxes ... to speed the boarding process and make the ride more comfortable.

The electric bus industry is making huge advances. Approximately two years ago, we started an electric trolley project to convert a model year 2003 Optima diesel trolley to a battery powered electric trolley. We also have an order for two BYD electric buses.

PT: What do you wish you had known when you began?

MH: To put it in perspective, I just came here looking for a job and I didn't realize how much opportunity there was in the transit industry. Perhaps I would have completed my formal

college education before I started at MST instead of doing it on the job. But then I wouldn't have had roots as a coach operator, along with my various promotions, which provided a lot of perspective over my career.

There's an immense amount of opportunity in the transit industry for people who want to learn, to grow. When I gave my "Welcome to MST"



Mike Hernandez, then and now.

presentation to our new hires, the one thing I always emphasized was how much opportunity there is if you work hard.

New Flyer's New Electric Bus Sparks Interest



New Flyer executives Ghosh Choudhury, left, manager of new bus procurements, and Joe Gibson, center, vice president of national sales, join FTA official James Harper Jr. at the recent Earth Day Fair at DOT headquarters to display the company's Xcelsior® XE40 electric bus being tested by the Washington Metropolitan Area Transit Authority (WMATA). The DC agency is the second large-city transit agency in the U.S.

to put the bus in service; the Chicago Transit Authority has the bus in daily operation. In related news, Centre Area Transportation Authority, State College, PA, recently tested a New Flyer zero-emission battery-electric bus, building on the agency's commitment to alternative fuels exemplified by its CNG fleet. New Flyer expects to deliver battery-electric buses to Portland, Los Angeles, Salt Lake City, Boston, Alameda County, CA, and Albany, NY, in the next two years.

SARTA Gets Fueling Station On Ohio State Campus

THE RENEWABLE HYDROGEN

Fuel Cell Collaborative and Ohio State University Center for Automotive Research (CAR) in Columbus recently opened the first hydrogen refueling station in central Ohio, located on the Ohio State campus, to serve a hydrogen fuel cell bus owned by the Stark Area Regional Transit Authority (SARTA) in Canton, OH, and operated by the university's Campus Area Bus Service (CABS).

The introduction of the fuel cell bus into regular service follows a 12-month pilot program during which SARTA provided the bus to the university so CAR could collect vehicle performance data. SARTA is preparing to operate 10 fuel cell buses on its own routes, which will

make it the third largest operator of fuel cell buses in the U.S. and the largest outside California.

"CABS is proud to provide this service to our riders, who continue to be part of the future of public transportation," said Beth A. Snoke, director, transportation and traffic management, for the university. "The hydrogen fuel cell bus is clean, easy to drive and provides a smooth ride and the refueling station at CAR makes the bus easy to operate and integrate into our fleet."

With clean water as their only emission, hydrogen fuel cell buses are environmentally friendly, emitting only clean water and releasing no pollutants or greenhouse gases into the air.



SARTA's hydrogen fuel cell bus on the Ohio State University campus.

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Please stop by the TCRP booth at the APTA Bus & Paratransit Conference in Reno, NV, May 7-10, 2017. We can provide you with more information on the program and/or free reports.

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LBT Launches 'Galaxy' Trips, Reduces Game Day Congestion

Long Beach Transit (LBT) recently began operating a game shuttle service to LA Galaxy Major League Soccer matches at the StubHub Center in Carson, CA, called the Galaxy Express. LBT operates 11 buses from two Los Angeles Metro multimodal stations to the stadium for each of the team's 18 home matches.

"We can transport about 2,400 fans to each of the home games, which is about 10 percent of the capacity of the StubHub Center," said Lee Burner, LBT executive director and vice president, transit services delivery and planning. "The Galaxy Express helps reduce congestion that builds up on game day."

In addition to bus operators and supervisors making the shuttle happen, community relations representatives have been attending the soccer games to acquaint the public with the service, take surveys of customer needs and distribute promotional items.

The game-day shuttle service may be extended into the football season as the Los Angeles Chargers play their



Galaxy fan Prima Devera, center, the first to board the Galaxy Express, was greeted by LBT Deputy Chief Executive Officer Debra Johnson and operator David Valdez.

2017 and 2018 schedules at the StubHub Center. The template for the bus shuttle also may be integral for moving fans to football games at the new NFL stadium to be completed by 2019 in the city of Inglewood. Both the Los Angeles Rams and Chargers will play their home games at the new stadium.

Two LA Metro light rail lines run to within 1.5 miles of the new stadium and a bus shuttle from stations on those lines would help reduce congestion on game days.

Palm Tran Continues Transformation Initiative

WHEN CLINTON B. FORBES

took the helm as executive director of Palm Tran, Palm Beach County, FL, the agency was facing many challenges, including an Office of the Inspector General (OIG) investigation, a fractured management team, a disenchanted front line and a diminishing public image. Palm Tran needed a new direction and Forbes offered one.

His action plan to begin the transformation process was multifaceted: (1.) close the OIG investigation, which he successfully did with praise from his board; (2.) assess all administrative staff, which he accomplished by conducting 30-minute one-on-one meetings with all 180 administrative staff members; (3.) engage frontline employees to share his vision and expectations, holding 25 operations "town hall-style" meetings with 550 employees; and (4.) reorganize the agency to be more nimble to respond quickly and effectively to the community's needs.

With this reorganization, Forbes recruited the "best in class" leaders for the executive team. The "best and brightest" talent at the agency were promoted as part of the Upward Mobility program, and a senior management all-day workshop produced a fresh mission and vision statement.

