

PASSENGER Transport

THE SOURCE FOR PUBLIC TRANSPORTATION NEWS AND ANALYSIS

MONDAY, JUNE 11, 2018 | VOLUME 76, NO. 11

2018 Rail Conference DENVER





Commentary

Urban Economic Growth—SEPTA, Owning the Conversation

BY JEFFREY D. KNUEPPEL
General Manager
Southeastern Pennsylvania Transportation Authority
Philadelphia

The Southeastern Pennsylvania Transportation Authority (SEPTA) recently released an economic impact report that confirms what industry professionals already knew: public transportation drives the economy. And yet, public transit's role in catalyzing economic growth is often taken for granted.

Particularly in dense urban areas like Philadelphia, public transit is so deeply embedded in the urban form that it is virtually impossible to imagine the region without it. Given headwinds facing our industry, now is the time to tell this story.

The Philadelphia Story

The regional economy is booming. The five counties of southeastern Pennsylvania now represent 41 percent of state economic activity, with 32 percent of Pennsylvania's population on just 5 percent of its land.

The region generates \$10.8 billion (36 percent) of state general fund tax revenues. This "density dividend" creates economy productivity, but it is not possible without a robust transportation network—with high-capacity public transit as a backbone.

The dividend is growing: between 2010 and 2016, southeastern Pennsylvania's population grew by 81,000. Much of this growth

occurred around public transit: more than 40 percent of the growth is attributable to the census tracts directly abutting SEPTA's subway/elevated system.

While region-wide employment growth has been robust, the majority of new jobs are being created downtown, where nearly two out of every three workers now use transit to commute.

Developers are capitalizing on this trend by building massive skyscrapers with no parking. The brand-new Comcast Technology Center, for example, is a billion-dollar building with 1.5 million square feet of space to house approximately 4,000 employees; it was built without a single public parking space. Instead, Comcast invested in a tunnel that connects commuters with SEPTA's Suburban Station.

The link between public transit and economic growth is also strong in the suburbs, with new investments in classic towns that were built around rail more than a hundred years before "transit-oriented development" was considered attractive.

In many respects, the Philadelphia region is a transit-oriented development, and the economic value of those legacy investments remains strong. Our report found that SEPTA's rail system adds \$14.5 billion (7.4 percent) to the entire base of suburban home values. People demand access to rail transit and are willing to pay a premium for it.

Pennsylvania Act 89 Provides A Future

Given the depth and breadth of SEPTA's economic impact, it is unsettling to remember that just five years ago all of it was at risk. At the time, SEPTA was spending \$300 million annually on its Capital Program, less than one-third of peer agencies.

A backlog of capital repair needs had grown to \$5 billion. Aging bridges dating to the 19th century, substations dating to the original electrification of the railroad and vehicles dating to the Nixon era threatened to derail economic progress.

In response, SEPTA joined a coalition of transportation providers across the com-

monwealth who began to tell this story. Without adequate funding to address public transportation infrastructure repair needs, the entire state's economy was at risk; the information was compelling and it resonated. In November 2013, the Pennsylvania State Legislature passed Act 89, a historic transportation funding bill.

SEPTA swung into action, attacking its infrastructure backlog. These investments have solidified SEPTA's future

and the broader economy. SEPTA now contributes \$3.05 billion and 23,370 jobs to the statewide economy each year. Between 2013 and 2016, SEPTA procured more than \$1 billion in goods and services from businesses across Pennsylvania.

As New Challenges Emerge, Tell Your Story

With Act 89, SEPTA is no longer in crisis. Funding will address an infrastructure backlog over 20 years—firm footing upon which SEPTA can now look to the future.

With a booming regional economy, peak capacity on SEPTA's rail system is beginning to strain. At the same time, new regional employment centers such as King of Prussia, with more than 60,000 jobs and no rail service, suffer from increasing traffic congestion. These trends have highlighted a new need for investments that go beyond state of good repair.

Armed with a compelling story of economic impact, SEPTA is now posing a new question to elected officials, civic leaders and business groups: "What kind of region do we want to be?" With more transit investment in rail, the Philadelphia region is well on its way to cementing its status as a world-class city. Without it, transportation system capacity at peak travel times would eventually put an upward limit on growth.

This is a story playing out in dense urban areas across the U.S. right now. With the dawn of new technologies enabling intense competition (such as transportation network companies), astute conversations are emerging, questioning the value that transit adds to the economy.

Public transit is still the lifeblood of urban areas, and the future still depends on the ability to move large numbers of people around in a very small and densely populated geographic footprint.

As discussions about the future of transportation investments intensify in the coming months and years, SEPTA invites you to join it in owning *this* conversation about the catalytic role of public transit in urban economic growth.

For more information including a copy of SEPTA's Economic Impact Report, visit www.septa.org/economic-impact.

"Commentary" features authoritative points of view from various sources on timely and pressing issues affecting public transportation. APTA would like to hear from you. If you are interested in submitting an original, thought-leader Commentary for consideration, please contact Senior Managing Editor David A. Riddy at driddy@apta.com.

PASSENGER Transport

ISSN 0364-345X

The Source for Public Transportation News and Analysis

VOLUME 76, 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

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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News & Commentary: *Passenger Transport* welcomes articles, announcements, commentary, and letters to the editor. Submitted photographs become the property of APTA and may be used for other association purposes. Send submissions to sberlin@apta.com. Illustration for Industry Briefs courtesy of Denver RTD.

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Subscriptions: Individual subscriptions within North America & U.S. possessions, \$75 per year; \$125 for two years. First-class subscriptions, \$113 per year; \$201 for two years.

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:

11-20 copies	\$65 each copy
21 and above	\$60 each copy

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POSTMASTER: Send address changes to: *Passenger Transport*, 1300 I St., NW, Suite 1200 East, Washington, DC 20005. Periodicals Postage paid at Washington, DC and additional mailing offices.

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BART Launches DMU Service to Antioch

The San Francisco Bay Area Rapid Transit District (BART) introduced service May 26 on a new rail mode known as diesel multiple units (DMU), operating a 10-mile-long route extension between Antioch and the Pittsburg/Bay Point Station, including two new stations.

The day before the launch of service, BART hosted a community celebration and ribbon-cutting ceremony at the



BART General Manager Grace Crunican sits in the cab of the first DMU to operate between the Antioch and Pittsburg/Bay Point stations.

Antioch Station, offering free preview train rides and live entertainment.

The DMU railcars run on their own tracks in the median of State Route 4 and connect with the existing BART system at a transfer platform just east of the Pittsburg/Bay Point Station, where riders exit one train and walk across the platform to board the other. The vehicles operate on renewable diesel, an advanced biofuel produced from bio-based sources such as vegetable oil.

The Eastern Contra Costa Transit Authority (Tri Delta Transit) provides connecting bus service at the Antioch Station.

BART reported that the project cost \$525 million, about half of the estimated \$1 billion cost for extending conventional electric-powered service. The largest funders are Contra Costa County's Measure J transportation sales tax, which contributed \$140 million; \$111.5 million from state Bay Area bridge toll funds; and nearly \$160 million from two regional measures.

GCRTA Breaks Ground for Renovated Rapid Station

THE GREATER CLEVELAND

Regional Transit Authority (RTA) and its civic partners broke ground May 30 on a \$7.2 million upgrade to the E. 116-St. Luke's Rapid Station on the Blue and Green rail lines.

"This new design will provide an open feel to this station, with enhanced security features, emergency call buttons, bright lighting and much more," said RTA Chief Executive Officer and General Manager Joe Calabrese. "It will also incorporate new ADA ramps, which will make this station accessible and convenient. No longer will customers have to rely on mechanical systems for wheelchair access."

The rebuilt station, scheduled for completion in May 2019, includes new entrances, lighting, security systems, signage, track, platforms and canopies. It will be bicycle-friendly and have a secondary entrance that connects to a new walkway through

the nearby Saint Luke's Development, which includes the new Harvey Rice Elementary School, the new Harvey Rice Branch of the Cleveland Public Library and the former St. Luke's Hospital, renovated and converted into a residence for seniors.

The original station on the site opened April 11, 1920, and was renovated in 1981.



RTA CEO and General Manager Joe Calabrese, third from right, joins agency board members and civic partners in breaking ground for the upgraded E. 116-St. Luke's Rapid Station.

Wabtec to Combine With GE Transportation

WABTEC CORPORATION, based in Wilmerding, PA, has entered into an agreement to combine with GE Transportation, a unit of General Electric Company based in Chicago. The combination will make Wabtec a Fortune 500 firm with operations in more than 50 countries.

Both boards of directors have approved the agreement under which GE will receive \$2.9 billion in cash at

closing and GE and its shareholders will receive a 50.1 percent ownership interest in the combined company, with Wabtec shareholders retaining 49.9 percent.

Following the completion of the transaction, Wabtec's corporate headquarters will remain in Wilmerding, its freight segment will be headquartered in Chicago and its transit segment headquarters will remain in Paris.

California Voters Support Transportation Issues

Voters throughout the San Francisco Bay Area approved a bridge toll increase on the June 5 California ballot that would fund major regional transportation issues.

Preliminary results show 54 percent of voters in nine Bay Area jurisdictions—the city and county of San Francisco and Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano and Sonoma counties—supporting Regional Measure 3. The measure will increase bridge tolls in the Bay Area, excluding the Golden Gate Bridge, by \$3 over six years to fund the Bay Area Traffic Relief Plan, which includes a \$4.5 billion slate of transportation projects.

Also on June 5, voters statewide overwhelmingly approved a measure to protect statewide revenues for transportation funding and defeated a proposition that would have required a supermajority vote on an expenditure plan for cap-and-trade revenues.

Proposition 69, which received 80 percent of the vote in preliminary counts, protects revenues generated by SB 1 and a portion of diesel sales tax revenue directed to the State Transit Assistance Program that predated SB 1.

Only 36 percent of voters supported Proposition 70, the cap-and-trade measure.

\$2.7 Billion in State Funding for California Transportation Projects

SIXTY-ONE TRANSPORTATION

projects throughout California will receive \$2.7 billion through three competitive programs administered by the California Transportation Commission (CTC): the Local Partnership Program, Solutions for Congested Corridors Program and Trade Corridor Enhancement Program.

Among the public transit projects receiving funds through the Local Partnership Program are AC Transit, \$15 million for the purchase of 59 new 40-foot hybrid-diesel buses to replace existing diesel vehicles; Los Angeles Metro, \$75 million for BRT improvements along the Metro Orange Line route; city of Santa Clarita, \$9 million for construction of the new Vista Canyon Metrolink commuter rail station, including new track and pedestrian access; and San Bernardino County Transportation Authority (SBCTA), \$11 million for construction of nine miles of passenger rail between down-

town San Bernardino and Redlands, including five new transit stations.

Projects funded through the Solutions for Congested Corridors Program include Los Angeles Metro, \$150 million for the multimodal Airport Metro Connector 96th Street Station, including light rail, a bus plaza and a bicycle hub; Orange County Transportation Authority, \$4.3 million for the purchase of five zero-emission hydrogen buses for Bravo! Main Street Rapid Bus; and SBCTA, another \$65 million for Redlands passenger rail construction.

Los Angeles Metro also will receive state and regional funding through the Trade Corridor Enhancement Program for six Southern California rail projects, including railyard enhancements, double tracking and grade separations.

These funding programs were created through the state Road Repair and Accountability Act. For more information, visit www.catc.ca.gov.

Interoperable PTC Connects Metrolink, Union Pacific

Metrolink commuter rail in Southern California, the first U.S. passenger railroad to operate PTC across its entire host territory, recently announced its interoperability with Union Pacific Railroad (UPRR).

Interoperability means that Metrolink can use its PTC technology on tracks owned by UPRR on the Ventura County Line north of the Moorpark Station and the Riverside Line. UPRR will operate PTC on tracks owned by Metrolink on the Ventura County Line south of the Moorpark Station and the Antelope Valley Line.

"With this development, Metrolink, a leader in safety, has significantly

expanded Positive Train Control across its network of shared track," said Board Chair Andrew Kotyuk. "The Southern California rail system is safer because both Metrolink and Union Pacific Railroad will be able to operate in Southern California with life-saving PTC technology."

Metrolink also is coordinating with its remaining operating partners, Amtrak and North County Transit District, to achieve interoperability this year across all shared tracks in the Southern California region.

Metrolink achieved interoperability with BNSF Railway Co. in October 2017, becoming the first U.S. commuter railroad to obtain interoperability with both UPRR and BNSF.



Participants at SEPTA's event at the Wayne Junction Power Substation, from left: Delaware Valley Regional Planning Council Executive Director Barry Seymour, SEPTA General Manager Jeffrey D. Knueppel, Rep. Dwight E. Evans (D-PA) and APTA President and CEO Paul P. Skoutelas.

SEPTA Marks Infrastructure Week with Event at Reconstructed Power Station

Elect officials and transportation partners gathered at the reconstructed Southeastern Pennsylvania Transportation Authority (SEPTA) Wayne Junction Power Substation during the recent National Infrastructure Week to highlight the benefits of—and critical need for—investing in the core infrastructure that makes public transit possible.

The facility is largely unseen by the public, but without it SEPTA would not be able to power six of its 13 Regional Rail lines, which provide more than 17 million passenger trips a year. Although the substation was built in the 1930s, funding constraints forced SEPTA to defer the renovation project for years. Now, with the help of a federal TIGER grant, the reconstruction has been able to move forward.

“At a time when our capital budget would not allow us to overhaul the critical Wayne Junction Power Substation, the federal TIGER grant provided the path forward,” said SEPTA General Manager Jeffrey D. Knueppel. “Thanks to this investment, SEPTA was able

to strengthen an essential part of our Regional Rail operations and improve system reliability.”

APTA President and CEO Paul P. Skoutelas, a featured speaker at the event, said the Fiscal Year 2018 federal budget includes significant increases in federal investment in public transit. “While this is a positive step forward in helping to address the nation’s aging public transit infrastructure, this momentum must be maintained to secure similar or higher funding levels for 2019,” he said, adding that many public transportation systems nationwide share SEPTA’s funding challenges.

APTA recently released a study, *The Economic Cost of Failing to Modernize Public Transportation*, conducted by the Economic Development Research Group Inc., that shows how the failure to address the nation’s \$90 billion backlog of rail and bus needs results in a loss of \$340 billion in business revenue over a six-year period. This includes an \$18.6 billion loss in the Greater Philadelphia region.

Savannah’s CAT Welcomes New Buses to Update Fleet

THE CHATHAM AREA Transit Authority (CAT), Savannah, GA, introduced the first of its 18 new 35-foot buses from Gillig at a May 25 event—along with one of the oldest buses in the fleet, with an odometer reading of nearly 706,000 miles.

Eleven buses in the order had arrived at the time of the “Out with the Old/ In with the New” event. The agency will complete special software and other prep work before the new vehicles enter service in June.

“We are ecstatic the new buses are here,” said CAT Board Chair Howard French. “This is just the beginning of the significant changes customers will experience within the next several months. The board, staff and I are committed to continuous improvement and providing a great transit experience to our customers.”

CAT Chief Executive Officer Curtis Koleber said, “We are taking extremely old equipment, past the industry’s standard of useful life, out of the fleet and replacing these nearly antique buses with new state-of-the-art vehicles.” He



CAT Chief Executive Officer Curtis Koleber speaks at a May 25 event to introduce new buses to service.

also noted that the agency recently purchased 28 new paratransit vans.

Approximately 80 percent of the \$10.7 million bus cost came from a state GO! Transit grant administered by the State Road and Tollway Authority, with the remainder covered by the Chatham County Special Local Option Sales Tax.

APTA Calls for Stronger Safety Data Protections

APTA NOTIFIED its public transit agency members that the association stands ready to assist with stronger data protections as part of the federally mandated requirement to implement Safety Management Systems (SMS). Additionally, APTA continues to urge Congress to pass legislation that protects safety-related information from use in a court of law.

SMS, mandated in MAP-21, refers to an organized set of programs, principles, processes and procedures for the allocation of resources to identify and manage risks to acceptable levels of safety. Safety is the public transit industry’s most important mission, and APTA has been a leader in developing the standards to fully implement SMS across the country.

However, SMS and other safety programs require the collection and analysis of sensitive safety information. To enable the effectiveness of the program, consistent with protections for other modes, APTA urges Congress to protect safety-sensitive transit data from state and federal Freedom of Information Act (FOIA) requests and from admissibility into evidence in state and federal courts.

Experts agree that, to best protect the safety and security of public transportation riders, transit systems must be able to obtain comprehensive, confidential analyses of accidents without a looming threat of exposure to litigation. It is

vitaly important that this data not be subject to public disclosure to enable a strong culture of self-analysis that this program will require. Many public transit agencies may be apprehensive to conduct these analyses and share data with other agencies without stronger safety data protections in place.

Just as Congress has done for safety data of other modes, protections against disclosure in lawsuits or FOIA requests should be made in statute for transit safety data. This protection should also include federal preemption of any state sunshine laws so a safety regime can be fully effective.

APTA has drafted proposed legislative language to address these issues. First, the proposal explicitly states that safety data and other information related to the Public Transportation Safety Program are not subject to public disclosure by FOIA or state or local sunshine laws. Second, consistent with current law for FAA SMS data protections, the proposal allows for public disclosure of information that does not identify the entity that produced that data. Third, the proposal ensures that safety-sensitive data will not be admissible as evidence in state or federal courts.

For more information, see pages 12-13 of the APTA report available at <https://bit.ly/2Lpbt8m>.

New CEOs Named

Andoh, The COMET, Columbia, SC

THE CENTRAL MIDLANDS Regional Transit Authority (The COMET), Columbia, SC, has announced the appointment of John Andoh as its executive director. He succeeds Ann August, who served on an interim basis since May 2017.

Andoh has 20 years of public transit experience, serving most recently as transit administrator for Dutchess County Public Transit, Poughkeepsie, NY, and earlier in cities including Yuma, AZ; Jackson, MS; and Rio Vista and Elk Grove, CA.

He is a member of numerous APTA committees.



John Andoh

Neshati, AVTA

THE ANTELOPE VALLEY Transit Authority (AVTA), Lancaster, CA, announced that Macy Neshati became its executive director/chief executive officer on June 1. He succeeds Len Engel, who is retiring after six years at AVTA and more than 40 years in the public transit industry.

During a public transit career of more than 35 years, Neshati most recently was senior vice president of heavy industries for BYD Coach and Bus. For APTA, he is a member of the Bus Procurement Guidelines Working Group, Business Member Legislative Committee, Legislative Committee and Standards Bus Procurement Guidelines Terms and Conditions Working Group.



Macy Neshati

Williams, RATP Dev USA for YCAT

RATP DEV USA has named Elizabeth Williams as general manager of Yuma County Area (AZ) Transit under a contract with the Yuma County Intergovernmental Public Transportation Authority to supervise fixed-route and paratransit operating services, which becomes effective July 1.

CATA Names New Facility for Longtime Board Chairman

AT RECENT DEDICATION ceremonies in State College, PA, the Centre Area Transportation Authority (CATA) named its new administrative and maintenance facility in honor of longtime CATA Board Chairman John C. Spychalski.

Spychalski joined the CATA board in 1980 and has served as its chairman since 2001. Agency projects during his tenure include the integration of the CATACOMMUTE program of carpool and vanpool ride-matching services and additional programs for long-distance commuters; the conversion of the agency's entire fleet to CNG and the launch of a fleet replacement program that has so far resulted in the introduction of 40 new buses.

APTA honored Spychalski in 2015 with the Outstanding Public Transportation Board Member Award. He is a professor emeritus of supply chain management at Penn State and a member of the APTA

Transit Board Members Committee. The new \$42 million facility has been built in phases within the footprint of CATA's existing facilities and is scheduled for completion in August. It will allow increased bus storage indoors and state-of-the-art maintenance facilities.



CATA Board Chairman John C. Spychalski speaks at an event where the agency named its new administrative and maintenance facility in his honor. At left is CATA General Manager Louwana Oliva.

New GAO Report Discusses Provisions in CIG Program

THE U.S. GOVERNMENT Accountability Office (GAO) has issued a report, *Capital Investment Grants Program: FTA Should Address Several Statutory Provisions*, discussing FTA's progress in addressing statutory provisions contained in MAP-21 and the FAST Act and the evaluation and rating process FTA has established for Core Capacity Improvement (CCI) projects within the Capital Investment Grant (CIG) program.

The CIG program is the primary source of federal financial assistance to support public transit projects that are locally planned, implemented and operated. MAP-21 includes a provision for

GAO to biennially review FTA's implementation of the program. The report recommends that FTA initiate a rulemaking regarding the evaluation and rating process for CCI projects, establish a program of interrelated projects to allow for the simultaneous development of more than one public transit project within the CIG program and implement a pilot program to create a fast-track approval process for transit projects that meet specific statutory criteria. More information and the entire report can be found at <https://bit.ly/2sB0dyK>.

Presenter Deadline Extended for NTI Transit Trainers' Workshop

THE NATIONAL TRANSIT Institute (NTI) is pleased to announce a June 13 extension to submit proposals to present all-day, half-day, three-hour and 90-minute sessions at NTI's Transit Trainers' Workshop 2018, Nov. 11-13 in Seattle. A request for presenters' brochure and proposal form can be found at <https://bit.ly/2sLmR70>. Additional ques-

tions can be directed to nti_ttw@nti.rutgers.edu. NTI's Transit Trainers' Workshop provides a wealth of professional development opportunities, facilitates the sharing of training resources in the public transit industry and enables peer-to-peer networking. Registration fees will be waived for lead presenters.

