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APTA President and CEO Paul P. Skoutelas with FTA Acting Administrator K. Jane Williams.

FTA's Williams Points to Partnerships

FTA ACTING ADMINISTRATOR K. JANE WILLIAMS SPOKE about the close connections between her agency and U.S. public transit systems, and between the U.S. and Canadian governments on transit-related issues, at a June 24 General Session at APTA's 2019 Rail Conference.

For example, earlier this year 30 states approved 31 State Safety Oversight Agencies by the deadline (the 31st is the regional organization that oversees the Washington Metropolitan Area Transit Authority). FTA also wants to help agencies "do what's best for you" regarding state of good repair (SGR) and other safety-related funding programs and other resources, she said.

Williams announced FTA Capital Investment Grants (CIG) for projects including \$300 million for the Transbay Corridor Core Capacity project, which will improve capacity on San Francisco Bay Area Rapid Transit District heavy rail between Oakland and San Francisco, and \$60.8 million for Dallas Area Rapid Transit to construct station platform extensions on two light rail lines (see related story on page 3).

When asked about the agency's next safety priority, Williams referenced FTA's Public Transportation Agency Safety Plan (PTASP) Final Rule, which becomes effective July 19 and requires certain operators of public transportation systems to develop safety plans that include the processes and procedures to implement Safety Management Systems. "We want to get everyone across the finish line by the deadline (July 20, 2020)," she said.

FEDERAL PARTNERS CONTINUED ON PAGE 10

Granholm: The Transportation Future Is Autonomous

Former Michigan Governor Addresses APTA Rail Conference

THE INTRODUCTION OF AUTONOMOUS vehicles (AV) and the widespread implementation of zero-emission fuels is causing a disruption on the level of automobiles replacing horse-drawn vehicles a century ago, Jennifer Granholm, former two-term governor of Michigan and CNN senior political commentator, told the Opening General Session of the 2019 APTA Rail Conference in Toronto, hosted by the Toronto Transit Commission (TTC).

By 2030, she suggested, Transportation Network Companies (TNCs) will operate electric-powered AVs that provide service "massively cheaper than a private car." She cited statistics showing that the cost of operating an electric TNC pool vehicle in that year would be just 3 cents per mile, compared with 75 cents per mile for a privately owned new vehicle, and said updated vehicles could be built to operate between 500,000 and one million miles before needing replacement.

She urged public transit leaders to seize the initiative and view this disruption as an opportunity to forge new, innovative partnerships with TNCs and other private-sector stakeholders to shape and lead the integrated mobility landscape.



Jennifer M. Granholm

And that isn't all. Granholm said the increasing prominence and affordability of AVs could change patterns of shopping: "delivery as a service" would allow for pop-up businesses to bring goods

OPENING GENERAL SESSION

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Top Rail Practitioners Compete at APTA's International Rail Rodeo



This year's APTA International Rail Rodeo competition brought together 19 teams of operators and 15 mechanic teams from the U.S., Canada and Japan. For coverage of Rail Rodeo award winners, see page 7.

Photo by Derek Stryland, senior photographer, TTC



COMMENTARY

BY ERIKA MAZZA

Chief Executive Officer & General Manager
Mountain Line
Flagstaff, AZ
Co-Chair, APTA Small Operations Committee

Equipping Smaller Agencies To Tell Big Stories

Innovation and efficiency are more than buzzwords in the public transit industry. They are the foundation of everything we do, and they are necessary for the hundreds of small transit systems around the country.

AS CO-CHAIR OF APTA'S SMALL OPERATIONS Committee, I spend much of my time working with colleagues to advocate for greater innovation and strategize on ways we can be more efficient with the resources we have.

One of our rallying points is the federal Small Transit Intensive Cities (STIC) program, which rewards high-performing small public transit systems like Mountain Line with additional funding for meeting or exceeding the performance measures of larger systems.

In a community of 75,000 people, Mountain Line provides more than 2.5 million rides per year and has experienced 150 percent ridership growth over the last 10 years. A significant portion of the system's federal funding is based on population; this means that a community twice our population may receive three times the federal funding and often has significantly less ridership.

