

# PASSENGER Transport

75<sup>TH</sup> ANNIVERSARY

THE SOURCE FOR PUBLIC TRANSPORTATION NEWS AND ANALYSIS

MONDAY, JUNE 5, 2017 | VOLUME 75, NO. 11

## 2017 Rail Conference Baltimore, MD





## Commentary

# Transforming Culture At the Speed of Light Rail

## Five Milestones on an Agency's Road Map for Change

BY HENRY LI  
General Manager/CEO  
Sacramento Regional Transit District

**C**hanging the culture of a struggling public transit agency can seem like an insurmountable task, but it's achievable with vision and a clearly defined road map.

In spring 2016, the Sacramento Regional Transit District (SACRT), the largest public transit provider in the capital region of California, was in financial crisis with a poor reputation and lack of quality service. As the new general manager/CEO, my top priorities were image rebuilding, reestablishing trust with the community and operating the agency like a business—one that is transparent, accountable and puts customers first. In less than 18 months, we have made rapid and comprehensive turnarounds in five areas:

**1. A New SACRT Is Moving the Region.** Leveraging the support of the SACRT Board of Directors, we built a dedicated team of professionals who are committed to improving service and enhancing the agency's public image.

We worked with staff, our board and all key stakeholders in the region to pursue excellence by promoting a world-class SACRT vision, developing performance goals and accountability measures and inspiring people to go above and beyond.

**2. Enhancing Fiscal Stability.** Our fiscal position is significantly improving. SACRT has aggressively implemented revenue-generating initiatives, such as renegotiating fare agreements with partner cities, exploring advertising opportunities, educating the public about the importance of local funding, increasing fares and launching mobile ticketing to attract choice riders. As a result, SACRT has quickly built a sizable cash reserve and increased fare revenue by 16.5 percent.

Aggressive cost containment and risk mitigation measures are saving the agency millions and minimizing the risk exposures. We successfully negotiated with unions to reduce annual salary adjustments, restructured revenue bonds

to reduce debt service by half, and renegotiated service contracts, reducing costs more than 20 percent. Employee pension reform measures reduced the agency's financial obligation from 26 percent to just 3 percent for a group of new employees. These cost avoidance measures saved the agency more than 10 percent of the total operating budget, an astounding \$20 million savings in less than an 18-month period.

We also improved our revenue bond rating this past April, significantly boosting confidence in SACRT's future. Additional sources of revenue are anticipated through station naming rights and TOD programs, both made possible through service and associated public image improvements.

**3. Embarking on a Massive Culture Change.** Our motto at SACRT is "Customers First." Period.

The SACRT team leaves no stone unturned when it comes to improving service to elevate the customer experience. Here are a few: We extended the customer service center hours, increased front-line customer service staffing by 7 percent and

reduced administrative positions and implemented a first mile/last mile pilot program with Uber, Lyft and Yellow Cab.

**4. Prioritizing Safety and Security.** We have renewed our efforts to maintain a safe and secure transportation system 24 hours a day, seven days a week. Using technology and innovation to improve security, we introduced Alert SacRT, a mobile safety and security app that enables passengers to send pictures, texts and video directly to police if they see suspicious activity.

Additionally, \$6 million in system upgrades have been invested in light rail stations, including 2,000 security cam-

eras, LED lighting and new fare vending machines. The addition of 25 new transit agents improved our security presence and reduced fare evasion from nearly 20 percent to 5 percent in one year.

**5. Building Strong Partnerships.** Finally, elevating internal and external communications to provide total transparency has been a major shift for the agency.

Throughout this past year, we have worked to establish strong partnerships with all stakeholders, and reestablished trust with news media and many communities that we serve. SACRT has received extensive positive news coverage and has been honored with accolades and awards for running the organization like a business by putting customers first.

Through our strong partnerships and collaborations, SACRT played a major role in the April passage of California SB1, a \$5.3 billion annual transportation funding package.

SACRT has won high praises through a cleaner, safer and more convenient service experience for more than 200 arena events, resulting in thousands more first-time riders. Through effective communication, transparency and accountability, SACRT has transformed critical opponents into strong supporters.

**The Road Ahead.** We are now looking to the future to accelerate our transformation and elevate SACRT's value in providing a world-class regional mobility network.

We plan to engage with community groups and key stakeholders over the next couple of years to ascertain the full scope of the region's mobility needs and develop a comprehensive plan to grow ridership. Our comprehensive Route Optimization Study will allow us to analyze how to better serve our communities. Working together, we will develop a route structure that is community oriented, with increased service frequency and improved connectivity. Simultaneously, we are working diligently with the region to secure additional dedicated local funding to grow.

Our road map is clear. We have the right people in the right seats on the right train to take us to the next level, as we continuously keep the momentum going for SACRT.

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

# PASSENGER Transport

ISSN 0364-345X

The Source for Public Transportation News and Analysis

VOLUME 75, NUMBER 11

ESTABLISHED 1943

Published bi-weekly by the **American Public Transportation Association**, 1300 I St., NW, Suite 1200 East, Washington, DC 20005; (202) 496-4800; Fax (202) 496-4321; [www.apta.com](http://www.apta.com)

It is the mission of *Passenger Transport* to communicate news and information about public transportation and to serve as the voice of the public transportation industry.

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Subscriptions outside North America, \$87 per year; Airmail service outside North America, \$147 per year. Quantity discounts available to APTA members, when billed to one address:

|              |                |
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# Gillig Moves Headquarters To Livermore, CA

## AS PASSENGER TRANSPORT

went to press, Gillig LLC—the last heavy duty bus manufacturer wholly owned and made in America—was preparing for the June 1 opening of its new headquarters and production plant in Livermore, CA, leaving its longtime home in Hayward, CA, after some 80 years.

According to published reports, the 127-year-old company made the move because it had outgrown its Hayward facility. “We made a conscious decision to stay right here rather than leaving the state,” Gillig President Derek Maunus said, adding, “It’s the team that’s gotten us here ... trying to replace that would be a huge mistake.”



Celebrating the first buses off the line at Gillig's Livermore, CA, facility, from left: Gillig President Derek Maunus; Bruce Abel, chief operating officer, Regional Transportation District, Denver; Rick Ramacier, general manager, Central Contra Costa Transit Authority (CCCTA), Concord, CA; Emmett Heath, chief executive officer, Community Transit, Snohomish County, WA; David Olmeda, chief operating officer, San Mateo County Transit District, San Carlos, CA; Scott Mitchell, CCCTA director of maintenance; and Joe Policarpio, Gillig vice president, sales.

The new headquarters comprises a 600,000-square-foot main facility including two smaller structures, a fabrication and assembly building and a location to prepare buses for delivery. Gillig said it will provide about 850 new jobs in the area.

“Our new production facility opened as scheduled and is delivering the high-quality transit buses that our customers expect of us and in the timeframe promised,” said Joe Policarpio, Gillig vice president, sales.

Gillig's new manufacturing plant is located in the 168-acre Oak Business Park in Livermore, where its neighbors will include Tesla and the Livermore

Amador Valley Transit Authority's bus maintenance facility.

According to the Gillig website, the company's history began in San Francisco in 1890, when Jacob Gillig established it as a manufacturer of horse-drawn carriages. Following the 1906 San Francisco earthquake and fire, the firm reopened as Leo Gillig Automobile Works, evolving into a manufacturer of car bodies, hearses, trucks and early model buses. In 1932, the company moved into school bus construction as Gillig Bros., opening the Hayward headquarters in 1938. Gillig began building transit buses in the 1970s, phasing out the school bus business.

# Dignitaries Visit Brightline's West Palm Beach Station

**BRIGHTLINE**, the only privately funded U.S. express intercity passenger rail service, recently opened its station in downtown West Palm Beach, FL, to business and government leaders in advance of the South Florida line opening late this summer.

“Each day we mark another milestone as Brightline continues construction and readies for the launch of service later this summer,” said Dave Howard, Brightline's chief executive officer. “Our partners in Palm Beach County, the city of West Palm Beach and the Florida Chamber of Commerce have supported our efforts and we look forward to making significant economic impacts and changing the way people travel throughout the region.”

Brightline will connect West Palm Beach and Fort Lauderdale when it begins service, extending to Miami in

the fall.

West Palm Beach Mayor Jeri Muoio said, “Enhancing the city of West Palm Beach's mobility and transportation network is a top priority, and the introduction of Brightline will encourage the use of transit and allow us to welcome more visitors who aren't driving automobiles.”

Brightline will use trainsets built by Siemens in Sacramento, CA, which operate at speeds up to 125 mph—defined as “higher-speed rail” rather than high-speed rail. Each train consists of two diesel-electric engines and four coaches and features Wi-Fi, power outlets, reclining seats, large windows, wide aisles and overhead luggage storage.

Four of Brightline's five trainsets—identified as BrightOrange, BrightGreen, BrightBlue and BrightPink—are undergoing the required dynamic and static testing, with the fifth, BrightRed, expected to arrive this month. Each of the trainsets is painted in its namesake color in a design intended to suggest speed and modern technology. All locomotives are painted an intense yellow.

Workers are completing the 60,000-square-foot station, located within walking distance of numerous downtown destinations. The station includes a parking garage, retail space and a residential building.



Brightline CEO Dave Howard tests a fare gate at the rail line's West Palm Beach Station.

# FRA, FTA Announce \$197 Million in PTC Grants

**ON MAY 31**, FRA and FTA announced the 17 recipients of \$197 million in competitive grant funding, authorized under the FAST Act, to help commuter and intercity passenger rail projects in 13 states meet the Dec. 31, 2018, congressional deadline to implement PTC systems.

FRA and FTA selected the recipients from among 27 eligible applications requesting \$455 million, more than double the \$197 million Congress authorized. FRA was responsible for selecting the recipients and FTA will award and administer the grants during Fiscal Year 2017.

“Millions of people rely on our nation's commuter railroads and positive train control will help ensure safe and reliable service,” said FTA Executive Director Matthew Welbes. “Today's announcement means that commuter railroads can move forward with the implementation of an important rail safety feature.”



FRA Executive Director Patrick Warren said, “The number of passengers depending on rail has increased dramatically, which means PTC is needed now more than ever. This funding will get us closer to PTC implementation on

some of the most significant railroads in the country that transport several million passengers to and from work every day.”

The largest individual grants are \$33.75 million to New York State DOT for an Amtrak corridor,

\$31.63 million to the South Florida Regional Transportation Authority (Tri-Rail), \$21.68 million to the Peninsula Corridor Joint Powers Board (Caltrain), San Carlos, CA, and \$20.2 million to the Regional Transportation Authority (Metra) in Chicago. To see the complete list, go to [www.fra.dot.gov](http://www.fra.dot.gov).

The grants under this program will be used to install PTC technology, including back office systems and way-side, communications and associated onboard hardware equipment.

# Cleveland Breaks Ground For New Campus Station

**COMMUNITY LEADERS** and officials of the Greater Cleveland Regional Transit Authority (RTA) broke ground May 31 for a new, ADA-compliant rail and bus station near the Tri-C Metro Campus, which will replace the existing E. 34-Campus Rapid Station when it opens late next year.

“Public transit is a key component of a robust economy. Without the funding and civic support from the local, state and federal levels, critical projects like this new Campus Station would not be possible,” said RTA Chief Executive Officer and General Manager Joe Calabrese.

Construction costs for the new Campus Station will account for \$6 million of the total project cost of \$7.5 million, and federal funds will cover about 80 percent of the construction cost. The station will incorporate extended ramps in place of escalators and elevators as part of its accessible features, along with public art in accordance with federal guidelines.

The existing station, which originally opened in 1930, is on the Green and Blue light rail lines and Red heavy rail line and serves three RTA bus lines. Its neighborhood includes the Campus District—home to educational and medical institutions, arts venues and entertainment—and the Opportunity Corridor, a reinvestment project designed to support job growth, community improvement, the mobility of people and goods, quality of life and the local environment.



Joining area leaders for the groundbreaking were RTA CEO and General Manager Joe Calabrese, left, and RTA Board Member and APTA Immediate Past Chair Valarie J. McCall, right, who helped young riders start the project.

# New CEO Named Poftak, Interim, MBTA

**STEVE POFTAK**, vice chair of the Massachusetts Bay Transportation Authority's (MBTA) Fiscal and Management Control Board (FMCB), will temporarily vacate that position July 1 to serve as MBTA interim general manager when the current acting general manager, Brian Shortleeve, steps down to join the FMCB as a member.

During his tenure with MBTA, Poftak will take a leave of absence from his current post as executive director of The Rappaport Institute for Greater Boston at the Harvard Kennedy School. When MBTA names a permanent general manager, Poftak will return to the FMCB.



Steve Poftak

## TRB, TCRP Host Webinar on Financing

The Transportation Research Board will conduct a free webinar June 7, 2-3:30 (eastern), *Innovative Financing for Public Transportation: Value Capture and Small- and Medium-Sized Public-Private Partnerships*, featuring best practices from two recent reports published by its Transit Cooperative Research Program (TCRP). The reports are *TCRP Report 190: Guide to Value Capture Financing for Public Transportation Projects*, which addresses the public recovery of a portion of increased property and other value created as a result of public infrastructure

investment, and *TCRP Report 191: Public Transportation Guidebook for Small- and Medium-Sized Public-Private Partnership (P3) Initiatives*, a guidebook addressing what, how, why and when to consider P3s for small- and medium-sized initiatives. The webinar is eligible for 1.5 Certification Maintenance Credits from the American Institute of Certified Planners. For more information and to register for the webinar, go to [www.trb.org](http://www.trb.org) and search on the webinar title. Find the reports at [www.trb.org](http://www.trb.org) by searching on their titles.



## President's Infrastructure Advisor Supports Gas Tax Increase

Real estate developer Richard LeFrak, whom President Donald Trump appointed along with fellow developer Steven Roth to lead an infrastructure advisory council, recently said he would support raising the gas tax and adjusting it for inflation. "You wouldn't be raising it," LeFrak said in reported comments. "You'd be leveling it to where it would have been had they adjusted it for inflation in 1993." He noted that because cars are now more energy-efficient, indexing the gas tax to inflation would "produce tens of billions of dollars of annual revenue that could be reinvested back into infrastruc-

ture in the country." LeFrak also said he supports streamlining the regulatory and permitting process by designating an agency to serve as a "one-stop shop," an idea introduced during the Obama administration. He added that he is "not involved" in how or when the administration will release an infrastructure plan. LeFrak is chairman and chief executive officer of the LeFrak Organization, based in New York City, New Jersey, Miami and Los Angeles. Roth is the founder of Vornado, a real estate company in New York and Washington, DC.