In Memoriam

Perez, COO in St. Cloud, MN

JIM PEREZ, chief operations officer of the St. Cloud (MN) Metropolitan Transit Commission (Metro Bus) since December 2017, died May 23. Before joining Metro Bus, Perez spent more than two decades with the San Diego Metropolitan Transit System and also worked for Kansas DOT and public transit agencies in Maryland and Montana.



Jim Perez

Webinars on SGR and BUILD Grants This Month

APTA IS HOSTING a webinar June 14 regarding the \$90 billion state of good repair backlog currently facing U.S. public transportation infrastructure, while U.S. DOT has scheduled a June 15 webinar focusing on applicants for the new Better Utilizing Investments to Leverage Development (BUILD) federal grant program. Both webinars are free. The APTA webinar, which runs from 2-3 p.m. Eastern time, details APTA's latest report, *The Economic Cost of Failing to Modernize Public Transportation*. Topics include the most recent state of good repair (SGR) backlog estimate and components of the backlog; tools agencies can use to communicate the operational impacts of SGR investment; how SGR relates to a region's economy and a competitive business environment; the

national economic impact of failing to modernize public transportation assets; and ways public transit agencies can frame and address SGR issues. The 90-minute DOT webinar, "How to Compete for Better Utilizing Investments to Leverage Development (BUILD) U.S. DOT Grants—Transit Agency Applicants," also begins at 2 p.m. Eastern time. Register at <https://bit.ly/2kMYmma>. Funds totaling \$1.5 billion for the BUILD program, previously known as TIGER Grants, were appropriated in the Fiscal Year 2018 Appropriations Act. The webinar will delve into the various aspects of the BUILD application process, led by Robert Mariner, deputy director of the DOT Office of Infrastructure Finance and Innovation.

APTA Mobility Summit Convenes on July 12

APTA WILL HOLD its first summit on the evolving future of mobility July 12 in Washington, DC. "The Future of Mobility: From Transit Authority to Mobility Integrator" is a discussion-based forum that will focus on the dynamic, transformative changes underway in surface transportation and public transit. Senior transit leaders, government offi-

cials, business executives, transportation experts and mobility advocates will explore critical issues facing public transportation today, highlight innovations around the country and propose new ways for public transit to be the backbone of multimodal lifestyles. For additional information, contact Cynthia Owens at cowens@apta.com.



Sharing the Word About TCRP



Public transit agencies throughout the U.S.— including the San Diego Metropolitan Transit System, left, whose CEO, Paul C. Jablonski, at far right, chairs the TCRP Oversight and Project Selection Committee, and the Central Ohio Transit Authority in Columbus— shared the work of the Transit Cooperative Research Program (TCRP) with local events on June 6, the first-ever TCRP DAY.





Rail Conference Convenes in Denver

Professionals from across the spectrum of public transit rail options are coming to Denver for the 2018 APTA Rail Conference at the Hyatt Regency Denver at Colorado Convention Center, hosted by the Regional Transportation District (RTD).

Activities begin the weekend before the Opening General Session Monday morning, June 11. The June 9 International Rail Rodeo brings together rail operators and maintenance teams from throughout North America. The weekend's events also include committee meetings and technical tours of RTD's commuter rail and light rail maintenance facilities, which will be repeated Wednesday afternoon, June 13.

On Sunday evening, APTA hosts its

Welcome Reception in the Rail Products & Services Showcase at the Denver Convention Center, co-sponsored by LTK Engineering and the APTA Business Member Activity Fund, followed by the International Rail Rodeo Awards Banquet sponsored by WSP.

Greg Williams, editor-in-chief of *WIRED* magazine, is the keynote speaker at the Opening General Session, discussing the effect of transformative technology on organizations and society. Other speakers at the session, sponsored by AECOM, include APTA Chair Nathaniel P. Ford Sr., chief executive officer of the Jacksonville (FL) Transportation Authority, and APTA President and CEO Paul P. Skoutelas.

Monday's activities begin with the

Business Member Networking Breakfast, sponsored by the APTA Business Member Activity Fund.

Educational sessions throughout the conference, including two sets on Monday, are organized by six tracks of study:

- State of Good Repair, Capital Programs & Infrastructure Maintenance;
- Systems Engineering, Innovation & Operations;
- Vehicles, Mechanical Systems & Vehicle Maintenance;
- Safety, Security & Emergency Preparedness;
- Planning, Sustainability & Finance; and
- Organization & Workforce Development.

Lunch on Monday will be available at the Rail Products & Services Showcase. An afternoon General Session, "Safety and Security Trends in an Uncertain World," will include the presentation of APTA's 2018 Rail Safety and Security Awards and a panel discussion on enterprise risk management.

The schedule for Tuesday, June 12, begins with two sets of educational sessions. FRA Administrator Ronald Batory and FTA Executive Director Matthew Welbes will address the General Luncheon, "Federal Partners Share Perspectives and Priorities," where they will share their respective agencies' initiatives and priorities. More educational sessions will follow.

Wednesday's schedule offers more concurrent sessions in the morning, followed by the Closing General Session, "Innovative Strategies That Are Creating a Fast Track for Better Rail," which will feature international speakers. In addition to the two RTD technical tours that afternoon, a day-long tour to the Transportation Technology Center Inc. in Pueblo, CO, is scheduled Thursday, June 14.

Attendees should be sure to download the special conference app, featuring session descriptions and times, speaker information, special events, news alerts and more! For additional information on local dining and attractions, go to www.denver.org.



Denver hosts the 2018 APTA Rail Conference.

Attending APTA's 2018 Rail Conference?
Use the official conference hashtag:

#APTArail18



Welcome to the Mile-High City

BY DAVID A. GENOVA
General Manager & CEO
Regional Transportation District
Denver

ON BEHALF OF the Regional Transportation District's (RTD) nearly 3,000 employees, it's my pleasure to welcome you to Denver for the 2018 APTA Rail Conference.

It's an exciting time for public transit in the Denver metro region as we work toward opening additional commuter rail components of the voter-approved FasTracks program, one of the most extensive transit expansion initiatives in the country. Denver's transformation from a cowtown reputation to our mile-high metropolis wouldn't have been possible without public and private partners making strategic investments in the future mobility of the region.

As we shift our focus from construction projects to expanded operations, RTD is identifying ways to optimize services so residents and visitors can get the most out of what we have to offer.

We're also working to ensure that public transit has a more prominent and

relevant role in the culture of our growing region by streamlining services along some of the area's busiest corridors, offering passengers digital ticket options and studying ways to better connect passengers to the endpoints of our rail lines and bus routes.

Many of you have probably experienced at least one of RTD's services on your way to the conference: the University of Colorado A Line, which connects Denver

International Airport with Union Station downtown.

One of the most exciting aspects of providing public transit service in a growing region is seeing the impact of our industry on economic and urban development opportunities. The University of Colorado A Line and Union Station are great examples of that.

The renovation of Union Station helped transform the once blighted area that surrounds the building into a hub of redevelopment, bringing forward more than \$3 billion in private investments.

At least 20 other projects have ties



David A. Genova

to the Union Station overhaul. The \$484 million project also included a 22-bay underground bus concourse and multiple platforms for current and future light and commuter rail lines, as well as the rebirth of a sleepy historic building into the gleaming centerpiece of a new downtown epicenter.

Union Station and the University of Colorado A Line exemplify what can happen when partners collaborate and work toward a common goal.

Launching safe and reliable rail service to one of the nation's busiest airports was a major milestone in RTD's mission to expand public transit throughout the region. I hope that you also make time during your visit to explore the Denver

metro area by using RTD's light rail lines and bus routes.

Our eight-county service area is one of the largest in the U.S. and includes roughly 3 million people. This means the best of what the region has to offer—from world-renowned outdoor activities to the arts and fine dining—are just a bus trip or train ride away.

The Free MallRide and Free MetroRide are two great ways to get around downtown Denver. If you're feeling adventurous, take a Flatiron Flyer bus from Union Station to downtown Boulder for a change of pace and scenery.

We're honored to host you for what promises to be a thought-provoking and exciting conference. On behalf of everyone at RTD, I hope you enjoy your visit and that you come back soon.



Passengers disembark from an RTD light rail train.

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Meeting Opportunities and Challenges in Rail Transit

Charged with safely, efficiently and economically transporting millions of riders daily, rail systems and the industries that support them lie at the cutting edge of public transportation innovation. But with that position comes challenges as well as opportunities. Compliance with safety regulations, keeping vehicles and infrastructure in a state of good repair, securing grants and funding to maintain and expand service, how best to integrate into the new mobility paradigm, and ways to both contribute to and benefit from the community are all vital considerations for ensuring an affordable, convenient and seamless service for all. *Passenger Transport* asked a cross-section of industry leaders to share their perspectives in this one-question interview:

What do you foresee as the most significant challenges and opportunities facing rail transit over the coming year?

10
ONE QUESTION

SacRT: Transforming Service

Henry Li
General Manager/CEO
Sacramento (CA)
Regional Transit
District



Maintaining a state of good repair for our light rail fleet of 97 vehicles is the greatest challenge facing the Sacramento Regional Transit District (SacRT). With more than half our light rail cars having reached the end of their 30-year useful life, keeping vehicles in service is a significant problem. We also contend with hurdles related to parts obsolescence, which makes repairs more costly and time-consuming.

However, we believe that with every challenge there is opportunity. SacRT has been relentlessly working to seek grant funding for replacement vehicles, and has developed an initial plan with \$144 million to address this issue.

First, we were recently awarded \$64 million in discretionary grant funding from the California Transit Intercity Rail and Capital Improvement Program. This is exciting news for our agency, which is committed and determined to become a world-class transit provider. The grant funding will be used to purchase 23 light rail vehicles, a great first step in modernizing our rail fleet. We also intend to modify our light rail stations to low-floor platforms in order to better serve Sacramento's ADA community.

We are tirelessly working toward a comprehensive transformation of the entire system, and this funding is a major step in the right direction.

Second, our agency is the recipient of a California SB 1 Solutions for Congested Corridors grant of \$20.3 million to double track the Gold Line, a major commuter route that extends 23 miles from the city of Folsom to downtown Sacramento. A seven-mile stretch of the existing light rail line located in Folsom is in need of double tracking to increase

the service frequency from 30 minutes to 15 minutes. The project is anticipated to be completed by 2022.

Third, we identified a \$60 million match allocated from local and federal funding to bring the total to \$144 million.

In light of the grants, we have taken the first step to expanding our Gold Line service by extending Folsom service hours into the late evening to provide improved access for riders wishing to travel later for work, dining and recreation. We anticipate a significant increase in ridership for people who work a non-traditional schedule. Starting on Sunday, June 17, 2018, passengers will be able to take advantage of late-night service to and from four Folsom light rail stations; currently, light rail service ends around 7 p.m.

Like most public transit agencies, SacRT is in the business of providing mobility solutions that link people to resources and opportunities. Connecting people to SacRT's light rail system is essential. By reimagining our bus network through a route optimization study, we are hopeful that more people can leave the car behind and travel seamlessly throughout the Sacramento region, but this can't be done without increased local support.

Solving local transportation challenges, both rail and bus, is not only a mobility concern, but also an economic development and quality-of-life issue that many regions face. With funding being one of the greatest challenges, public transit agencies have to be innovative and creative to be sustainable.

We are confident that our recent successes, such as the implementation of our SmARt Ride on-demand microtransit service, will be the catalyst to raise awareness and support for public transit. By continuing to work together and sharing industry best practices, we can turn lemons into lemonade.

WSP USA: The Need to Secure Funding

Gregory A. Kelly
President and Chief
Executive Officer
WSP USA



A perennial challenge for state and local public transit agencies—but perhaps never more so than today—is securing the funding necessary to undertake new capital projects to address increasing population and economic growth, and to keep existing systems, especially in older urban areas, in a state of good repair.

In recent years, state and local governments have sought to create new, dedicated streams of funding for public transit investments, including tolls and taxes on sales, property, real estate and income. Congress has provided additional funds through competitive grants such as New Starts, BUILD and INFRA, as well as formula grant programs. In addition, federal infrastructure financing programs such as TIFIA and RRIF provide flexible, low-cost ways of financing projects, leveraging newly enabled non-federal revenue streams.

Despite all this, it remains difficult for individual agencies to secure federal funds for projects. Competitive grant programs routinely see applications many times greater than available funds can support. As the sunset of the FAST Act approaches just two years from now, it will be important for the public transit community to unite in favor of new legislation that preserves and facilitates existing federal programs, and provides urgently needed new funding.

The FAST Act introduced requirements for comprehensive public transit asset management plans. From our experience, well-developed asset management plans that link capital and opera-

tional expenditures to customer levels of service, and provide a clear implementation plan, have resulted in both funding commitments and significant long-term efficiencies. Asset management is an emerging discipline, and the challenge is to educate the industry on its value—not just in improving current maintenance, but in developing strategies to ensure the viability of transit assets in the long term.

Another potential opportunity is how to develop a future integrated public transit network including microtransit, better rail/bus interface, automated rail and bus/BRT vehicles, real-time passenger information, dynamic routing tools and advanced technology buses. Transit agencies in Houston, Los Angeles and New York are developing plans and strategies that restructure their bus systems to better integrate with the rail lines they are building.

In addition, real-time passenger information and smartphone apps help riders plan their trips better, sometimes using ride-sharing services—all of which puts a lot of power and decision-making in the hands of passengers. By pushing power to riders, though, public transit agencies must be nimbler in adjusting to changing commute patterns and choices.

Another challenge that is also an opportunity is the growth of automated/connected vehicles and how that phenomenon, coupled with the sharing economy, is leading to profound changes in how people view mobility, and how public transit providers must react to this new paradigm. For instance, there are questions regarding the impact of ride-hailing companies on traditional public transit services, but also opportunities for partnerships to improve service with first-mile/last-mile connections.

UTA: Keeping Up with Regional Growth

Steve Meyer
Interim Executive
Director
Utah Transit Authority



The Utah Transit Authority (UTA) operates an 89-mile commuter rail line, three light rail lines and a bus system that serves residents in eight counties. We are in the midst of unprecedented population growth—Utah's population is expected to nearly double by 2050—and we're dealing with traffic congestion and poor air quality as a result.

Many parts of the UTA rail system are due to be repaired or replaced, and we're also in the process of improving system safety. We're working hard to meet these challenges and find opportunities for growth and improvement while main-

taining the highest level of service for our riders 365 days a year.

One of the biggest challenges facing our FrontRunner commuter rail team has been to minimize the operational and customer impact of PTC implementation. The PTC system has required us to reduce train speeds along some areas of the track. As a result, we recently changed the FrontRunner schedule as well as the schedule of almost every light rail line and bus route in our system to ensure that customers can still make connections. We're in the process of gathering rider feedback to help us fine-tune these new schedules and keep the system operating as efficiently as possible.

We are completing a study this

ONE QUESTION CONTINUED ON PAGE 10

Question the ordinary *Imagine the extraordinary* Create the enduring

The Second Avenue Subway
expands rail transit service on
Manhattan's Upper East Side. 1

200,000 riders take
the Second Avenue
Subway each day. 1

The project won the 2018 Outstanding
Civil Engineering Achievement Award
from ASCE. 1

Second Avenue Subway
New York, New York

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ONE QUESTION CONTINUED FROM PAGE 8

year on the “Future of FrontRunner,” designed to inform the public about improvements needed to increase commuter rail ridership, service frequency and reliability. We hope to use this opportunity to garner support for critical system enhancements that will require funding in the near future.

Our light rail system, TRAX, is nearly 20 years old, meaning that many of our vehicles and sections of track are reaching the end of their lifespan. One of our current challenges is to maintain a vehicle overhaul program that keeps trains in top condition while also staying within budget. We’re researching ways to conduct track and equipment repairs while minimizing impacts to our customers.

We’re also exploring opportunities to better serve the fast-growing population along our urban TRAX lines. With population growth has come more high-

density housing developments. We’re working on ways to make our system both affordable and accessible to this new demographic.

Finally, we are always searching for ways to improve the safety of our system. We are monitoring areas with heavy pedestrian traffic and updating rail crossings with gates designed to improve pedestrian awareness. We also recently launched a new public relations campaign designed to encourage riders to notify us if they see an unsafe situation taking place on our system.

As UTA’s newly appointed interim executive director, I’m looking forward to the opportunity to lead an agency of 2,400 employees who love what they do and the people they serve. It’s a pleasure to work with a team dedicated to providing excellent service to our riders while helping make our community a great place to live and work.

Ride-hailing players such as Uber and Lyft, and bike-sharing services such as Divvy here in Chicago, have brought more aggressive competition to the marketplace. These players are now ubiquitous in many large cities, with autonomous vehicles on the horizon.

CTA has embraced this challenge as an opportunity. We are moving full speed ahead on two parallel tracks: Using new, innovative funding resources to improve public transit service in ways that benefit our customers and their needs while also exploring natural partnerships where rail transit remains the centerpiece and newer services are complementary.

In Chicago, for example, when Divvy moved into the market, we encouraged the bike-sharing service to make CTA’s transit stations its key location for bike stations. While some people replace transit trips with Divvy bike rides, CTA has found that transit customers also use Divvy—and sometimes even ride-hailing services—as an option for the beginning or end of their transit trips, connecting with CTA rail service.

But, the fact remains that the elder statesman of mobility, rail transit, offers advantages that other providers cannot. Rail systems are time-tested and robust and can carry more people, more efficiently and more affordably, than any other option available.

However, to ensure that rail service remains the backbone of public

transportation, it must receive proper funding to stay competitive. Local governments must explore ways to support public transit by adopting policies that align the appropriate integration of vari-

ous transportation options with broader policy goals concerning such pressing issues as air quality, congestion and sustainability.

With that goal in mind, Chicago Mayor Rahm Emanuel instituted an innovative ride-hailing fee that provides

15 cents to CTA for each ride taken with ride-hailing providers. The funds are dedicated to public transit capital improvements, allowing us to upgrade track conditions and traction power sources that speed commutes, while also building or modernizing stations that enhance the customer experience.

By supporting public transit, this first-of-its-kind approach—which can be a template for other cities—also helps improve air quality, control congestion and reduce commuting time, and broaden sustainability.

As we work to transform the industry, CTA will continue to invest in our iconic public transit system while also seeking innovative ways to provide better service to our customers. In the coming year, we look forward to strengthening relationships with those players who share our goal of affordable, convenient transportation for all. In order to move forward, we encourage other cities to do the same.

10

ONE QUESTION

ONE QUESTION CONTINUED ON PAGE 12

CTA: Challenges and Opportunities

Dorval R. Carter Jr.
President
Chicago Transit Authority

Each weekday, the Chicago Transit Authority (CTA) provides nearly 1.5 million rail and bus rides to residents and visitors to Chicago and 35 surrounding suburbs—roughly the equivalent of the population of the city of Philadelphia. No matter where you’re



going, CTA can get you there.

As president of the nation’s second largest public transit system, a big part of my focus is on the dynamic shift that has happened in the urban transportation landscape, which has transformed into a more competitive and diverse mobility environment.

Customers have more choices than they’ve ever had—and that has created both a significant challenge and an opportunity for rail transit.

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ONE QUESTION CONTINUED FROM PAGE 10

Transdev: Changing Commuters' Behavior

Yann Leriche
Chief Executive Officer
Transdev North America



As a leader in U.S. streetcar operations and a global leader in the operation of trams and trains, Transdev's biggest challenge is always convincing people to change behaviors—to abandon the single-occupancy car in favor of public transit.

Without the expansive public transit networks seen throughout Europe and the dedicated funding levels of Australia and Asia, this will remain an ongoing challenge. But it also presents new opportunities to innovate and develop solutions that work for passengers and convince dedicated automobile drivers to explore alternative methods of commuting and traveling.

Currently, we are building upon successes that Transdev achieved overseas to implement microtransit solutions that work to supplement and even enhance existing public transit options, particularly rail service. By providing new methods of delivering people from their homes to train stations and transit centers—for an affordable cost—we can develop the seamless solutions passengers continually crave. Imagine a platform that could promise door-to-destination fluidity without an excessive price tag.

The good news is that circumstances are helping us move toward that goal. In Nassau County, NY—where we operate the Nassau Inter-County Express bus network in a delegated transit agency P3—the popularity of rail means packed parking lots and unhappy commuters when lots are full. Next month we will

begin a pilot program that allows passengers to book shared rides to select train stations, guaranteeing that they make their trains on time and eliminating the hassle of trying to find a coveted parking spot. This makes sense as well from an economical perspective: cars sit idle and unused about 95 percent of the time.

We are also exploring new micro-transit options in the Los Angeles Metro area—part of a project for Los Angeles Metro—that could work in a similar capacity or even move beyond that into first- and last-mile solutions that entice passengers to try rail transit and leave their cars at home.

The goal, of course, is to always consider the expansion of rail networks. Transdev believes that, by working within existing budgets to develop these innovative technology solutions, we can

truly add value, not only to our clients but also to the general public.