Under this new structure, a standardized executive team emerged and the communication started to flow in the organization. To further increase communication and regional collaboration, Forbes spearheaded the formation of a Ground Transportation Leadership Group among the region's public transit system executive directors.

Next, to restore Palm Tran's

image, Forbes outfitted operators and supervisors with new uniforms and revamped the bus design with a sleeker look, USB ports and Wi-Fi to appeal to potential choice customers. The agency also installed hand sanitizers among other safety and customer service initiatives.

De-escalation and other crucial trainings were provided to give employees the tools to be successful even in the most difficult situations. A Bus Operator Graduation Ceremony and Employee Recognition Program now celebrate the efforts of the team.

This is only the beginning of the transformation of Palm Tran. Other upcoming initiatives include a Route Performance Maximization project to redesign the bus network system, transit signal priority program, bus shelter infrastructure replacement, smart fare technology and a newly constructed \$13 million facility as headquarters.

After a year and a half of continuous improvement, Forbes says he gets the feeling that Palm Tran is on the road to greatness.



Palm Tran Executive Director Clinton B. Forbes is leading the agency through a major process to strengthen organizational structure and leadership culture.

People On The Move

Morales Stepping Down at CHSRA

SACRAMENTO, CA—Jeff Morales has announced he will step down June 2 after five years as CEO of the California High-Speed Rail Authority. Morales previously served as a senior vice president with Parsons Brinckerhoff, executive vice president of the Chicago Transit Authority and director of California DOT (Caltrans). He is a member of the APTA High-Speed and Intercity Passenger Rail Committee.



Morales

Stitt to Retire as COTA CEO

COLUMBUS, OH—W. Curtis Stitt will retire Sept. 30 after five years as president and CEO of the Central Ohio Transit Authority, part of an 18-year career with the agency.

Stitt previously served one year as COTA's senior vice president and chief operating officer and 12 years as its legal counsel and vice president of legal and government affairs. Prior to joining COTA, he held several leadership positions in Ohio state government.

Stitt is a member of the APTA Board of Directors and chairs the Mid-Size Operations Committee.



Stitt

CLASSIFIEDS

BIDS/PROPOSALS

REQUEST FOR PROPOSALS

Clemson Area Transit (CAT) is releasing a an RFP for the purchase of electric buses and charging infrastructure. Proposals are requested for long-range, battery electric buses and supporting depot-based charging equipment. RFP will be released on May 1, 2017.

Proposal documents may be obtained via written request to Heather Lollis, Transit Budget Grants Administrator, 200 West Lane, Clemson, SC 29631-1241, or via e-mail, at hlollis@cityofclemson.org. All proposals must be submitted in strict compliance with the Proposal Instructions and requirements as prescribed in the RFP, and must be received at the Agency's reception lobby **no later than 2:00 pm EDT, on or before June 15, 2017.**

REQUEST FOR INFORMATION (RFI) FOR LABOR RELATIONS INFORMATION SYSTEM

TriMet, The Tri-County Metropolitan Transportation District of Oregon, is seeking information from vendors to determine the current availability of a software solution that will replace TriMet's existing electronic databases used to manage labor relations and risk management processes and correspondence as well as provide dashboard reporting on the state of an employee across disparate systems. To view the full RFI, please visit TriMet's eprocurement website, eBid Exchange, at the following link under the opportunity number of RF117032C: <https://www.ebidexchange.com/trimet/>.

Due date for RFIs is May 12, 2017 by 2:00 pm PST. All questions and responses (communication preference is via email) shall be submitted to Zach Cooper at the following contact information:

Zach Cooper, Contract Administrator
Procurement & Contracts Department
TriMet
1800 SW 1st Ave., Suite 300
Portland, OR 97201

Phone: 503.962.3046 Email: cooperz@trimet.org

REQUEST FOR PROPOSAL ENERGY STORAGE SYSTEM FOR HYBRID BUSES

The **Kanawha Valley Regional Transportation Authority, a Public Transit System**, will receive proposals from companies for hybrid bus battery replacement services (Energy Storage System replacement) **until 10:00 am, local time, Monday, May 22, 2017** at the Authority's office located at 1550 4th Avenue, Charleston, WV 25387.

Companies interested and capable of providing hybrid bus batteries and installation (Energy Storage System replacement) should request a Bid Package by contacting KVRTA's Purchasing Department at 304-343-3878, fax 304-345-6876, by email to ctyler@rideonkrt.com, or by mailing a request to P.O. Box 1188, Charleston, WV 25324.

Any contract resulting from Request for Proposals submitted will be subject to a financial assistance contract between the Authority and the US Department of Transportation. All bidders will be required to certify that they are not on the Comptroller General's list of ineligible bidders.

KVRTA reserves the right to reject any or all proposals and to waive any informality in proposals on

such basis as the Authority deems to be in its best interest.

KVRTA hereby notifies all bidders that it will affirmatively ensure that in regard to any contract entered into pursuant to this advertisement, Disadvantaged Business Enterprise will be afforded full opportunity to submit proposals in response to this invitation and will not be discriminated against on the grounds of Race, Color, Sex or National Origin in consideration for an award.