## BMBG Nominations Are Now Open

**IF YOU'RE AN APTA BUSINESS** member, you are invited to apply for an opening on the association's Business Member Board of Governors (BMBG), which sets the course and direction for APTA business member activities. Nomination forms must be returned to APTA by 5 p.m. (eastern) July 7, said BMBG Chair Jeff Wharton, president, IMPulse NC LLC. The BMBG nominations committee is seeking to fill 11 two-year terms beginning Oct. 11, the last day of the Annual Meeting & EXPO. In addition, Wharton said, during the year, addi-

tional positions may become vacant, which the committee will fill from submitted nominations. Wharton encouraged members to apply. "We need good people to apply, people who are interested in helping lead the transit industry in the years ahead and we are committed to enhancing diversity in our activities at APTA," he said. Find details and nomination forms at [www.apta.com](http://www.apta.com) by searching on "2017 BMBG nominations" or contact Adam Martin, 202-496-4833 or [amartin@apta.com](mailto:amartin@apta.com).

## AECOM's First Commercial Spotlights LA Metro

**AECOM SHOWCASES** Los Angeles Metro's light rail Expo Line in its first television commercial, filmed by Academy Award-nominated director John Singleton at locations throughout the Los Angeles area, highlighting infrastructure's positive impact on people and neighborhoods. The one-minute commercial is part of a new AECOM campaign that focuses on the human impact of its clients' projects: "Imagine it. Delivered." It follows a young surfer from South Los Angeles who embarks on an early morning journey via the Expo Line to enjoy the Santa Monica beach at sunrise. The ad shows how access to infrastructure, made pos-

sible by AECOM's global network of professionals, transforms communities by connecting individuals to people and places they love. "We are delighted to have partnered with iconic director John Singleton on our first television commercial, spotlighting how we collaborate with our clients, like LA Metro, to deliver innovative solutions for their most complex challenges," said Michael S. Burke, AECOM chairman and chief executive officer. (Singleton directed the acclaimed *Boyz n the Hood*, among other movies.) To see the commercial and behind-the-scenes content, go to [www.aecom.com/connectedLA](http://www.aecom.com/connectedLA).

# A Global Perspective of Public Transportation's Future

## APTA Members Provide Insights, Perceptions of What's Ahead for Industry

**P**assenger Transport asked APTA members at the recent International Organization for Public Transport's (UITP) Global Public Transport Summit to talk about what the future holds for the industry by answering this one-question interview:

*Please share your thoughts about the upcoming innovations and emerging technologies you believe will have a transformative impact on our industry.*

A few excerpts follow:



solutions to make development, production and in service of trains not only more efficient, but also faster and more sustainable. Through this new digitalization initiative, ON: TRACK, Bombardier is

bundling a range of ambitious projects toward more new digital business models that will drive the ongoing mobility revolution and ultimately provide more benefits and value for our customers and the customers of our customers.

### RATP Dev: Using Data to Serve Customers

**Catherine Chardon**  
Chief Executive Officer  
RATP Dev America

RATP Dev is very active in innovation, specifically technical innovation on metro systems.

We are the leader in terms of driverless metros in the world. We have the biggest driverless metros in terms of ridership. For instance, in Paris, more than 500,000 people are served every day on Line 14, which was built driverless 20 years ago.

We have transformed a 100-year-old line (Line 1) into a driverless line two years ago. It was a very interesting and complex engineering project. And we did it without disrupting service.



We also just recently launched "Slide" in Bristol, the first service of its kind anywhere in the United Kingdom. It is a transport on demand type of service. We create lines with an app so people can join, and we are experimenting with this type of service where there is currently low or no service.

We want to be a leader in big data. We are also partnering with companies, like Swiftly, a big data company. We have a lot of open data and we want to be able to use the data we have to make better analyses with the goal of improving the quality of service and finding out what is important to our customers. It's all about the customer and bringing added value.

**ONE QUESTION** CONTINUED ON PAGE 23

### Bombardier: Digitalization Part of Our 'DNA'

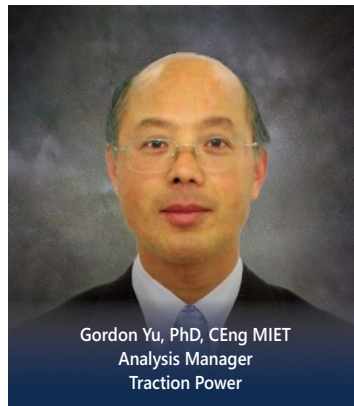
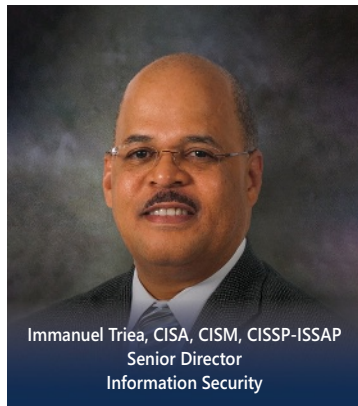
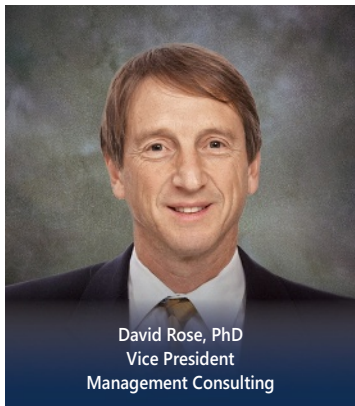
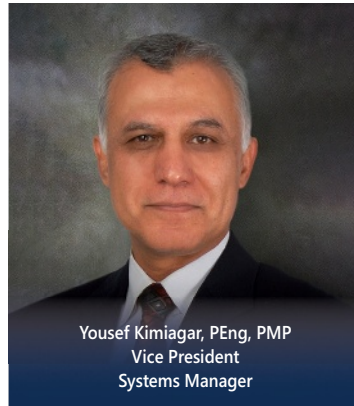
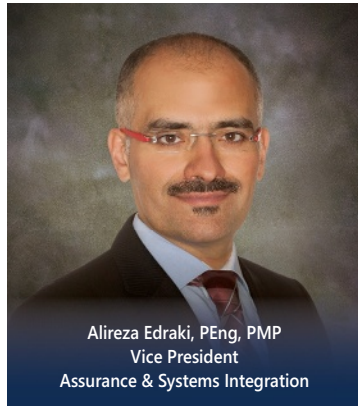
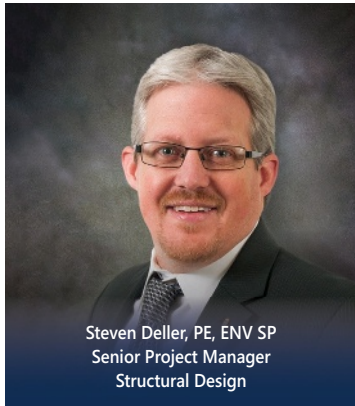
**Laurent Troger**  
President  
Bombardier Transportation

With the industry's broadest product portfolio and hundreds of ongoing projects in more than 200 cities across the globe, Bombardier has the leverage and scale needed to develop customized mobility and connectivity solutions while steering the mobility transition as it takes on an ever increasing digital character.

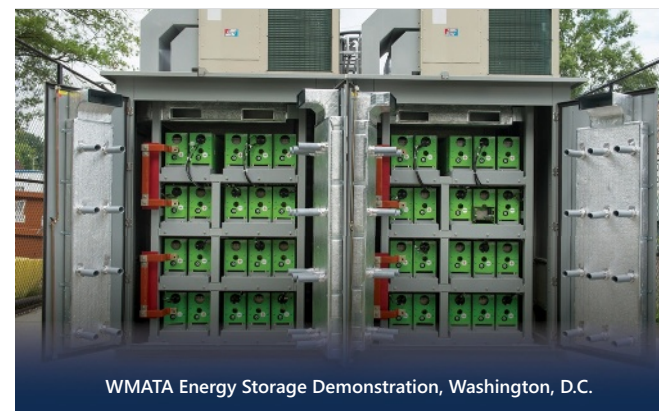


Digitalization has been a key part of Bombardier's DNA for years. In early 2017, we began entering into close partnerships with tech startups in industrial network security solutions, technical monitoring of rail infrastructure, big-data analysis or open-platform mobility applications to better integrate passenger transport solutions. The next round of Bombardier's Startup accelerator program, set to begin in September, will focus on Industry 4.0

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# JTA's U<sup>2</sup>C Program: A Fixed Guideway Disruptor?

BY BRAD THOBURN

Vice President of Planning,  
Development and Innovation  
Jacksonville (FL) Transportation  
Authority

**T**he emergence of autonomous vehicles and shared mobility has raised more questions than answers for public transit.

However, as public transit providers grapple with how their service will adapt to the evolving mobility paradigm, the Jacksonville Transportation Authority's (JTA) Ultimate Urban Circulator (U<sup>2</sup>C) program offers a framework to modernize and expand the aging Skyway (monorail) and offers insight into the opportunity technology presents for the future of public transit.

JTA's Skyway vehicles are past their midlife and face obsolescence. Four of the 10 trains have been forced out of service. Maintenance is costly and the original manufacturer shows little interest in overhauling and supporting the vehicles.

This has caused some to question the future of the system. However, the JTA Board of Directors and key community stakeholders determined that the Skyway is too great an asset to abandon. Still, direction from the JTA board to

keep, modernize and expand the system came with a caveat: Don't simply look to expand as is; explore technology options and look for more flexible solutions.

That direction resulted in the U<sup>2</sup>C program, which proposes to modify the elevated guideway and replace the current vehicles with a larger fleet of smaller driverless shuttles to be operated individually or as virtually connected trains. This will allow the flexibility to provide high-frequency service with two- to three-minute headways and meet the demands associated with events and peak service times.

In the future, agency leaders envision point-to-point and demand-responsive service. The new vehicles will allow ground-level extensions not feasible with the current monorail. Extensions will be in dedicated lanes or mixed traffic as technology permits. This would allow the Skyway to reach beyond its current 2.5-mile system into nearby neighborhoods and new emerging and planned developments in downtown.

Using the existing elevated section in the downtown core provides the highest level of speed and reliability, while the ground-level extensions will reach areas that would otherwise find the elevated



An artist's rendering of a new Skyway in Jacksonville featuring a larger fleet of smaller driverless shuttles.

structure too intrusive. Ramps from the elevated section to ground level will ensure seamless operation.

The promise of rapidly emerging next-generation autonomous vehicle technology not only offers optimal flexibility, but it also is expected to be far more cost-effective. JTA is refining the scope and cost estimates.

We expect significant savings compared to extending the elevated people mover and using traditional people mover vehicles. Overall savings on costs, even considering an increase in the number of vehicles, should exceed 50 percent. Potential savings exceed 75 percent for the ground-level exten-

sions and stations compared to the elevated system. Recurring operating savings are expected to be at least 25 percent.

The U<sup>2</sup>C vision includes using existing investments in the Skyway and infrastructure and harnessing the potential of emerging technology to better connect people and places in and around downtown. The program provides the ideal platform to advance autonomous vehicle technology in an urban setting and will provide nothing less than enhanced mobility, connectivity,

sustained economic growth and vibrancy for Jacksonville. In addition, a new regional transportation center will connect the U<sup>2</sup>C to local, regional and intercity transit services.

In February, JTA's board approved the U<sup>2</sup>C plan and authorized moving from planning to development of the project elements that will include conversion of the existing system, selection of new vehicles and development of extensions.

This is an exciting cutting-edge project that will help define the future of urban public transit and make Jacksonville a prototype community where people will want to come to live, work and play.

## Railcar Manufacturing, Assembly Drives Job and Economic Growth

### Federal Support Enhances Main Street Development

**WHEN THE NATION INVESTS** federal funds in public transportation, it helps create and sustain jobs throughout the U.S., bolster local and state econ-

omies and strengthen national and global supply chains.

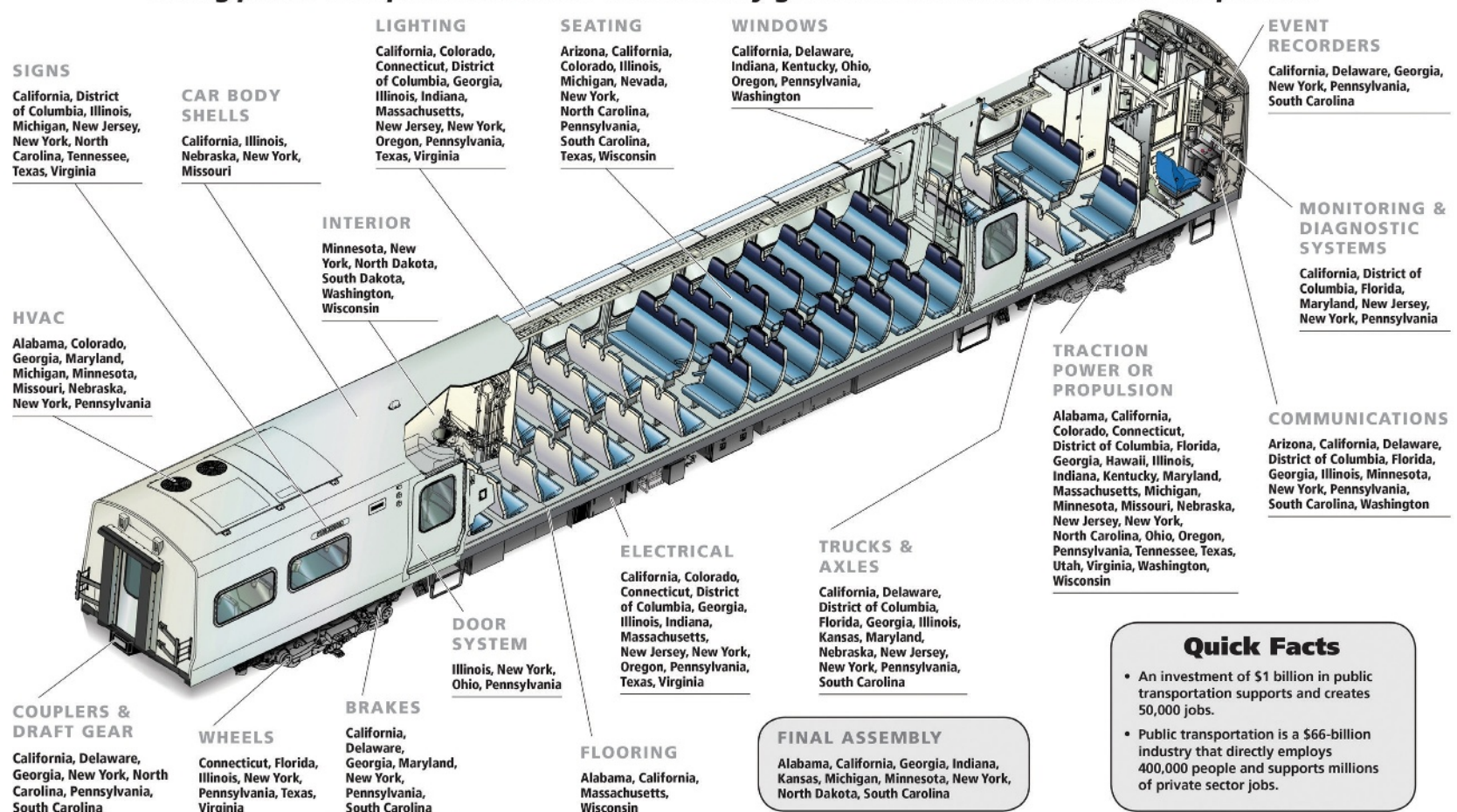
This theme is at the heart of APTA's ongoing legislative and advocacy cam-

paigns, which leverage high-profile events, member mobilization and grassroots and national outreach to emphasize public transit's economic value.