These types of solutions ideally create a positive feedback loop. With new options available and a growing set of reasons to abandon a second or even only car in the garage, rail

ridership should increase and with it the popularity of multimodal connections to help people move throughout their communities.

With that popularity, we would expect rail systems to expand to cover larger and broader segments of the population, spurring even more growth and shifting even more people from road-clogging cars to public transit.

The macro view of rail ridership at the moment is positive in many locations across the country. Transdev believes micro solutions can help it grow even more.

10
ONE QUESTION

APTA COMMITTEE PROFILE

Rail Transit Committee

Chair: Nuria Fernandez, general manager/CEO, Santa Clara Valley Transportation Authority; chair since 2018

APTA Staff Advisor: Charles Joseph

341 Members | Find details at www.apta.com under "About APTA"

What is your committee's role for APTA and the industry as a whole?

With 46 percent of public transit trips made by rail, it's crucial to have a forum for agency leaders, consultants, manufacturers and suppliers to discuss industry developments in rail safety and security, operating systems, rail system productivity and efficiency, training and other trends and evolutions in this vital industry modality. The Rail Transit Committee not only provides that forum but serves as an important resource in the industry.

The committee also adds its voice to legislative priorities and activities as they relate to the authorization and funding levels of transportation legislation. The Legislative Working Group, led by Paul Jablonski, chief executive officer of the San Diego Metropolitan Transit System, ensures that all committee members' interests and recommendations are considered during APTA's transportation reauthorization process.

What are the committee's top priorities for the year?

The committee is in the process of developing a work plan that will focus the group's efforts and guide its activities in support of the following APTA priorities: reauthorization of the FAST Act—programs, funding levels and procurement regulations; workforce of the future; network/cybersecurity; state of good repair and rail infrastructure maintenance; and artificial Intelligence and autonomous transportation systems.



With the aging of rail infrastructure and the advent of autonomous transportation systems, there is a role for the committee to keep APTA members current on issues of concern to rail transit operators and to offer solutions and opportunities through articles in *Passenger Transport*, webinars and panels/forums at various APTA conferences.

The committee will also strengthen its emphasis on safety, including emergency preparedness training, rail suicide prevention and regulatory compliance.

How does the committee engage members in these priorities?

Starting this year, we will be leveraging more opportunities to participate in workshops and webinars to share information on topics ranging from tunneling methodology and noise/vibration to risk management in such areas as cybersecurity, rail vehicle technology and innovations in signal and communications.

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

A new initiative of our committee, under the leadership of Katharine Eagan Kelleman, chief executive officer of the Port Authority of Allegheny County, will be to connect committee members with Leadership APTA and Emerging Leaders Program participants, engaging and supporting class activities through serving as mentors to the industry's future leaders.

Please share how an individual's service on this committee can add value to his or her career.

There is a tremendous network of rail professionals on this committee with a wealth of knowledge and experience that all members can access. Committee meetings offer opportunities for sharing information on best practices, lessons learned and technological developments in the rail industry.

In addition, participation in the technical subcommittee forums helps broaden an individual's knowledge and increase competencies and skills in all the technical fields that support rail transit operations.

What is the committee doing to advance the goals in APTA's strategic plan?

The ongoing work of the Rail Transit Committee, Rail Transit CEOs Subcommittee and technical forums has closely aligned with the precepts of APTA's 2015-2019 Strategic Plan.

From the committee's work on rail safety and cybersecurity technology to the rail workforce and the future of automation, the reports of our technical forums are the source of many APTA conference panels, workshops and summits.

Trapeze: Focusing on Safety First

Marcelo Bravo
Industry Solutions
Manager, Rail
Trapeze Group NA



Safety is a predominant factor in all modes of transportation. However, with some of the recent incidents and corresponding FRA regulations, it is more poignant in the rail space than ever.

There are a number of ways which, whether federally mandated or not, railroads/agencies are addressing the issues of hours of service, PTC, and state of good repair (SGR), to name a few.

Most derailments are not the fault of technology, but technology was never intended to completely prevent or mitigate incidents. We all know technology can't solve everything and PTC won't

prevent all incidents, but technology is critical to advancing the avoidance of collisions. So, how are we going to make sure railroads/agencies are ready until the day technology can prevent all accidents?

Regulations that give engineers, operators, crew, and track and signal workers rest time between activities are great. However, do you know if they're spending that time at rest? Or are they going to the gym to work out or catching up on college classes—potentially making them more tired before their next activity?

Hours of service is addressed by solutions to identify, through algorithmic models used to measure fatigue, whether a person is getting the correct amount

ONE QUESTION CONTINUED ON PAGE 13

WMATA's Back2Good Makes Customers a 'Rush Hour Promise'

IN EARLY 2018, the Washington Metropolitan Area Transit Authority (WMATA), known locally as "Metro," introduced a new "Rush Hour Promise"—the first service guarantee of its kind in the public transit industry—which automatically credits Metrorail customers for trips that are delayed by 15 minutes or more.

Metro customers are eligible for the Rush Hour Promise if they use a registered farecard, and the program covers practically all common causes of delays, including mechanical issues, track problems, police activity and sick riders.

In the program's first four months, Metro issued just over 140,000 Rush Hour Promise credits to customers for delays sustained during 75 commuting days. This accounts for just a small percentage of the ridership during that time, when more than 40 million trips were taken on the Metrorail system. In fact, nearly nine out of 10 trips taken on Metrorail arrive "on time," and many fewer customers experience lengthy delays. This wasn't true at Metro just a few years ago.

The Rush Hour Promise program could only be executed after Metro insti-

tuted its Back2Good campaign, which focused on improving customer satisfaction among existing customers and demonstrating to potential customers that we are confident in the reliability of our weekday service.

The Back2Good campaign continues today and remains focused on improving safety and security, service reliability and financial management across the authority.

Metro has seen improvements under Back2Good in major categories, including on-time performance, reduction in the severity of delays, railcar mechanical reliability, infrastructure reliability and escalator/elevator availability. In fact, Metrorail's on-time performance reached 88 percent in March and April 2018.

The Back2Good campaign has played an integral role in restoring customer confidence and convincing regional leaders of Metro's importance to the Washington region. Customer confidence that Metro is "getting better" recently reached the highest level in two years. And Metro's regional funding jurisdictions—Maryland, Virginia and the District of Columbia—all passed historic legislation that will provide, for the first time, a dedicated funding source for safety and reliability programs.

This Back2Good model could be replicated at other public transit properties working to improve their reputations, as the program has proven to be effective in creating realistic, measurable goals for improvement while regularly updating customers on the significant progress being achieved.



Metrorail's on-time performance reached 88 percent in March and April 2018.

ONE QUESTION CONTINUED FROM PAGE 12

of rest. This is vital in knowing how alert your staff will be for their upcoming shift. Integrating your operations, workforce management and crewing system to whichever method you use to determine fatigue is the next step in ensuring safety.

The PTC deadline is approaching quickly, but after the deadline has passed and you've implemented your PTC system, do you know your next steps? Some agencies are introducing up to 40,000 additional assets, singularly related to PTC. That is a lot of additional assets to track and maintain. You are going to need an asset management system that will be able to handle the influx of assets and maintain them properly. Trapeze has very recently undertaken PTC-specific asset management-related work with two of the largest commuter railroads in North America, so we understand the challenges you're facing.

The SGR backlog is incredibly large,

and it doesn't seem to be declining. The last figure I saw crept up over \$90 billion for transit assets in the U.S. alone. You need your assets (linear, facilities and rolling stock) in good repair to run efficient and safe operations. Not only does this assist with safety, but it can help you with asset lifecycle management and capital planning. Having an idea of where your funds will be allocated in the future gives you the ability to invest or plan in any other safety initiatives on the horizon.

It might seem repetitious talking about hours of service, PTC and SGR, but if they weren't so important, our industry would stop talking about them. The safety of your passengers and crews are of the utmost importance. In fact, Paul Wiedefeld, CEO of the Washington Metropolitan Area Transit Authority, summed it up perfectly on a recent episode of the podcast *Transit Unplugged*: "What we're about is safety. And safety trumps service."

MEET THE APTA STAFF

Narayana Sundaram

DIRECTOR-ENGINEERING & COMMUTER RAIL OPERATIONS

TECHNICAL SERVICES & INNOVATION DEPARTMENT



Q What are your primary responsibilities at APTA?

A Working closely with industry, academia and federal partners, I lead APTA's transportation technical committees by providing key expertise in the development of new research programs and standards, federal rule development and major rail and bus programs.

I also serve as APTA lead on commuter rail topics, including matters relating to PTC; on numerous commuter and rail transit standards working groups and supporting rail committees; and as a liaison to FRA.

My department also supports peer reviews and regulatory and standard reviews, as well as assisting other APTA staff and members on engineering and technology-related topics.

Q What initiatives or programs have you worked on at APTA of which you are particularly proud?

A APTA is the passenger rail industry representative on the FRA Rail Safety Advisory Committee. Through this committee and with support from the passenger rail industry, I have worked on a proposed regulatory framework that would reduce the need for testing and approvals by FRA.

Another initiative in which my department takes pride is in updating the Passenger Rail Equipment Safety Standards (PRESS) that APTA has published since the mid-1990s.

Q To what extent do you have direct contact with APTA members?

A I have direct contact with APTA's members on a daily basis, whether in the realm of PTC, passenger equipment regulations or through our working groups dedicated to the development of rail transit or commuter rail standards.

The efforts undertaken by my team help APTA members by decreasing costs for the industry by developing standards and best practices and by knowledge sharing.

Q How did you come to be at APTA?

A Prior to joining APTA in July 2017, I held several positions with ENSCO, a leading technology provider in the rail industry. When I left ENSCO after a 13-year stint there, I was a business area manager for the company's Vehicle/Track Interaction Consulting Services.

I have a master's degree in Mechanical Engineering from the University of Maryland and a BS in Mechanical Engineering from Walchand College of Engineering in India.

Q Have you worked in public transportation besides APTA?

A The majority of my experience has been in transportation as a consultant. I also have conducted research efforts and provided services to the freight industry. In addition, I have been involved in many of the APTA PRESS standards.

Q Could you tell us something about yourself that might surprise us?

A I chair the Math Club at Greenbriar West Elementary School (my son's school).

I have a love for travel and my goal is to visit as many countries as possible. In the past two years, we have visited eight countries, including Austria, Costa Rica, France, Germany and Switzerland. I found the public transportation systems in Europe, in particular, very efficient and reliable.

Railcar Manufacturing, Assembly Drives Job and Economic Growth

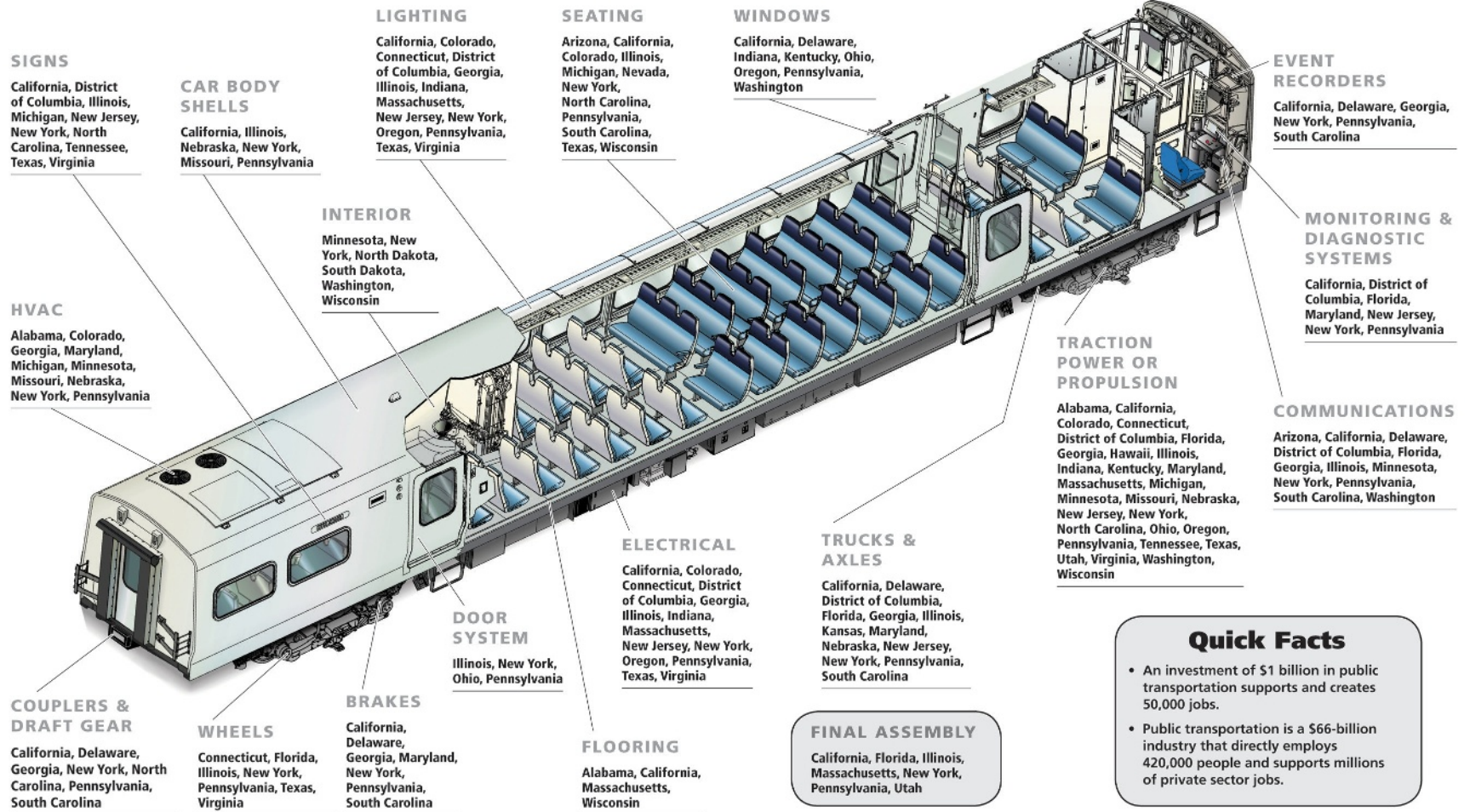
Federal Support Enhances Main Street Development

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

and strengthen national and global supply chains. This theme is at the heart of APTA's ongoing legislative and advocacy campaigns, 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.

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 420,000 people and supports millions of private sector jobs.

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Bringing a New Generation of Streetcar to Orange County

BY DARRELL E. JOHNSON
Chief Executive Officer
Orange County (CA) Transportation
Authority

Plans for the first modern electric streetcar in Orange County, CA, are rolling forward—with construction expected to begin by the end of 2018—introducing a new public-transit option to the millions of residents and visitors of this popular Southern California region.

The OC Streetcar will operate along a 4.1-mile route in the heart of Orange County, serving downtown Santa Ana and Garden Grove. The system will connect to Metrolink commuter rail and Amtrak regional rail and will run through the nation's fifth most densely populated city with more than 300,000 people.

Planning and construction of the OC Streetcar is being led by the Orange

County Transportation Authority (OCTA). Most recently, we reached an important milestone when our 17-member board of directors approved a contract with Siemens Industries for up to \$51.5 million to provide eight streetcar vehicles as well as spare parts and tools.

These model S70 vehicles, which will be constructed in Sacramento, CA, are 88 feet long and can carry up to 180 passengers. They have proven successful in other cities nationwide, with at least 342 streetcars in operation in eight U.S. cities.

Later this year, we'll look for help from the public through extensive outreach to help design the look of the streetcars to reflect the unique character of our community.

The OC Streetcar project is estimated to cost \$299 million, with funding coming from Measure M, the county's half-

ORANGE COUNTY CONTINUED ON PAGE 29



When it rolls out in a few years' time, the OC Streetcar is expected to carry more than 7,300 passengers per day within its first year of operation.

DART: Moving North Texas And Public Opinion Forward

TO CHANGE THE WAY people think about public transit, agencies must find ways to understand the evolving political climate and changing market demographics. Infrastructure projects—like Dallas Area Rapid Transit's (DART) Light Rail D2 Subway and the 26-mile Cotton Belt—are providing opportunities to create this change and shift the narrative of public transit's significant role in the overall success of a region.

DART is mostly funded by a voter-approved sales tax, so it is essential that stakeholders and customers be involved in the planning, design and construction of capital projects, particularly when these projects are budgeted at more than \$1 billion.

Stakeholders expressed concerns

about the impact of these projects on their neighborhoods while regional leaders were making critical decisions reviewing their spending and infrastructure projects. This created a need for DART to elevate

the conversation about the value of transit investment, helping the larger North Texas region find a way to move forward.

To reinforce the idea that the agency is integral to the region's prosperity and growth, DART worked to convey transparency, reliability and forward thinking. Hence, the foundational message: Moving North Texas Forward.

In addition to the agency's external relations, government relations and capital projects staff, DART worked with two APTA business members—AlphaVu and DDC Public Affairs—to precisely target key audiences and develop and deliver effective messages. Via a mix of communications tactics, including innovative social media analytics and compelling, interactive graphics, the



The campaign used motion graphics and video to engage riders, maintaining a consistent presentation on all platforms.

What's NEXT?

It's improved **maintainability** via single-port subsystem diagnostics.

It's more **durable** and **resistant** interior appointments, designed for the long haul.

It's a roof-mounted OESS, allowing for customizable anticlimber and coupler heights to ensure **interoperability** with your existing LRV and streetcar fleets.

It's next evolution of **safety** and **crashworthiness**, with a carbody that exceeds ASME RT-1 Streetcar Design Standards.*

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* - Liberty NXT Streetcars will meet all ASME RT-1 crashworthiness standards, while also accounting for collisions between streetcar vehicles and LRVS. Liberty NXT Streetcars will comply with all California Public Utility Commission buff strength requirements.

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For Chicago's Youngest Riders, It's All Aboard The 'Be Safe on CTA' Campaign

BY TAMMY CHASE
Director of Communications and
Media Relations
Chicago Transit Authority

Customer safety is the No. 1 priority for the Chicago Transit Authority (CTA), especially when it comes to our youngest commuters. That's why the nation's second largest public transit agency created an innovative, customized education program—"Be Safe on CTA"—to teach school-age children how to ride safely on CTA trains and buses.

"CTA believes that proactively teaching kids how to safely ride trains and buses will help to establish good transit-riding habits for the rest of their lives," said CTA President Dorval R. Carter Jr. "To achieve that objective, we provide informational resources to students in their classrooms to promote and reinforce train and bus safety messages."

The primary target of this public transit safety lesson is grade-school children, from kindergarten to fourth grade. Each day, an estimated 134,000 students ride CTA to and from school, with the vast majority—about 107,000—riding city buses. The remaining students ride the "L," which is what Chicagoans of all ages have called the city's elevated and subway train system for more than 125 years.

Delivering an Important—And Fun—Message

CTA partnered with Chicago Public Schools (CPS) to design a fun and informative program tailored to its young riders. The cost of the program materials is minimal, and CTA offers the program to area schools for free.

During the interactive 30-minute classroom program, CTA safety officials visit grade-school classrooms to offer safety tips appropriate for children. The youngsters watch an animated instructional video, where two cartoon hosts—a train named "Quincy" and a bus named "Madison"—offer important les-

sons such as "Why you should never, ever, go on the tracks" and "How to stay safe when you step off a bus." The video is divided into sections devoted to both train and bus safety. At the end of each section, the kids get a chance to ask questions and share experiences on CTA.

To reinforce the safety messages, CTA created additional materials to leave behind with students, including:

- A safety activity and coloring book, illustrated by CTA in-house graphic design staff
- Kid-friendly promotional items (wristband, ruler, crayons, colored chalk)
- A specially designed "Be Safe on CTA" drawstring backpack
- A colorful classroom poster for teachers that offers reminder tips for the students

"If this program can save just one young life from injury, the time and energy it took to create it is well worth the effort."

— CTA President
Dorval R. Carter Jr.

Building on Earlier Success

The "Be Safe on CTA" program is the newest version of a successful CTA rail safety campaign first launched in 2013. That original campaign consisted of a series of "car card" ads placed throughout the system reminding riders to be cognizant of safety.

Bearing the tagline *"It's not worth your life. Stay off the tracks,"* the program received high marks from both customers and local media. Indeed, in the

12 months following the campaign's launch, incidents involving people on tracks dropped by nearly 17 percent.

To build on the success of that initial campaign, CTA's communications and marketing team looked for ways to reach a new audience: school-age children. The goal was two-fold: educate our future customers on the importance of safety and help build a stronger relationship with CPS. Thus, the program bearing the simple and straightforward title



"Be Safe on CTA" was born.

The program's content grew out of brainstorming sessions involving CTA's safety department, rail and bus operations and other business units, as well as talking with peer agencies.

In 2017, CTA piloted "Be Safe on CTA" at three Chicago elementary schools. The group received valuable feedback from students and their teachers, made some tweaks to the curriculum and officially rolled out the program in February 2018.

Keen and Growing Audiences

Since the program's rollout, positive CPS reaction and enthusiastic word-of-mouth have led to schools anxiously lining up to host the program on their campuses. Reviews such as these from the Telpochcalli School, a multilingual public school in Chicago's Little Village neighborhood, are typical:

"My students and I greatly enjoyed the 'Be Safe on CTA' presentation!" said teacher Karen Sabaka. "The CTA employees presented safety information in an engaging manner, and I know my students gained valuable information from the visit."