STIC funding serves as the great equalizer for systems like Mountain Line, as it rewards based on *performance* instead of *population*. The STIC funding Mountain Line receives provides opportunities we would not otherwise have.

Many systems use STIC funding to capitalize on new and innovative solutions to be more efficient.

STIC funding enabled Mountain Line to invest in StreetLight, a "big data" software program that aggregates information from cellphones and is representative of the movements of the population.

While StreetLight is widely used in road planning, it had not been as widely applied as a public transit planning tool. We saw tremendous value in access to origin/destination, time of day and length of trip information to bring more robust data analysis to transit planning projects. This investment has already paid dividends and has allowed Mountain Line to develop mobility and transit projects with the assurance of a solid data background.

We originally procured StreetLight to obtain high-quality data for an implementation plan for the corridor that connects Flagstaff to the Grand Canyon and the Arizona Snowbowl ski area. Winter congestion in this corridor is a decades-long problem, as traffic from snow play and recreation areas creates significant delays and frustration for residents and visitors. There are tales of delays that have exceeded four hours, public safety fears about emergency vehicles being caught in the traffic and citizens demanding action from elected officials.

The congestion has been studied and decades of ideas have been generated about how to solve the problem, yet the issues persist. The goal of the implementation plan was to take things past the discussion phase into providing a roadmap for putting real solutions into action.

The foundation for this plan was *data*: more specifically, data that offer a glimpse back in time. Snow conditions, and therefore traffic conditions, vary greatly from year to year.

The data platform enabled Mountain Line to go back five

Stories that demonstrate what smaller systems are capable of with additional funding resonate with our elected officials and community members.

years to pinpoint actual (vs. perceived) drive times during peak winter weather. The data allowed the agency to "truth out" these tales of multi-hour congestion and get a more realistic average travel time in the corridor. Data provided an accurate story, one that didn't rely on people's memories or perceptions.

By removing costly infrastructure options from consideration, Mountain Line could begin exploring Transit Demand Management solutions that could make a large impact with a much smaller investment. This investment paid off with ridership increasing 165 percent over the previous year, accompanied by a marked decrease in congestion on the corridor. Peak travel times never reached the high point and public frustration about traffic was seemingly at an all-time low.

Without strong data, Mountain Line would not have had the necessary ammunition to encourage stakeholders to abandon costly strategies and focus on transit-oriented solutions.

Although Mountain Line purchased the data with the purpose of using it for the implementation plan, it was evident that the data provided a value that exceeded this particular project. Public transit planning from five years ago looked very different and relied on static data sources. Dynamic planning tools such as StreetLight allow public transit systems to operate on the fly, responding to trends, economic development patterns and service requests.

Public transit professionals often spend time making the case for their service or justifying why mobility options need to be in a certain place. Whether a system transports two million people a year or two million people a day, there is always the need to be fiscally responsible and squeeze as much as possible out of every single dollar.

Being armed with data about origin/destination, trip length and trip time allows transit agencies to put service where it is most needed and will yield the greatest return. Several other industries rely on this type of data to make decisions and using it for public transit purposes keeps our industry relevant and forward-thinking.

Stories that demonstrate what smaller systems are capable of with additional funding resonate with our elected officials and community members. I am proud to be a messenger of these success stories as the industry works toward reauthorization and increased STIC funding.

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

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FTA Acting Administrator K. Jane Williams, second from right, joined, from left, DART President/Executive Director Gary Thomas, DART Board Chair Sue Bauman and DART Board Vice Chair Paul Wageman at an event to announce a \$60.76 million grant to extend platforms at 28 DART light rail stations.

FTA Awards DART \$60M For Platform Extensions

FTA HAS AWARDED A \$60.76 MILLION Capital Investment Grant agreement with Dallas Area Rapid Transit (DART) for platform extensions at 28 stations along the existing Red and Blue light rail lines, allowing the system to accommodate more riders and longer trains.

The current station platforms can accommodate only two-car trains. When

the project is complete, all stations on these lines will be able to accommodate three-car trains. The total project cost is \$128.74 million.