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

### Rail 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.

## IRWIN TRANSPORTATION PRODUCTS



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# Muni Rolls Out Largest Modern Light Rail Fleet in U.S.

BY ED REISKIN  
Director of Transportation  
San Francisco Municipal  
Transportation  
Agency



Ed Reiskin

the software that will diagnose mechanical issues and the steps that must be regularly raised and lowered.

These details can make all the difference for a reliable system. With our current LRV fleet, mechanical issues with the raising steps are the biggest contributor to delays; these vehicles go fewer than 5,000 miles between breakdowns, on average, compared to 59,000 for the new Siemens fleet. If that isn't enough to be excited about, we're also happy to have these vehicles manufactured locally in our state's capital, Sacramento.

We're already testing our first three new LRVs here in San Francisco and expect to have the first one in service by late summer. As the new fleet rolls out through 2028, it will replace our current 151-car fleet and expand it to 260.

With all the challenges cities face today, Muni needs to make investments like these to unlock the potential of a new generation of transit systems to keep us all moving for generations to come.

This year, the San Francisco Municipal Railway (Muni) will begin to roll out a new fleet of light rail vehicles that will play a major role in transforming the experience for generations of people who rely on our public transit system.

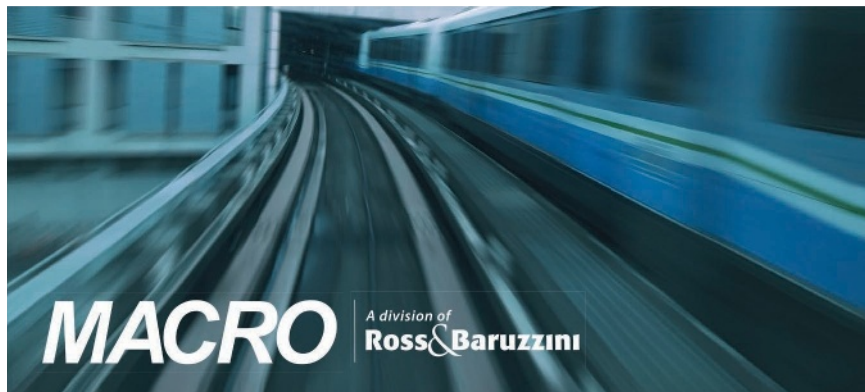
It's an honor for Muni to partner with Siemens USA to produce these 260 state-of-the-art vehicles—the largest light rail vehicle (LRV) contract in modern U.S. history. This is a milestone for San Francisco and for the U.S. public transit industry.

An incredible amount of work went into the design of these vehicles to make sure they work for San Francisco's riders, hills and unique Muni Metro system. Muni's network is the only one in the world in which LRVs provide service both on busy city streets and in an automatically-controlled subway system.

To make sure these vehicles will provide the performance, comfort and safety we need, they were designed with input from more than 8,000 Muni riders as well as our operations, maintenance and accessibility teams. That feedback helped shape aspects from how the seats are configured to the exterior displays,



One of Muni's new light rail vehicles.



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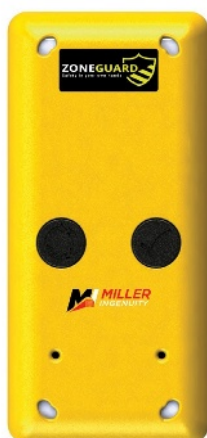
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## TEXRail on Track for Service in Late 2018

BY PAUL J. BALLARD  
President/Chief Executive Officer  
Fort Worth Transportation Authority  
Fort Worth, TX

With 1,000 workers across the Cotton Belt Corridor, TEXRail is on target to open for revenue service in late 2018.

The 27-mile commuter rail line, owned and operated by the Fort Worth Transportation Authority, will offer a new option for passengers to get from downtown Fort Worth to the Dallas-Fort Worth International Airport. This connectivity is essential for regional, national and international businesses and travelers and is a significant selling point for economic development, business relocations, conventions and tourism.

Construction is especially robust at the line's Equipment Maintenance

Facility, where crews have been working on the tilt walls (concrete walls poured flat on the ground and lifted into place rather than being built standing in their final position) for the 57,000-square-foot facility that sits on 22 acres in North Fort Worth. The walls, which will be 12 inches thick when completed, are filled with concrete, rebar and foam.



Paul J. Ballard

Two of the nine TEXRail stations are already in use by Trinity Railway Express commuter rail: the Texas & Pacific Station, which begins the TEXRail route

and where workers are extending and elevating the platform for level boarding, and the Intermodal Transportation Center, where the platform is also being raised. The other seven stations are in different phases of development, but all will be ready for TEXRail's opening next year.

Other construction activity includes building supports for a new bridge over an existing rail yard in Fort Worth and for another bridge in nearby Haltom City, where TEXRail's elevated track will run parallel to a ground-level track that will continue to be used for freight trains.

Excitement is building all along the line. In Grapevine, a historic railroad town, the convention and visitors bureau is showcasing TEXRail in a summer exhibit that is expected to draw more than 40,000 visitors.



Workers pouring concrete at the TEXRail Equipment Maintenance Facility.

## Off-Wire Streetcar Technology Coming To Charlotte

BY JOHN M. LEWIS JR.  
Executive Director  
Charlotte Area Transit System  
Charlotte, NC

**AS WE CONTINUE** constructing the CityLYNX Gold Line Phase 2 Streetcar Project, we at the Charlotte Area Transit System (CATS) are enthusiastic to begin the operation of modern streetcars, an exciting element of the project that will extend the current line by 2.5 miles with the addition of 11 new stops.

The existing CityLYNX Gold Line alignment includes six stops through Uptown Charlotte and operates with a fleet built to resemble vintage streetcars. Once Phase 2 of the streetcar project opens in fall 2020, we will retire the existing vehicles and launch the expanded service with six S70 vehicles from Siemens. These vehicles, which can accommodate approximately 170 passengers, will have hybrid technology allowing for limited off-wire operation in Uptown Charlotte.

While off-wire streetcars successfully operate in other American cities,

such as Dallas and Seattle, it is a first for both the city of Charlotte and Siemens.

Our streetcars will operate on battery from the Charlotte Transportation Center to the Tryon Street stop, a distance of just over one-quarter mile, the maximum the streetcar battery can safely accommodate as it must climb a nearly 6 percent grade in mixed traffic. It then returns to catenary wire. The exclusion of the overhead catenary system through this portion of the corridor will allow for the continuation of major street

festivals and parades through the intersection of Trade Street and Tryon Street or, as locals call it, "the square."

CATS is excited to not only provide a premium streetcar service, but bring innovative technology to the city.



John M. Lewis Jr.



CATS' CityLYNX Gold Line currently operates with vehicles built to resemble vintage streetcars.

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# VRE Kicks Off 25<sup>th</sup>-Anniversary Celebration

Virginia Railway Express (VRE) recently hosted a series of events commemorating its 25<sup>th</sup> year of providing safe, reliable and comfortable commuter rail service in Northern Virginia.

VRE began providing commuter rail service in 1992, on June 22 on its Manassas Line and July 20 on its Fredericksburg Line. Since its inception, VRE has grown from serving fewer than 5,000 daily commuters during its inaugural year to nearly 20,000 riders per day today.

In a statement, VRE Chief Executive Officer Doug Allen said, "We are extremely excited to mark this significant milestone in VRE's history



and proud of our accomplishments in such a short period of time. From its humble beginnings, VRE has grown to become a vital component of the Northern Virginia transportation network. We are pleased to have earned a reputation for safe and reliable service while providing much needed rush hour capacity in the busy I-66

and I-95/395 commuting corridors." VRE designed a new commemorative logo that will be featured on its trains and various promotional items throughout the summer and will produce a special commemorative 25<sup>th</sup>-anniversary edition of its award-winning *RIDE Magazine*.

In addition, VRE recently named a locomotive in honor of Joe Alexander, a founding member of its operations board and former VRE Operations Board vice chair for the Fairfax County Board of Supervisors, as well as an APTA past chair and member of the Hall of Fame, as part of its Board Recognition Program.



Joe Alexander with his locomotive.

## Sound Transit to Power Light Rail with Wind Energy

**SOUND TRANSIT** in Seattle recently entered into a 10-year agreement with Puget Sound Energy (PSE) that will allow

Link light rail trains to run on 100 percent clean energy beginning in 2019.

The agreement, the first of its kind in

Washington state, will enable the agency to purchase wind energy directly from PSE's Green Direct program. It will help the agency lower its exposure to future utility price increases, potentially reduce long-term operating costs and stabilize 42 percent of its electricity production charges over the duration of the contract. Participating in this agreement comes with no capital cost.

"Sound Transit continues to demonstrate that being a sustainability leader can be done both with minimal expense and maximum positive impact on our economy," said Dave Somers, Sound Transit board chair and Snohomish County executive. "This agreement allows us to make Link light rail service carbon neutral while improving regional air quality and investing in local clean energy projects."

Sound Transit Chief Executive Officer Peter Rogoff said the agreement "sets Sound Transit as a leader in providing clean energy services. By operating Link light rail on green power starting in 2019, Sound Transit will offer transit users a carbon-neutral option for leaving their cars behind and help reduce the region's greenhouse gas emissions."

Sound Transit's 2015 Sustainability Plan and the voter-approved Sound Transit 3 ballot measure commit the agency to reducing greenhouse gas emissions, expanding the use of renewable energy and making all facilities and electricity carbon-neutral by 2030.

Green Direct is a collaboration among PSE, its customers, the World Resources Institute and World Wildlife Fund that allows customers to partner with PSE to achieve their environmental goals. The program paves the way for constructing wind-power facilities and offer users another energy-efficient option for purchasing safe and reliable electric service.

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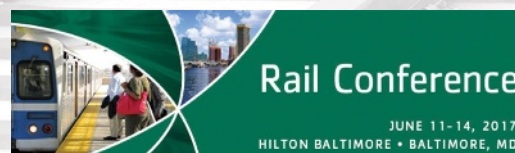


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# LA Metro ... On a Roll

## New Railcars Serve Growing System, Provide Local Jobs

BY PHILLIP A. WASHINGTON  
Chief Executive Officer  
Los Angeles Metro

**AS LOS ANGELES** Metro continues its transportation revolution for the people of Los Angeles County, we are celebrating not just the big infrastructure projects underway but also the less noted components that make the big projects work.

New railcars are important pieces of the transportation puzzle and, in early May, our first American-assembled Kinkisharyo light-rail car entered service on the Metro Blue Line between downtown Los Angeles and Long Beach. This model was already running successfully on the Gold and Expo lines and is, in fact, the equipment that allowed the two lines to open a year ago.

The new railcars are part of an order of 235 being fabricated in Los Angeles County as a result of a partnership between LA Metro and the Japanese company in which the firm agreed to develop a railcar facility in the county and hire local workers for the assembly process.

As a result, more than 400 local workers are employed in Palmdale, in northern LA County, giving a boost to the economy and creating sleek new cars that are



Phillip A. Washington

much needed to provide service on our growing rail system. We expect four to five cars a month to provide new rolling stock for the Blue Line and other lines in our 88-mile light-rail system.

The car design is unique to Metro and offers enhanced safety, visibility, maintainability and reliability. The exterior is highly reflective, with a bright silver and yellow shell that increases passenger safety by making the cars highly visible to other vehicles and pedestrians. Interior displays have been upgraded with improved maps and electronic displays to aid passengers in getting to their destinations. For operators and maintainers, touch screens have been added to assist with running and troubleshooting the vehicles.

For Metro's growing subway system, in April we signed an agreement with China Railway Rolling Stock Corporation Ltd. (CRRC) to purchase 64 cars

**LOS ANGELES METRO** CONTINUED ON PAGE 16



One of Los Angeles Metro's newest light rail vehicles in service.

# Valley Metro Rail Launches Unique Training Program

BY KEN RAGHUNANDAN  
Light Rail Vehicle Maintenance  
Superintendent  
Valley Metro  
Phoenix

**T**his time last year, Valley Metro was honored to host rail professionals from around the world at the 2016 APTA Rail Conference and International Rail Rodeo, one of the hottest APTA events in history—literally: Record-setting heat topped 115 degrees every day of the conference.

Valley Metro Rail is gearing up for another long, hot summer in the Valley of the Sun. As you can imagine, keeping 50,000 riders a day cool in triple-digit heat is taxing on our heating, ventilation and air-conditioning (HVAC) units. As the operator of one of only a few light rail systems in the world operating regularly in 100-plus-degree heat, the agency needs specialized knowledge to maintain and repair the equipment that cools our trains.

That's why I reached out to the Refrigeration School Inc. (RSI), the largest HVAC school in the country, which just so happens to be located along our light rail line. At our request, the experts at RSI created a custom training program specifically designed around the niche HVAC equipment used on Valley Metro Rail.

The five-week hands-on training is nearing completion. Unlike other programs at RSI, the learning has taken place



Valley Metro Rail maintenance technicians participate in HVAC training provided by the Refrigeration School Inc.

inside our rail maintenance facility and during the early morning hours to accommodate maintenance schedules. This specialized training will enable current and future Valley Metro Rail maintenance technicians to develop their career and technical knowledge, proving that public transit not only gets people to their jobs, it also creates and sustains careers.

With today's HVAC systems more sophisticated than ever and climates unique to each transit agency, our industry requires a workforce with specialized knowledge and skills for installations, maintenance and repairs. The heat is on and this training comes at a perfect time as we settle in for summer and beyond.



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## CA HSR Promotes Green Practices and Sustainability

The California High-Speed Rail Authority project, the nation's first high-speed rail program, continues to speed along with more than 119 miles of work now underway in central California.

The first operating segment will connect Silicon Valley to the Central Valley with passenger service expected to begin in 2025, followed by connections from San Francisco to Los Angeles and Anaheim by 2029.

The authority is taking a sustainable approach when it comes to the design, construction and operation of the system using practices that reflect California's historically progressive approach to protecting the environment, advancing social equity and achieving long-term economic prosperity.