"I learned that if you drop anything on the tracks, you should ask a CTA employee to help you get your stuff," said Elena, age 9.

"It's important for us to learn to be safe on CTA in case there's an accident," offered Jordyn, age 8.

"I learned it's safer to walk in the crosswalk," added Dulce, age 9.

As of May 2018, CTA had visited six schools and talked with more than 820 children and teachers about safety. CTA is now developing a safety program more appropriate for middle- and high-school age children, and looks forward to launching that program in the near future.

The "Be Safe on CTA" program is easy to customize to other cities and public transit

agencies. The safety tips are universal and apply to all school-age children.

Agencies interested in creating a similar program are encouraged to first take a look at their organization's existing safety rules. Determine the top five or 10 rules that encompass safe behavior, as well as those that apply most easily to children.

Agencies also should reach out to area schoolteachers and

have them provide guidance on what an ideal safety curriculum would look like. Since they work closely with students on a daily basis, teachers can offer insight into what images, presentation strategies and safety rules would be most impactful and educational for young students.

We also find the presentation works best with small groups of up to 50 children at a time, rather than large auditoriums of students. Groups of this size enable us to better interact with the kids, answer questions and show them that CTA operators can be helpful and friendly if they ever need to approach them.

Public transit agencies are encouraged to check out the "Be Safe on CTA" animated video for some great ideas (<https://bit.ly/2IUoPwv>).

"If this program can save just one young life from injury, the time and energy it took to create it is well worth the effort," stressed Carter.

Information about "Be Safe on CTA" can be found at www.transitchicago.com/besafe.



CTA staff present "Be Safe on CTA" to children at the Telpochcalli Elementary School, Chicago.



Rules to Remember!

Bus Safety:

1. Always use the crosswalks. Never run out into the street.
2. Remain seated while bus is moving, or hold on to a pole or a strap.
3. When your stop is next, pull the rope or ask a grownup to help you.
4. Never walk or run in front of the bus.



Rail Safety

1. Never go onto the tracks for any reason.
2. While waiting for the train, stay behind the blue platform edge.
3. Sit down or hold on tight to poles and listen carefully to announcements from the train operator.
4. Be careful and watch your step getting on and off the train.



Transitchicago.com/besafe

TEXRail's New Equipment Maintenance Facility

BY PAUL J. BALLARD
President/Chief Executive Officer
Trinity Metro
Fort Worth, TX

The culmination of planning and construction came together beautifully as the TEXRail commuter rail line in Fort Worth marked a major milestone: the opening of its equipment maintenance facility (EMF).

Elected officials and dignitaries joined the Trinity Metro staff at a ribbon-cutting ceremony highlighted by one of the bay doors opening and a TEXRail train rolling out of the EMF to greet attendees.

For most who attended the event, this was the first opportunity to view the train and the facility. The first

TEXRail cars were showcased at the APTA Annual Meeting & EXPO last fall in Atlanta, but having the trains in their new home was a delight for the hometown crowd.

Located on a 27-acre site, the EMF building is a 53,000-square-foot facility that includes three maintenance pits (two indoor and one outdoor) and a train washing area. The site also includes offices, a warehouse for parts and dispatch operations.

All eight TEXRail train sets will be housed and maintained at the EMF. Three of the Stadler FLIRTs (Fast Light Innovative Regional Train) are in Texas, with five more to follow by the end of the year. The train sets are all completed in Salt Lake City as part of the Buy America program.

The diesel multiple unit (DMU) trains are configured with an operator cab at either end for bidirectional movement. At the center of the train is a power pack with two diesel engines. This style of train is much quieter than traditional commuter rail. TEXRail amenities include a quiet car, work tables, lap trays, level boarding, bike racks and overhead storage for bags.

Train testing began in late March and is ongoing along a 7.5-mile stretch of the 27-mile route. The commuter rail line from downtown Fort Worth to Dal-

las/Fort Worth International Airport's Terminal B will be a premium service for the region. The FLIRT 3 used for TEXRail is the first of its kind in the U.S.

TEXRail's inaugural run will be a VIP tour on New Year's Eve, with full service following in January 2019. The first train each day will leave at 3:31 a.m. from Fort Worth and arrive at the airport's Terminal B at 4:22 a.m. The last train leaving the airport on weekdays will be at 1 a.m., arriving at the historic Texas & Pacific Station at 1:51 a.m. TEXRail will operate 365 days a year.



Crowds tour a TEXRail train at opening ceremonies for the rail line's equipment maintenance facility.

When it Comes to the Future, Caltrain Gets Down to Business

BY DAN LIEBERMAN
Public Affairs Specialist
Caltrain
San Carlos, CA

Caltrain commuter rail is planning for its future with a deep dive into the fast-growing system's ridership profile and services.

In February, the agency's Joint Powers Board approved the strategy and scope of work for a business plan that will study how the railroad, which connects San Francisco and Silicon Valley, affects the communities along the corridor and vice versa. The goals are many,

but the main thrust is to figure out how to best tailor service to support new populations of potential passengers—decades into the future.

Caltrain, in collaboration with Stanford University's Land, Buildings & Real Estate group, will identify a service model that supports long-term regional job and population growth and surging ridership demand. This effort will involve an exploration of economic, policy and technical approaches that will provide a better understanding of passenger needs and opportunities to

CALTRAIN CONTINUED ON PAGE 24

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Sound Transit's Light Rail Tunnel Nears Completion

Light rail vehicles will begin carrying riders between Seattle and downtown Bellevue and Redmond in 2023; construction is at full steam along virtually the entire 14-mile alignment. Among the most technically complex elements is a 2,000-foot-long tunnel through downtown Bellevue that crews will finish excavating this summer.

The downtown Bellevue tunnel is Sound Transit's 13th light rail tunnel segment. When the project is complete, the agency will have excavated more than 47,500 feet of tunnel. Unlike our previous tunnels, which used powerful tunnel-boring machines, the agency is digging the Bellevue tunnel four feet at a time, by hand.

Working 24 hours a day, seven days a week, using the sequential excavation method (SEM), Sound Transit contractor crews employ an excavator to remove "bites" of soil, creating the oval-shaped tunnel in sections. As soon as each section is completed, crews follow along and apply a layer of pressurized concrete

called shotcrete with the help of robots that spray the material onto the freshly excavated tunnel walls, ceiling and floor. Steel lattice girders provide additional structural support for the tunnel.

Sound Transit selected SEM for the Bellevue tunnel because of its short length, its relatively shallow depth, and the method's less disruptive process that minimizes impacts on traffic and nearby homes and businesses.

This excavation method also allows the contractor to evaluate ground conditions on a daily basis and adapt in real time, ensuring that challenging sections—including tunneling within feet of an existing parking garage and utility pipes, and through a large area of sandy soil—do not slow progress.

When excavation is complete, crews will work for another year to create the final lining and center wall of the tunnel. Work will also continue at the tunnel's north and south portals, where

SOUND TRANSIT CONTINUED ON PAGE 24



When the Bellevue project is complete, crews will have excavated more than 47,500 feet of tunnel.

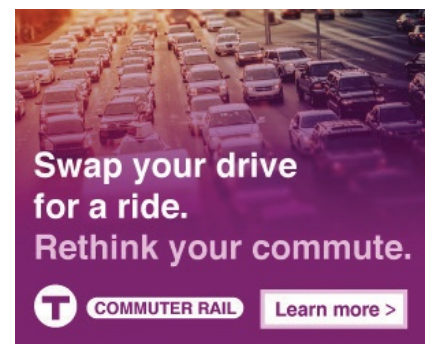
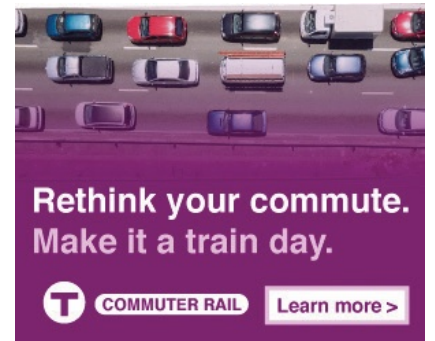
First-Of-Its-Kind Marketing Campaign in Boston to Grow Ridership

IN BOSTON, nearly 90 percent of the approximately 125,000 daily journeys on the Massachusetts Bay Transportation Authority (MBTA) commuter rail system are taken by 9-to-5 commuters, leaving reverse trips and weekend trains with lower ridership. This same situation is playing out on other commuter rail systems across the U.S. where low ridership on non-peak-hour trains is a common trend.

Recognizing an opportunity to boost train ridership and market the benefits of public transportation, Keolis and the MBTA recently launched a first-of-its-kind marketing campaign designed to attract reverse commuters and leisure travelers. The campaign is focused on enticing new riders to leave their cars at home and instead take the train to work locations outside of the city or for attending sporting events, concerts and other special events during the weekends.

"Public transportation can be more convenient and efficient for commuters, both during the week and on weekends," said Dave Walker, director of revenue and marketing at Keolis. "Working closely with the MBTA, our goal is to make sure passengers and potential customers know commuter rail is a convenient option in many communities and encourage them to use the service to its fullest potential."

The new multifaceted ad campaign kicked off this spring and uses traditional and digital advertising, including radio, television, direct mail and social media, to reach a new contingent of potential train passengers. Ultimately, the campaign is designed to reduce highway congestion, increase train ridership and revenue, and open up new



options for residents in the area to get to their destinations in a more efficient manner.

More than advertising, the MBTA and Keolis are also piloting reduced weekend fares this summer as a way to test how responsive potential passengers are to cost. All summer, weekend travel on the commuter rail is \$10, which is good for travel throughout an entire weekend. Children 11 and under are free.

The program is part of an expanded partnership between the MBTA and Keolis that includes a revenue share component, the first of its kind in the U.S., where Keolis makes certain investments into ridership growth, with this marketing program as one example,

and the company is reimbursed when passenger growth is realized through revenue gains.

Reverse commute and leisure travel campaigns are transferable to new markets and provide an opportunity for public transit operators to strengthen relationships with public transit authorities (PTAs) and elected officials, as all share the common goals of attracting a quality workforce, increasing public transit ridership and reducing car emissions. When PTA administrators consider the best route to implement for this type of approach, it's logical to begin with trains that are already running, regardless of their low ridership, and work to increase volume.

PTAs that are interested in learning more about the program can contact Chris Barker, vice president, new mobility, communications and marketing, Keolis, at chris.barker@keolisna.com.

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Innovation and Technological Advancements in Rail— Are We Ready?

BY YOUSEF KIMIAGAR, MMSc., P.Eng.,
PMP, FIRSE
Vice President and Transit & Rail
Systems Manager for Canada
Gannett Fleming

WE ARE IN THE MIDST of the fourth industrial revolution and are witnessing technological breakthroughs that bring increased automation and decreased human intervention. In this era, we face a key question: "Is the rail industry catching up and taking advantage of innovations and technological advancements?"

More than three decades ago, the Communications-Based Train Control System (CBTC) was born, but it took a while for the rail industry to adopt this solution on just a few lines. Now, CBTC is on more than 100 lines and, for the most part, operates in automatic mode.

The Industrial Internet of Things (IIoT) is increasing the number of devices connected to the Internet at an exponential rate, and we are facing a tsunami of data. Artificial intelligence and machine learning can process data to enable predictive maintenance and production and operation optimization.

Yet the rail industry has not always been fast to adopt innovative technologies. Corporations and industry associations may point to organizational rigidity and culture, regulatory constraints, operating rules and procedures, lack of confidence in the added value, lifecycle issues and obsolescence, a weak business case, lack of standardization, necessary safety certification, aging infrastructure and lack of sufficient funding.

Despite these factors, there are worldwide agencies gradually adapting to these innovative technologies.

Norway's state-owned railway company, Bane NOR, awarded a \$935.6 million

contract to modernize its network signaling system. The work includes equipping approximately 2,604 miles of track with a European Train Control System, Level 2, and wayside communications network. This data-based system will minimize preventive maintenance and improve safety, capacity and punctuality.

In 2017, New York's Metropolitan Transportation Authority launched the Genius Transit Challenge to identify solutions that can modernize MTA New York City Transit's subway signals, rolling stock and communications systems.

Société nationale des chemins de fer (SNCF), France's national, state-owned railway company, is equipping its rail network with thousands of sensors on approximately 18,600 miles of track, 15,000 trains and 3,000 stations. The agency is employing an IBM Watson IoT platform to process 70,000 data points and remotely monitor 200 trains simultaneously to anticipate potential problems.

In Australia, Rio Tinto recently received its accreditation for the Auto-Haul® project. This allows the mining corporation to operate a fully autonomous, heavy haul, long-distance rail fleet of trains to improve safety, reduce variability and increase speeds across the network.

Italy's Trenitalia collects and analyzes real-time data from trains to enable predictive maintenance capabilities. The practice reduces service disruptions and results in a 10 percent cost saving.

Unlike the previous industrial revolutions of human versus machine, the fourth revolution is humans and machines versus problems. Challenges to advancement exist, including integration with existing systems, cybersecurity, risk of error and a shortage of skilled resources. While change is inevitable, are we ready?

TCRP Report Available For Download

THE TRANSIT COOPERATIVE Research Program (TCRP) has announced that a pre-publication version of the two volumes of **Research Report 199: Transit Technical Training** is now available for download.

Volume 1: *Guide to Applying Best Practices and Sharing Resources* is available at <https://bit.ly/2JaQ8TD> and Volume 2: *Guide to Overcoming Barriers to Implementing Best and Innovative Training* is available at <https://bit.ly/2HmKiIQ>.

TCRP Research Report 199 presents guidance on technical training programs and their implementation for transportation agencies. The first volume documents the best models of technical training programs serving U.S. and international transportation agencies and related industries. The second volume covers best practices, strategies and resources to assist with the implementation of effective and innovative training programs and techniques for frontline employees.

Location, Location, Location: Why Houston Developers Are Snatching Up Properties Near METRORail

The face of Midtown Houston is changing. An ever-growing number of chic restaurants, watering holes and modern mid-rises are taking up residence in the historic neighborhood.

Pedestrians and cyclists casually cruise by new storefronts. News announcing that the city's new innovation and technology hub will be housed in the former Midtown Sears building further validates the fact that big things are happening here.

"Where public transportation goes, community grows." It's an APTA initiative that illustrates how public transportation not only provides essential mobility to millions of Americans, but also anchors communities and drives economic development. It is no coincidence that neighborhoods like Midtown are seeing a wave of interest and investment.

Back in 2004, the Metropolitan Transit Authority of Harris County (METRO) completed the initial segment of its first light rail line. The Red Line gave residents in Houston's Midtown neighborhood a new transportation option along Main Street that offered fast and convenient connections to Downtown, the Museum District, Texas Medical Center and NRG Stadium. Expansion of the system made possible connections to destinations like the Theater District, East Downtown and the University of Houston.

Fast-forward to 2018, Midtown is in the midst of a real estate boom—that includes a number of TOD projects. It makes sense: Numerous studies suggest more people are yearning for a hassle-free lifestyle in communities where they can live, work and play.

"Transit-oriented developments in Midtown have been key in the improved walkability in Midtown," said Marlon Marshall, director, engineering and construction, at the Midtown Redevelopment Authority. "Because many transit-oriented developments provide housing, employment, commercial and recreational destinations nearby, automobile traffic is reduced. This results in increased pedestrian activity."

All that increased sidewalk traffic doesn't just make a community more interesting and vibrant, it's also good for business. More activity draws more people, which brings more businesses—boosting economic activity and creating a "virtuous" cycle.

Marshall added that because Midtown is one of Houston's most walkable neighborhoods, having METRORail nearby gives people a very important mobility option for connectiv-



METRORail runs right outside the front of Isabella at Midtown.

ity to places of employment, health care, arts, entertainment and nightlife.

Australian developer Caydon Properties is one of several development companies building in Midtown. It is currently constructing a \$200 million residential tower at the corner of Main and Tuam, along METRO's Red Line. Once complete, the 27-story building

will offer 357 apartments and street-level retail space for shops and restaurants.

Caydon's principal, Joe Russo, said his company carefully selects locations that provide the best everyday life experiences a city can offer.

"Our sites are positioned in established neighborhoods close to downtown which boast a wealth of recreational opportunities," said Russo. "This includes

proximity to great dining destinations, wine bars, coffee shops, leisure options and frequent public transport."

Louis Conrad is president of Surge Homes. His company's 163-unit condominium project, Isabella at Midtown, is located at 4001 Main, just steps from METRO's Red Line. Conrad said his company foresaw Midtown's potential back



Properties located near public transit are hot commodities.

in 2007.

"In 2007, the value of walkability and public transportation was not as obvious as it is today," he said. "However, our company had successfully built transit-oriented developments in other cities and we wanted to replicate the formula in Houston. Choosing a location that had foot access to METRORail was essential to our vision."

Last summer, Harris County Appraisal District (HCAD) officials detailed the influence of light rail on property values in Midtown and along the METRORail Red Line for the METRO board.

"What we're seeing is an overall trend of values increasing along the line," said HCAD's Jordan Wiser at the meeting. "You're seeing new mixed-use developments, residential development, retail and all sorts of other developments coming in and supporting the areas around those lines. That's really exciting."

HCAD's presentation reported that property values along METRORail lines, as a whole, increased overall from \$58 billion to \$76.3 billion between

Midtown Houston at a Glance

Recently Completed

- 3800 Main: Phase II, 5-story, 117-unit residential, Alliance Residential.
- Alexan Midtown: 7-story, 215-unit residential, Trammell Crow.
- Midtown Central Square: 14-story, 300,000-square-foot office tower, Claremont Property Co.
- Midtown Arts & Theater Center (MATCH): art and cultural performance hall.

Under Construction

- McGowen Station: 8-story, 315-unit residential, Camden Property Trust.

- Mid Main: 6-story, 363-unit mixed-use residential, 29,000 SF retail, RHS Interests LLC.

- Pearl Residences at Midtown: 8-story, 260-unit residential, 40,000-square-foot retail grocery store. Morgan Group.
- The Midtown: 27-story, 380-unit residential tower with ground floor retail. Caydon Property Group.

Planned

- Isabella @ Midtown: 6-story, 163-unit residential condominium, Surge Homes.
- 3300 Main: 21-story, 336-unit mixed-use residential, 14,000-square-foot retail space. PM Realty Group.

HOUSTON METRORAIL CONTINUED ON PAGE 22

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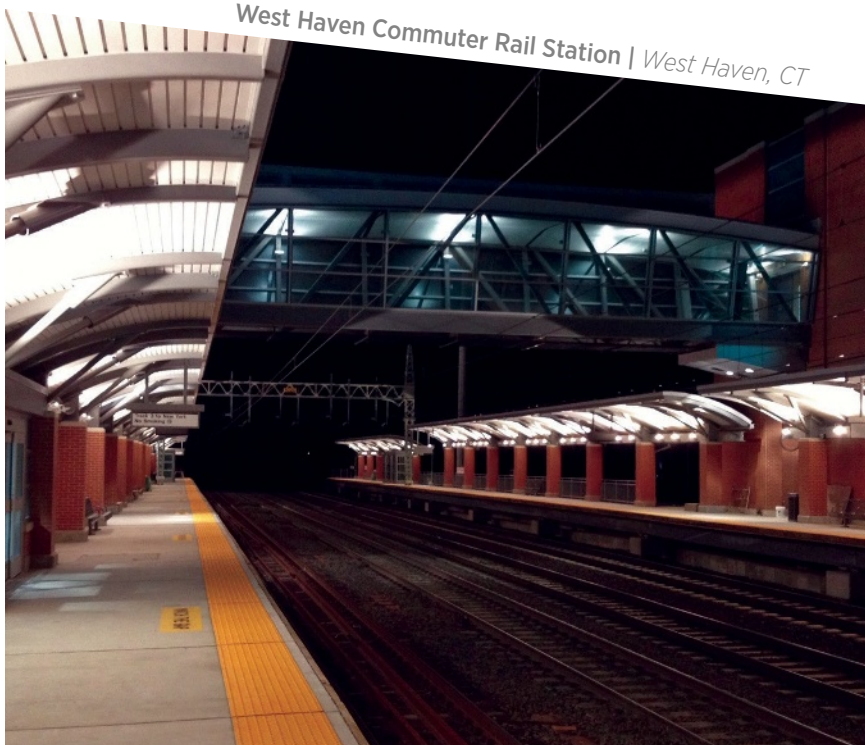
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TransLink: First to Offer Fully Automated, Touchless Access To Gated Transit System

BY CHRIS BRYAN
Senior Media Relations Advisor
TransLink
Metro Vancouver, BC, Canada

Metro Vancouver's transit agency, TransLink, is proud of its reputation as a leader in accessibility. One hundred percent of our rail stations have elevators and are wheelchair accessible and all our buses are wheelchair accessible.

But this year, TransLink is thrilled to launch a new innovation in access for our customers—one that will make us the first public transit authority in the world to offer fully automated, touchless access to a gated transit system.

It all started when we prepared to introduce the Compass smartcard throughout Metro Vancouver's public transit system a couple of years ago.