Advertisement of Request for Proposals

Proposals Due May 8, 2017
10:00am, May 22, 2017
Pre-Bid Protest (3 days before opening)
May 17, 2017

Deadline for Questions May 15, 2017
Proposal Evaluation Prior to Award
Interviews TBD
Pre-Award Protest Before contract award
Contract Award Upon Board Approval
Post Award Protest 10 business days after award

1000-17-PCR PARATRANSIT ACCESS FOR KING COUNTY

OPENS: 6/8/2017

Pre-Proposal Conference held on April 27, 2017, 10:00 AM. DOT Directors Conference Room - 8th Floor, King Street Center, 201 South Jackson St, Seattle, WA 98104. Conference call: 206-263-8114. Conference ID: 500616

The County is soliciting proposals to award a single Contractor to provide all required Paratransit Access services, including:

- 1) Control Center Operations for rides scheduled on vehicles operated by its own drivers or Subcontractors, and for rides scheduled on non-dedicated vehicle services (NDS) such as taxicabs or other demand response services.
- 2) Vehicle operations following schedules and dispatching instructions from control center dispatchers.
- 3) Vehicle maintenance for a fleet of vehicles provided by King County which may include Community Access Transportation (CAT) vehicles.
- 4) Pathway Review between a location and the nearest accessible bus stop to identify what pathway amenities and barriers exist, and document the information in a Contractor developed GIS application which will assist the County to apply conditional eligibility to riders.
- 5) Transit Instruction for individual and group training of seniors and persons with disabilities to use public transit services.
- 6) Provide and operate the program's information technology (IT) systems, and provide IT training, support and analysis for the program and other County transportation partners.

REQUEST FOR PROPOSALS

The **Rochester Genesee Regional Transportation Authority (RGRTA / Agency)** requests Proposals for the **multi-year manufacture and delivery of up to 110 heavy-duty, low-floor, diesel-powered transit buses** in accordance with the terms and conditions set forth in RFP RGRTA 019-017. The Contract(s) shall be a firm-fixed-price Contract.

Specifically, the Agency is requesting the following types of buses: 30-foot and 40-foot heavy-duty, low-floor, diesel-powered transit buses. The Work under these Contract documents consists of the

manufacture and delivery of a base order of twenty (20) 40' Heavy-Duty Low-Floor Transit Buses and five (5) 30' Heavy-Duty Low-Floor Transit Buses.

There will be additional future orders totaling up to eighty-five (85) buses based on the availability of funding. It is anticipated that 75 to 80 of these buses will be 40-foot buses and 5 to 10 will be 30-foot buses. However, the mix of 30-foot and 40-foot buses may vary based on the outcome of a Route Redesign Study which is anticipated to begin August 2017 with results anticipated by September 2018.

Proposal documents may be obtained from Dawn Sywulski, Manager of Contract Administration, in person at 1372 E Main Street, Rochester, New York 14609 or electronically at Procurement@MyRTS.com. Documents requested by U.S. mail will be packaged and sent postage paid. Documents requested by courier will be packaged and sent only at the Proposers' expense. Firms on the Comptroller General's list of Ineligible Contractors may not participate.

Proposal deadline is Friday, September 1, 2017, no later than 3:00 p.m.

HELP WANTED

EXECUTIVE DIRECTOR

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Exciting opportunity to become the Executive Director for First Transit's contract with Windham Regional Transit Authority. As the Executive Director you will manage the operational and fiscal activities of the Windham Regional Transit Authority. If you enjoy leading systems and procedure enhancements as well as a great team of transportation team members, we'd like to talk with you about this key role. Interaction with the city, local agencies and the citizens all help make this a rewarding, highly visible career. Position requires Bachelor's degree or commensurate experience and a minimum of 5 years in strategic planning and execution, process improvements, operations and financial leadership. Proven abilities in contract negotiations, union relations, and leading teams. Benefits are competitive and include a 401K match. Salary based on experience. Send resume a copy of your updated resume to Faith Thompson at faith.thompson@firstgroup.com or call 513-419-3250 for more information.

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Please click on the following link to apply. <http://denvertransitpartners.com/jobs-and-bids/job-opportunities/>

POLICY ANALYST

American Public Transportation Association has an opening for a policy analyst who is intrigued by the role that cities and great mobility can have on the life of the average person, the productivity of a business and the sustainability of the planet. As Policy Analyst you will play an integral role in collecting the data, telling the stories of success and failure, and charting the future of how Americans travel in their communities. The Policy Analyst has an appreciation of data but is cognizant of the practical political, logistical and fiscal realities that affect policymakers today.

He/she will plan and execute data collection studies as well as research and write research briefs, position papers and other testimony. Requirements include: Bachelor's degree (master's preferred) in public policy, economics, transportation policy or a related field with one to three years' work experience in transportation policy or public policy research and analysis; Excellent interpersonal skills, including maturity and ability to work independently and in a team setting; Ability to write policy reports that are both politically salient and exemplify sound policy concepts; Efficient, organized work style; Ability to prioritize quickly and confidently, while managing multiple deadlines; and GIS skills are a plus. Must be able to travel to assigned conferences and meetings. Metro Center location with excellent benefits. Send cover letter and resume with salary history to: Human Resources, American Public Transportation Association, 1300 I Street, NW, Suite 1200 East, Washington, DC 20005 or email resume to aptajobs@apta.com or fax resume to 202-496-4326. EOE M/F/D Principals

TRANSIT PROGRAMS MANAGER (#00987)

Salary: Up to \$110,000 per annum

Closing Date: Open Until Filled

The Virginia Dept. of Rail and Public Transportation is seeking a Transit Programs Manager for our Richmond, VA headquarters. This position is responsible for managing the Transit Programs Section and the Transit Project Managers in the areas of grants and funding, program development for statewide, regional, and local transit programs; special studies, policy development; service negotiations, and transit resource allocation planning. The position is responsible for program activities such as: administrative, fiscal and budgetary requirements, planning, scheduling, operational and contractual activities. The position has frequent contact with the private sector, local officials, community groups, and boards and must manage available resources (including finances, personnel, and facilities) to provide for program performance and service delivery. Qualifications and on-line application instructions are at <https://virginiajobs.peopleadmin.com/>

Questions can be directed to Judith Gifford at judith.gifford@drpt.virginia.gov or 804-371-6920. DRPT is an equal opportunity employer.