Currently, five of the nation's 10 most polluted cities are in the Central Valley and more than 20 percent of children

in that area have asthma. Our construction contractors are building the system in ways that reduce greenhouse gases and other air pollutants and increase recycling. Early results show that the program has prevented emissions during construction, including the use of Tier 4 construction equipment—the cleanest in the nation. That means our construction sites are trending about 40 percent cleaner than the average site.

We also recycle 100 percent of concrete and steel and 75 percent of everything else. Through the end of 2016, we kept almost 99 percent of construction waste out of landfills—equivalent to more than 65,000 tons of materials.

As the high-speed rail system is built, expanded and integrated with other rail systems around the state, increasing numbers of Californians will choose to switch from driving and flying to traveling by train—trains

powered by renewable energy with net-zero emissions.

This type of "mode shift" typically occurs when high-speed rail is introduced in markets with a high demand for travel, as is the case among California's major population and employment centers. By 2040, the system is expected to reduce vehicle miles traveled by car by almost 10 million every day.

To learn more about our sustainable practices, please go to [www.hsr.ca.gov](http://www.hsr.ca.gov), click on Newsroom and then Studies and Reports.

## MARTA Adds Bike Racks, Repair Facilities

The Metropolitan Atlanta Rapid Transit Authority (MARTA) recently installed new bike racks and repair stands at 37 rail stations in an effort to improve first- and last-mile connectivity and better accommodate passengers biking to and from the stations.

Each biking kiosk is equipped with newly installed bike racks, fix-it stands and tire pumps, making way for nearly 500 bikes to be parked throughout the system at any given time. Users can inflate flat tires, tighten handlebars and perform general bike maintenance and repair at the kiosks.

The kiosks join the bike racks already available on the entire MARTA bus fleet in accommodating bicyclists on board the system.

"Our new bike racks help us accom-

modate a growing population of commuters who are looking for alternative means to get from point A to point B," said MARTA General Manager/Chief Executive Officer Keith Parker. "All of our new bike racks are located within the fare gates, protected from the elements and under our security surveillance system."

The Atlanta Bicycle Coalition assisted MARTA with implementing the initial phase of the bike kiosks. "The I-85 collapse underscores the importance of prioritizing transportation options that improve access for people who bike, walk and use transit," said Bennett Foster of the bicycle coalition. "The more options we have, the less vulnerable we are to sudden shocks to our transportation network."

## LOS ANGELES METRO CONTINUED FROM PAGE 14

with options that would increase the order to 282 subway cars. This contract will create approximately 50 local jobs and generate up to \$38 million in local wages and benefits. A new facility will be located in the LA County region to manufacture major components for propulsion, heating, ventilation, air conditioning and lighting systems.

Thirty of the base order cars will be used to replace existing Metro Red and Purple Line trains now traveling among downtown Los Angeles, North Hollywood and the Mid-Wilshire District west

of downtown. The remaining 34 will be part of the fleet on the Metro Purple Line subway's first four-mile segment, from the Mid-Wilshire District to Beverly Hills, when the line officially opens in 2023.

Metro's objective is making more railcars available to provide safe, reliable and comfortable service for our patrons. However, as is often the case with infrastructure projects, creating good-paying jobs and creating a new middle class is a huge benefit for our region and the nation.



The California High-Speed Rail Authority uses sustainable practices in its design, construction and operations, including at this construction site showing the Fresno Trench and Route 180.



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# San Diego MTS Leans in with LiDAR Technology

BY PAUL JABLONSKI  
Chief Executive Officer  
San Diego Metropolitan Transit System

**A NEW IMAGE-ENHANCING** technology has been adopted by the San Diego Metropolitan Transit System's (MTS) rail division, and the word is now spreading to other departments that are finding it useful.

It's called Roadview—a software solution that uses laser-guided mapping and detection technology called LiDAR. Roadview allows MTS to find, map and categorize everything along its 54-mile right-of-way.

It has helped the MTS track team catalog every asset along the right-of-way and permits the team to anticipate the level of work and equipment needed before going on site, allowing work to be done faster and more efficiently. It's similar to Google's Street View system that offers users panoramic views from

on-the-ground positions.

MTS hired Mandli Communications to take the Google Street View idea from the streets to the rails. Using a front-mounted camera on a trolley that traveled on all three lines, the company created a panorama of stitched images consisting of the entire MTS right-of-way.



Paul Jablonski

Big proponents and users of Roadview are the MTS Track and Wayside departments. For example, by using GPS coordinates, a contractor pins a location for needed repairs, such as cutting a rail, changing out a rail tie or replacing insulated joints. Using the pinned location, the track team can see the exact spot through Roadview even before stepping on the right-of-way.

And while track and wayside maintenance teams have found substantial benefits from Roadview, other departments are finding ways to use it as well.

For the MTS train operator training program, Roadview provides a unique visual element to show new students all the intricacies of the system in a classroom environment. The real estate department can determine exact conditions at locations to analyze right-of-entry permits. And the planning department uses Roadview to gather data about the rail system for federal reporting.

With Roadview, MTS

leverages one technology to provide many benefits across many departments.

That's a win-win situation for employees and passengers.



With Roadview, San Diego Metropolitan Transit System employees can catalog track repair work and view jobs on all 106 miles of track before stepping foot on the right-of-way.

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# BART's Newest Station Emphasizes Sustainability

The San Francisco Bay Area Rapid Transit District's (BART) newest station is already proving to be a boon to both commuters in southern Alameda County and the environment.

The new Warm Springs/South Fremont Station, which opened in March,

is state-of-the-art and embodies BART's commitment to sustainability, which can be seen in details ranging from the open-concept layout of the station to the native and drought-tolerant landscaping that surrounds the station area.

Warm Springs provides an example

of drainage by design. Grass, pebbles, shrubs and olive trees soak up and filter water that eventually flows into San Francisco Bay. The station also has an underground surge basin, larger than an Olympic-size swimming pool, which allows for water to recirculate for other uses or be discharged slowly to prevent overwhelming drainage areas.

BART designed Warm Springs to take advantage of the sun, installing solar panels atop the station's concourse roof while other panels provide shade



Solar panels throughout BART's Warm Springs Station provide enough energy to meet the station's daytime power needs.

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for parked cars. Those panels provide enough energy for the station's daytime power needs, including 22 charging stations that can accommodate up to 42 electric vehicles (EV) in the Warm Springs lot. Passenger response to this new pilot program will help BART to develop a long-term EV charging plan.

Solar power at Warm Springs is part of BART's overall commitment to get 100 percent of its electricity from zero carbon sources by 2035.

Warm Springs is already home to one of the fastest-growing innovation districts in Silicon Valley and the new BART station is a critical part of future development. The Warm Springs Innovation District accounts for an estimated 20,000 jobs and area officials say that total could double in the years ahead, with the arrival of BART providing a new and convenient way for tech workers to get to those jobs.



**Michael Baker**

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## Capital Metro's MetroRail: Connecting Central Texas

**M**etroRail, operated by the Capital Metropolitan Transportation Authority (Capital Metro) in Austin, TX, is an undeniable success story, providing more than 4.5 million rides since its launch in mid-2010.

The rail service regularly operates at—or, for those who value their personal space, perhaps slightly above—capacity during peak travel times each weekday. And, during festivals like SXSW and Austin City Limits? Forget about it.

That's great news for the agency. Even better is that Capital Metro has begun to implement improvements that will allow it to double the capacity and frequency of the service.

In spring 2017, the agency took delivery of four new trains from the manufacturer, Stadler, in Switzerland. The current MetroRail fleet comprises six trains, with four or five running at most times and one or two in reserve or in maintenance.

Over the next year, Capital Metro

will complete double tracking along portions of the 32-mile line. Currently, just two stations have tracks on either side of the platforms, allowing northbound and southbound trains to operate simultaneously. We'll also install signal improvements to ensure that safety remains the top priority.

In addition to receiving the new trains, Capital Metro refurbished its existing train compartments to meet FRA standards for freight and passenger service. The agency owns 163 miles of track in Central Texas and operates freight service through a contractor and passenger service on the same track at different times of day. Capital Metro's goal is to have the ability in the future to operate both services throughout the day to meet the demands of customers, both passenger and freight.

Currently, MetroRail operates at roughly 30-minute frequencies and carries 400 riders an hour. When the rail improvements are completed in 2018,

Capital Metro will be able to increase its capacity, and once the agency's new Downtown Station opens in a few years, MetroRail will begin operating at 15-minute frequencies and carry 800 riders per hour.

As the public transportation provider for one of the fastest-growing regions in the nation, Capital Metro is committed to providing true public transit alternatives to Central Texans.

## DART Rail Drives \$10.8 B in North Texas Investments

**A NEW STUDY** looking at the economic impact of publicly funded projects near the light rail stations of Dallas Area Rapid Transit (DART) demonstrates what economists and private real estate developers have seen for nearly two decades: DART Rail is driving the North Texas economy.

Researchers from the Economics Research Group at the University of North Texas (UNT) looked at 11 public projects, including healthcare facilities and the Irving Convention Center, between 1999-2015 and found those types of projects are valued at \$1.8 billion. When combined with privately funded TOD, \$10.8 billion has been invested near or along DART's 93-mile light rail system since 1999.

Previous studies by UNT researchers looked at TOD projects like Mockingbird Station or CityLine and identified more than \$7 billion in economic impact from new or planned construction within a quarter mile of rail stations.

Researchers said the studied projects "represent not only the region's commitment to multimodal transportation options and an urban landscape that reflects the importance of those options, but billions

of dollars in economic activity and tens of thousands of jobs throughout the region."

Michael Carroll, who led the team of researchers, said, "This proves the wisdom of regional leaders in building a regional transit network like DART."

The DART light rail system, the nation's longest, was built at a cost of \$5.5 billion. The most recent extension—at three miles, connecting a renewed Ledbetter Station to the University of North Texas Dallas campus—opened Oct. 24.

"Public transportation transforms cities," said DART President/Executive Director Gary Thomas. "It not only provides connections to great destinations, it can be the catalyst for economic growth and community renewal."

Find details at [www.dart.org/economicdevelopment](http://www.dart.org/economicdevelopment).



A DART light rail train pulls into the Southwestern Medical District/Parkland Station, relocated on the agency's Green and Orange lines. The new \$1 billion Parkland Hospital, the region's main public hospital, was located across the street to be adjacent to the station.



A Capital MetroRail train providing service to a July 4 fireworks display.

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# The Power of Process Thinking

## How tearing up your checklists can improve outcomes in transit safety and security management

**Steve Severson**  
Senior Consultant  
Public Transportation Practice  
OTB Solutions, Seattle, WA



For many transit agencies, hazards are managed as items in a list; tracked as lines in a spreadsheet, a table, or sometimes in a database (usually Access). Each hazard or risk has associated information (e.g. description, mitigation, required construction documentation etc.), and when something changes, this information is supposed to be updated. The list of items can be specific to a major construction project, or specific to one contract of such a project. Based on these lists, tasks get created and checklists get checked, spawning more changes to the list once the work is complete. If all goes well, the list gets updated and the documentation is stored, either electronically or in a binder or filing cabinet. And when the project ends or the contract completes, spreadsheets are formatted and printed, final



At the most basic level, safety and security management is a very long running business process. It involves a series of similar, but distinct steps that must be carried out and tracked as a project progresses through each phase of construction.

reports are produced, certificates printed, binders are put on shelves, the database is archived, and the transit system goes into revenue operations.

While tracking hazards in this way is an understandable choice given regulatory guidelines and historical best practices, it is not a perfect fit. That is because the purpose of risk management is to mitigate hazards for the entire life of the system, not just during planning or construction. Risk management entails a series of sometimes connected, always interrelated, business processes that can span years or even decades. And using lists to manage long running business processes is awkward at best, introducing multiple points where mistakes can be made.

### The Problem with Checklists

Lists make it hard to transition a hazard from one stage of the lifecycle (or process) to another. For example, how do you ensure, as you keep your assets in good operating order, that you don't negatively impact one of your existing mitigations? This type of handoff is labor-intensive and error-prone in a list-based system.

With a list, it is often difficult to figure out what has been done in the past. Tasks surrounding an item are carried out on an "as needed" basis and are hard to track. These tasks can vary greatly in terms of execution and logic applied; from project to project, between contracts, or even from one item to another on the same list. When dealing with a hazard or risk, things that happen early in the process of its mitigation will affect the things that happen later and need to be understood in context. It is necessary to have a well-defined process for tracking changes and associated documentation, as well as a clear idea of what happened when (and by who).

When each hazard is localized in a list, usually kept by the Safety Specialist on their laptop or desktop,

communicating an understanding to senior management of where you are in the overall Safety and Security Management Plan, and how that relates to your Safety Management System (SMS), is difficult. Spreadsheets and tasks are not effective ways to track interactions with the SMS. That information must be tracked separately, and manually, if it is tracked at all. And as often as not, the record is buried in email threads. This makes life difficult in many ways, but is especially troublesome when it comes to responding to an audit. Checklists, databases, and spreadsheets are passive collections of information, meaning they cannot enforce or facilitate a process. Using these methods is more of a necessary evil to achieve compliance than a value adding step. And addressing shortcomings in your checklist, documentation or audit trail during a triennial audit is time consuming, expensive, painful, and frankly, too late.

### How Process Thinking Can Help

Mitigating a hazard in the design phase is very different from mitigating it in the construction phase. And it is nothing like maintaining something during revenue operations. An item list, checklist, or database is rigid; it cannot change easily to reflect these differences. But hazards and their mitigations are dynamic. They change all the time, often drastically. And as systems and elements evolve in their lifecycle



In a managed process, project data, documents, work history, approvals, and other information stays with you through every stage of construction, and remains useful during revenue operations.

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(and their associated hazards and risks), new lists are created that are partially or completely disassociated with the prior lists. This makes tracking mitigations or reporting on them a daunting task.

Often, hazards in the same stage of the lifecycle share similarities in how they should be handled, even if they are not similar in their actual characteristics. When you treat hazards as items, those similarities often get lost. It becomes easy to discover and exploit these similarities if you treat your hazards as processes, because it is easy to see where all hazards are in their lifecycle and how they relate to the process and what needs to happen next.

To sum up, treating your safety/security hazards as processes has many advantages over tracking them with checklists. Processes make it easy and natural to transition an item from one phase of design/construction/operations to the next. Processes also allow you to track who interacted with an item and when, as well as whether they deviated from a standard procedure and why; all very useful information to have at audit time. Parallel processes allow you to find similarities between disparate items, and exploit them to create more efficient systems. And finally, they give you the opportunity to store all the information and documents related to a hazard in one place, and easily find it again months or years later.