For its first 30 years, our rapid transit system, SkyTrain, had been an open, honor-based system without faregates. As we installed and prepared to close the new gates as part of the Compass rollout in 2016, it was clear we needed a solution so that customers physically unable to tap could continue to travel independently. Although the number of people in this situation was small, this was the right thing to do.

Identifying Strategies and Overcoming Obstacles

Where to start? Market research revealed no other public transit agency offered fully automated, touchless access through a gated system. No off-the-shelf solution existed. Similarly, our contractor for the Compass card system, Cubic, was unable to provide a solution.

An added challenge was that our rapid transit system is automated and driverless and our current model does not staff all stations at all times. Hence, we couldn't guarantee the presence of someone who could provide immediate help to a customer unable to tap in getting through the gates.

Regardless, we persevered. These users told us they wanted a solution that would let them travel independently without needing to ask for help.

We explored a number of options, including stand-alone gates (\$20-25 million Cdn.) or staffing each station (approximately \$31 million/year Cdn.). In the end, installing a radio-frequency identification (RFID) technology solution at the existing accessible gates was



TransLink's touchless Compass smartcard allows persons with disabilities to enter the system without help.

deemed the least expensive option while ensuring independence for customers.

So our staff began pursuing a custom-made solution.

A System That Works

TransLink worked with Hyperlight Systems, a Vancouver-based accessibility and smart city solutions company, to develop a smart transit solution. Together, the team successfully interfaced with the existing accessible faregates through a proof of concept in our test lab. Design and installation at our stations began soon thereafter in 2017.

How does it work? Program participants obtain RFID-enabled cards that automatically receive a signal from wireless antennas located above designated accessible faregates. The gate opens when the card comes within range and closes once the customer passes through.

The system was launched in different stages and went off without a hitch. A proof of concept was carried out in our test lab before implementing in three of our pilot stations. Once the pilot stations were successfully launched, we began system-wide installation.

In January 2018, we announced the launch of our Universal Fare Gate Access Program. By the end of May, we had wireless readers installed at 65 percent of our fare gates, and we are on track to having readers at all 56 stations by the end of 2018. The project budget is \$9 million.

TransLink is proud to deliver this solution—one that ensures this customer group will continue to travel independently on conventional transit. We're particularly proud of the fact we developed, tested and implemented this project in close consultation with advocates for and people with disabilities and our technology partner, HyperLight Systems.

HOUSTON METRORAIL

CONTINUED FROM PAGE 21

2014 and 2017, just over 31 percent.

Added Wisner, "You can certainly say the rail lines have been a contributing factor to increasing values and have had a positive impact on the areas around them."

Midtown's Marlon Marshall agreed

that properties located near public transit are hot commodities. "Property values within a 5-minute to 10-minute walk from high-quality public transit infrastructure are significantly higher than comparable properties farther away," he noted.

The background of the advertisement is a blurred image of a train moving on tracks. Overlaid on this are several digital elements: a large, glowing blue wireframe sphere on the right side, and a semi-transparent digital interface on the left side. This interface includes a map with a red dot and a white line, and several small line graphs. The Siemens logo and tagline are in the top right corner.

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CHSRA to Link System Over Time

BY MICAH FLORES
Public Information Officer
California High-Speed Rail Authority

During the worst economic recession since the Great Depression of the 1930s, the U.S. passed the American Recovery and Reinvestment Act of 2009 (ARRA), an economic stimulus package designed to generate job growth through infrastructure investment.

Along with supporting near-term investments—like road repairs, bridges and airport facilities—ARRA funds supported early investments into the California High-Speed Rail Program, a visionary transportation infrastructure system aimed at connecting the state's megaregions while bolstering longer-term economic and clean energy goals.

California received \$2.55 billion in ARRA funds and combined it with other state and federal funds to begin construction (including strategic investments in local and regional rail lines) on a high-speed rail system approved by California voters in 2008. The state met the strict requirement to fully invest all ARRA funds by Sept. 30, 2017, drawing in hundreds of private sector firms—including small and disadvantaged businesses—to begin work on the nation's first high-speed rail system.

Setting into motion one of the largest public infrastructure projects in the country, the investment created thousands of well-paying jobs, infusing the state's economy with billions in economic activity.

More than three years have passed since the California High-Speed Rail Authority (CHSRA) officially broke ground in California's Central Valley, the future system's midpoint. Crews are currently making progress at more than a dozen sites spanning a 119-mile segment, as three design-build construction teams are working between Madera and Kern counties on contracts valued at nearly \$4 billion.

When Phase 1 of the system is complete, it will run from San Francisco/Merced through the Central Valley to Los Angeles/Anaheim in under three hours at speeds capable of exceeding 200 mph, compared to a car trip of at least six and a half hours in the best traffic. The system will eventually extend

to Sacramento and San Diego, totaling 800 miles with up to 24 stations.

2018 Business Plan—Key Aspects

As bridges and viaducts continue to rise toward the sky at multiple Central Valley sites, the CHSRA's recently released 2018 Business Plan highlights the future system's path forward, including steps to initiate high-speed rail service as soon as possible. By making strategic, concurrent investments to be linked over time, the authority will work to construct additional segments as funding becomes available.

The plan lays out an implementation strategy focused on meeting ARRA commitments by constructing the 119-mile segment and completing the environmental review for all project segments statewide by 2022. The plan also calls for extending the Silicon Valley Line to the Central Valley Line. Running from San Francisco to Bakersfield, this line would generate the highest ridership and revenue.

By investing funds to develop 224 miles of high-speed-rail-ready infrastructure on these two lines, the system would see early benefits by reducing travel times on existing passenger rail systems, expanding clean electrified rail service and preparing for testing and potential high-speed rail operations in these two corridors by 2026-2027.

Additional next steps include completing project development work to refine the design, scope and cost for the Pacheco Pass tunnels (between Gilroy and Madera) and the extension to Merced, critical links between the Central Valley and the Silicon Valley. The authority is additionally completing important early works—such as geotechnical analysis—to reduce uncertainty and further “de-risk” the construction of the tunnels. CHSRA will also continue to engage private and public-sector expertise to examine and refine design options, thereby optimizing operational efficiencies and limiting costs.

Meanwhile, in accommodating the introduction of high-speed rail in Southern California, the authority will invest remaining state Proposition 1A “bookend funds” as a full partner in vital, high-priority projects along the Burbank-Anaheim corridor. These



Construction on the Fresno Trench beneath State Route 180. A 10-foot-tall, three-foot-thick barrier wall will separate the high-speed rail alignment from the existing freight rail that parallels the project.

projects will improve freight rail and local and regional passenger rail service, thereby enhancing transit connections, improving safety and accommodating the introduction of high-speed rail service in the region. Investments include the Rosecrans/Marquardt Grade Separation Project and the Los Angeles Union Station Development project.

The authority will also continue to leverage state funding committed to the project to pursue additional federal, state and private funding or financing to invest in the development of the high-speed rail system statewide.

CALTRAIN CONTINUED FROM PAGE 17

maximize the value of Caltrain for local communities.

Caltrain staff will analyze changing demographics and travel patterns to identify options for the growth of the service, so its board of directors can determine how best to serve the evolving needs of riders in coming years.

The effort will also look at long-range opportunities to integrate regional rail services that could traverse and connect to the Caltrain corridor. The final plan will include specific targets for service and capacity growth to outline how Caltrain should grow to meet market demand. This includes development of an organizational strategy that provides a framework for contracting, management and governance decisions that will best support the service vision.

This business plan will examine the impact of Caltrain on communities and will explore opportunities for increased rail service to support local and regional land-use strategies. This includes look-

ing at the immediate impacts an evolving Caltrain service would have on the physical footprint of cities, particularly around stations and at grade crossings. The plan will also evaluate funding opportunities to deliver the recommended improvements and support the long-term growth of the system.

Work on the plan began in spring 2017 after the agency awarded contracts for construction of the Caltrain Electrification Project, which will allow the system to replace decades-old diesel equipment with modernized electric trains. When complete, this project will immediately improve the system's capacity, service frequency and travel times. The strategies recommended in the final business plan will build on the foundation laid by the Caltrain Electrification Project.

The business plan will include input from communities along the corridor and is expected to be complete by the end of 2019.

SOUND TRANSIT CONTINUED FROM PAGE 18

the future Bellevue Downtown and East Main stations will be located.

The 14-mile East Link light rail extension will include 10 stations between Seattle's International District and Redmond. Construction is underway across the alignment, which in addition to the tunnel section will include elevated, ground level and trenched sections as well as the world's first light rail on a floating bridge.

The entire East Link line will be operational in 2023. The following year, Sound Transit will open a 3.7-mile extension further east to new stations in Southeast

Redmond and downtown Redmond.

The Northgate Link light rail extension will reach Seattle's University District, Roosevelt and Northgate neighborhoods in 2021. Additional Link extensions will reach north to Lynnwood and south to Federal Way, both in 2024.

Voters have approved 116 total miles of regional light rail, and when complete in 2041 the system will reach Everett, Tacoma, West Seattle, Ballard, South Kirkland and Issaquah.

By 2040, Sound Transit projects that Link trains will carry approximately 600,000 riders each weekday.



The 3,700-foot Cedar Viaduct will carry high-speed trains over State Route 99, North Avenue, Cedar Avenue and Golden State Boulevard.

Transit Agencies, Nonprofit Tackle Elevator Cleanliness

Commuters in San Francisco are enjoying a breath of fresh air thanks to a partnership between two public transit agencies and a non-profit organization, created to tackle a persistent—and pungent—problem: people who use station elevators as bathrooms or drug shooting sites.

The San Francisco Bay Area Rapid Transit District (BART) and San Francisco Municipal Transportation Agency (Muni) share four downtown stations, where elevators transport riders from the street to Muni's light rail or BART's heavy rail lines. Despite the presence of closed-circuit cameras, police patrols and cleaning crews, keeping the elevators clean had become a frustrating game of whack-a-mole. As soon as an elevator was cleaned up, it would be fouled again.

The two public transit agencies came up with a potential solution: elevator attendants. From April 30, attendants began greeting customers as they enter the elevators. They are equipped with clipboards to collect data and two-way radios to contact police or janitors.

The attendants are employed by Hunters Point Family, a community organization that helps formerly incarcerated individuals or others who have a hard time gaining employment turn things around. They are on the job seven days a week, whenever the Civic Center and Powell Street stations are open.

"We are tasked with bringing a sense



Dedicated attendants ensure BART and Muni elevators are clean and fit for use.

of safety and security to areas that have become chaotic," said Hunters Point Family founder Lena Miller. Her employees earn a modest wage and the heartfelt thanks of riders in wheelchairs or with strollers.

"I don't know why people pee in there," said Tsera Choky, a mom with two children in a stroller. "But it feels great to see a clean elevator."

The six-month pilot program is funded by the public transit agencies, who have each contributed \$300,000. If the program is a success, it could be extended for at least another six months.

Transit Agencies Must Be Prepared for Opioid Overdoses

BY NICOLE BARKER
Director of Capital Investment and Implementation
Northern Indiana Commuter Transportation District
Chesterton, IN

Public transit agencies such as the Northern Indiana Commuter Transportation District (NICTD) are leading discussions about an increasing nationwide epidemic of drug overdose deaths and opioid-involved deaths.

NICTD, operator of the South Shore Line commuter rail system connecting downtown Chicago to South Bend, IN, has experienced several opioid overdose incidents recently that underscore the importance of providing public transit police and safety personnel with naloxone, a drug that can reverse opioid overdoses and save lives.

According to the Centers for Disease Control and Prevention (CDC), more than 11 million people abused prescription opioids in 2016. Examples of opioids include fentanyl, heroin and prescription opioids such as oxycodone (OxyContin), hydrocodone (Vicodin), morphine and methadone.

NICTD's transit police have been trained in proper use of naloxone (brand name Narcan), donated by a pharmaceu-

tical company.

This spring, on a beautiful sunny day, NICTD Chief of Police Jessie Watts Jr. received a call that an overdose may have occurred onboard a train. Watts met the train at the closest station and found the victim unconscious—but still breathing—in the train restroom, slumped over, with drug paraphernalia strewn across the floor.

Watts promptly administered naloxone, which is provided nasally. The victim regained consciousness within minutes and was taken to the hospital by emergency medical personnel. Thankfully, she survived.

"This isn't the first near-tragedy on our train system," said Watts. "We have had to administer naloxone four times in recent years; one instance involved an 18-year-old girl who nearly died. Having naloxone on you and ready to use is

critically important because every minute counts."

Public transit agencies that do not yet have a program to address opioid-related overdoses can get the basics from the CDC website, www.cdc.gov/drugoverdose/prevention/index.html. They should be sure to check state and local laws regarding administering naloxone before implementing a program.



Naloxone can reverse opioid overdoses and save lives.

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New Design OCS Truck Enters Service in Ottawa

The FD-Elan OCS truck, a result of collaborative work between Drapeau Rail and Neotec Innovation, was delivered last winter to Ottawa's Confederation Line operator Alstom. Who's responsible for the maintenance of Ottawa's new LRT catenary system.

With the effervescence of public transit electrification, maintaining overhead contact system (OCS) is becoming an important day-to-day task for keeping the transit operations away from interruptions.

A well-thought equipment can help realize complex tasks efficiently and avoid network interruption. The partnering companies focused on providing an equipment that could provide a greater productivity and reliability but also and most important, safety.

Combining European « savoir-faire » in OCS maintenance and first-class truck integration, The FD-Elan is designed to get an optimal reach on lines, posts & components on two sides of a rail track. It is equipped with both a basket and an extendable scissor lift. The platform mounted turret can rotate 180 degrees and performs same work reach on the other side of the way. On hi rail, the vehicle can be driven at working speed, in both directions from any work stations on the platform without a truck driver. The maximum rail speed on track is the usual 25 mph.

Hydrostatic rail axles are installed offering a proper rail transmission system, avoiding contact between tires and rail. It prevents derailment, braking issues and offers a much smoother and safer operation. It also reduces the tires wear and general mechanic maintenance. The rail gears are equipped



with a steering system which allows the vehicle to engage curves as short as 49 ft. radius, very often found on urban transit track systems.

The truck comes with a variety of equipment such as a contact mast, a service crane and can be customized to customers' needs; like new line installation for instance.

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Valley Metro Adds Innovation To Next Rail Extension

BY EMMA SOUNART
Arizona State University Intern

The Valley Metro Regional Public Transportation Authority light rail system began serving the metro Phoenix area nearly 10 years ago. Expanding on the original 20 miles, there are now 26 miles of service connecting communities in Phoenix, Tempe and Mesa. Currently under construction, the Gilbert Road Extension expands light rail two miles farther east on Main Street to Gilbert Road.

In Arizona's car-centric culture, the city of Mesa demonstrated creativity by flexing FHWA roadway dollars to fund the expansion. Scott Smith, Valley Metro CEO, was Mesa's mayor at the time of this visionary decision.

"The Gilbert Road Extension is an important factor in connecting communities," said Smith. "The growth of light

rail as a transportation option in the East Valley brings economic development opportunities and further enables individuals to travel across the valley."

In addition to creative project funding, the construction project is managed by a woman—unique in an often male-dominated industry. Stacy and Witbeck's Jennifer Donaldson manages 150 project staff and oversees work safety, quality and schedule.

"It's an exciting time as the project begins to take shape," said Donaldson. "The community is getting a feeling for how the corridor will look and function when construction is complete."

The extension also includes a first-of-its-kind roundabout. It's the second roundabout on a light rail system in the country and the first to have a train operate through a four-way stop. As the train approaches the roundabout, drivers, cyclists and pedestrians will heed to

lowered gates, as well as flashing train lights and bells.

"The roundabout is designed to encourage a smoother flow of traffic in the area," said Patrick Fuller, project manager for Valley Metro. "Automobile traffic, as well as train operations, should experience fewer delays compared to a signalized



Jennifer Donaldson (left) and Transportation YOU participants.

VALLEY METRO
CONTINUED ON PAGE 31

VTA's Innovative Design

BY BRANDI CHILDRESS
Media and Public Affairs Manager
Santa Clara Valley Transportation Authority
San Jose, CA

The Santa Clara Valley Transportation Authority (VTA) is poised to become the first public transit agency in the U.S. to construct a single-bore tunnel for a public transit subway—a cutting-edge boring technology used in only one other transit system in the world (Barcelona Metro in Spain).

VTA is building a 16-mile extension of the San Francisco Bay Area Rapid Transit (BART) rail system into the heart of Silicon Valley, completing a rail network around the San Francisco Bay Area.

The five-mile single-bore tunnel for San Jose would use one 45-foot-diameter boring machine to construct the tunnel and the boarding platforms. The stations would be built independently and out from under the public street right-of-way.

The highlighted advantage of the single-bore design is that it reduces the construction impacts to street-level businesses and residents and underground utilities that would normally occur with traditional twin-bore

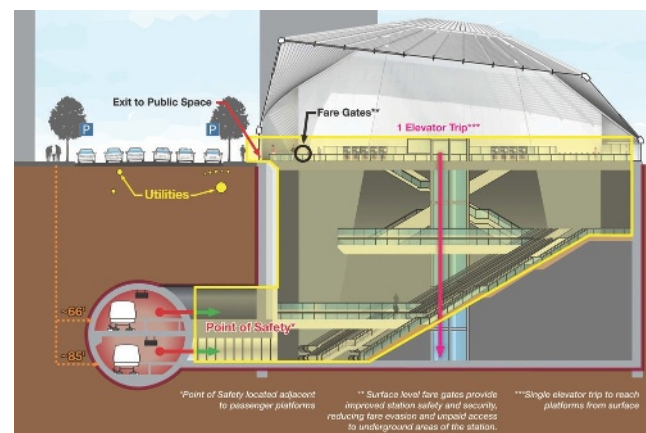
"cut and cover" construction.

Phase I of the BART Silicon Valley Extension is a \$2.3 billion, 10-mile alignment from Fremont, CA, to North San Jose, with two stations recently completed.

Phase II of the project, scheduled to begin construction in 2019 at a cost of \$4.7 billion, will continue six additional miles into downtown San Jose and the city of Santa Clara, with four more stations and a five-mile subway.

When construction is complete, BART will take charge of operation and maintenance of the new extension.

VTA's BART Silicon Valley Extension Project is the largest transportation infrastructure improvement in Santa Clara County history. The new commute option is anticipated to take tens of thousands of cars off roads, connect employees to jobs and provide continuous rapid rail service around the Bay Area.



Rendering of a single-bore station for VTA's BART Silicon Valley Phase II Extension Project.

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Railroads, Transportation Agencies Utilize New Toolbox To Improve Collaboration

BY MAGGIE KASPERSKI
Second Strategic Highway Research
Program (SHRP2)

Railroad operators and DOTs can now better collaborate on solutions to help resolve potential conflicts and speed project delivery with the help of an important resource developed through the second Strategic Highway Research Program (SHRP2). SHRP2 is a federal program—made possible through a partnership among the Federal Highway Administration (FHWA), American Association of State Highway and Transportation Officials (AASHTO) and Transportation Research Board—to save lives, time and money on the nation's public transportation systems.

Recommended practices, agreements, manuals and other materials developed by state DOTs and rail agencies as part of the “Railroad-DOT Mitigation Strategies” project (also identified as R16) are now available in the product's Innovation Library at <https://bit.ly/2sFwluN>.

The library is part of the overall effort developed through SHRP2 to build collaboration and better processes that can reduce delays when railroads and highway construction projects intersect. Public transportation agencies regularly construct projects at or near railroad rights-of-way, requiring coordination between the organizations responsible for both of these transportation modes, according to FHWA.

By using the Innovation Library and other tools and webinars generated through the R16 project, public transit agencies and railroads can search dozens of agreements including master, right-of-way, and construction and maintenance agreements; manuals and handbooks; training materials; charter documents and other materials that will help them expedite project delivery, better manage limited resources, foster stronger communication and cooperation, streamline processes and be more transparent. Users of the library can search by state/railroad (the owners of each document) or by type of document.

Utah Transit Authority (UTA) Interim Executive Director Steve Meyer said the coordination and communication techniques embodied in the R16 strategies were used as the agency designed and constructed its FrontRunner commuter rail system.

UTA worked as a public agency with Union Pacific Railroad to purchase the right-of-way, designing and constructing the commuter rail system in a freight corridor while

creating an 87-mile-long quiet zone through nearly 50 at-grade crossings. After celebrating its 10th anniversary of FrontRunner operations, UTA fully appreciates the railroad perspective and uses these techniques when assisting Utah cities and counties as they address utility and grade crossing issues.

“The R16 Innovation Library is an excellent tool for us,” Meyer said. “Working on both sides of the issue—as a public agency and a railroad owner—this allows us to identify best practices and helps us reach out into communities and have the necessary conversations with departments of transportation. It's important to be as proactive and collaborative as possible in the beginning of a project, and this tool helps us do that.”

Meyer isn't just a user of the Innovation Library; he's an active participant in R16 webinars and has attended an in-person peer exchange.

“We've really seen the benefits of this product across the board,” he said. “It's also really exciting to hear from DOTs and railroads on their own perspectives and hear these examples of how the more collaborative process really does impact the success of a project.”

Currently, 16 state DOTs are implementing R16 as part of the FHWA and AASHTO SHRP2 Implementation Assistance Program. R16 was also part of FHWA's Every Day Counts program. Although the SHRP2 program is set to sunset in May 2019, Meyer said he believes the R16 product will stand the test of time. “We will always have these conflicts between railroads and transportation departments,” he said. “We won't stop building railroad crossings because the program is over.”