FTA Acting Administrator K. Jane Williams announced the grant at a June 27 event at DART’s Downtown Plano Station.

VTA Selected for First-of-Its-Kind FTA Project

FTA RECENTLY SELECTED the Santa Clara Valley Transportation Authority (VTA), San Jose, CA, as the first U.S. public transit agency to enter discussions regarding the FTA Expedited Project Delivery pilot program for the agency’s BART Silicon Valley Phase II Project.

VTA’s project will employ single-bore technology to construct the five-mile underground subway through downtown San Jose. This line, which will continue the heavy rail extension from North San

Jose into downtown and Santa Clara, was one of seven projects nationwide submitted in consideration of the expedited funding.

VTA Chief Executive Officer and General Manager and APTA Vice Chair Nuria I. Fernandez said, “VTA is demonstrating the merits of this transformational infrastructure project, being the first in the nation to use single-bore technology for transit, and now being the first in the nation chosen for FTA’s expedited project delivery program.”

Register for APTA’s TRANSform Conference

NEW YORK CITY IS THE LAUNCH SITE for APTA’s 2019 TRANSform Conference: a *reimagined* APTA Annual Meeting, Oct. 13-16.

In a time of intense change and disruption in our industry, APTA has reinvented and reinvigorated the annual flagship event for the public transportation industry from the top down. More than ever, public transit professionals need to learn from one another how best to leverage changes in mobility to meet the needs of the customer. At APTA’s TRANSform, learning, sharing and networking will take center stage, providing the latest in policy, technology and new mobility ideas.

Attendees will experience:

- Powerful keynotes to help see public transit in a different way;

- Unconventional session formats to maximize learning and sharing experiences;
- Exciting technical tours that showcase one of the world’s largest public transit systems;
- A new products and services showcase format with more hours to extend the time to connect with partners; and
- Unparalleled networking opportunities both inside and outside the conference to broaden and deepen career relationships.

Join APTA and the local hosts, New York City DOT and the New York Metropolitan Transportation Authority, and be a part of this bold, new event. Register now at www.apta.com/TRANSform.

Nominations Open for APTA Board, Executive Committee

APTA CHAIR DAVID M. STACKROW Sr. has appointed the nominating committee that will recommend individuals to fill APTA leadership positions. The committee, which is chaired by Immediate Past Chair and Jacksonville Transportation Authority CEO Nathaniel P. Ford Sr., is accepting nominations until 5 p.m. EDT on Aug. 16, 2019.

The slate of nominees will stand for election at the annual business meeting and election Oct. 12 in New York City.

There are eight at-large director positions on the APTA Board of Directors—five public transit system members and three business members—to be filled in 2019. Those elected will be seated with terms ending in 2022.

APTA will hold its annual business meeting and election prior to the start of the 2019 APTA TRANSform Conference: a *reimagined* Annual Meeting. The newly elected board will start its term immediately following the election.

Consistent with APTA’s sustainability commitment, nominations are submitted entirely online. Documents are available at <https://bit.ly/2MUy4PF>.

The APTA Executive Committee has set the following campaign guidelines for candidates seeking election to the

APTA Board of Directors and Executive Committee:

- Personal letters, emails, personal conversations and phone calls are acceptable campaign strategies;
- Campaign events and distribution of campaign materials are not permitted during or in conflict with any APTA meeting or conference. Campaigning may occur before or after an APTA meeting or conference;
- APTA staff members or other APTA resources are not to play any role in campaign activities; and
- Serving on the board of directors or the executive committee requires a substantial personal and financial commitment. If you are interested in serving, please ensure that your organization is prepared for you to travel to meetings four times per year for board members and up to eight times per year for executive committee members. Travel expenses are only reimbursed for two meetings.

Questions regarding the election process, guidelines and eligibility requirements should be directed to Linda Ford at lford@apta.com.