### What's Next

Now that we have introduced the idea of process thinking, we need to see what this specifically means within the context of a Safety Management System (SMS). In our next white paper, we will discuss how the principles of business process management (BPM) can improve your SMS. For an advanced look at this white paper and related case studies, please come visit us at the APTA Rail conference (booth #312) or visit our web site [www.otbsolutions.com/APTA](http://www.otbsolutions.com/APTA).

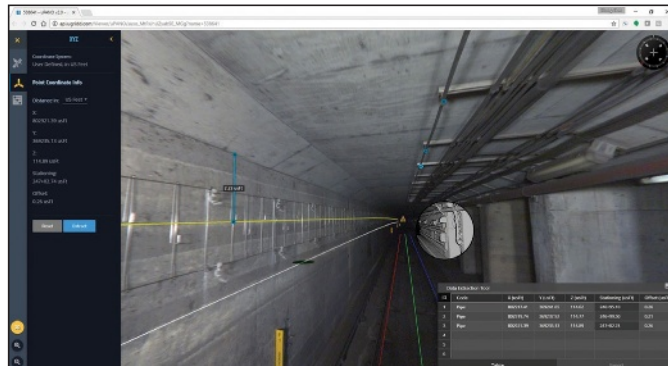
# WMATA Metrorail Using 'Big Data' to Install Cellular Service

Washington Metropolitan Area Transit Authority (WMATA) is installing a large cellular antenna phone service system in its Metrorail system, using a "leaky" coax cable technology that will ensure all riders have reliable cell phone service.

The system, accessible to a consortium of cellular service companies (including major carriers) will be funded by the cellular carriers, Metrorail officials said. (In conjunction with the cellular system installation, Metrorail will develop an FTA-funded cable system to upgrade internal communications.)

The cellular system installation involves a cable management system platform that will hold about one million feet of cables in Metrorail's 104 miles of subway tunnels.

Metrorail Assistant Chief Engineer Don Falken, a geomatics expert, said, "One of the biggest challenges of the project was not having accurate 'as-built'



Metrorail LiDAR display showing cable placement and data extraction tool.

data of the subway's current condition. Such data is essential to protect the train clearance envelope. Anything installed along the subway tunnels can be within no more than two inches from the envelope. We decided the best way to get accurate condition data is through LiDAR scanning technology."

The most accurate LiDAR scans are through stationary terrestrial equipment setups; however, this process would take months to accomplish. Instead, Metrorail chose mobile scanning, which

involves installing the LiDAR scanning equipment on a vehicle traveling 5-10 miles per hour through the system, which would collect data in a matter of days.

"In the U.S., mobile LiDAR mapping technology had not been used in tunnels on any known project more than five miles in length," Falken said. Metrorail engaged Maser Consulting, P.A., an engineering firm specializing in geospatial services, to test the mobile technology on a five-mile section.

The demonstration was successful. Next, the engineering firm made the "big data" readily available to Metrorail engineers and the cellular companies using uGRIDD infrastructure data management service, which allows users to view, measure, extract and download information in a secure server environment.

The service, along with other software, enables engineers to accurately calculate the exact lengths of the cables required so they can be terminated in the factory rather than in the field after installation.

Metrorail expects to have the new cellular service operational by 2022.

## Hampton Roads Transit Studies High-Capacity Options To Naval Station Norfolk

**ADDRESSING MOBILITY** concerns to Naval Station Norfolk (NSN)—the largest naval base in the world and the region's largest employment center—is a vital regional interest.

The base and its nearby facilities host 60,000-70,000 sailors, contractors and civilians daily, with about 30 percent of base commuters living in Norfolk, home of Hampton Roads Transit (HRT). Congestion on a major interstate and the surrounding arterial roads leading to the base is a daily occurrence.

In 2015, the Naval Station Norfolk Transit Extension Study evaluated potential transit extensions to the base. It identified an east and west corridor option, each with a different purpose and need. Subsequently, FTA directed HRT to identify a reasonable alternative in the west corridor before entering the environmental impact review.

A new federally funded study—the Norfolk Westside Transit Study, a joint effort exploring a potential high-capacity transit connection between HRT's The Tide light rail and NSN—will focus on this task. The 12-month effort, which began in April, will identify:

- A solution that addresses the defined purpose and need for high-capacity transit extending to the



Navy base in the western part of the city;

- An alignment that connects The Tide to the base in a cost-effective and sustainable manner;
- A solution that can effectively compete for federal funding; and
- A resilient alignment solution that addresses serious flooding challenges.

The base, while a critical destination, is not the study's only focus. It also will examine the transportation needs of other regional destinations, including Old Dominion University, national historic neighborhoods, commercial and retail areas and adjacent communities.

A high-capacity public transit connection—such as light rail, streetcar or BRT—between The Tide and NSN promises to make travel time more reliable and provide a reasonable transportation alternative to driving alone.

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## RTD Says 'Happy Birthday, A Line'

Denver's Regional Transportation District recently marked the first anniversary of the University of Colorado A Line, which has carried five million passengers and traveled 1.2 million miles.

The 23-mile commuter rail line features eight stations, from Union Station to Denver International Airport. "The opening of the University of Colorado A Line launched a new era in public transit in the region as it connected metro Denver to the world," said RTD General Manager and CEO Dave Genova. "The community and economic benefits of connecting downtown to the airport are already beginning to show."



Photo courtesy of Denver RTD

Waltz: Building Future-Ready Solutions

**Matt Kopel**  
Chief Executive Officer  
Waltz



Waltz is deeply rooted in innovation and making sure we're building future-ready solutions. Our ability to pioneer an industry-first access control system for public transit fare payment is the result of a wide range of technological advancements built on a mobile platform.

These include computer vision and machine learning advancements (think artificial intelligence and self-driving cars); inexpensive, scalable cloud computing; highly accurate location services; and a digital convergence within the transit, security and advertising sectors. Collaboration

is crucial in the new economy! These technologies enable a reboot around how transit fare payment systems are designed, developed and implemented. They create an environment for fresh perspective and new ideas that fundamentally transform transit agencies' operations, reduce costs and provide a better customer experience.

Waltz has an innovative solution that leverages the ubiquity of smartphones, the security of optical conversations and the latest techniques around extensibility and scalability of elastic computing infrastructure.

Our work is helping to overcome many of the challenges public transit agencies face.

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**Michael Cahill**  
President  
Siemens Rolling Stock



Traffic jams, heavily congested cities and a crowded airspace near capacity across the U.S. are creating a revitalized interest in rail transportation.

As more and more Americans rely on rail to provide more comfortable and convenient travel, we're looking at how to continue expanding and modernizing these systems.

Siemens is building new generations of energy-efficient, low-emissions vehicles at our solar powered Sacramento, CA, rail manufacturing hub for customers across North America. These include

light rail vehicles for San Francisco, new trainsets for the Brightline system in Florida and electric and diesel locomotives for seven different customers.

We also believe that digitalization provides a significant opportunity to improve U.S. rail travel. Siemens is already providing intelligent automation technologies to run more trains in the same amount of time in New York City, supplying critical safety systems to monitor and control train movement on the Northeast Corridor. And we've introduced a new Digital Rail Services business that will use billions of data points to increase efficiency and improve asset management for rail providers across the country.

High Ridership on Cincinnati Bell Connector

**ON TOP OF ACHIEVING** the half-million-rider mark only eight months after it entered service, the Cincinnati Bell Connector streetcar provided more than 13,000 passenger trips over the four-day Memorial Day weekend, serving the Taste of Cincinnati and other celebrations downtown.

The holiday weekend ridership totaled 2,709 for May 26, 5,010 for May 27, 3,215 for May 28 and 2,479 for May 29.

Between the introduction of service Sept. 9, 2016, and May 16, the Cincinnati Bell Connector reported

511,196 rides. All figures are preliminary.

To add to its convenience this summer, the streetcar is offering a new "Connect to Summer Fun" pass that provides unlimited rides for \$33 per month.

The city owns and funds the streetcar, which is managed by the Southwest Ohio Regional Transit Authority and operated by Transdev. The Cincinnati Bell Connector streetcar is intended to expand transportation options and enhance livability by connecting downtown, the riverfront and the historic Over-the-Rhine neighborhood.

Now That's A Heavy Lift

Stertil-Koni makes lifts for passenger rail vehicles, as shown in this throwback photo of its mobile column lifts holding a light rail train on loan from Dallas Area Rapid Transit to the Utah Transit Authority in time for the 2002 Winter Olympics.



# Have TRANSIT Questions?

Get FREE Research Reports

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Please stop by the TCRP booth at the APTA Rail Conference in Baltimore, MD, June 11-14, 2017. We can provide you with more information on the program and/or free reports.

Whatever your challenge, whatever you want to know, chances are The Transit Cooperative Research Program (TCRP) has already studied and researched it. We've compiled over 500 reports and products on a broad range of subjects in public transportation. Get the information you need to make your critical decisions. The resources are here. Use them.

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The Transit Cooperative Research Program (TCRP) is sponsored by the Federal Transit Administration.

# People On The Move

**ANN ARBOR, MI**—The Ann Arbor Area Transportation Authority (TheRide) has hired **Chris Simmons** as business services program manager for TheRide and director of the getDowntown Program, which provides commuting programs and services to downtown employees and employers.

Simmons comes to Ann Arbor after managing a program in Kent, WA, similar to the getDowntown program. He also managed rideshare programs for Washington State DOT.

**COLUMBUS, OH**—The Central Ohio Transit Authority (COTA) announced the appointment of **Laura Koprowski** to the newly created position of vice president of government affairs and strategic external communications.

Koprowski joins COTA after more than 20 years in progressively responsible positions at the Mid-Ohio Regional Planning Commission, the past 10 years as public and government affairs director.

**BALTIMORE**—Michael Baker International has promoted **Bonnie D. Shepherd** to executive vice president and chief practice officer, based in the Baltimore office. She has 30 years of transportation industry experience and has worked with public transit authorities and commissions for ports, the Department of Defense and municipal and federal governments. She is a member of the American Public Transportation Foundation.

**MIDDLEBURY, IN**—ARBOC Specialty Vehicles LLC announced the promotions of **Kim Yoder** to national sales manager, **Ami Sailor** to marketing manager and **Brad Doane** to purchasing agent.

Yoder joined the company in 2013 as a regional sales manager after previously working for StarTrans Bus and Green Alternative Systems. Sailor, a 12-year ARBOC employee, spent most of her career as a purchasing agent and last year also began designing paint and graphics schematics for the firm. Doane joined the company as a welder in 2012, was promoted to a quality control position and became a head receiver in 2015.



Sailor



Doane

**BOSTON**—The office of Massachusetts Gov. Charlie Baker announced two promotions in the Massachusetts Bay Transportation Authority staff. **Jeffrey Gonneville**, formerly chief operating officer, is now deputy general manager and Chief Financial Officer **Michael Abramo** has been named chief administrative officer.

**BURLINGAME, CA**—Proterra named **Amy Ard** chief financial officer and **JoAnn Covington** chief legal officer and head of government relations.

Ard has more than 20 years of experience in finance and various manufacturing industries. Covington, honored as one of the National Diversity Council's 50 Most Powerful Women in Technology for 2016, was vice president and general counsel at a provider of artificial intelligence advertising and marketing solutions as part of a more than 20-year career.

**INDIANAPOLIS**—IndyGo, the Indianapolis Public Transportation Corporation, announced the promotions of **Bryan Luellen** to vice president of public affairs and communications and **Justin Stuehrenberg** to vice president of planning and capital projects.

Luellen started at IndyGo in 2009 and has served in increasingly responsible roles in public affairs. Stuehrenberg joined the agency in 2014 as director of special transit projects, with previous career experience in public and private organizations focusing on transportation planning and engineering.

**SAN FRANCISCO**—Former California state Sen. **Art Torres** recently became the newest member of the San Francisco Municipal Transportation Agency Board of Directors, appointed by San Francisco Mayor Ed Lee and confirmed by the San Francisco Board of Supervisors to fill a board vacancy left by the retirement of former Chairman **Tom Nolan**.

Torres' career in civic engagement spans more than four decades, including 20 years as a state legislator, eight years in the state assembly and 12 as a state senator. He also served four years on the San Francisco Public Utilities Commission, two of them as president.

**LOS ANGELES**—**Girish Roy** has joined STV as a vice president in its Transportation & Infrastructure Division, based in Rancho Cucamonga, CA. He has more than 35 years of experience managing major transportation and

public infrastructure projects, working the past nine years overseeing the planning, preliminary engineering and construction management of a \$1.6 billion underground light rail transit corridor in Southern California. Earlier, Roy oversaw the design of the Los Angeles Metro Gold Line Eastside Extension light rail project.

**ALEXANDRIA, VA**—**Gary Skinner**, a member of the Spotsylvania County Board of Supervisors since 2008 and a member and former chair of the Virginia Railway Express Operations Board, recently

received the Virginia Transit Association's 2017 Outstanding Contributions by an Individual Award. Skinner was a longtime advocate for expanding commuter rail into Spotsylvania County. Under his leadership, VRE constructed the Spotsylvania Station in 2015. As chairman of the VRE board in 2016, he oversaw completion of the addition of a third track to the main rail line.

**LOS ANGELES**—**Navin Sagar** has been named vice president and national director, transit systems, of AECOM's transit systems practice in North America, and **Jon Schmidt** has been promoted to transit systems deputy practice leader.

Sagar's 35-year career included tenures as a senior director of engineering at Houston's Metropolitan Transit Authority of Harris County and a leadership position with the New York Metropolitan Transportation Authority. Most

recently he worked for an integrated engineering, construction and management services firm.

Schmidt, a 17-year AECOM veteran, has been responsible for the design and project management of overhead contact systems (catenary) for rail transit projects and public improvements projects for freight rail.

**NEWPORT BEACH, CA**—Clean Energy Fuels Corp. has named **Frank Meyer** president of its subsidiary, Clean Energy Compression.

Meyer has 24 years of leadership experience, most recently with Finning International, the largest Caterpillar dealer in the world; executive vice president of the Colco and Jastram Group of Companies; and chief executive officer of Meridian Fuel Technologies.

**ISELIN, NJ**—Mott McDonald has named **Jennifer Kohlsaas** environmental practice leader in North America and **Mike Vitale** practice leader of its tunnels practice.

Kohlsaas, based in the firm's North American headquarters in Iselin, has diverse environmental experience. Vitale has more than 34 years of experience in the tunneling industry and has been a contributing author on several industry publications and guidelines.



Sagar



Kohlsaas



Vitale

## CLASSIFIEDS

The Public Transit Marketplace—*Passenger Transport* Classified Ads are the marketplace for public transit. All classified ads appearing in the print version of *Passenger Transport* will also appear in the electronic version. All help wanted ads must appear in print in order to be listed on-line. **TO PLACE AN AD:** E-mail the requested date(s) of publication to: [ptads@apta.com](mailto:ptads@apta.com). Mailing address is: *Passenger Transport*, 1300 I Street, NW, Suite 1200 East, Washington, DC 20005. Ad copy is not accepted by phone. **DEADLINE:** 3 p.m., EST, Friday, one week prior to publication date. **INFORMATION:** Phone (202) 496-4877.