Additionally, we will always have turnover at these organizations and new people who can benefit from the R16 tools. The toolbox that is the Innovation Library has been and will continue to be instrumental in forging these relationships between different agencies and helping to resolve potential conflicts before they happen.”

Additional information on the SHRP2 R16 program can be found at <https://bit.ly/2Jgbhrq>.



UTA contractors placing concrete for a FrontRunner commuter rail station platform in the rail corridor shared by Union Pacific.

Photo courtesy Utah Transit Authority



Calgary Transit Improves Technology, Safety, Service

Calgary Transit in Alberta, Canada, continues improving its CTrain light rail system by focusing on the customer. This focus has driven investments in technology that deliver better information to customers, new light rail vehicle designs and even ways to gather customer feedback.

For example, a new digital advertising and information system at CTrain stations displays real-time train schedule information and other news, keeping public transit customers more aware than ever.

A 10-year advertising revenue contract covers the provision, operation and maintenance of the digital system, which provides train arrival information, delay alerts and even information on elevator/escalator accessibility.

In the event of an emergency, the digital displays are

also equipped with an override function to initiate a partial or complete takeover of screens to share vital information with customers.

This new technology is helping Calgary Transit fulfill its promise to deliver a safe, reliable, helpful, informative and easy-to-use system for customers, said agency Director Doug Morgan. "It shows what we strive to achieve and we'll invest in projects and initiatives that can positively impact the customer experience in these areas," he said. "This new digital system helps us provide customers with accurate, consistent and timely information."

Sharing information with customers doesn't stop at the station—the agency is also measuring and publicly reporting on performance for reasons of transpar-

ency and accountability. A combination of survey techniques provides insight into the day-to-day experience for customers. More strategic data is also being collected to understand how travelers make decisions and how the agency can attract new riders. This feedback will help Calgary Transit continue to pinpoint areas that require improvement.

Already, the system's new S200 railcars from Siemens Canada are helping expand four-car CTrain service, carrying up to 800 customers per trip. Known as "The Mask"—a sleek design chosen by Calgarians paying homage to a hockey helmet—the trains are a first in North America. They are fully accessible and feature onboard digital monitors with route information and news updates.

Other features include air condi-

tioning for summer, heated floors in winter, visible door lighting and double the number of interior speakers to provide more even sound coverage for announcements. The cars also come with enhanced security features including high-resolution exterior cameras that provide 20/20 vision halfway down the train and full camera coverage inside and out. The wide-open interior concept allows for better security as peace officers can see from one train to the other.

Calgary's CTrain carries more than 290,000 people over 60 kms of track every weekday, one of the most successful light rail systems in North America. It is also the only light rail system on the continent to operate on wind-generated electricity, making it emission-free and easier on the environment.

ORANGE COUNTY

CONTINUED FROM PAGE 15

cent sales tax for transportation improvements, and a mix of state and federal funding.

OCTA has been working closely throughout planning and design with FTA, which is considering a full funding grant agreement to pay for about half of the project's cost.

Because OCTA met all federal guidelines during project development, FTA officials gave written pre-award authority to move forward with the purchase of vehicles. In March, Congress funded about \$2.6 billion toward Capital Improvement Grants funding, a promising signal for the OC Streetcar project to receive the Full Funding Grant Agreement.

The streetcar route will serve Santa Ana's thriving downtown, including county and local government offices and courthouses. As a nod to the county's rich past, the streetcar will also run along a portion of the historic Pacific Electric right-of-way, the so-called Red Cars that once constituted the largest electric railway system in the world.

As we bring a whole new generation of streetcar to Orange County, we expect to attract new riders to public transit by giving them another convenient, affordable option to get to and from work, to the county seat or to an evening out on the town.

The OC Streetcar is expected to carry more than 7,300 passengers per day within its first year of operation. Testing and operations are scheduled to begin in 2021 and I'm looking forward to taking that first streetcar ride and bringing one more transportation solution to our residents, businesses and visitors.

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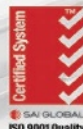
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RTC Looks to Transportation Investments To Meet Future Regional Needs

Southern Nevada, which includes Las Vegas, is growing at a rapid pace with the development of new commercial centers, professional sports stadiums, world-class resorts, housing communities and educational campuses. By 2025, the region expects 10 million more visitors per year and growth in the local population from 2.1 million to 2.7 million.

Growth is good news for the local economy but poses unique challenges to efficient mobility. As the agency responsible for Southern Nevada's public transit system, traffic management and roadway planning as well as administering Southern Nevada Strong, the region's federally recognized plan for building complete and sustainable communities, the Regional Transportation Commission of Southern Nevada (RTC) sees these challenges as exciting opportunities to develop a comprehensive strategic transit plan that promotes increased mobility options, transportation investments and TOD.

The RTC public transit system averages approximately 140,000 residential passenger trips per weekday. So, as the agency develops its plan for the future of transit in Southern Nevada, called "On Board," community engagement is a top priority.

"Transit exists first and foremost to serve residents, providing them a convenient and accessible mobility option,"

said Tina Quigley, RTC general manager. "As we talk about the future of transit in Southern Nevada, we need input and buy-in from our entire community—current transit riders as well as other residents, businesses, elected officials and local stakeholders."

To gather residents' input, the RTC created the On Board community engagement bus in partnership with its contractor, MV Transportation. The retrofitted 40-foot bus includes a kids' play area, seating, two widescreen monitors for presentations and countertops with iPads for residents to take a short survey about transportation issues. The bus travels to community events, offering a

convenient and comfortable place for people to discuss the transit plan.

"Dynamic and interactive engagement tools need to be brought directly to the community in order to get the best feedback," added Quigley. "Our ultimate goal is to integrate our community's priorities into a transportation plan that will strengthen the region, support current and future economic development and move millions of residents and visitors throughout the valley safely and efficiently."

The importance of community engagement was echoed at a recent community symposium the RTC hosted with national transportation experts on the importance of TOD.

"The basic tenet of U.S. transportation input has been ... decide, advocate and defend. In this era ... that is a recipe for failure," former DOT Secretary Anthony Foxx said in his keynote speech at the symposium. "Public input

has to be real. Go out to where the people are ... listening to them ... not speaking in transportationese, but speaking in real English about what it is you are trying to accomplish, is critical to building the public support."

As part of its On Board plan and community engagement efforts, the RTC is studying high-capacity transit options (including enhanced bus service, BRT and light rail) and associated TOD opportunities for Southern Nevada, especially

The RTC is studying the best practices of peer cities such as Denver, Phoenix and Salt Lake City, which have built successful public transit systems and experienced increased mobility and economic development.



RTC's On Board community engagement bus travels to community events to gather input and buy-in from the entire community.

in high-traffic corridors like Maryland Parkway.

Connecting major destinations like McCarran International Airport, the University of Nevada-Las Vegas, Sunrise Hospital, downtown Las Vegas and numerous residential and commercial centers, Maryland Parkway carries nearly 36,000 cars every day. As a transit route, it has the highest ridership outside of the Strip & Downtown services, transporting more than 9,000 riders daily. More than 90,000 residents and 85,000 jobs are within one-quarter mile of the corridor.

A panelist at the TOD symposium, Chris Nevitt, TOD manager for the city and county of Denver, reported that, since Denver successfully passed one of the nation's largest initiatives for public transit expansion, it has seen a double-digit return on its investment.

The RTC is studying the best practices of peer cities such as Denver, Phoenix and Salt Lake City, which have built successful public transit systems and experienced increased mobility and economic development. The RTC and its community partners are learning the similarities Southern Nevada has with

these cities, how they succeeded in building efficient high-capacity transit systems and the economic opportunities possible with TOD.

"Most notably, we have learned that to truly change the transportation landscape and move a successful transit project forward, we need strong leadership, diverse collaboration, community buy-in and support from all levels of government," concluded Quigley. "The RTC will continue to bring together and work with local leaders, businesses, stakeholders and residents to identify enhanced multimodal options that will support the valley's growth, reinvest in our neighborhoods and allow us to move people reliably and efficiently. Transit-oriented development is the future, and we need to look at transportation as one element of an overall economic plan."

The RTC expects to complete its On Board plan by late 2018.



The On Board bus offers a convenient and comfortable place for people to discuss the agency's transit plan.

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Around The Industry

Caltrain Honored for Bridge Project

Caltrain commuter rail in San Carlos, CA, recently received the Construction Management Association of America's Northern California Project Achievement Award in the transportation category for its Los Gatos Creek Bridge replacement project, which brought the bridge into compliance with updated safety standards while protecting local wildlife.

Planning for the \$20.8 million project, with FTA grant funds accounting for almost 80 percent, began in 2010 when Caltrain realized that the old bridge would not meet seismic safety standards. The project was complicated by the fact that chinook and steelhead salmon, as well as the California red-legged frog, use the Los Gatos Creek as a breeding and spawning ground. This

meant that work could take place only between June and October and would require special measures to protect the habitat.

According to Caltrain, the project has made the corridor safer, improved operations at the San Jose Diridon Station, reduced system-wide delays caused by a lack of siding and will be necessary to accommodate the electrified system scheduled to launch in 2022.

"This project shows Caltrain's dedication to modernizing its system and promoting rider safety while at the same time protecting our environment," said San Jose Councilperson and Caltrain Joint Powers Board Member Dev Davis, in whose district the project is located. "Congratulations to Caltrain and their team of consultants for a job well done."

NJ Transit Introduces Interactive Touchscreens at Rail Stations

NEW JERSEY TRANSIT Corporation (NJ Transit) recently unveiled interactive touchscreen kiosks at Newark Penn Station, Hoboken Terminal and two stations on the Hudson-Bergen Light Rail Line as part of its continuing effort to improve communication with customers.

"By listening to our customers, we know that receiving information is one of their top priorities," said NJ Transit Executive Director Kevin Corbett. "These digital displays are an added tool that will enable customers to quickly learn the current service status for their partic-

ular trip, as well as their travel options for rail and light rail. We look forward to hearing feedback from customers on this latest informational asset as we continue to modernize and expand customer communications at stations and terminals."

The kiosks feature large formats and have a user-friendly touchscreen that provides real-time data specific to a customer's trip and mode of travel, including systemwide maps, real-time service alerts, departure times, scheduled service changes and emergency messaging.

VALLEY METRO CONTINUED FROM PAGE 26

intersection."

The new roundabout will open in the fall of 2018, allowing drivers the opportunity to become familiar with driving in the area prior to trains beginning service testing later in the year. An extensive education effort is also being provided to the local community, including sidewalk stickers, event outreach and advertising.

The Gilbert Road Extension also serves as a training ground for future transit leaders. Donaldson supports the Women's Transportation Seminar (WTS) "Transportation YOU" program by con-

ducting tours of the extension. Transportation YOU is a national program for young women between the ages of 13-18 who are considering careers in the public transportation and STEM fields. The Metro Phoenix Transportation YOU chapter's class from Westwood High School in Mesa has been following the progress of the Gilbert Road Extension since early 2017.

The Gilbert Road Extension will open in 2019 and will serve as a gateway for the East Valley, connecting thousands of riders a day to new opportunities and destinations across the region.

DALLAS CONTINUED FROM PAGE 15

partners delivered targeted messages to specific audiences to educate them on the role DART plays in North Texas' growth and future.

By engaging stakeholder and public audiences on previously untapped channels, DART reached new audiences in places in which they were already interacting, just not about DART. In September 2017, the campaign reached 16 million North Texans through Google Display Ads and nearly 20,000 clicked through to the DART website to

learn about the impact the system has on the community.

As a result, public support for these projects has grown and they are well on their way through the next stages of development. Both are scheduled to open early next decade.

The external relations campaign and the team behind it was recognized by the Dallas Chapter of the American Marketing Association May 10 as "Marketer of the Year" and "Marketer of the Year, Public Relations."

People On The Move

CHICAGO—Brian Sager has joined the Regional Transportation Authority Board of Directors, representing McHenry County and succeeding **Blake Hobson**. Sager has been mayor of Woodstock, IL, since 2005 and has held other county and statewide positions, in addition to an extensive career in higher education.

COLUMBUS, OH—The Central Ohio Transit Authority (COTA) welcomed **Marlon Moore** and **Cathy De Rosa** to fill unexpired terms on the COTA Board of Trustees.

Moore, whose term ends in 2019, is senior vice president and chief diversity and inclusion officer for Huntington Bank. De Rosa, whose term expires in 2021, is the Ward 4 representative on the Dublin (OH) City Council and leads a consultancy serving higher education and nonprofit organizations.



Moore



De Rosa

LEWISVILLE, TX—Ron Trees has joined the Denton County Transportation Authority (DCTA) Board of Directors, representing the town of Little Elm. Trees is a semi-retired military operations research analyst who is on the adjunct staff for the RAND Corporation.



Trees

PHILADELPHIA—HNTB Corporation announced the hiring of **Vincent Gallagher** as senior vice president and a member of its national program management and construction management practice for transit and rail, based in Philadelphia. His more than 40 years of project management experience with another consulting firm included leading projects with FTA, FRA and public transit agencies across the U.S. He is a member of three APTA committees.



Gallagher

CHICAGO—Kimberly Slaughter, transit/rail market sector leader for HNTB Corporation, has been appointed senior vice president of the firm, based in Chicago.



Slaughter

Slaughter has more than 30 years of transportation and public transit experience. For APTA, she is a member of the Board of Directors; chair of the Planning, Policy and Program Development Committee and a member of numerous other committees; and a graduate of the Leadership APTA Class of 2007.

KANSAS CITY, MO—Anne Post has joined the Kansas City Area Trans-

portation Authority (KCATA) Board of Commissioners, appointed by Kansas City, MO, Mayor Sly James. Post is a lawyer and serves as senior vice president, USA, of Xakia Technologies.



Post

SAN ANTONIO—The Bexar County Commissioners Court has named **Akeem Brown** to the VIA Metropolitan Transit Board of Trustees. Brown is director of operations for San Antonio for the Growth on the Eastside (SAGE), where he manages economic development programs and services. Earlier he served in several public service capacities for the city and in New York City.



Brown

PHILADELPHIA—Ryan Morson has joined Stantec as an associate, transit stations design lead, based in Philadelphia. He has more than 15 years of experience, most recently serving as facilities development manager for Amtrak.

LOS ANGELES, CA—BYD announced the appointment of **Bobby Hill** as vice president of North America for BYD Coach and Bus. He joined the company in 2015 as Midwest regional sales manager and most recently was vice president of U.S. and Caribbean sales. His more than 30 years in coach and bus sales, marketing and operations included serving as vice president of an independently owned and operated coach company, with responsibility for 16 North American locations.



Hill

For APTA, he serves on the Business Member Business Development, Business Member Legislative, Business Member Procurement and Clean Propulsion and Support Technology committees.

LOS ANGELES—Yonel Grant has joined Kimley-Horn's West Coast transit team. He joins the firm from CM2M Hill/Jacobs, where he worked for six years, and earlier was at Booz Allen Hamilton for 20 years.



Grant

SAN DIEGO—SmartDrive Systems welcomed **John Krumheuer** as vice president of North American sales. He brings more than 20 years experience in transportation technology to the firm, most recently as vice president of sales and account management with PeopleNet®, a Trimble Company.



Krumheuer

People On The Move

White Joins SYSTRA

ALEXANDRIA, VA—Richard A. White, whose more than 40-year career includes a tenure as APTA's acting president & CEO, has joined SYSTRA as chief strategic officer, based in the firm's Alexandria office. White previously served as APTA vice president-member services and as its chair in 2004-2005.

White's experience also includes serving as general manager and chief executive officer of the Washington Metropolitan Area Transit Authority, deputy general manager and general manager of the San Francisco Bay Area Rapid Transit District, and in management positions with New Jersey Transit Corporation and Houston's Metropolitan Transit Authority of Harris County.



White

AASHTO's Bud Wright to Retire

WASHINGTON, DC—Frederick G. (Bud) Wright, executive director of the American Association of State Highway and Transportation Officials since 2012, has announced his plans to retire at the end of 2018.

Wright has worked in transportation for more than 43 years, beginning as an economist in the FHWA Office of Planning. As a special assistant to FHWA's executive director from 1990-1992, he worked on the development of legislative provisions and negotiations with Congress that led to the Intermodal Surface Transportation Efficiency Act of 1991. He was FHWA executive director from 2001-2008.



Wright

Nations to Step Down from Bi-State Development

ST. LOUIS—John Nations has announced his plan to step down this fall as president & chief executive officer of Bi-State Development, which includes the Metro public transportation system.

Nations, the former mayor of Chesterfield, MO, joined Bi-State in 2010 and is the longest-serving president & CEO in the agency's history. For APTA, he serves on the Mid-Size Operations Committee and Rail Transit CEOs Subcommittee.



Nations

GRAND RAPIDS, MI—Dina Reed

has joined The Rapid as deputy chief executive officer of finance and administration. She has worked in the public and private transportation, aviation and hospitality industries for nearly two decades.



Reed

SEATTLE—Sound Transit announced

the promotion of **Don Billen** to executive director of the agency's Planning, Environment and Project Development (PEPD) department. He previously served as PEPD's deputy director and, since September 2017, as its acting executive director.



Billen

Billen joined Sound Transit as an intern in 1996, progressing to a permanent position later that year, and has served in numerous other posts. He is a graduate of the Leadership APTA Class of 2009 and a member of several other APTA committees.

ERIE, PA—William (Bill) Petit has been named to succeed **George H. Willis** as Urban Engineers vice president and member of the company's Erie office.

Petit comes to Urban Engineers from PennDOT, where he was District 1 executive, as part of a career of more than 35 years. Willis is retiring after 43 years with the firm.

MEDFORD, MA—Herbert Higginbotham

has been named head of the Transit and Shared Mobility Practice at Cambridge Systematics. He has almost 20 years of experience leading public transportation projects, most recently at Accenture.



Higginbotham

CINCINNATI—First Transit announced

the appointment of **Rashidi Barnes** in the new position of director of business development for mobility-as-a-service (MaaS). Barnes has more than 14 years of industry experience



Barnes

and joins the firm after serving the Central Contra Costa Transit Authority, Concord, CA, as director of innovation and shared mobility and senior manager of transportation. He is a graduate of the Leadership APTA Class of 2011 and a member of numerous APTA committees.

WASHINGTON, DC—Carolyn

Flowers, senior vice president, Americas transit market sector leader for AECOM, received the Friend of Eno Award at the Eno Center for Transportation's recent Leadership Awards Dinner.



Flowers

Flowers joined AECOM in 2017 after two years with FTA, first as senior advisor and later as acting administrator. Earlier she was chief executive officer/director of public transit for the Charlotte (NC) Area Transit System and spent 19 years with Los Angeles Metro, ultimately serving as chief operations officer.

She is a member of the APTA Executive Committee and several other committees and a graduate of the Leadership APTA Class of 2003.

NEW YORK CITY—WSP USA has announced the following appointments:

Maxine Hill has been named New

York City area manager for transportation and infrastructure at WSP USA. She joined WSP in 2012, after a two-decade career in the United Kingdom, and most recently was the firm's project manager for the Moynihan Train Hall at New York's Penn Station. In her new position, she succeeds **Richard Fischer**, who has been named project director for WSP's contract for design of a new bus terminal in midtown Manhattan on behalf of the Port Authority of New York and New Jersey.



Hill

Keith Powley has been named a



Powley

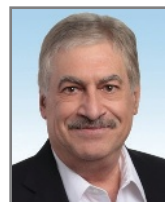
senior engineering manager and rail transportation construction program manager in the firm's Charlotte, NC, office. He comes to WSP with more than three decades of experience

in design and construction management, including service to the Santa Clara Valley Transportation Authority, San Jose, CA.

Stephen Kambol has been named a senior project manager in the Seattle office of WSP USA.

He has nearly four decades of experience, most recently as Pacific Northwest rail/transit department manager for an international engineering firm.

John Meng has been named office leader and senior engineering manager in the Las Vegas office. He has worked in the transportation industry for more than two decades, most recently serving an international engineering organization in posts including a design



Kambol



Meng

manager on the California High-Speed Rail Project.

Nathan Maack has been named senior engineering manager in the firm's Los Angeles office. Maack joined WSP from a large national infrastructure firm and has worked on a wide variety of Los Angeles area infrastructure projects including the Crenshaw/LAX Transit Project and California High-Speed Rail.



Maack

Also in the Los Angeles office, **Liz**



Telford

Telford has been named senior environmental planning manager. She previously was Southern California regional manager of environmental planning for the California High-Speed Rail Project and worked on projects for Denver's Regional Transportation District.

Denny Cearns has been named

director of alternative delivery for the Northeast and Central regions of WSP USA, based in Washington, DC. He most recently was alternative delivery director for a major professional services firm and his experience includes serving as design director for the Maryland Transit Administration's Purple Line Transit P3 project.



Cearns

Christopher Mele has been named



Mele

a senior supervising engineer, based in Briarcliff Manor, NY, serving as project manager and lead designer on rail, highway and bridge projects. He has more than two decades of experience in civil and structural engineering.

PEORIA, IL—The Greater Peoria Mass Transit District Board of Trustees selected

Art Bell, a board member since 2005 who has served three terms as treasurer, as its new chair.