GRANT ADMINISTRATOR

NICTD intends to hire a full time Grant Administrator for work at its administrative offices in Michigan City, Indiana. The Grant Administrator works closely with federal, state, and local agencies to develop and administer grants for the Northern Indiana Commuter Transportation District (NICTD) and its South Shore Line. Details about this opportunity are at www.mysouthshoreline.com. Hover on "ABOUT"; choose "JOB OPPORTUNITIES" and scroll down to the link for the position description.

Salary and Benefits: Salary is projected between \$60,000 to \$70,000 based on education, skills, and work history. The benefit package includes full health benefits for the employee and family, vacation, compensatory time, supplemental pension, and other fringe benefits received by NICTD management. The position is eligible for relocation benefits.

Deadline to Apply: 5 p.m., May 12, 2017. Apply early for consideration; NICTD reserves the option to close this opportunity early.

BUILDING TRANSIT AND QUALITY OF LIFE IN THE VALLEY OF THE SUN

Serving metro Phoenix, Arizona, **Valley Metro** is an integral part of a fast-growing region that operates a multi-modal, regional transit system including successful light rail, bus and paratransit systems. Seven high-capacity extensions are in development to create a 66-mile regional rail system by 2034. Valley Metro currently serves 250,000 daily customers on 26 miles of light rail service; 100 local, express and circulator bus routes; 400 vanpools and paratransit services, connecting residents to their destinations across 9,200 square miles.

Chief Procurement Officer (\$102,206.00 - \$127,758.00)

Chief Procurement Officer is responsible for the day-to-day management and operation of the Procurement Department; reporting to the Valley Metro General Counsel. Duties include planning, scheduling, monitoring and quality assurance of all contracting and purchasing activities; supervising, directing and evaluating staff; ensuring accountability and compliance with all applicable federal, state and local laws and regulations, and agency policies and procedures.

APPLY AT: www.valleymetro.org
AA/EOE/D Employer

PROJECT DEVELOPMENT ENGINEER

The **Northern Indiana Commuter Transportation District (NICTD)** seeks highly qualified and experienced candidates to fill a key senior-level engineering role. Reporting to the Chief Infrastructure Development Officer, the Project Development Engineer will assist with the engineering relating to the federal grant process for the NICTD West Lake Project (estimated cost \$600 million) and the Double Track Northwest Indiana Project (estimated cost \$290 million). This position will also work on other capital improvement projects for the South Shore Line. Candidates must be licensed professional engineers who have, or are able to receive, credentials for work in Illinois and Indiana. Details about this opportunity are at www.mysouthshoreline.com. Hover on "ABOUT"; choose "JOB OPPORTUNITIES" and scroll down to the link for the position description.

Salary and Benefits: Salary is projected between \$65,000 to \$90,000 based on education, skills, and work history. The benefit package includes full health benefits for the employee and family, vacation, compensatory time, supplemental pension, and other fringe benefits received by NICTD management. The position is eligible for relocation benefits.

Deadline to Apply: 5 p.m., June 1, 2017. Apply early for consideration; NICTD reserves the option to close this opportunity early.

CLASSIFIEDS

HELP WANTED

DIRECTOR SAFETY RAIL

New Jersey Transit is currently seeking a Director Safety Rail to develop and administer the Rail System Safety Program. This position requires a Bachelor's Degree in Business Administration, Transportation Management, or safety-related area, and eight (8) years of managerial experience in the development, administration and application of safety regulations, standards and training in a railroad environment including staff management. Knowledge of applicable Federal and State safety regulations and requirements, such as FRA, PEOSHA, ANSI, NFPA and NJDOT is required. One year of closely related work experience can be substituted for each year of education required.

TO APPLY

Please email your resume along with salary requirement to: chrncxf@njtransit.com
Equal Opportunity Employer

EMPLOYMENT OPPORTUNITY ANNOUNCEMENT

MANAGER – CUSTOMER SERVICE & COMMUNICATIONS

NICTD intends to hire a pro-active and enthusiastic Manager – Customer Service & Communications who will lead and supervise all aspects of the South Shore Line's customer service and communications functions. Working in tandem with the South Shore Line's operating staff at the Michigan City Operations Control Center, this person will ensure that South Shore Line passengers and other stakeholders receive timely and accurate service delivery information from multiple communication portals. He or she will increase rider satisfaction through the development and implementation of reliable and passenger focused communication and customer service mediums. Details about this opportunity are at www.mysouthshoreline.com. Hover on "ABOUT"; choose "JOB OPPORTUNITIES" and scroll down to the link for the position description.

Salary and Benefits: Salary is projected between \$55,000 to \$65,000 based on education, skills, and work history. The benefit package includes full health benefits for the employee and family, vacation, compensatory time, supplemental pension, and other fringe benefits received by NICTD management. The position is eligible for relocation benefits.

Deadline to Apply: 5 p.m., May 12, 2017. Apply early for consideration; NICTD reserves the option to close this opportunity early.