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To estimate the price of your ad, you may use Microsoft Word's "word count."  
\* Non-Commissionable

Please note that APTA will publish classified advertisements on its website at [www.apta.com](http://www.apta.com) and in *Passenger Transport Express* for the weeks of June 12 and 19. The ads will be published in the next print edition of *Passenger Transport* on June 26.

### NOTICES

**AUTOMATED FARE COLLECTION  
VENDOR INDUSTRY DAY  
FRIDAY, JUNE 16, 2017 AT 8:30AM CDT  
400 CHARLOTTE AVENUE,  
NASHVILLE, TN.**

For detail information on this event, visit <http://www.Nashvillemta.Org/>.

Contact [Maria.Harris@Nashville.Gov](mailto:Maria.Harris@Nashville.Gov) (615) 862-4624.

### BIDS/PROPOSALS

#### REQUEST FOR PROPOSALS (RFP)

The City of Battle Creek is soliciting proposals for the purpose of contracting for a consultant that can conduct a comprehensive service analysis and provide innovation, originality, and creativity in examining and proposing service concepts, potential market expansions, and system efficiencies. This consultant will create a comprehensive and strategic Transit Master Plan that will articulate the mission, vision, and goals for Battle Creek Transit; set forth the objectives for achieving goals; identify the action plans for

accomplishing objectives; establish the parameters for checking progress; and provide the basis for making adjustments to achieve the goals and realize the mission and vision of Battle Creek Transit.

Proposal documents for 2017-054R Transit Master Plan may be obtained from our website at [www.battlecreekmi.gov/230/Bid-Proposal-Solicitations](http://www.battlecreekmi.gov/230/Bid-Proposal-Solicitations) or by contacting City of Battle Creek Purchasing Department at 269-966-3390. **Due date is June 27, 2017 at 4:00 p.m. (EST).**

## HEAVY-DUTY PARATRANSIT VEHICLES PROCUREMENT

Solicitation release of RFP 2015561 Heavy-Duty Paratransit Vehicles. **Nashville MTA** seeks manufacturer and/or distributor to provision cutaway transit requirements. **Response deadline July 10, 2017.** For additional information visit our website at <http://www.nashvillemta.org/>

## LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO)

Metro will receive **Proposals for PS42183 – Metro Rideshare Program Support** per specifications on file at the Office of Procurement & Material Management, One Gateway Plaza, Los Angeles, CA 90012 (9th Floor).

All Proposals must be submitted on forms furnished by Metro, and must be filed at the reception desk of the Office of Materiel **on or before 2:00 p.m. Pacific Time, Monday, July 3, 2017.** Proposals received later than the above date and time may be rejected and returned to the proposer unopened. Each proposal must be sealed and marked RFP No. PS42183. A Pre-Proposal Conference will be held on Thursday, June 15, 2017 at 1:30 p.m. in the Gateway Conference Room, 3rd Floor located at the address above.

You may obtain the RFP, or further information, by faxing Gina Romo at 213-922-1005 or Email address [romog@metro.net](mailto:romog@metro.net). Additionally, you may download the RFP from Metro's Vendor Portal at: [http://business.metro.net/VendorPortal/faces/home/solicitations/openSolicitations?\\_adf.ctrl-state=139owk91im\\_4&\\_afLoop=9571988999818676](http://business.metro.net/VendorPortal/faces/home/solicitations/openSolicitations?_adf.ctrl-state=139owk91im_4&_afLoop=9571988999818676) and typing the solicitation number (PS42183).

6/5/17  
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## PUBLIC NOTICE REQUEST FOR PROPOSALS STREETCAR VEHICLE PROCUREMENT

NOTICE IS HEREBY GIVEN that **Sacramento Regional Transit District (RT)** is soliciting proposals from car builders with qualifications, experience and knowledge to provide 6 new streetcars with 3 potential option streetcars.

RFP and other proposal info may be requested by contacting Sue Robison at 2816 N St, Sacramento, CA 95816, by e-mail at [srobison@sacrt.com](mailto:srobison@sacrt.com) or at 916/556-0152. This publication (information) is available in accessible formats. Please contact 916/556-0152 or TDD 483-HEAR (4327) to request an accessible format. A pre-proposal meeting will be held on Tuesday June 27, 2017 at 2:00 p.m. in the RT Auditorium at 1400 29th Street, Sacramento, CA 95816.

This contract is subject to a financial assistance contract between RT and the US Dept. of Transportation. All proposers will be required to certify that they are not on the Comptroller General's list of ineligible consultants. Consultant must comply with all EEO laws and regulations.

It is the policy of the U.S. Department of Transportation that Disadvantaged Business Enterprises (DBEs) as defined in 49 CFR Part 26, are encouraged to participate in the performance of contracts financed in whole or in part with federal funds. As a condition of federal grant assistance, RT has adopted a DBE program for RT's federally funded contracts. No DBE goal has been established for this project. However, Proposers must ensure that DBEs have the opportunity to participate in the performance of this Contract and must take all necessary and reasonable steps to obtain DBE participation. Consultant may not discriminate on the basis of race, color, national origin, sex, disability or age in the award and performance of subcontracts.

RT hereby notifies all proposers it will affirmatively ensure that, in regard to any contract entered into pursuant to this solicitation, all proposers will be afforded full opportunity to submit a proposal in response to this invitation and will not be discriminated against based on race, color, creed, sex, disability, age, or national origin in consideration for an award.

Sealed proposals must be received by the Procurement Services Office at 2816 N St, Sacramento, CA 95816 by **2:00 p.m., Wednesday, September 20, 2017, Pacific Local Time.**

## VALLEY TRANSIT – RFP RFP FOR AVL SYSTEM AND WEB SITE

Valley Transit is soliciting proposals to design, build, and operate an Automatic Vehicle Location System and web site under a three year contract for transit agencies operating in the region surrounding Walla Walla, WA. The intent of the RFP is to hire a highly qualified company to create a Passenger Information System that provides the real-time location of buses and their predicted ETA on a web-based map that is shared with several neighboring transit agencies and state departments of transportation. The Request for Proposals may be obtained from Valley Transit at the following address, or by contacting Dick Fondahn, General Manager, at 509/525-9140 or at [dick@valleytransit.com](mailto:dick@valleytransit.com).

Dick Fondahn  
Valley Transit  
1401 W. Rose Street  
Walla Walla, WA 99362

## REQUEST FOR PROPOSALS (RFP) PTD17-010 – SOUTH CENTRAL TRANSIT-ORIENTED DEVELOPMENT BUSINESS ASSISTANCE, PLANNING, AND URBAN DESIGN SERVICES

The **City of Phoenix** is seeking a qualified consultant team to assist staff in ongoing research, community and business engagement, and urban design services to develop and implement a business assistance program and advance land use planning for the South Central extension, in accordance with the specifications and provisions of the RFP. The contract shall commence on or about October 1, 2017 and expire September 30, 2019.

Interested persons may obtain the RFP and exhibits by downloading a copy from the City's internet site: <https://phoenix.gov/solicitations>  
Elizabeth Kellim  
Contracts Specialist II

City of Phoenix Public Transit Department  
302 North First Avenue, Suite 900  
Phoenix, Arizona 85003-1598  
(602) 256-3239 FAX (602) 495-2002

E-mail: [Elizabeth.kellim@phoenix.gov](mailto:Elizabeth.kellim@phoenix.gov) (preferred)  
A pre-proposal conference will be held on Tuesday, June 6, 2017 at 10:00am (local time). Interested proposers should convene at the South Mountain Community Center, 212 E. Alta Vista Road, Phoenix, Arizona 85042.

Proposals will be received at the Public Transit Department, 302 North First Avenue, Suite 900, Phoenix, Arizona 85003, **no later than 2:00 p.m. local time on Friday, June 30, 2017.** Late proposals will not be considered.

## REQUEST FOR INTEREST (RFI)

**King County Metro Transit (KCM)** is seeking expressions of interest to identify firms and obtain information from firms experienced in developing, designing, and building extended range battery electric powered transit buses as described below under Objective.

**Objective**  
KCM seeks to lease up to two electric powered buses and associated chargers from each interested bus manufacturer that can meet the following requirements.

KCM defines extended range vehicles as being capable of traveling at least 140 miles on a single charge under maximum loads and the harshest conditions present in the King County operating environment. KCM defines extended range as a minimum of 140 miles on a single charge, and a charge time of four hours or less.

KCM is interested in testing both 40' and 60' battery powered transit buses.

King County Metro will operate, test, and evaluate each electric powered bus to determine if it offers a viable alternative to replace the existing diesel and diesel-hybrid powered buses to meet service needs.

This RFI is not an actual solicitation of bids or offers, which may be solicited by means of a Request for Proposals (RFP) at a later date. The purpose of this RFI is to identify as many products as possible that have been successfully implemented or can be developed and implemented to meet KCM's needs.

Please contact Steve Policar for the RFI document setting forth the requirements and information requested by King County Metro in your reply to this RFI. All RFI replies must be received at the address below **no later than 2:00 pm Pacific Standard Time, June 19, 2017.**

Steve Policar  
King County Metro Transit  
201 South Jackson Street  
Mailstop KSC-TR-0342  
Seattle, Washington 98104  
USA  
E-mail: [EXRangeBus@kingcounty.gov](mailto:EXRangeBus@kingcounty.gov)

## HELP WANTED

### STANISLAUS COUNTY PUBLIC WORKS – TRANSIT MANAGER

The Transit Division is a part of the Stanislaus County Public Works Department and is responsible for overseeing Stanislaus County's public transportation system, Stanislaus Regional Transit or StaRT. StaRT serves the cities and communities in Stanislaus county and adjoining Merced County.

Apply Immediately  
To obtain more information and/or to apply for this position, please visit us online: [www.stanjobs.org](http://www.stanjobs.org)

### 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](mailto:Lschwartz@kfhgroup.com).

### CORPUS CHRISTI REGIONAL TRANSPORTATION AUTHORITY

#### JOB POSTING #2017-24

#### CLOSING DATE: OPENED UNTIL FILLED

**Job Title:** Managing Director of Operations  
**FLSA Status:** Exempt  
**Work Location:** 602 N. Staples St. & as assigned; location varies  
**Division:** Operations **Pay Grade:** 40  
**Reports To:** CEO  
**Salary:** \$108,076.80-\$167,502.40 (Min-Max Annually)

**General Summary:** Under general direction of the CEO, exercises independent action in directing the delivery of services within the RTA service area. Provides direction and oversight to the Transportation, Maintenance, Materials Management, Service Development, and services including MV transportation and other third party provider contracts.

**Experience and Training Requirements:** This position requires any equivalent combination of the following training, education and experience that provides the individual with the required knowledge, skills, and abilities to perform the job.

**Education:** Bachelor's degree in Business; Public Administration; or a related field. Master's degree preferred.

**Experience:** Minimum of eight (8) years related experience, preferably in Public Transportation including five (5) years supervisory experience at a managerial or executive level.

**License or certificate:** Possession of an appropriate, valid TX Driver's License on the date of application as required for position to operate RTA vehicles.

**Other Requirements:** Any job offer and continued employment is contingent upon completing and passing a pre-employment job agility evaluation, drug and alcohol screen and background investigation.

For a full description of the job postings, please see the receptionist.

### SACRAMENTO REGIONAL TRANSIT DISTRICT

#### SPECIAL ASSISTANT, OFFICE OF GENERAL MANAGER/CEO

#### \$95,328 - \$133,464 ANNUALLY (PLUS EXCELLENT BENEFITS)

Would you like to play a vital role in a multi-modal transit authority that is poised for growth and success? To work for an organization that offers an invested Board, supportive business partners, a constructive labor relationship, and engaged communities? To live in one of the most beautiful, progressive, temperate, and affordable regions in the state of California?

A career at Sacramento Regional Transit District (RT) provides a unique opportunity to make our com-

munity a more accessible place to live, work and play. Under the direction of RT's GM/CEO, the selected candidate will perform highly complex and cross-divisional specialized duties, tasks, and responsibilities related to strategic operations of the District associated with specific projects, programs, and initiatives.

Apply to be a change agent and leader in this organization! RT offers an attractive salary and benefits package, a rewarding professional environment, and equal opportunity. For complete information about the position and application filing instructions, contact RT at 2810 O Street, Sacramento, [www.sacrt.com](http://www.sacrt.com) or (916) 556-0298. RT will make reasonable efforts to accommodate applicants with disabilities. RT is an Equal Opportunity Employer. EOE – Minorities/ Women/Disabled/Veterans.

### GIS SPECIALIST / TRANSIT PLANNER

**KFH Group**, a public transit consulting firm, is seeking to hire an Entry-Level Transit Planner with a Bachelor's or Master's degree. KFH Group is looking for a self starter with excellent verbal, written communication, and quantitative skills and the ability to work well on a team. Some travel may be required. Position responsibilities will include developing computer generated maps using ESRI ARCMAP, conducting surveys, compiling and analyzing survey data, graphic support and writing reports. This position is an excellent position for persons interested in the field of transit consulting and planning.

The firm offers a competitive salary, full benefits, parking, and a flexible working environment. We are an Equal Opportunity Employer. If you are interested in a career in transit and have the skills necessary to be a consultant, please send your resume by mail to Laurie Schwartz, KFH Group, Inc., 4920 Elm St., Suite 350, Bethesda, MD 20814 or email: [Lschwartz@kfhgroup.com](mailto:Lschwartz@kfhgroup.com).

### SAN MIGUEL AUTHORITY FOR REGIONAL TRANSPORTATION (COLORADO)

#### EXECUTIVE DIRECTOR

The San Miguel (Colorado) Authority for Regional Transportation (SMART) composed of member jurisdictions of San Miguel County and the Towns of Telluride and Mountain Village seeks candidates to serve as the first Executive Director of the newly created transportation authority. The Authority serves a dynamic, progressive resort community surrounded by beautiful mountains, plateaus, and ranch lands. Located in Western Colorado, the region is rich in history and includes the world class Telluride Ski Resort. Residents enjoy excellent schools, high quality municipal services, and access to extensive public lands. Easily accessible outdoor activities include hiking, biking, fishing, hunting, skiing (both nordic and alpine), snow shoeing, and four-wheel driving. Numerous festivals and social activities are also available.

In November 2016, voters approved establishment of the Authority funded from a .25% sales tax and a .75 mill levy property tax within its boundaries. State and Federal grant monies and potentially contracts for services are also envisioned to be part of its revenue mix. SMART is governed by a six-member Board of Directors composed of two elected officials from each of the three participating governments. The Executive Director is appointed by the Board and is responsible for implementation of Board goals and policies and management of programs and services under its jurisdiction.