Six Executive Committee Positions to Be Filled in 2019

- **Vice Chair** (term ends 2020)
- **Canadian System Rep.** (term ends 2022)
- **Business Member Board of Governors Rep.** (term ends 2022)
- **At-Large Business Member** (term ends 2022)
- **At-Large Transit Board Member** (term ends 2022)
- **At-Large Member** (term ends 2022)

LA Metro Welcomes ‘Harriet’ and ‘Ruth’

Los Angeles Metro welcomed its second set of tunnel boring machines at a recent event in Century City, CA. Metro selected the names “Harriet” and “Ruth”—submitted by sixth-grader Ruby Santamaria, third from left—for the machines, in honor of Underground Railroad leader Harriet Tubman and U.S. Supreme Court Justice Ruth Bader Ginsburg. Third-grader Hans Smallwood, second from right, created the winning artwork to decorate the machines. Joining the winners are, from left, former Santa Monica Mayor Pam O’Connor, Metro Board Member Jacquelyn Dupont-Walker, Beverly Hills Mayor John Mirisch and Metro Chief Executive Officer Phillip Washington. Harriet and Ruth will dig twin subway tunnels between Beverly Hills and Century City for Metro’s Purple Line Extension beginning in 2020.



New CEO Named Gonot, Utah Transit Authority

THE UTAH TRANSIT AUTHORITY (UTA) Board of Trustees in Salt Lake City has named Carolyn Gonot the agency’s new executive director. She joins UTA after 23 years with the Santa Clara Valley Transportation Authority in San Jose, CA, where she served most recently as chief planning and engineering officer. For APTA, Gonot is a member of the Planning, Policy and Program Development Committee and the Metropolitan Planning Subcommittee.

She succeeds Interim Executive Director Steve Meyer.



Carolyn Gonot

APTA Adopts Mobility Platform

THE APTA BOARD OF DIRECTORS recently adopted “APTA’s Mobility Platform” as a policy framework for the future.

The platform provides a set of policy principles to reflect APTA’s values and help deliver successful results in the ever-evolving mobility landscape. The APTA board established the following six new mobility principles: 1) Customer-Centric; 2) Equitable; 3) Integrated; 4) Resourced; 5) Privacy-Protected; and 6) Sustainable.

The platform was developed with input from various APTA committees, including the Mobility Management Committee, the Access Committee and the APTA Executive Committee. In addition, member feedback was obtained at the “Mobility Hub” booth at the May 2019 APTA Mobil-ity Conference in Louisville, KY.

The platform will be shared with the public transportation community and partner organizations.

APTA urges its members to use the platform in their communities.

APTA’s Mobility Platform

IN TODAY’S ERA OF TECHNOLOGICAL CHANGE, public transportation continues as the backbone for connecting and building thriving communities. There is no other way to move large numbers of people quickly, safely, affordably and with a minimum of environmental impact.

A healthy mobility ecosystem requires that public transportation be:



CUSTOMER-CENTRIC
The quality of public transportation is measured by positive user experiences of individual customers.



EQUITABLE
Quality, fully accessible public transportation must be safe and available to every person, regardless of income, age, or ability.



INTEGRATED
Public transportation is the centerpiece of an integrated and efficient public/private mobility network.



RESOURCED
Governments at the federal, state, and local levels must establish policies and provide funding to enable these goals to be achieved.



PRIVACY-PROTECTED
Data is critical to planning and providing quality public transportation services—but at the same time, all customers are entitled to the privacy of data associated with their trips.



SUSTAINABLE
Public transportation agencies must continue to test and adopt new service models and technologies that can enhance the customer experience, protect the environment, improve operations, or save money.

For more information on APTA and its mobility initiatives, please visit APTA’s Mobility Innovation Hub at www.apta.com/hub.

New APTA Executive Committee, Board Members Named

APTA CHAIR DAVID M. STACKROW SR. RECOMMENDED, and the APTA Board of Directors approved, the following appointments to fill vacancies on the Executive Committee and the Board of Directors at a recent meeting in Toronto.

Executive Committee appointments:

- **Michael Goldman**, principal director, state of Maryland, Washington Metropolitan Area Transit Authority, at-large transit board member, whose term expires in 2020.
- **Michele Wong Krause**, secretary, Dallas Area Rapid Transit, at-large transit board member, whose term expires in October 2019.
- **Richard J. Leary**, chief executive officer, Toronto Transit Commission, Canadian system member, whose term expires in October 2019.