METROPOLITAN TRANSIT AUTHORITY OF HARRIS COUNTY

LOCATION: 1900 MAIN HOUSTON, TEXAS 77002

**URBAN DESIGNER
JOB: 3476**

The Metropolitan Transit Authority of Harris County is currently seeking an Urban Designer. This position oversees and participates in the development and preparation of site design forms of urban development from all perspectives of transit-oriented access and pedestrian convenience. Requires a bachelor's Degree in Urban Design, Architecture, Landscape Architecture, Planning, Behavioral Ecology, Engineering, or related field, and a Minimum of five (5) years urban design related experience and projects specific to transit development and urban planning and design.

General Counsel

Job: 3964

The General Counsel serves as the head of the corporate legal department and represents METRO on all legal matters. Oversees all law office operations and holds responsibility for determining METRO's legal posture and interest. As the chief legal officer, provides legal counsel to the President/CEO, METRO Board of Directors and other senior management. This position requires a minimum of fifteen (15) years' experience in the active practice of law; prior General Counsel Experience preferred. Governmental agency or transit related experience also preferred. And must be a Juris Doctorate graduate of an American Bar Association accredited law school.

Additional Information:

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

Apply online and view full job postings at <http://www.ridemetro.org/Pages/Careers.aspx>

The Regional Transportation District of Denver has the following position available:

GENERAL SUPERINTENDENT, BUS TRANSPORTATION

This position is responsible for the operation of the transportation functions at operating divisions, including operator training, and ride monitoring. Applications will be accepted through May 19, 2017. For a complete job description and to apply for this position, please visit our website at www.rtd-denver.com/careers.

Regional Transportation District (RTD)
Denver, CO 80202

EOE/AA/Drug Free

GENERAL MANAGER

LAKETRAN

REGIONAL TRANSIT AUTHORITY OF LAKE COUNTY, OHIO

Laketrans is seeking an experienced and accomplished professional to serve as General Manager and lead a dedicated transit team in providing the residents of Lake County, Ohio with exceptional public transit service.

Laketrans offers a family of services consisting of local, in-county fixed route service; commuter express service to downtown Cleveland from seven (7) Park-n-Ride locations and premier complementary paratransit service (Dial-a-Ride) with special emphasis on meeting the transportation needs of seniors and people with disabilities.

The General Manager reports to a nine (9) member Board of Trustees. The General Manager is responsible for the providing the strategic vision and leadership to the transit system as well as the overall planning, organizing, budgeting and directing of all services of the system.

Laketrans' annual operating budget is \$15.2 million for 2017. The agency's primary source of income is a one-quarter of one percent (0.25%) permanent county sales tax, which accounts for sixty percent (60%) of Laketrans' operating budget. Approximately ten percent (10%) of revenues are generated from passenger fares, twenty percent (20%) from federal and state aid, and the remaining revenue comes from new revenue streams such as Medicaid IO waivers and Non-Emergency Medicaid Transportation.

Over the years, Laketrans has been the recipient of many transit safety, marketing, operating, maintenance, financial and audit awards as well as being recognized twice by the American Public Transportation Association as the "Outstanding Transit System" among its peers.

During its forty-year history, Laketrans has been led by two outstanding transit managers. Therefore, the organization is looking for a dynamic individual prepared to make a long term commitment to building on what has been accomplished in the past and capable of taking Laketrans into the future.

Qualifications: Bachelor's degree from an accredited college or university in transportation, business, management, planning, public administration, engineering and ten (10) years of senior management experience with progressive responsibility over a multiple number of functional areas. A Master's Degree in business or public administration can be substituted for an equivalent number of years of experience.

This position requires extensive knowledge of paratransit operations and financial best-practices. Laketrans is unlike most large to medium sized transit systems, paratransit is the main focus of Laketrans' operations versus fixed route as in a traditional transit system. Therefore, preferential consideration will be given to candidates with demonstrable accomplishments in providing complementary paratransit service to seniors and people with disabilities.

How to Apply: Interested candidates should submit their cover letter, application, resume and salary requirements to: Cannon, Aveni & Malchesky Co., L.P.A., Laketrans General Manager Search, c/o Paul R. Malchesky, 41 East Erie Street, Painesville, Ohio 44077 or email to pmalchesky@csalawgroup.com.

Candidates may refer to Laketrans' website at www.laketrans.com/careers for more detailed information about the job description under the tab "General Manager Search".

A downloadable application form is available on Laketrans' website.

Salary: Commensurate with experience and education.

Deadline: Open until filled.

Successful candidate will be subject to pre-employment drug screening, fingerprinting and background check.

Laketrans is an equal opportunity employer.

PLANNER/GIS/WEB SUPPORT

KFH Group is seeking to hire a Planner. The successful applicant will be assigned to offices at Maryland DOT, Office of Planning and Capital Programming, Hanover, Maryland. We are looking for a person that can work well as an independent contributor while being a strong team player, prepare work to be reviewed for soundness of technical judgment and accuracy, and contribute to the completion of milestones. The job will include

- Geographic Information Systems (GIS) Support
- Website Design and Maintenance
- Technical Support for Presentations and Reports
- Graphics Support
- Information Technology (IT) Support
- General Planning Support

The job requires experience with Adobe Creative Suite software, including Illustrator, InDesign, and Photoshop; Adobe Acrobat Professional; front-end Web design; WebEx; Skype for Business; Survey Monkey; Microsoft Project; Microsoft SharePoint 2010; and Adobe Flash media file development.

KFH Group, Inc. offers a competitive salary, full benefits, and parking/transit subsidy. We are an Equal Opportunity Employer. Please send your resume to Laurie Schwartz, KFH Group, Inc., 4920 Elm St., Suite 350, Bethesda, MD 20814; fax (301) 951-0026; or lschwartz@kfhgroup.com.