**Candidates must have the following:**  
Successful overall management of a general municipal organization and/or management of transportation operations with the desire to develop and implement innovative approaches to the current mix of transportation services.

A collaborative, consensus-building visionary with approachable personal style with elected officials, residents, businesses and employees.

Extremely well-developed oral and written communication skills.

A bachelor's degree.  
5-7 years of increasingly responsible transit executive level experience.

Assistant Director experience in a larger transit system will also be considered as will any combination of education and experience that demonstrates the ability to perform at an executive level.

A Master's degree in public administration, business administration, engineering, planning or other advanced executive level training is desired.

The Board has established a starting salary of \$90,000 which may be negotiable based upon qualifications. They are also offering an excellent benefit package. Apply online with resume, cover letter, and contact information for five professional references by April 14 to the attention of Sarah McKee or Cristi Musser, 630 Dundee Road, Suite 130, Northbrook, IL 60062 Tel: 847-380-3243.

**To Apply:** [www.GovHRUSA.com/current-positions/recruitment](http://www.GovHRUSA.com/current-positions/recruitment)

# CLASSIFIEDS

## HELP WANTED

### CHIEF PROJECT MANAGER – RAPID TRANSIT EXPANSION ENGINEERING, CONSTRUCTION & EXPANSION GROUP

Guided by a new and ambitious Corporate Plan, the **Toronto Transit Commission (TTC)**, North America's 3rd largest transit system, has embarked on a 5-year journey to transform into a transit system that makes Toronto proud. Our ongoing recruitment efforts are strategically aligned with the TTC's corporate mission "to provide a reliable, efficient, and integrated bus, streetcar, and subway system that draws its high standards of customer care from our rich traditions of safety, service and courtesy."

We are currently seeking a Chief Project Manager on a permanent full-time basis.

**KEY ACCOUNTABILITIES**  
Reporting to the Chief Capital Officer – Engineering, Construction & Expansion Group, the Chief Project Manager is accountable for managing and directing design and construction delivery for Rapid Transit Expansion including:

Directing and overseeing the development and maintenance of effective goals and objectives, policies, budgets, organizational structure, and quality assurance program for a large-scale subway extension project;

Managing and delivering the Project from design through to Commissioning and operation, safely within scope, on-time, on-budget, with required quality, and in accordance with the TTC's design standards and applicable municipal, provincial and federal codes, especially workplace safety;

Managing and directing Project activities including staffing, project team organization, design/ design requirements, procurement, construction, contract management, project controls, and commissioning activities;

Leading and providing advice/guidance to integrated, multi-discipline TTC and consultant project teams, and fostering a positive team work environment;

Liaising with senior management, and elected officials and other external stakeholders, to ensure their requirements are coordinated and addressed;

Ensuring accurate, timely reporting of financial and performance results, and any significant safety, security, human resources, or other project management issue;

Substituting for the Chief Capital Officer as required;

Responsible for providing leadership in overseeing the work of Department staff and consultants (either directly or through direct reports) ensuring that accessibility/accommodation needs of TTC passengers and/or employees are effectively met in a timely fashion in accordance with the Ontario Human Rights Code and Related Orders so that they can fully benefit from the TTC as a service-provider and an employer;

Participation in the TTC Customer Service Ambassador Program.

**SKILLS, KNOWLEDGE, AND EXPERIENCE**  
Extensive knowledge of current engineering principles, methods and practices relating to the engineering design, construction, operation and maintenance of large-scale rail transit systems;  
Extensive knowledge of construction concepts, standards and procedures;

Proven project management expertise including experience managing project delivery through proponents/constructors using alternate project delivery methods, and skills to coordinate responsibility for diverse areas with due regard for safety, quality, budget and schedule;

In-depth understanding of business administration, fiscal concepts, and human relations concepts and practices including legislation/regulations regarding safety, construction, employment, etc.; also understanding of municipal/community issues affecting urban transit projects/services;

Sound judgement; superior planning, organizational and leadership skills; excellent negotiation and facilitation skills; highly developed analytical, problem solving, interpersonal, oral/written communication skills; computer skills in a wide range of software applications;

University Degree in Engineering with eligibility for registration as a Professional Engineer in the Province of Ontario, or similar professional education and eligibility for professional accreditation in the Province of Ontario;

Extensive directly related experience working at a senior management level in a large transit or engineering organization involved in the design and construction of major rail lines and facilities;

Must have or rapidly acquire a comprehensive knowledge of the Ontario Human Rights Code and Related Orders including disability accommodation and accessibility requirements pertaining to passengers and employees.

This permanent full-time position located in Toronto, Ontario reports to the Chief Capital Officer.

For job related inquiries, please contact Susan Reed Tanaka, Chief Capital Officer at (416) 393-6530.

**Current Annual Salary Range:** \$150,000.00 - \$300,000.00. Salary ranges are subject to change from time to time in accordance with TTC policies. A comprehensive benefits package is also available (subject to eligibility criteria) including Healthcare and Dental Benefits, Disability Benefits, Life and AD&D Insurance Benefits, Pension Plan Benefits, Out of Country insurance coverage, and Discretionary Allowance.

This position is designated as Safety-Sensitive, Specified Management or Designated Executive under the TTC's Fitness for Duty Policy. If you do not currently hold a designated position, you will be required to pass an alcohol and drug test as part of the certification process.

**To apply, please visit [www.ttc.ca](http://www.ttc.ca)**  
Toronto Transit Commission  
1900 Yonge Street  
Toronto, Ontario  
M4S 1Z2

We thank all applicants for their interest but advise that only those selected for an interview will be contacted.

The TTC is committed to fostering a positive workplace culture with a workforce that is representative of the communities it serves. Committed to the principles of diversity and inclusion, the TTC encourages applications from all qualified applicants. Accommodation is available for applicants, including those with disabilities, throughout the recruitment process. Please contact Human Resources – Employment Services at (416) 393-4570.

### OC STREETCAR PROGRAM, DEPARTMENT MANAGER \$109,387.20 to \$164,229.20 per year

Under minimal guidance, manages and directs the development and implementation of the OC Streetcar fixed guideway service and oversees the operation and maintenance.

**The application deadline for this position is Monday, June 12, 2017.**

OCTA is an equal opportunity and affirmative action employer and ensures that all qualified applicants will receive consideration for employment and will not be discriminated against on the basis of race, color, religion, sex, national origin, disability or veteran status. Apply at: <https://jobs-octa.icims.com/jobs/1773/oc-streetcar-program%2c-department-manager/job>

### MANAGER OF CAPITAL AND SYSTEMS PLANNING

The **Washington Metropolitan Area Transit Authority (WMATA)** is seeking to hire a Manager of Capital and Systems Planning in the Office of Planning. Responsibilities include: delivering the annual Capital Needs Inventory, co-authoring rail and bus fleet plans, analyzing system capacity needs using ridership forecasts to recommend service delivery improvements, and alerting Station Planning leaders to capacity improvements in stations. All interested parties please apply at WMATA.com, #170224.

WMATA is an EEO/AA employer. Protected veterans and individuals with disabilities encouraged to apply.

### DISTRICT MANAGER OF CALL CENTER OPERATIONS

#### FIRST TRANSIT GLEN ELLYN, IL

Exciting opportunity to become the District Manager of Call Center Operations for First Transit in Glen Ellyn, IL. As the District Manager you will oversee the operation of several large scale call centers in the Chicago area. If you have proven experience providing strong leadership to a high volume of employees, we'd like to talk with you about this key leadership opportunity. This role is ideal for mid to senior level managers looking for the next step in their career. Position requires Bachelor's degree or commensurate experience, prior experience with routing software (Trapeze preferred), and working knowledge of paratransit or NEMT (preferred). Send an updated copy of your resume to Faith Thompson at [faith.thompson@firstgroup.com](mailto:faith.thompson@firstgroup.com) or call 513-419-3250 for more information. Competitive pay, benefits, and relocation provided.

Equal Opportunity Employer

### DISPATCHING MANAGER \$91,866.00 - \$143,541.00 ANNUALLY

**METROLINK Commuter Rail System** is seeking a Dispatching Manager to oversee dispatching of Metrolink trains, provide train movement decisions and take actions to sustain alternate service in case of service disruptions. This position ensures compliance with Regulation 217 and safety policies and procedures, participates as a member of the timetable committee and prepares detailed daily records of train movement events. The ideal candidate will have strong communication skills, technical skills, understand regulatory and governmental functions related to FRA, GCOP and CPUC General Orders, Regulation 217 and all safety policies and procedures. Requires eight years professional experience managing Train Dispatchers and Chief Dispatchers engaged in railroad or rail transit environment and five years experience with Maintenance of Way window planning and special train moves. This is a continuous recruitment, interested candidates are encouraged to apply immediately. For additional information and to apply, visit [www.metrolinktrains.com/careers](http://www.metrolinktrains.com/careers). EEO/ADA

### CITY OF AMES INVITES APPLICATIONS FOR THE POSITION OF:

#### TRANSIT TRAINER

The Ames Transit Agency (CyRide) is currently seeking candidates for the position of Transit Trainer. This position is responsible for developing and performing duties involved in hiring and training of CyRide personnel; providing quality training programming and conducting training; developing and administering the Federal Transit Administration System Safety Program; and performs related duties as required. A bachelor's degree in a related field and a minimum one year training experience is required. CyRide offers a full range of benefits and a competitive salary. For a complete description and to apply online, please visit [www.cityofames.org/jobs](http://www.cityofames.org/jobs). **The application deadline is 5:00 p.m. local time on June 13, 2017.**

The City of Ames is an Equal Opportunity/Affirmative Action employer. All qualified applicants will receive consideration for employment without regard to race, color, age, religion, sex, sexual orientation, gender identity, genetic information, national origin, marital status, disability, or protected veteran status and will not be discriminated against. Inquiries can be directed to the Human Resources Department at 515-239-5199.

### JOB OPENING DIRECTOR, BUS AND RAIL OPERATIONS

#### Position Summary:

**TriMet**, the award winning and nationally respected transit agency in Portland, has an unusual opportunity. Due to retirement, we are actively looking for a Director over our Transportation Department, reporting to our Executive Director of Transportation.

This role is unusual in at least two ways. First, these kinds of roles don't come open very often in an agency with such a strong reputation and high employee retention. And second, unlike many agencies, this role will oversee both our bus and rail transportation teams. As such, it's a rare opportunity to broaden your experience across both in a leadership role.

What might qualify you? Well, proven experience in bus or rail operations is critical. Both bus and rail is a plus, but we are open to cross-training a great candidate from either area.

Of your 12+ years of transit experience, at least 5 of those should be in management. This role will manage 5 managers and, through them, over 1600 employees in a union environment. As such, your management experience should prepare you for that kind of responsibility.

TriMet is looking forward to some interesting things in the near future, with an influx of great people and lots of promotion opportunities in a broad variety of areas. So you should not only embrace change, but also be effective in managing strategic changes, setting goals, metrics and business plans. We are interested in learning about your noteworthy accomplishments. We want to hear about the great things you've done in your past and what you might do for us!

To learn more and apply online, please go to: <https://trimet.org/careers>

If you are a qualified veteran and would like to apply for veterans' preference points, you will need to reflect your status on the application and attach supporting documentation at the time of application submission.

TriMet is an equal opportunity employer, committed to developing an organization that is reflective of and sensitive to the needs of the diverse community we serve, including veterans, the elderly, and individuals with disabilities.

### BUSINESS ANALYST \$65,209.00 - \$101,896.00 ANNUALLY

The **Southern California Regional Rail Authority**, operator of the METROLINK Commuter Rail System, is seeking a Business Analyst to administer and oversee invoice processing and expenditures. This position prepares reports and ensures accuracy of data to meet regulatory requirements. The ideal candidate will have advanced knowledge of Windows Excel software, strong accounting and organizational skills. This person will be able to multi-task, meet deadlines, communicate effectively and work independently as well as part of a team. Requires BA in Business Administration and four years work experience preparing technical documents and reports, two years experience with the Oracle financial information system and AssetWorks or Trapeze. This is a continuous recruitment, interested candidates are encouraged to apply immediately. For additional information and to apply, visit [www.metrolinktrains.com/careers](http://www.metrolinktrains.com/careers). EEO/ADA

### JOB TITLE: #7271 DEPUTY MANAGING DIRECTOR- CAPITOL CORRIDOR

**BART** is currently seeking to fill the Deputy Managing Director, Capitol Corridor position. The incumbent selected for this position will assist in directing and managing the activities and operations of the Executive Office of Capitol Corridor including the management and delivery of Capitol Corridor passenger rail services; coordinating assigned activities with other executive staff, departments and outside agencies; providing highly responsible and complex management and support to the Managing Director, Capitol Corridor.

Key responsibilities include assisting with negotiations with both Amtrak, the Contract Operator, and Union Pacific, the Railroad Owner, on such items as the preparation of the system's annual budget; development of short-term and long-range service plans; coordinating efforts to secure additional state and federal funding for various capital projects including procurement of coaches and locomotives as well as continued maintenance of the existing infrastructure; and cultivating strategic relationships with various federal and state transit agencies essential to running the passenger rail service.

#### Minimum Qualifications:

##### Education:

Bachelor's degree in business administration, engineering, public administration or a closely related field from an accredited college or university.

##### Experience:

Six (6) years of (full-time equivalent) verifiable professional public or private transportation experience which must have included at least three (3) years of management responsibility.

Interested candidates should use the link below to apply.

Please visit <http://www.bart.gov/about/jobs> for detailed job descriptions and to apply online.

### AC TRANSIT IS LOOKING FOR A PROCUREMENT AND MATERIALS DIRECTOR

**Salary Range: \$136,361 – 162,812**

AC Transit is looking for an outstanding candidate for the position of Procurement and Materials Director. Under general direction, this position directs the activities and manages the staff of the District's Purchasing and Materials department; including purchasing, contracts administration, and inventory control of warehouse materials, parts and fixed assets. This is an excellent opportunity to work in Purchasing and Contracts at one of the largest bus agencies in California. AC Transit also has an outstanding benefits package that includes pension, medical, dental and vision coverage, flexible spending and a 457 savings plan.

This position is responsible for planning, assigning, and reviewing all District purchasing, contracts administration, materials management, and fixed assets. This position will consult with District managers regarding their contracting and materials needs and provide advice on procurement and materials management related policies and procedures. The successful candidate will plan, assign, and review the work of department staff and develop and direct the implementation of department goals, training programs, policies, and procedures.

Requirements include; Equivalent to a Bachelor's Degree from an accredited four-year college or university in Business Administration, management or a related field and seven (7) years of verifiable and increasingly responsible experience in procurement administration and contracts management that includes at least three (3) years supervising procurement and materials management functions and assigned staff.