Bell succeeds **Maxine Wortham**, who most recently served two consecutive terms as board chair and was named treasurer. She joined the board in 2006.

Also named were **Jennifer Lee**, vice chair; **Sharon McBride**, secretary; and **Joan Krupa**, trustee.



Bell

NEW YORK CITY—Bernie McCall

has joined Network Rail Consulting as associate director for mechanical, rolling stock and operations, working in the firm's recently opened New York City office. He brings 35 years of rail experience to the organization, working in commuter rail, light rail, short line rail and Class 1 freight rail.

Around The Industry

KCATA, Park Service Open Historic Transit Hub

The Kansas City (MO) Area Transportation Authority (KCATA) joined the National Park Service to dedicate the 3-Trails Transit Center in South Kansas City—a public transit hub both high-tech and historic—at ceremonies May 31. In addition to providing connections for six bus routes, the National Park Service recognizes the center as an official national historic trailhead marking the area where



Descendants of Emily Fisher attended the dedication of KCATA's 3-Trails Transit Center, which includes interpretive panels about Fisher and two other 19th-century women of color.

the California, Oregon and Santa Fe national historic trails converged. The trailhead displays custom interpretive panels designed by 3-Trails West Inc. and the park service that illustrate the historic significance of the trails and stories of travelers with ties to the area.

The panels, designed by artist Jeffrey Hall, tell the story of three women of color who walked the trail in the 19th century: Emily Fisher, daughter of an enslaved woman and her master, who was freed by her father to operate his hotel; Clara Brown, who was freed at age 53 and became a successful businesswoman; and Biddy Mason, an enslaved woman who traveled from Mississippi to California and became a philanthropist.

CLASSIFIEDS

NOTICES

PUBLIC NOTICE

MESA COUNTY REGIONAL TRANSPORTATION PLANNING OFFICE

GRAND JUNCTION, COLORADO

In accordance with requirements of the U.S. Department of Transportation as set forth in 49 C.F.R. Part 26, as amended, the Mesa County Regional Transportation Planning Office in Grand Junction, Colorado, hereby notifies the public that it is recommending the following Disadvantaged Business Enterprise (DBE) goal for applicable professional services, construction and procurement contracts during Federal Fiscal Years 2019-2021 beginning October 1, 2018 and ending September 30, 2021. The overall total DBE goal for Fiscal Years 2019-2021 is 1%. Information pertaining to this goal and a description of how it was selected is available for inspection from 8:00 a.m. to 5:00 p.m. (Mountain Standard Time) at the Mesa County Regional Transportation Planning Office, 525 S. 6th Street, 2nd Floor, PO Box 20,000-5093, Grand Junction, Colorado 81502 for 30 calendar days following the date of publication of this notice. Written comments on this goal will be accepted for 45 calendar days from the date of publication of this notice. The comments are for informational purposes only and may be sent to the DBE Officer, same address, AND to the Regional Civil Rights Officer, Federal Transit Administration, Region 8, 1961 Stout Street, Suite 13-301, Denver, Colorado 80294.

BIDS/PROPOSALS

REQUEST FOR PROPOSALS

The Champaign-Urbana Mass Transit District (MTD) will receive proposals for a Demand Responsive Transportation Technology project. Bids must be submitted by 2:00 pm on Friday, July 20, 2018 to MTD's Administration & Operations Facility 1101 E. University Avenue, Urbana, Illinois 61802-2009.

Project Description: MTD is issuing a Request for Proposals seeking responses from qualified entities for a demand responsive transportation product for scheduling, dispatching, monitoring, and reporting. One of the services that MTD provides is demand response service within the communities of Champaign, Urbana, and Savoy, and the University of Illinois at Urbana-Champaign.

Request for Proposals may be obtained by contacting Jay Rank, Planner, via email, phone, or

in person:
jrank@cumtld.com
217.384.8188
1101 E. University Avenue
Urbana, Illinois 61802-2009

REQUEST FOR PROPOSALS

The Estuary Transit District (ETD) is seeking sealed proposals for a contractor to provide **transit management services** for the district. Copies of the RFP are available by emailing eduffy@estuarytransit.org or by phone at 860-510-0429 ext 104. Proposals will be **accepted until 3:00 P.M. on July 12, 2018** by Noel Bishop, Town of Westbrook, 866 Boston Post Rd., Westbrook, CT 06498.

REQUEST FOR PROPOSALS

Topeka Metropolitan Transit Authority (Metro) will receive proposals from qualified firms to provide **bus shelters**. Proposals must be received in the Metro office at 201 N. Kansas Avenue, Topeka, KS 66603, in sealed envelopes marked **"BUS SHELTERS / RFP TM-18-02"** no later than **3:00 PM Central Time on Wednesday, July 18, 2018**. The proposal schedule will allow for thirty-seven (37) calendar days for proposal submission.

The RFP document package may be obtained from Metro's office at 201 N. Kansas Avenue, Topeka, KS 66603, on or after Monday, June 11, 2018 by contacting Karla Richardson. Interested firms may download the RFP document package from Metro's website (www.topekametro.org) or call (785) 730-8622 to arrange for pickup or mailing.

The proposers will be required to comply with all applicable state and federal Equal Employment Opportunity (EEO) laws and regulations. Metro, in accordance with Title VI of the Civil Rights Act of 1964 and related regulations, hereby notifies all proposers that minority business enterprises will be afforded full opportunity to submit proposals in response to this invitation and will not be discriminated against on the grounds of race, creed, color, religion, gender, marital status, sexual orientation, familial status, national origin or ancestry, age, physical or mental handicap unrelated to ability, or military status in consideration for an award.

Any agreement resulting from this RFP is subject to financial assistance agreements between Metro and the Federal Transit Administration.

In order to be eligible to submit a proposal, the proposer must not be included on the United States Comptroller General's Consolidated List of Persons or Firms currently debarred or suspended from partici-

pating in public contracts.

Metro reserves the right to accept any proposal or any part or parts thereof. Metro reserves the right to reject any or all proposals and to waive irregularities therein, and all proposers must agree that such rejection shall be without liability on the part of Metro for any penalty brought by a proposer because of such rejections, nor shall the proposer seek any recourse of any kind against Metro because of such rejections, and the filing of any proposal in response to this solicitation shall constitute an agreement of the proposer to these conditions.

Topeka Metropolitan Transit Authority
201 North Kansas Avenue
Topeka, KS 66603

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA)

INVITATION FOR BID

LACMTA will receive Bids/Proposals for OP54348 - Metro Transit Security SUV's at the 9th Floor Receptionist Desk, Vendor/Contract Management Department, One Gateway Plaza, Los Angeles, CA 90012 (9th Floor).

All Bids must be submitted to LACMTA, and be filed at the reception desk, 9th floor, V/CM Department, **on or before 1:00 p.m. Pacific Time on Tuesday, June 26, 2018**, at which time bids will be opened and publicly read. Bids received after the above date and time may be rejected and returned unopened. Each Bid must be sealed and marked Bid No. OP54348. A Pre-Bid conference will be held on 31-May-2018, 11:00:00, at One Gateway Plaza, Los Angeles, CA 90012, Alhambra: Room 09-84.

For a copy of the Bid specifications go to <http://business.metro.net/VendorPortal/faces/home/solicitations/openSolicitations> or for further information email Aryani Guzman at guzmana@metro.net.

6/11/18
CNS-3136413#
PASSENGER TRANSPORT C/O AMER

HELP WANTED

The **Federal Transit Administration (FTA)** seeks candidates who are experienced and passionate about public transportation to fill an important Senior Executive Service (SES) level position at the agency. FTA is recruiting candidates with both transit experience and strong executive leadership skills in hopes of attracting a diverse pool of candidates to the position of:

ASSOCIATE ADMINISTRATOR (AA) FOR THE OFFICE OF PLANNING AND ENVIRONMENT, WASHINGTON, D.C.

FTA works to improve public transportation in America's communities. To accomplish its mission, FTA provides financial and technical assistance to local public transit systems, including buses, subways, light rail, commuter rail, trolleys and ferries. FTA also administers a national transit safety and oversight program in addition to leading next-generation public transportation research and innovation. FTA's programs are aimed at increasing transit ridership, improving transit safety and security, increasing mobility and economic competitiveness, and minimizing fuel consumption and air pollution.

The FTA AA for Planning and Environment exercises executive direction over activities in the office to effectively promote, implement, and administer FTA programs stemming from Federal public transportation law (49 U.S.C. § 5301et seq.), the National Environmental Policy Act and related laws, and the Clean Air Act. This AA also manage substantial human, financial and technical resources, and direct program implementation for (1) the Federal surface transportation systems planning requirements, (2) the agency's environmental review responsibilities, including the National Environmental Policy Act, Clean Air Act and related environmental laws, and (3) the discretionary Capital Investment Grants program to plan, evaluate, and develop new bus and rail fixed guideway projects. The high national visibility of these responsibilities requires complex negotiations with CEOs of state departments of transportation, metropolitan planning organizations, major transit agencies and local elected officials, as well as extensive interaction with the Office of Management and Budget, the Government Accountability Office, the Office of Inspector General, and Congress.

If you have outstanding leadership qualities and a strong interest in public transportation, apply for this FTA vacancy, which can be found on the Office of Personnel Management USAJOBS website:

- Associate Administrator for the Office of Planning and Environment - <https://www.usajobs.gov/GetJob/ViewDetails/499532500>


Please share the vacancy announcements with the most promising and qualified leaders you know through your professional and business networks.

SUPERINTENDENT OF OPERATIONS

POSITION PURPOSE

This is a highly responsible managerial, technical, administrative and customer service work of a critical nature. The Superintendent of Operations will be responsible for proper direction, coordination and administration of the Corporation's Transportation (Fixed Route and Bus Rapid Transit services) department. In addition to direct oversight of the Transportation Department, this position will provide a high level of oversight of the entire Fleet Services Department to include: Fleet Inventory Control and Vehicle Maintenance. This position reports directly to Vice President of Operations & Chief Operating Officer.

For a full job description and to apply please visit indygo.net

**JACKSONVILLE TRANSPORTATION AUTHORITY**

JOB TITLE: VICE PRESIDENT/CHIEF DEVELOPMENT OFFICER (CDO)

Division: Economic Development & Long-Range Planning Division

Summary of Job:

Under the general direction of the CEO, responsible for creating and implementing an economic development strategy that sustains the Jacksonville Transportation Authority through its real property assets and long-term lease agreements in general and transit-oriented development (TOD) in particular; implementing regional transportation system planning initiatives with regional stakeholder participation that are commensurate with multi-modal approaches and alternative service delivery models. Develops, implements and maintains the Authority's capital program plans in consultation with the Executive Leadership Team. Coordinates sustainable practices in cooperation with inter-agency and regional partners.

Application Process:

To apply for this vacancy, please contact Jacksonville Transportation Authority's Recruiting Department, at jlrichardson@jtafla.com; subject line, Chief Development Officer.

The **Federal Transit Administration (FTA)** seeks candidates who are experienced and passionate about public transportation to fill an important regional Senior Executive Service (SES) level position at the agency. FTA is recruiting candidates with both transit experience and strong executive leadership skills in hopes of attracting a diverse pool of candidates to the position of:

REGIONAL ADMINISTRATOR (RA) IN FTA'S REGION 1 OFFICE IN CAMBRIDGE, MA

FTA works to improve public transportation in America's communities. To accomplish its mission, FTA provides financial and technical assistance to local public transit systems, including buses, subways, light rail, commuter rail, trolleys and ferries. FTA also administers a national transit safety and oversight program in addition to leading next-generation public transportation research and innovation. FTA's programs are aimed at increasing transit ridership, improving transit safety and security, increasing mobility and economic competitiveness, and minimizing fuel consumption and air pollution.

FTA Regional Administrators exercise direction over activities in FTA's 10 regions to promote, implement, and administer FTA programs under federal public transportation law. America's transportation network is essential to quality of life and the nation's economy. Transit programs administered by FTA's regional staff are characterized by the highest degree of complexity, due to the diverse number of ongoing transit projects; management of grants that range into billions of dollars; the requirements of diverse transit systems and the involvement of multiple agencies and governmental jurisdictions; and politically sensitive projects. The RA is responsible for overseeing these activities to ensure that the portfolio of transit programs and projects are well managed and that federal funds are protected, while also serving as FTA's primary representative in the region promoting new initiatives and programs. Additionally, the Region 1 RA is responsible for serving as the USDOT Secretary's Regional Emergency Transportation Coordinator for New England, providing leadership during emergency incidents and events that affect transportation systems and infrastructure.

If you have outstanding leadership qualities and a strong interest in public transportation, apply for these FTA vacancies, which can be found on the Office of Personnel Management USAJOBS website:

- Regional Administrator for Cambridge, MA office - <https://www.usajobs.gov/GetJob/ViewDetails/499274100>

Please share the vacancy announcements with the most promising and qualified leaders you know through your professional and business networks.

CLASSIFIEDS

HELP WANTED

METROPOLITAN TRANSPORTATION COMMISSION (MTC)

SECTION DIRECTOR, DESIGN & PROJECT DELIVERY AND SECTION DIRECTOR, FIELD OPERATIONS & ASSET MANAGEMENT

MTC is seeking applications for the positions of Section Director, Design & Project Delivery and Section Director, Field Operations & Asset Management.

Qualifications:

A Master's degree is desired; a Bachelor's degree with an equivalent combination of education/experience is acceptable. Requires 6 years of increasingly responsible experience effectively leading and managing a division/department doing related work.

Salary:

The annual salary range is \$177,963 to \$221,276 (DOQ) plus excellent benefits.

Interested candidates should apply by submitting a compelling cover letter and comprehensive resume to apply@ralphandersen.com by **June 18, 2018**. Confidential inquiries welcomed to Heather Renschler, Ralph Andersen & Associates, (916) 630-4900. Detailed brochure available at www.ralphandersen.com.



TSE (www.tseinc.us/) is recruiting for **experienced traction power engineers** for our rail systems technology practice. We are expanding our West Coast production center in Emeryville, California (San Francisco Bay Area) and establishing an East Coast production center. Experience with design of substation, catenary and third-rail traction power systems is required. TSE is also recruiting for experienced systems engineers for railroad signaling, Next Gen Train Control (CBTC and PTC), and trunk and passenger communications systems. Experience in Systems Integration and/or Safety Certification is also desirable. Professional registration is a plus. We are recruiting mid-level and senior engineers.

Please send your letter of interest and CV or resume to: human.resources@tseinc.us

or
Human Resources
TSE
2200 Powell
Suite 300
Emeryville, California 94608
AN EQUAL OPPORTUNITY EMPLOYER

SOUND TRANSIT

RIDE THE WAVE TO A NEW CAREER

Sound Transit is looking for dedicated professionals for our winning team to make more connections for more people, to more places. People who share a commitment to building a sustainable environment, stronger communities, and a better quality of life in the Greater Seattle area will enjoy a fulfilling career at Sound Transit.

Here are some of the positions we are currently recruiting for:

- Program Manager Risk Engineering
- Job #17-01163
- Deputy Executive Director, Facilities & Systems Maintenance
- Job #17-01177
- Design & Construction Contracts Analyst
- Job #18-01351
- Link Transportation Superintendent
- Job #18-01375
- Systems Engineer, Traction Electrification
- Job #18-01380
- Structural Engineering Manager
- Job #18-01383
- Information Security Analyst - Job #18-01384
- Disaster Recovery Administrator
- Job #18-01385
- Director, Commuter Rail, Bus & Paratransit
- Job #18-01389
- Deputy Director, Light Rail Operations
- Job #18-01394
- Deputy Executive Director, Capital Project Development
- Job #18-01406

For other opportunities, complete job details and to apply, go to: www.soundtransit.org/jobs

Sound Transit is an equal opportunity employer. We place a high value on, and are committed to, diversity within our organization and leadership.

SENIOR MANAGER, DISPATCHING

METROLINK

\$109,906.00 - \$171,735.00 Annually

The Southern California Regional Rail Authority, operator of the 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 a bachelor's degree in a related field, a minimum of seven years of experience managing Train Dispatchers and Chief Dispatchers engaged in railroad or rail transit environment and a minimum of five years of experience with Maintenance of Way window planning and special train moves.

This is a continuous recruitment with the first review of applications occurring 5/30/18. Interested candidates are encouraged to apply immediately. For additional information and to apply, visit www.metrolinktrains.com/careers. EEO/ADA

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

RAIL/CONSTRUCTION SCHEDULERS

We are hiring Rail and Construction Schedulers to join our team! The individuals in this position will provide support to the Washington Metropolitan Area Transit Authority (WMATA), who owns, operates, and maintains 234 miles of mainline track with over 280 mainline switches within the states of the DMV area. The position will be in Maryland, Virginia, and the District of Columbia sites and non-local travel will be reimbursed.

Responsibilities:

- Provide scheduling and planning services to develop work plans and new work processes to improve work planning and coordination agency-wide.
- Proficiency with Primavera 6 (P6) is required
- Preparation and presentation detailed work execution schedules (march charts/time-location diagrams).
- Support work groups to help determine needs and logistics for materials and equipment.
- Help with the handling, storage and staging of materials and equipment.
- Support for assessment of work-arounds/contingency planning for major work events.
- Support annual and long-term capital project planning.
- Report progress against plan on weekly, monthly and quarterly basis.
- Rail construction and maintenance experience is strongly preferred; along with rail and signaling systems experience.

For more information about this role and other positions we have open, please look at our website: <http://dynamicproinc.applytojob.com/apply/>

ANN ARBOR AREA TRANSPORTATION AUTHORITY (THERIDE)

DEPUTY CEO, PLANNING AND INNOVATION

The Ann Arbor Area Transportation Authority (The Ride), which operates accessible fixed-route bus, commuter bus, demand-response, vanpool and airport service in the Ann Arbor-Ypsilanti area — home to the University of Michigan, Eastern Michigan University and Washtenaw Community College — is looking for a C-Suite level transportation professional to serve in the newly created position of Deputy CEO, Planning and Innovation.

TheRide's over 124 buses, paratransit and service vehicles, 289 employees, and \$45M operating and \$5.2M capital budgets support 30 routes carrying over 6.8 million trips/yr to over 1,100 stops throughout the region.

As a member of AAATA's Executive Leadership team, the Deputy CEO, Planning and Innovation will lead and oversee the planning of all agency services and infrastructure, and related policies, programs and partnerships. This includes identifying needs and opportunities in the community; leading public engagement efforts; developing and refining plans, policies, programs and standards; and monitoring performance of program design. While fixed-route

bus service is a focus, other areas include paratransit, transportation demand management, facilities, and new mobility.

Direct reports include Services and Data Coordinator, Service Planning and Communication Coordinator, Bus Stop and Service Planning Coordinator, Planning Coordinator, and Financial Analyst/Planner.

In addition to being an experienced planner, s/he must also be a strategic thinker who will develop a high-performance team to ensure service meets the highest standards of safety, customer satisfaction, efficiency, and excellence in accordance with AAATA policy and goals. S/he will be attuned to emerging technologies and industry developments to keep TheRide at the forefront of operational excellence and optimal service delivery.

AAATA offers competitive salary and benefits. For a complete job description and details on how to apply, go to www.harrisrand.com and click on "Current Searches," or submit cover letter, resume and salary requirements in confidence to Christopher Boylan, at Harris Rand Lusk Executive Search: cboylan@harrisrand.com

PRESIDENT AND GENERAL MANAGER, BCRTC

TRANSLINK

Location: Metro Vancouver, British Columbia, Canada

As Metro Vancouver's transportation authority, TransLink delivers a wide range of services and programs across a service area of 1,800 square kilometres to provide for the transportation needs of Metro Vancouver residents and businesses. Of the world's major cities, only Vancouver, London and Paris have integrated their public transit and road network under one central authority with its own revenue stream. TransLink has a combined workforce of over 7,500 employees and manages a total asset portfolio valued at \$9 billion, which includes buses, trains, stations, track, bridges, facilities, structures, and systems. For the 2.4 million people who live in Metro Vancouver, TransLink is an essential contributor to their quality of life, work and play.

TransLink is in an exciting period of growth and development as it rolls out a historic investment of \$9 billion in expansion plans as part of its 10-Year Vision for Metro Vancouver's future; providing more transit, better roads, safer cycling and pedestrian access — for everyone. With new Federal and Provincial funding commitments, TransLink is poised to expand its world renowned SkyTrain system to develop the region's first light rail service, complete upgrades to the Millennium and Expo Lines' infrastructure to significantly increase capacity by 60%, and increase bus and rail services across the region to meet the demands of Metro Vancouver's growing population and booming increase in ridership. The SkyTrain rail system is the backbone of the regional transit system with massive residential and commercial development activity continuing to be focused around the lines. The 10-Year Vision propels TransLink forward in addressing the region's transportation needs, especially as transit ridership continues to grow at record levels and as we anticipate another million Metro Vancouver residents and 600,000 new jobs over the next 30 years. More information about TransLink's 10 Year Vision can be found at: <https://tenyearvision.translink.ca/>

The opportunity exists for a seasoned executive to join TransLink as the new President of its rail subsidiary, the British Columbia Rapid Transit Company Limited (BCRTC). BCRTC operates two of the three SkyTrain lines as well as the West Coast Express commuter rail service. BCRTC also manages the agreement with InTransit BC for the operation and maintenance of the Canada Line.