ATLANTA BELTLINE, INC.

SENIOR TRANSIT ENGINEER

Position Description

The Atlanta BeltLine is a \$4.8 billion urban revitalization project being developed for the City of Atlanta, Georgia by Atlanta BeltLine, Inc. – a Georgia non-profit private development corporation. The Atlanta BeltLine program of projects includes 22 miles of modern streetcar/light rail transit (as part of a 50-mile system being developed in partnership with the city of Atlanta and Metropolitan Atlanta Rapid Transit Authority – MARTA), 33 miles of urban trails, 2,000 acres of new and rehabilitated parkland, 46 miles of new complete streets and streetscape improvements, public art, historic preservation, and 1,100 acres of brownfield reclamation, all of which will support the creation of 28,000 mixed income housing units (including 5,600 affordable workforce units) and 30,000 permanent and 48,000 one-year construction jobs.

Position Responsibilities

1. Manage, review and coordinate planning, environmental review, and engineering design efforts for new light rail transit lines, operations and maintenance facilities, and other transportation projects as needed. Responsibilities include providing design capacity, and managing the scope, schedule, budget, and overseeing staff/consultants for projects;
2. Manage, direct and coordinate transit capital and roadway/intersection improvement construction projects and provide contract administration. Review and approve invoices, potential design changes, field orders/force account work and value engineering proposals. Review organization's critical correspondence to and from contractors and other jurisdictions.
3. Ensure compliance with the organization's policies and procedures, and state and federal regulations.
4. Prepare, review and evaluate contract technical specifications, bid documents, and cost estimates.
5. Direct and manage preparation of federal New Starts and federal/state environmental documents including required financial plans and related state, federal, and local permits.
6. Represent Atlanta BeltLine, Inc. at public and inter-jurisdictional forums.
7. Produce reports for the Federal Transit Administration and other federal, state, regional, and local funding partners.

Position Requirements:

At least a Bachelor's degree in Engineering, Civil Engineering, Planning, Architecture, Construction Management, or any related field. Professional Engineering (PE) registration from any state with the ability to obtain same from State of Georgia within one year of employment is highly desired.

A minimum of twelve years of experience in the planning, design, and construction of multimodal transportation projects, including public works projects with an emphasis on modern light rail streetcar development.

Proficiency with project management and office software. Familiarity with applicable technical software such as GIS, AutoCAD and/or Microstation, etc.

How to Apply:

Interested candidates should submit a cover letter and resume to jobs@atlbeltline.org by May 10, 2017.

Atlanta BeltLine, Inc. is an Equal Opportunity Employer.

SERVICE PLANNER/SCHEDULER/ANALYST

VIA Metropolitan Transit is currently seeking a Service Planner/Scheduler/Analyst. This position is responsible for performing technical work involving service planning, scheduling and aiding in the development of run-cut/roster. Tasks include collection of information/data, analyzing data, and developing detailed service plans, schedules for efficient transit service. Also develops, implements and maintains specific methods and procedures to monitor and evaluate transit service performance. Requires a Bachelor's Degree in Business Administration, Planning, Geographic Information System, or related field and at least 2 years related experience, to include large volume data analysis or an acceptable combination.

Complete an application online at www.viainfo.net

VIA Metropolitan Transit
Employment and Testing Department
1021 San Pedro Ave.
San Antonio, Texas 78212
Equal Opportunity Employer

MANAGER OF GRANTS AND PROCUREMENT

GNHTD provides transportation service for the elderly and disabled in South Central Connecticut and serves as a conduit for federal and state transit infrastructure funding.

We are looking for an experienced, highly motivated and enthusiastic individual to join our dynamic senior management team as Manager of Grants and Procurement. Our company is growing; we have many exciting development opportunities on the horizon including the design and construction of a new facility. We are seeking someone who can lead complex procurements in a fast-paced environment as well as spearhead grant and contract administration efforts.

The Manager of Grants and Procurement ensures agency-wide compliance with federal and state grant agreements and applicable regulations ensuring fair and open competition, good stewardship of public funding and proper management of GNHTD grants. Provides information to the senior management team concerning the status of all grant projects, working collaboratively to analyze agency short/long term funding needs, monitoring grant related expenditures and assisting with contract management of capital projects undertaken by GNHTD. Ensures compliance with FTA Circular 5010.1E (as amended) to ensure all grant compliance requirements are met.

The Manager of Grants and Procurement is responsible for all phases of the procurement process including solicitation, award and contract administration as well as fixed asset management. Responsible for ensuring that all procurements are conducted in accordance with FTA Circular 4220.1F (as amended) as well as Connecticut Department of Transportation contractual requirements. Responsible for developing GNHTD Procurement Policies and Procedures, recommending efficiency measures and implementing policy and procedural changes as needed.

Assumes all responsibilities related to Disadvantaged Business Enterprise (DBE) and Small Business Enterprise (SBE) utilization goal setting and attainment reporting. Serves as DBE Officer, leading outreach efforts and reporting directly to Executive Director. Responsible for all GNHTD contracts, including short/long term procurement cycle planning and proper insurance requirements. Ensure adequate insurance types/limits are in place for agency as well as for contractors.