Board of Directors appointments:

- **Doug Lecato**, vice chair, Capital Area Transportation Authority, Lansing, MI, at-large transit director, whose term expires in October 2020.
- **Randy Clarke**, president and CEO, Capital Metro, Austin, TX, at-large transit director, whose term expires in 2021.



Joining APTA President and CEO Paul P. Skoutelas, second from right, are new Executive Committee members, from left, Richard J. Leary, Michele Wong Krause and Michael Goldman.

APTA Annual Report Wins Award

APTA RECENTLY RECEIVED A SILVER EXCEL Award presented by Association Media & Publishing (AM&P) for its 2018 Annual Report.



The prestigious EXCEL Awards recognize excellence and leadership in nonprofit association media, publishing, marketing and communications. AM&P is the only organization dedicated to supporting and honoring digital and printed content in the association world.

APTA was one of only three associations recognized this year in the category of print annual reports. In 2015, the APTA Annual Report won a bronze EXCEL Award.

To view the publication, titled *REIMAGINE MOBILITY: The Power and Promise of Public Transportation*, go to www.apta.com/about/general-info/annual-report.

Legislative Committee Approves Authorization Recommendations

ON JUNE 23, APTA’S LEGISLATIVE Committee unanimously approved the Surface Transportation Authorization Recommendations, which will serve as the basis for APTA’s proposal for the next federal transportation authorization bill. The APTA Board of Directors will consider the recommendations at APTA’s TRANSform Conference in New York City in October.

In its recommendations, APTA urges Congress to dramatically increase federal infrastructure investment levels in public transportation and passenger rail. Specifically, APTA calls on Congress to address the pending shortfall in the Highway Trust Fund and provide \$145 billion over six years to bring public transit systems to a state of good repair and meet growing community needs for increased mobility choices. As part of this effort, APTA urges Congress to reestablish the 40-40-20 capital investment ratio among the

Capital Investment Grants, State of Good Repair, and Buses and Bus Facilities programs.

APTA also recommends that the authorization act establish a new Mobility Innovation and Technology Initiative to introduce cutting-edge technologies and integrate new service-delivery approaches and mobility options in the public transit marketplace. Finally, APTA’s recommendations propose that Congress establish a Passenger Rail Trust Fund and provide \$32 billion for high-performance and other passenger rail grants.

In addition to these brief highlights, the recommendations include dozens of other important public transportation policy, funding and financing provisions. The full text is available on the Legislative Committee’s APTAconnect page at <https://bit.ly/2LxXkJA>.

Via Introduces New Microtransit Network

NEWTON IN MOTION OR “NEWMO,” an on-demand service created by Via in partnership with the city of Newton, MA, recently entered service for older riders.

This microtransit deployment is designed to increase the mobility of residents of Newton over age 60, both within

the city and to select destinations in the surrounding region. It replaces a taxi voucher system that required passengers to make reservations at least 72 hours in advance.

Riders can use the Via smartphone app to hail a vehicle directly. They will go to a nearby virtual bus stop within a short walking distance for pickup and drop-off, allowing for quick and efficient shared trips without lengthy detours. In partnership with Avis, the service will operate with a fleet of Mercedes Metris vans as well as wheelchair-accessible vehicles.

Daniel Ramot, Via co-founder and chief executive officer, said, “We have increasingly seen cities and towns ask how they can provide their residents with public transportation that radically improves the customer experience and yet still achieves the same environmental and congestion-reducing benefits of mass transit solutions. ...[W]e are excited for NewMo to improve mobility for seniors in the community.”



In Memoriam

Colby, APTA Award Honoree

CHESTER E. (ED) COLBY JR., 81, of San Ramon, CA, died June 29. He was a 50-year public transit professional—serving as chief executive of agencies in Miami, Denver and Phoenix—and in 1992 he received APTA’s Jesse L. Haugh Award (now the Outstanding Public Transportation Manager). Colby also was director of transportation services at Indiana University (IU), partnering with transportation educator Dr. George M. Smerk at IU’s School of Business to provide public transit operations experience for students working at the Campus Bus System.