The successful incumbent will be accountable for providing effective and dynamic leadership and for achieving strategic and operational objectives. They will lead the organization, ensuring a high level of business performance and customer satisfaction, fostering the highest safety standards, and championing the organization's vision, mission, and values at all levels, and with critical stakeholders.

As the ideal candidate, you have a successful track record of providing strategic leadership that has resulted in the achievement of corporate goals and objectives as a President, General Manager, business unit leader, or in another senior corporate leadership responsibility—ideally, in an environment with close parallels to rail transportation, BCRTC or TransLink. In addition to being a consummate relationship builder, you are extremely service driven in every aspect of the leadership dimension and bring a high level of political acuity.

This is an incredible opportunity to drive one of Canada's most innovative transportation companies and to be on the inside growth of Metro Vancouver.

To explore this opportunity further, go to: <https://www.boyden.ca/canada/opportunities/president-and-general-manager-bcrtc-5014154/index.html>

METROLINK

\$72,322.00 - \$113,007.00 Annually

The Southern California Regional Rail Authority, operator of the METROLINK Commuter Rail System, is seeking a **Business Operations Administrator** who will be responsible for filing all Accident and Incident Reports to the Federal Railroad Administration (FRA), and managing SCRRAs Random Drug and Alcohol Program Plan. This position also provides administrative support, prepares reports and other information necessary to support the Department.

Requires a bachelor's degree in Business Administration and four years' experience performing similar job duties as described in the position description.

This is a continuous recruitment with the first review of applications occurring 6/1/18. Interested candidates are encouraged to apply immediately. For additional information and to apply, visit www.metrolinktrains.com/careers. EEO/ADA



FIELD TECHNICIAN

MGM Brakes, a division of Indian Head Industries, Inc., is the leading supplier of spring brake actuators and service chambers for domestic and global truck, trailer, bus and specialty vehicles for the commercial vehicle industry. We are currently seeking a highly enthusiastic individual for our Field Technician position, located in our Charlotte, N.C. corporate office.

POSITION SUMMARY: The Field Technician is responsible for the overall field technical support of the MGM Brakes product line. This position requires proactively working with customers to ensure that MGM field issues are addressed. Up to 60% business travel is required primarily in the United States and Canada with occasional overseas travel. A portion of this travel will be based on a flex schedule with customer requests taking priority.

QUALIFICATIONS:

- Field experience in the commercial or transit industry using electromechanical disciplines is preferred
 - Proficiency of electrical diagnostic and testing equipment
 - Solid knowledge of MS Office Programs
 - Effective oral and written communication skills
 - Strong organizational skills and attention to detail
 - Ability to prioritize and manage workload
 - Ability to work independently with minimal supervision
 - Develop and maintain current product knowledge
 - Effective problem solving and decision making skills
 - Strong technical and electrical troubleshooting skills
 - Ability to learn operational upgrades of electrical diagnostic equipment
 - Ability to adapt to customer needs in regards to scheduling and differing work environments
- Submit your resume today for immediate consideration. Position will remain open until filled.

WHAT MAKES THIS A GREAT OPPORTUNITY?

- Competitive wages
- Medical, dental and vision plans
- Company paid life insurance
- Company paid accidental death and dismemberment
- Company paid short-term disability and long-term disability
- Voluntary supplemental life insurance for employees and family members
- Flexible spending account
- 401K retirement savings with an employer match
- Traditional pension plan
- Paid time off for vacation and holidays

TO APPLY:

Visit www.mgmbrakes.com or <https://mgmbrakes.com/about-us/employment/> and email your resume and salary requirements to hr@mgmbrakes.com.

Indian Head Industries/MGM Brakes is an equal employment opportunity employer and will recruit, hire, train, and promote persons in all job titles, without regard to race, color, religion, sex, national origin, age, physical or mental disability, or status as a special disabled veteran or other protected veteran. IHI/MGM Brakes will consider all qualified and interested applicants for career opportunities. If you need assistance with accessing our website, please contact our Human Resources Department at 704.547.7411 or 1.800.527.1534.

NO PHONE CALLS, THIRD PARTY RECRUITERS OR STAFFING FIRMS

IHI/MGM BRAKES is an EEO/Affirmative Action Employer

EEO/AA/m/f/vets/disabled

HELP WANTED

PROJECT ENGINEER II METROLINK

\$86,894.00 - \$135,763.00 Annually

The Southern California Regional Rail Authority (SCRRA), operator of the METROLINK Commuter Rail System, is seeking a Project Engineer II.

The Project Engineer II will provide oversight and lead cross functional efforts to maintain and improve project management practices to mitigate operational and financial risks associated with SCRRA Railroad Purchase and Sale Agreements (PSA) and Railroad Shared Use Agreements (SUA), Railroad Construction and Maintenance (C&M) Agreements and other related Railroad Agreements with freight railroads, Amtrak and member agencies.

Requires a bachelor's degree in Engineering, Transportation, Business Administration or a related area, a minimum five years of work experience in Class 1 or Commuter Railroad Operations and Engineering, strong capability to analyze and work with Railroad Maps, Track Charts, Timetables, Passenger and Freight Railroad Equipment, Operating Parameters and strong capability to negotiate, develop and write Railroad Agreements including operation and engineering estimates and related commercial issues.

This is a continuous recruitment with the first review of applications occurring 5/30/18. Interested candidates are encouraged to apply immediately. For additional information and to apply, visit www.metrolinktrains.com/careers. EEO/ADA

TRANSLINK SENIOR PLANNER, POLICY DEVELOPMENT

Join one of the most innovative transportation agencies in the world and find more than just a job. Build a career in transportation and help keep Metro Vancouver moving!

Responsibilities

Reporting to the Policy Development Manager, this position will provide senior planning and project management expertise to major regional transportation policy and strategy files and initiatives, including in areas related to: long range transportation planning, strategic transportation planning, customer experience, policy-oriented service design, transportation pricing, and funding in an integrated, multi-modal environment.

Key Accountabilities include:

- Contributes senior transportation planning expertise to development of program/project strategies, plans and tactics and provides senior technical guidance while also providing leadership to designated projects.
- Develops advanced transportation planning, methods, techniques and models in support of designated project deliverables, ensuring compliance with department standards, policies and procedures.
- Contributes as a member of a program team, providing a senior level of transportation planning expertise, identifying and recommending action on planning and project risks and opportunities, based on analysis of transport data, trends, and issues.
- Develops and manages relationships with stakeholders; provides senior technical support and advice to municipal/provincial working teams and advisory committees as well as to other planning professionals, including involvement in development and performance management.

Qualifications

The competencies for this position are acquired through a Master's degree in Planning, Engineering or a related discipline, plus four (4) years' experience providing an advanced level of expertise and leading projects in an agency specializing in planning or transportation; or an equivalent combination of education and experience.

We Offer

As a member of our team you will have access to exciting projects and a true possibility to impact the livability and sustainability of Metro Vancouver and its residents; as well as e.g. flexible benefits, employee development opportunities, Corporate Wellness Program, onsite gym, Public Pension Plan, employee and dependent transit pass.

For more details and how to apply:

Please go to <http://www.translink.ca/careers> to apply for this position and view instructions on the process.

Work Schedule: 37.5 hours per week.

Location: Sapperton, New Westminster, Metro Vancouver, B.C. Canada

Full/Part-Time: Full-Time Regular

Salary Range: \$74,733 to \$93,416 per annum (\$38.19 to \$47.74 per hour)

TransLink is committed to employment equity.

DIRECTOR OF MAINTENANCE SPRINGFIELD AREA TRANSIT COMPANY, INC.

Springfield Area Transit Company, located in scenic Western Massachusetts, has an outstanding position available within our senior management team. The Director of Maintenance oversees and directs the day-to-day maintenance activities for the Pioneer Valley Transit Authority's vehicle fleet and facilities. Overall responsibilities include supervising 50 maintenance department employees at two locations as well as developing and implementing departmental policies and procedures, worksite training programs, and environmental and workplace safety initiatives; and ensuring compliance with all related federal, state and local regulations. This position also oversees multiple facilities and is involved with a variety of capital projects.

This position will be overseeing the upcoming move for the maintenance department to a new state-of-the-art Fixed-Route Bus Operations & Maintenance Facility Project, which is located on an 18.3-acre industrial site located in the heart of the Springfield Metropolitan Area. The new facility will provide light- and heavy-duty maintenance to PVTA's fleet of over 175 fixed-route buses. Construction is underway and will be completed by December 2018.

The ideal candidate will have a very strong maintenance background including at least five (5) years of demonstrated experience in a similar role within the public transit industry. Must have excellent working knowledge of the mechanics and technologies used in public transit buses and vans and have demonstrated experience with facilities management and capital projects. Must have strong management experience within a unionized environment, with excellent computer, organizational and prioritization skills. This position requires occasional travel within the service area and availability on evenings and weekends as needed.

Salary commensurate with experience with excellent benefits package. Please review a detailed position description and qualification requirements at www.pvta.com. If you would like to be considered for this excellent career opportunity, please submit your resume and cover letter (including your salary requirement). Submit electronically via our website or you can mail to SATCo, Attn: Director of Human Resources, 2840 Main Street, Springfield, MA 01107. EOE/AA/DF

REGIONAL TRANSPORTATION DISTRICT (RTD) – DENVER

DEPUTY ASSISTANT GENERAL MANAGER, COMMUNICATIONS

At the Regional Transportation District, our mission is to meet our constituents' present and future public transit needs by offering safe, clean, reliable, courteous, accessible and cost-effective service throughout the District.

The successful person will ensure the Public Relations and Marketing divisions meet departmental goals to enhance the customer experience, provide timely public information, increase ridership, and enhance the organization's brand/image. For a complete job description and to apply for this position, please visit our website at www.rtd-denver.com/careers.

EOE/AA/Drug Free

PARK CITY MUNICIPAL TRANSIT QUALITY MANAGER

Exempt \$57,279.00-\$84,213.00

Oversees dispatch services and the ADA Mobility Program. Responsible for bus deep cleaning contract, shelter maintenance, training, special events planning, and equipment. Develops and executes new driver training and safety program. Also coordinates technology of buses, and supervises an IT Coordinator II. Tasked with collaborative participation with the Transit System and Transit Business divisions in regards to procurement of equipment, route design, and safety.

Please apply online at: www.parkcity.org and click on 'Jobs.'

TRANSIT SYSTEMS MANAGER

Exempt \$57,279.00-\$84,213.00

The primary task of the Transit System Manager is to execute the planned routes and schedules in an efficient, effective, and timely manner. Tasked with collaborative participation with the Transit Quality and Transit Business Division. Of special importance is the focus on the safe and efficient operation of the Transit Routes through empowerment of staff to create a culture of accountability and ownership. Responsible for on-going training, safety, customer service, day-to-day driver operations, and shift scheduling.

Please apply online at: www.parkcity.org and click on 'Jobs.'

NOTICE OF JOB OPENING DIRECTOR OF MARKETING

VIA Metropolitan Transit is currently seeking candidates for Director of Marketing. This position is responsible for developing and leading VIA's strategic marketing plan, including brand identity, digital asset development, internet presence, market position, marketing operations and advertising efforts. As part of a larger creative team, this person will lead the effort to develop, shape, direct, plan and produce the agency's brand to a variety of audiences using various marketing approaches and mediums. The ideal candidate will possess the high energy level and drive necessary to work as part of a team committed to enhancing strategic efforts that increase VIA's value and presence in the communities we serve. Bachelor's degree in business administration, Marketing, Advertising, or related field. Seven (7) years of progressively responsible experience in public engagement, marketing or advertising, with demonstrated experience leading strategic initiatives and plans. Three (3) years in a management position directing marketing or public engagement initiatives. An equivalent combination of education and experience may be acceptable. To view the complete job description and to apply visit www.viainfo.net.

Equal Opportunity Employer
VIA values diversity and inclusion.

DIRECTOR OF MOBILITY

\$101,926.00 - \$162,723.00 Annually

Sat. 06/23/18 11:59 PM Eastern Time

The leader of the Department of Mobility will oversee how people, goods and services move through Gainesville, Florida. Also, the department will play a critical role in our smart city lab, exploring the future of mobility.

Visit our website to apply:
<https://www.governmentjobs.com/careers/gainesville>

AA/DFWP/EOE/VP

BULLETIN NO: 001228-008

JOB TITLE: ACCESSIBILITY ANALYST

Closing Date: 15-JUN-18

Salary Range: \$64,501 - \$80,621 - \$96,782

External/Internal: EXTERNAL

At Will**

Other Info: This bulletin is posted to establish or add to a Qualified Candidate Pool (QCP)

Basic Function

- Performs journey-level accessibility activities associated with complaints, statistical analysis, training, advisory committee support, community events and sub recipient oversight to assist in maintaining Metro's compliance with Federal, State and local accessibility regulations and to ensure the agency's business operations and facilities meet or exceed applicable local, State and Federal minimum requirements.

Example Of Duties

- Participates in the review of accessibility-related complaints findings filed by customers and community-based organizations regarding Metro's public transit services and facilities; includes completing investigations and resolving grievances from employees and federal and state agencies
- Obtains and analyzes data for internally and externally distributed accessibility reports
- Acts as a liaison with government entities and other organizations; conducts public outreach concerning overall compliance with accessibility regulations
- Implements efforts to ensure oversight and compliance of Metro's sub recipients
- Participates in efforts to ensure oversight and compliance of Access Services
- Develops and conducts training on public agency accessibility requirements that educate agency employees on and sensitize agency employees to disability concerns and related issues
- Provides interdepartmental support for reporting to federal and state agencies on Metro accessibility issues
- Provides technical assistance on accessibility regulations to all Metro departments
- Coordinates internal and external responses to accessibility inquiries and concerns
- Follows up to ensure timely input by Metro departments for reports on accessibility issues to federal agencies
- Implements efforts to ensure that all Metro communications and publications meet accessibility communication requirements
- Implements efforts designed to promote the safe use of Metro services by customers with disabilities
- Facilitates efforts associated with the Metro Accessibility Advisory Committee
- Conducts design reviews and site visits of Metro

and sub recipient facilities (existing and under construction) by reviewing their compliance with policies, procedures and applicable government regulations

- Participates in roundtable and committee meetings regarding Americans with Disabilities Act (ADA) issues related to reasonable accommodation within Metro's facilities and transportation systems
 - Assists in federal and state audits by providing requested data and documentation and information related to Metro's policies and procedures
 - Maintains, supports, and promotes a safe work environment while complying with all of Metro's safety rules, policies, and procedures
 - Contributes to ensuring that the EEO policies and programs of Metro are carried out
- Requirements For Employment**
- Bachelor's degree - Business, Public Administration, Planning, Social Work, Communications or other related field
 - 3 years' professional-level experience ensuring compliance with the Americans with Disabilities Act (ADA) and civil rights laws
 - OR 3 years' professional-level experience administering compliance of projects or programs in the public transportation industry
- Preferred Qualifications**

Due to the competitiveness of the recruitment, consideration may be given to those candidates who demonstrate the following additional qualifications:

- Knowledge of Americans with Disabilities Act (ADA) requirements for programs, services, and facilities per ADA Title II and ADA Title III
- Knowledge of ADA compliance requirements for fixed route/paratransit service per 49 CFR Part 37
- Previous experience in program support/coordination and supporting multiple projects to meet tight deadlines
- Previous experience in transit or transit related services/programs compliance
- Previous experience working with customers with disabilities and aged populations
- California Certified Accessibility Specialists (Cal-CASP) Certification
- Master's degree in a related field

Application Procedure

To apply, visit Metro's website at www.metro.net/careers and complete an Online Employment Application.

- Note: All completed online Employment Applications must be received by 5:00 p.m. on the closing date.
- Metro/PTSC is an equal employment opportunity employer.

METROPOLITAN TRANSIT AUTHORITY OF HARRIS COUNTY – VP, MARKETING & CORPORATE COMMUNICATIONS

HOUSTON, TEXAS

JOB #: 4337

The Vice President, Marketing & Corporate Communications is responsible for developing and implementing strategic marketing plans to increase awareness of METRO services and promote the METRO brand. Has responsibility for management oversight and setting goals for Creative Services, Communication Services, Corporate Communications, marketing research, audio/visual and internal electronic communications.

Provides primary managerial direction and performs personnel administrative functions of direct report staff (e.g. training, supervising, work assignments, timesheets, performance evaluations, etc.) for maintaining necessary staffing, enhancing productivity of staff and ensuring necessary department outcomes are achieved. Requires a Bachelor's degree in Marketing, Communications or related field and a minimum of ten (10) years professional experience in marketing, advertising, public relations or related field.

Additional Information:

The Metropolitan Transit Authority of Harris County, Texas has a zero-tolerance drug and alcohol policy for all employees. All internal and external applicants will be required to undergo drug testing before employment and will be subject to further drug and/or alcohol testing throughout their employment.

Further, employees who perform safety-sensitive functions will submit to drug and/or alcohol testing in accordance to the Department of Transportation (DOT) and the Federal Transit Administration (FTA) regulatory requirements.

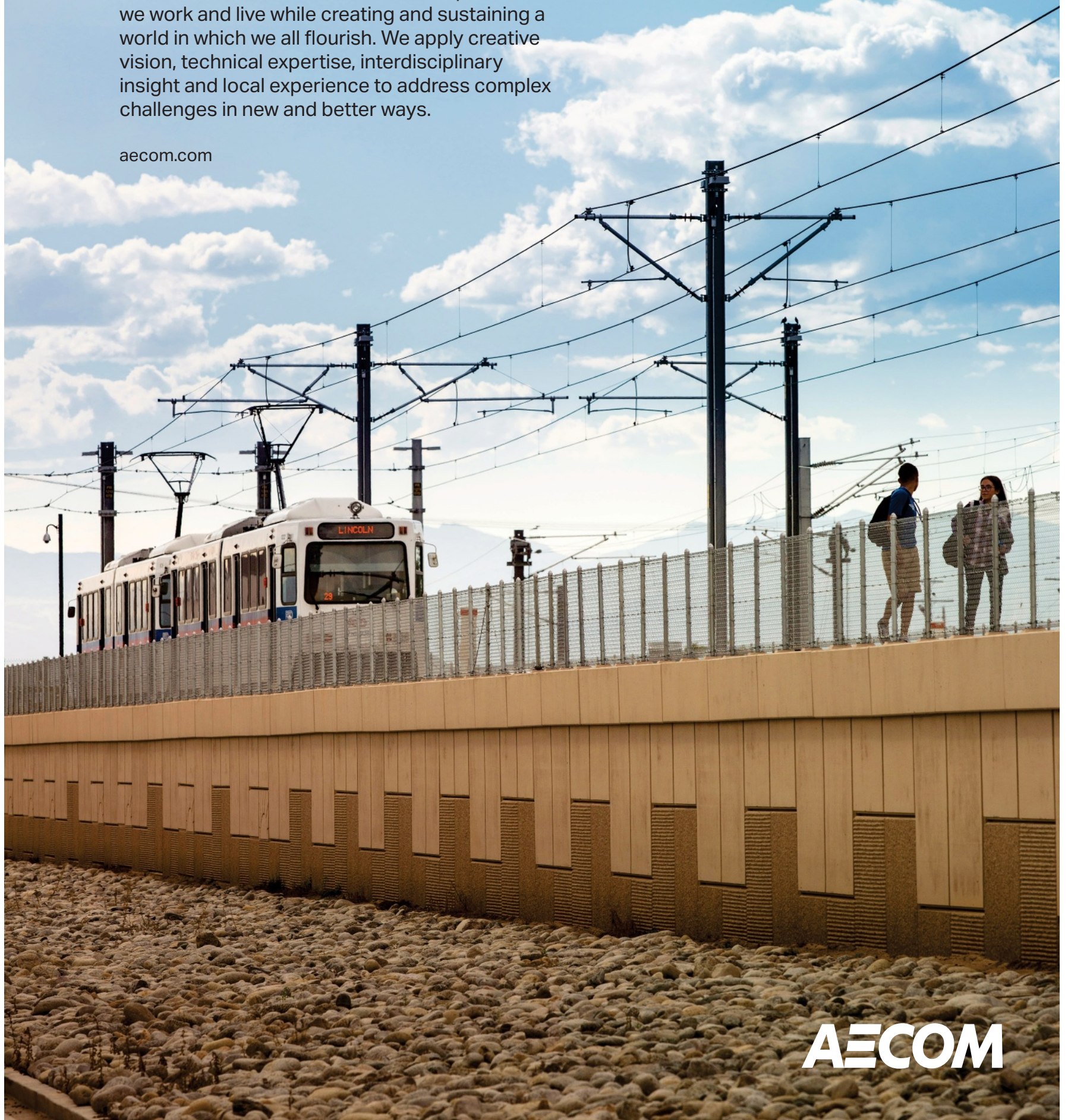
We provide equal opportunity to all qualified individuals regardless of race, color, religion, age, sex, national origin, veteran status, genetic information or disability.

To view full job description and apply, please visit the following link: <https://www.ridemetro.org/Pages/Careers.aspx>

Imagine it. Delivered.

AECOM is committed to enhance the places where we work and live while creating and sustaining a world in which we all flourish. We apply creative vision, technical expertise, interdisciplinary insight and local experience to address complex challenges in new and better ways.

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