Requirements:

- 5+ years senior level experience in public transit procurement, grant administration, finance and accounting or related field;
- Thorough understanding of FTA Circular 4220.1F and FTA Circular 5010.1E
- Experience with state, federal and municipal government entities regulations and processes;
- Specific experience with facility design, construction and maintenance, revenue vehicle, support equipment and transit enhancement infrastructure procurements desirable;
- Ability to direct the overall activities of major grant management, procurement, contract administration and risk management functions;
- Working knowledge of minority and disadvantaged business enterprise utilization and outreach strategies;
- Ability to establish and maintain positive relationships with other employees and business partners and to present facts and recommendations effectively;
- Strong analytical skills along with superb written, oral and interpersonal communication skills; and
- The ability to work independently and cooperatively with others.

Contact: Kimberly A. Dunham, Executive Director at kdunham@gnhtd.org

HELP WANTED

METROLINK

OPERATIONS COMPLIANCE OFFICER

The Southern California Regional Rail Authority, operator of the METROLINK Commuter Rail System, is seeking an Operations Compliance Officer who will be responsible for quality assurance measures and support necessary to monitor, review and analyze the performance of the railroad contractor to ensure a safe, timely and customer driven commuter service. The position will monitor operating performance through operational monitoring, direct observation and by conducting unannounced operating rules compliance tests including joint testing and direct interface with partner railroads, BNSF, UPRR, Amtrak and the Metrolink operating services contractor for the safe operation of the railroad. Requires 5 years work experience in railroad operations; locomotive engineering experience preferred. This is a continuous recruitment; interested applicants are encouraged to apply immediately. For additional information and to apply, visit www.metrolinktrains.com/careers. EEO/ADA

MANAGER SAFETY AND SECURITY OPERATIONS

The Regional Transportation Commission of Southern Nevada (Las Vegas) is hiring for a Manager Safety & Security Operations.

The Manager Safety & Security Operations manages, supervises and oversees the safety and security administration for transportation services, capital programs, facility operations and maintenance, worksite procedures, employees, contractors and customers.

This position requires: Equivalent to a Bachelor's Degree in Business, Public Administration, criminal justice, project administration, safety, security, engineering or a closely related field, and five (5) years of professional-level experience monitoring and/or investigating safety practices or incidents, two (2) years of which were in a supervisory role. Prior transit safety and security experience preferred.

Salary Range: \$94,972.80 - \$149,801.60 Annually

For more information and to apply, visit our website www.rtcnv.com

Application deadline for the position: 05/10/2017

DEPUTY GENERAL MANAGER,
BRIDGE DIVISION
(PS101144)
SAN FRANCISCO, CA

SALARY RANGE: \$178,068.80 - \$215,196.80 annually plus excellent benefits
Employee pays up to 7% of salary/wage toward CalPERS retirement plan

DATE POSTED: Monday, April 17, 2017

CLOSING DATE: Open until filled
1st Review Date of Applications: May 8, 2017

OPEN TO: All qualified candidates

OPENINGS: 1 vacancy and to create an Eligibility List

POSITION DESCRIPTION:

The Deputy General Manager, Bridge Division plans, organizes, and directs all activities of the Bridge Division, and provides vision, leadership and executive level management to promote efficiency and innovation in all aspects of bridge operation and maintenance and performs all duties and responsibilities subject to executive approval by the General Manager and within the limits of Board policy. The Deputy General Manager, Bridge Division exercises the maximum degree of independence, initiative and judgment in developing, coordinating, and executing policies, programs, methods, and procedures related to carrying out these responsibilities. Responsibilities include planning and execution of structural maintenance, facility and equipment maintenance, security, toll collection, traffic operations and emergency response activities.

This position manages a diverse workforce of 200+ employees in a complex 24/7 operating environment; develops and administers combined operating and capital budgets in excess of \$76 million annually, recruits, hires, develops and provides ongoing support to a top performing senior management team; negotiates and administers complex labor agreements with 14 unions and/or bargaining units; serves as a member of the agency's Executive Team; represents the agency in the media and in high profile public forums; and liaisons with elected officials and governmental agencies and bodies. This individual must have the ability to negotiate effectively, resolve conflict, and inspire others to achieve the vision of the Golden Gate Bridge, Highway and Transportation District. The Deputy General Manager, Bridge Division collaborates extensively with the General Manager, District Board of Directors, Officers,

Deputy General Managers for the Bus Transit Division, Ferry Division, the Administration and Development Division and with various department managers to formulate and implement strategic objectives to successfully execute the District's mission. In the absence of the General Manager, the Deputy General Manager, Bridge Division may be appointed to act on his/her behalf.

MINIMUM JOB REQUIREMENTS

EDUCATION/EXPERIENCE REQUIREMENTS:

- Bachelor's degree with major coursework in Engineering, Business, Public Administration or related field.
- Ten (10) years of full time position-related senior management and executive level experience which includes a wide range of craft/trade activities, labor relations, media and public relations, heavy maintenance practices, traffic operations, public administration and organizational management.

REQUIRED LICENSE (S):

- Must possess and maintain a current, valid California driver's license and satisfactory driving record.
- Operates District vehicles on a regular basis.