For full application instructions and position description: <http://apptkr.com/1008372>  
Equal Opportunity Employer

## HELP WANTED

### SOUND TRANSIT LINK TRANSPORTATION SUPERINTENDENT JOB #17-01055

**SALARY:** \$81,617.00 - \$102,022.00 Annually  
**OPENING DATE:** 05/24/17  
**CLOSING DATE:** 06/25/17, 5:00 PM  
**GENERAL PURPOSE:**

Under general direction, supervises and coordinates the successful implementation of the functions and activities of the Link Light Rail Operations from design phase through construction, final testing and revenue service phases; oversees the Agency's contracted operating agency by auditing performance, reviews costs, and manages work products; interacts with all internal and external customers such as state, federal, and/or city representatives; works with all local emergency services agencies in providing information and feedback on all aspects of the Link Light Rail operations plans; audits various third party contracts and contractors to ensure work is performed to specifications and budget; assists in setting operating budget criteria to meet Agency budget goals and guidelines; procures equipment and tools to meet operating needs as required; assists the Department by meeting departmental and Agency goals and objectives; and assists the Light Rail Operations and Planning Manager on any and all matters as assigned.

#### MINIMUM QUALIFICATIONS:

##### Education and Experience:

Associates Degree or technical school certification in engineering, planning, business administration, or closely related field and five years of rail road operations experience that includes two years of administrative and supervisory responsibility for a service transit system; OR an equivalent combination of education and experience.

For more job details and to apply go to <http://agency.governmentjobs.com/soundtransit/default.cfm>

## SOUND TRANSIT

### LINK MAINTENANCE SUPERINTENDENT JOB #17-01054

**SALARY:** \$81,617.00 - \$102,022.00 Annually  
**OPENING DATE:** 05/24/17  
**CLOSING DATE:** 06/25/17, 5:00 PM  
**GENERAL PURPOSE:**

Under general direction, supervises and coordinates the oversight of all vehicle maintenance, ROW maintenance and maintenance record keeping functions performed under contract for the Central Link Light Rail System; oversees the maintenance operating and capital budgets for Central Link; ensures contractor is following terms of the Inter-governmental agreement (IGA); analyzes the maintenance cost and operations procedures to identify improvements and/or deficiencies that may exist and works with the contractor to mitigate them through planning and ensuring the station is properly equipped with the tools, training and resources necessary; coordinates services and operations with multiple departments and local jurisdictions to accomplish objectives; assists the division/department by meeting departmental and Agency goals and objectives; and assists the Light Rail Maintenance Manager on any and all matters as assigned.

#### MINIMUM QUALIFICATIONS:

##### Education and Experience:

Associates Degree or technical school certification in engineering, planning, business administration, or closely related field and five years of rail maintenance experience that includes two years of administrative and supervisory responsibility for a service transit system; OR an equivalent combination of education and experience.

For more job details and to apply go to <http://agency.governmentjobs.com/soundtransit/default.cfm>

## SOUND TRANSIT

### COMMUTER RAIL MECHANICAL SUPERINTENDENT JOB #17-01050

**SALARY:** \$81,617.00 - \$102,022.00 Annually  
**OPENING DATE:** 05/19/17  
**CLOSING DATE:** 06/19/17, 5:00 PM  
**GENERAL PURPOSE:**

Under general direction, oversees and coordinates the maintenance and operations of the Sounder system including maintenance strategies and modifications of the equipment, procurement for special projects; responsible for quality assurance/quality control for the Sounder program; ensures adherence to all regulations of the Sounder trains including the Federal Railroad Administration (FRA), the Federal Transit Administration (FTA), and any other state or local regulations including guidelines from the American Public Transportation Association

(APTA); plans for the future needs for the expansion of the Sounder system including equipment and mechanical facilities, and overhaul requirements; oversees and ensures contract adherence and requirements for fleet maintenance; and provides duty officer and additional assistance to division/department as assigned.

#### MINIMUM QUALIFICATIONS:

##### Education and Experience:

Bachelors Degree in engineering, transportation planning, business administration, or closely related field and five years of railroad project management/supervisory experience that includes contract administration and compliance functions; OR an equivalent combination of education and experience.

For more job details and to apply go to <http://agency.governmentjobs.com/soundtransit/default.cfm>

### SOUND TRANSIT DEPUTY DIRECTOR, CIVIL & STRUCTURAL DESIGN JOB #17-01049

**SALARY:** \$114,843.00 - \$143,555.00 Annually  
**OPENING DATE:** 05/19/17  
**CLOSING DATE:** Continuous  
**GENERAL PURPOSE:**

Under general direction directs, manages, supervises and coordinates the activities, operations, and functions of the Structural, CAD, Right of Way, Utilities, Civil, and rail engineering groups within the Civil and Structural Design Division in the Design Engineering and Construction Management (DECM) department of Sound Transit; manages the administration and implementation of light rail and commuter rail design and construction engineering activities to ensure that all capital projects successfully meet identified objectives and are completed in accordance with the Agency's policies and procedures and within established scope, budgetary and scheduling requirements; coordinates assigned activities with other divisions, programs, Departments/Offices, and outside agencies; and provides highly responsible and complex organizational support to the Director of Civil and Structural Design.

#### MINIMUM QUALIFICATIONS:

##### Education and Experience:

Bachelors Degree in civil engineering, or closely related field and eight years of civil/structural engineering design and construction experience that includes four years of staff supervisory, budgetary, and management responsibility, preferably in a rail or transit related environment; OR an equivalent combination of education and experience.

For more job details and to apply go to <http://agency.governmentjobs.com/soundtransit/default.cfm>

### MANAGER OF ADMINISTRATION/ CONTROLLER

#### CITYBUS, LAFAYETTE, IN

**Greater Lafayette Public Transportation Corporation**, doing business as "CityBus" is one of Indiana's leading public transportation agencies located in Lafayette-West Lafayette, Indiana.

The Manager of Administration/Controller serves as the chief fiscal officer of the corporation and is responsible for all financial functions of the transit system including preparation of all monthly financial documents, audit documentation, and NTD reporting. Responsibilities also include grants management of both INDOT and FTA awards and supervision of the finance department. Other duties include preparing for each FTA triennial review, as well as, overseeing the corporation's procurements using either Federal or non-Federal funds. The Manager of Administration/Controller assists with the development of the annual budget and attends local meetings to help guide the process from start to finish.

Minimum requirements include a Bachelor's degree in accounting, finance or a related field with seven (7) years of experience. The successful candidate should possess excellent written and verbal skills, be an able problem solver, and maintain good working relationships with co-workers. Experience with transit and strategic planning is a plus. Successful candidates will have ability to pass a drug screen and background check.

Compensation includes competitive salary range between \$60,500 and \$94,710, paid vacation, and earned sick leave. Benefits include health insurance, health savings account contributions, life, dental and vision insurance along with a retirement program through the Indiana Public Employees Retirement Fund.

To apply, send a resume and cover letter to:  
Martin B. Sennett  
General Manager, CityBus  
P.O. Box 588  
Lafayette, IN 47902-0588  
Email to: [msennett@gocitybus.com](mailto:msennett@gocitybus.com)

## PUBLIC INFORMATION OFFICER

The **Napa Valley Transportation Authority (NVTA)** is seeking a full-time Public Information Officer. Salary range DOE. Application must be received by 4:00 p.m. June 16, 2017. Full job description and application available at <http://www.nvta.ca.gov/careers>.

### CITY OF SAN JOSÉ, CA DEPARTMENT OF TRANSPORTATION DIVISION MANAGER – TRAFFIC SAFETY

**Annual salary range: up to \$146,668**

**Application deadline: Open until filled.**

You will oversee a staff of 20 engineers and non-technical staff. Responsible for delivering results in the following three areas: Traffic Management, Vision Zero San Jose and delivery of Traffic Safety Projects.

A BA and six years of progressively responsible experience, including three years of supervisory experience, or any equivalent combination of education and experience sufficient to successfully perform the essential duties of the job. Professional Certificate of Registration from the State of California in either Civil or Traffic Engineering is desirable.

Submit cover letter, list of six work-related references, current salary and résumé that should indicate both months and years of beginning/ending dates of positions held to: [resumes@cpshr.us](mailto:resumes@cpshr.us)

For additional information:

Pam Derby

CPS HR Consulting

Ph: (916)471-3126

Online brochure: [www.cpsr.us/search](http://www.cpsr.us/search)

San José website: [www.sanjoseca.gov](http://www.sanjoseca.gov)

EOE

### JOB OPENING ASSISTANT MANAGER, BUS & RAIL OPERATIONS (OPERATIONS COMMAND CENTER)

#### Position Summary:

TriMet is a recognized leader among transit agencies worldwide. We have been named #1 in Public Transportation nationally for eight straight years. In fact, more people ride TriMet than any other transit system our size in the country. We're the 24th largest U.S. metro area, but 11th in transit ridership and 9th in ridership per capita. We are also seen as the top agency in the technologies of transit, with many looking to us as the way to do things.

This Assistant Manager of our Operations Control Center is a role at the center of all of that technology and success. We have miles of fiber optics, radio, video and closed circuit systems, and hundreds of buses and 60 miles of light rail lines, all serving a dynamic community of people, cars, bicycles and more. Your role is to assure that all of that happens as smoothly and safely as possible.

This person will step into a fast-paced environment that will challenge someone to learn quickly, work efficiently and handle the many stresses and pressures that come with it. You will do anything from troubleshooting issues raised from the operations team, to making decisions that affect the safety of the community, and even working with first responders to incidents in the area. You will become the source of information on policy questions to make your role of oversight of trains and buses as strong as possible.

To be qualified for this role, you will need to not only be strong in a fast-paced and ever-changing environment, but actually enjoy it! You will need at least 5 years of work as a bus or rail Dispatcher or Controller in a 24-7 transit or transportation operation. Big pluses are work in an Operations Control Center (OCC) in transit, as well as union workforce experience.

This is a resume-building role, as it will include deep training to learn valuable skills, will teach or train you in the managing of people, and will give a number of opportunities for advancement once trained.

If this is you, if you have been doing this kind of stuff, but want to do it for a leader that is growing and respected, we want to hear from you! Apply and let's get a look at you.

Salary Range:

Minimum: \$69,113.00

Midpoint: \$92,151

Maximum: \$115,189.00

To learn more and apply, please go to: <https://trimet.org/careers>

If you are a qualified veteran and would like to apply for veterans' preference points, you will need to reflect your status on the application and attach supporting documentation at the time of application submission.

TriMet is an equal opportunity employer, committed to developing an organization that is reflective of and sensitive to the needs of the diverse community we serve, including veterans, the elderly, and individuals with disabilities.

## REGIONAL VICE PRESIDENT, WESTERN UNITED STATES

### NETWORK RAIL

**KL2 Connects LLC** has been retained by Network Rail to recruit a Regional Vice President, Western United States. This is a once in a lifetime opportunity for an exceptional transit professional to further develop business opportunities for an established brand that has a long track record of success in the UK and Australia. Network Rail is responsible for the operation of all rail operations infrastructure in England, Scotland, and Wales, including more than 20,000 miles of track. The winning candidate will be provided the opportunity and resources to build a world-class regional consultancy focused on helping agencies to address key operations and asset management issues and to strategize and plan for the growth of their operations. In 2013 the European Commission compared the performance of UK's railways with other European operators and found the UK rail network to be the fastest growing, most improved, and safest in Europe. The successful candidate will be entrepreneurial and fully capable of executing a strategic vision. He or she will bring to this position a solid set of technical and management skills, an established industry network, and the ability to communicate and work effectively with senior management and boards. This position will be supported by the highly experienced international Network Rail team, which brings to the table a long-term financial commitment. If you are at a point in your career where you are ready for the challenge of building an office and growing regional presence for a respected and winning international company, we would like to hear from you. To be considered, please visit <https://jobs.kl2connects.com> and upload a cover letter, resume, salary history, and 4 to 5 professional references. Forward any additional questions to Paul Muldoon, Principal, KL2 Connects LLC, at [paul@kl2connects.com](mailto:paul@kl2connects.com). Network Rail values diversity at all levels of its workforce — women and minority candidates are encouraged to apply.

### ENGINEER A, B, C (TRANSPORTATION REVIEW ENGINEER)

The **City of Austin** has an Engineer A, B, or C to work in the Austin Transportation Department's Safety and Development Review Group as a Transportation Review Engineer. The ideal candidate will have experience in reviewing or preparing traffic studies, interpreting and applying design standards, responding to applicant inquiries and developing appropriate solutions which adhere to recommended practice and established engineering guidelines. The preferred candidate will bring the following:

Under limited supervision and using considerable latitude for independent judgment, will bring knowledge and ability in scoping and reviewing development proposals and Traffic Impact Analysis using best industry practice to recommend transportation system improvements for all travel modes.

Use of SYNCHRO, City of Austin's Criteria Manuals, Texas Manual on Uniform Traffic Control Devices (TMUTCD), NACTO's Design Guide, ITE Trip Generation, AASHTO Green Book other industry recommended practice and transportation engineering resources is required.

Require self-motivation and the ability to work closely with senior staff in completing assignments. The preferred candidate will provide technical assistance and successfully collaborate with Austin Transportation Department's Safety Engineer, various City of Austin Departments, local and regional agencies, and public stakeholders to develop improvements.

Assist with inquiries by Mayor and Council, City Manager's Office, and other agencies regarding transportation issues. He or she will assist with representing the City of Austin at public meetings with neighborhood groups, community stakeholders, Commissions, Boards, and/or other regional and local agencies. The preferred candidate will have strong communication and writing skills to document findings and recommendations to these groups.

Position requires Graduation from an accredited four-year college or university with major coursework in Engineering or in a field related to the job, plus four (4) to eight (8+) years of engineering experience acquired either before and/or after licensing as a professional engineer.

To be considered for this position, candidates must apply on-line at [www.austincityjobs.org](http://www.austincityjobs.org)

Position #115104. Please review additional engineering postings with Austin Transportation.

The City of Austin has excellent benefits and provides an exceptional retirement system as well as a 457 plan for its' employees.

Why work for the City of Austin? The City of Austin earned national recognition as the ninth best employer in the United States by Forbes Magazine in its list of "America's Best Employers in 2017"

EOE - City of Austin is committed to compliance with the American Disabilities Act.



Question the ordinary  
*Imagine the extraordinary*  
Create the enduring

*We engineered some of our nation's tallest buildings and  
designed transit systems from coast to coast.*

*Our expertise lies at the intersection of the  
infrastructure and the skylines we have helped to shape.*

*We are WSP USA.*

*Partner with us to develop the transit systems of tomorrow.*

**[wsp.com/usa](http://wsp.com/usa)**

For career opportunities, visit [wsp.com/usacareers](http://wsp.com/usacareers)