ESSENTIAL RESPONSIBILITIES:

- Plans, organizes and directs the administration, operations and maintenance activities of the Bridge Division.
- Plays a leading role in the Golden Gate Bridge Security Coalition and coordinates bridge security issues with law enforcement, fire, EMS and homeland security agencies.
- Develops and presents written and oral reports and analysis on a wide variety of highly complex issues having current and future District-wide impact.
- Acts as liaison between the Board of Directors, its committees and the Bridge Division on bridge policy, programs and related matters, and prepares detailed reports and recommendations for agenda items for presentation at Board and Committee Meetings.
- Prepares Bridge Division's operating budget for presentation to the General Manager and Board of Directors, and recommends appropriate staffing levels and purchase of necessary equipment, materials and supplies.
- Participates directly in labor negotiations, labor relations, and labor contract administration.
- Conducts final step grievance, appeal hearings and renders final decisions to labor cases and/or disputes.
- Administers Bridge Division maintenance and procurement contracts and enforces appropriate performance and warranty provisions.
- Participates as a member of the District's Executive Management Team (E-Team).
- Mentors and provides staff development opportunities to assigned departments.
- Develops and implements methods to bring about economic utilization of personnel and equipment while providing maximum service, and oversees the development of reports as required to monitor costs and efficiently run bridge operations.
- Plans and implements maintenance programs and projects, and prepares and/or coordinates preparation of cost estimates.
- Coordinates with the District Engineer concerning bridge-related repair, construction and maintenance.
- Assists the District's attorney when requested regarding litigation and claims resulting from traffic and other accidents on the bridge and its approaches, and on other legal issues.
- Reviews, approves and issues permits for routine and controversial or non-routine special events and expressive activities on the bridge and surrounding properties.
- Continual high-level personal contact with press and media, law enforcement, agency personnel, civic groups, members of boards and commissions to discuss and resolve problems, and with representatives of union organizations to negotiate agreements and settle labor disputes.
- Represents the Golden Gate Bridge, Highway and Transportation District in professional and industry associations such as AASHTO, IBTTA and others.
- May be appointed by the General Manager to act on his/her behalf.
- Ensures that appropriate safety and health policies, procedures and programs are effectively implemented, that adequate resources and priority are assigned to correcting hazardous conditions, and that applicable safety program activities are carried out.
- Regular and reliable attendance is a requirement of this position.

REQUIRED KNOWLEDGE, ABILITIES, SKILLS:

Knowledge of:

- Principles, policies, and practices of management and administration, policy development

and implementation, budget administration, supervision, training, employee and organizational development, leadership, team building, motivation and conflict resolution, business report writing, and modern office systems and business software.

- Federal, state, and local regulations and how they apply to areas of responsibility.
- Bridge and facility maintenance practices, principles of traffic management and roadway operation.
- Security and emergency response practices.
- District policies, programs, procedures, and labor agreements provisions (MOU).
- Labor relations techniques and negotiations.

Skills in or Ability to:

- Demonstrate business acumen, integrity, and good judgment.
- Interact tactfully and persuasively with others in controversial situations.
- Maintain effective professional relationships at all organizational levels, with Board of Directors, District Officers, managers, and with other agencies.
- Reason logically and creatively as well as utilize a variety of analytical techniques to resolve complex and specialized managerial issues.
- Plan, prepare, review, and present clear and concise findings and reports to Boards of Directors, District Officers, managers, staff, and the public.
- Collect, synthesize, and analyze a variety of information.
- Effectively develop and evaluate staff.
- Apply collaborative work strategies and gain the cooperation of employees at all levels of the organization.
- Create and persuasively communicate vision in the support of the District's overall direction through excellent written and verbal communication and presentation skills.

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.

For directions and general information, visit our website www.goldengate.org.

The District's primary and official means of application notification is via EMAIL. Thus, applicants are advised to check their email for their application status updates.

THE FOLLOWING DOCUMENT(S) MUST BE SUBMITTED AT TIME OF APPLICATION:

1. GGBHT Online Employment Application
2. Resume (Scan and attach as PDF to your online application)

THE SELECTION PROCESS FOR THIS POSITION will include:

- Assessment of education, training, and experience
- Oral Panel Interview
- General Manager interview for final candidates
- Medical Examination, post offer of "conditional employment"
- Background, Employment and Security Investigation

* This position is classified as a "Safety Sensitive" and will be required to undergo Drug and Alcohol testing prior to employment and will be subject to further random urine and breath alcohol testing throughout the period of employment

**The District will invite ONLY 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) 257-4521 (Human Resources). The District's telecommunications device (TDD) for Persons with Hearing Disabilities is (415) 257-4554.

Revised 03/17/2014 SS
04/17/17 MP
Human Resources Administration
Human Resources Department
GGBHTD
1011 Andersen Drive
San Rafael, CA 94901-5318



Procurement Manager

Responsible for the procurement of goods and services following Authority policies, procedures and applicable local, state and federal regulations. Duties include planning, scheduling, initiating and monitoring; quality assurance of all procurement and contract activities. Establishes bid standards and prepares procurement documents to publicly solicit bids and contracts for the purchase and/or lease of materials and services. Manages the day-to-day operations of the procurement process. Bachelor's degree in public administration, business, accounting, contract management or related field with 3-5 years of exp in procurement management in a governmental, grant funded and federally regulated environment. Transit procurement experience, Certified Public Purchasing Officer (CPPO) or Certified Purchasing Manager (CPM) is strongly desired. Candidate must possess a strong working knowledge of procurement, invoice processing and payment functions in an electronic environment. FT, salary range: \$51,248 – \$79,343.

Submit resumes to hr@catchacat.org; state position in subject line.

Chatham Area Transit Authority
900 E. Gwinnett Street • Savannah, GA 31401

EOE/M/F/D/V

OUR NAME IS CHANGING. WE'RE NOT.

WSP | Parsons Brinckerhoff will be rebranding as WSP worldwide, but our commitment to technical excellence and exemplary client service will never change.

Our recognized experts will continue to deliver advisory, planning, design and management services to a range of markets, including:

- Transportation & Infrastructure
- Buildings
- Energy
- Water & Environment

We're excited about our future as WSP USA.

Learn more at [**rebrand.wsp-pb.com/usa**](https://rebrand.wsp-pb.com/usa).