Chester E. (Ed) Colby Jr.

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C10M | 45' COACH



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APTA Honors Rail Systems for Safety, Security

APTA HONORED THE WINNERS of its 2019 Rail Safety and Security Awards at a General Luncheon during the 2019 Rail Conference in Toronto.

The following public transit agencies received Gold Awards for rail safety:

Commuter/Intercity Rail: MTA Long Island Rail Road, which partnered with the MTA Police Department to create the Right-of-Way Task Force. The creation of the task force allows the New York Metropolitan Transportation Authority to respond quickly to complaints of trespassers, illegal dumping of debris, track encroachments and potential security breaches.

Heavy Rail: Miami-Dade Transportation Planning Organization. After Miami-Dade Transit identified the need to reduce employee injuries, the agency created a safety program and adopted part of the Miami-Dade Department of Transportation and Public Works SMS

framework for monitoring employee injuries.

Light Rail/Streetcar: Metropolitan Transit Authority of Harris County (METRO), Houston. The agency identified a serious safety concern with light rail vehicles and intersection crossings in the central business district. METRO worked with the city's Traffic Timing Group to launch SmartSync, a project to improve traffic/rail signaling at intersections along METRO's light rail Red Line.

The following agencies received Gold Awards for rail security:

Commuter/Intercity Rail: Sound Transit, Seattle, for its adoption of the nationally acclaimed Stop the Bleed campaign. The system is providing employees and customers the tools to help themselves in a catastrophic event through outreach, education and the provision of life-saving resources.

Heavy Rail: Washington Metropolitan

Area Transit Authority (WMATA), which has the only tri-jurisdictional police department in the U.S., covering the District of Columbia, Maryland and Virginia. WMATA adopted the six pillars of President Obama's Task Force on 21st Century Policing: Building Trust and Legitimacy; Policy and Oversight; Technology/Social Media; Community Policing and Crime Reduction; Training/Education; and Officer Wellness and Safety.

Light Rail/Streetcar: Dallas Area Rapid Transit (DART), which took on the largest security endeavor in its history. DART's chief of police, with the concurrence of the president/executive director and board of directors, commissioned a five-year strategic staffing plan; partnered with the University of Texas Department of Criminal Justice on a manpower and staffing study; and increased physical and environmental security by using crime prevention through environmental design in its projects.

These agencies and businesses received Certificates of Merit:

Rail Safety, Commuter/Intercity Rail: Virgin Trains USA (f/k/a Brightline) partnered with nonprofit organization BuzzBoxx, a mobile barbershop situated in a see-through container on the back of a pickup truck, to provide free haircuts at nearby railroad corridors. The only cost to participants is to listen to the barbers' messages of how to be safe around railroad crossings and tracks, and to sign a safety pledge.

Rail Safety: Transdev North America, which created an action plan to resolve the top issues contributing to an increase in rail accidents.

Rail Security, Light Rail/Streetcar: Niagara Frontier Transit Metro System Inc., Buffalo, NY. The agency teamed with the Buffalo Fire Department and transit authority police to update safety and security plans related to the rail system, including the training of more than 300 first responders.



MTA Long Island Rail Road received APTA's Gold Award for Rail Safety in the Commuter/Intercity Rail category. APTA Chair David M. Stackrow Sr., left, and APTA President and CEO Paul P. Skoutelas, right, presented the awards.



The Gold Award for Rail Safety, Heavy Rail, went to the Miami-Dade Transportation Planning Organization.



Houston's Metropolitan Transit Authority of Harris County was honored with the Gold Award for Rail Safety, Light Rail/Streetcar.



APTA presented the Gold Award for Rail Security, Commuter/Intercity Rail, to Sound Transit in Seattle.



Dallas Area Rapid Transit received recognition with the Gold Award for Rail Security, Light Rail/Streetcar.



Among heavy rail systems, the Washington Metropolitan Area Transit Authority earned the Gold Award for Rail Security.

BART Takes Top Honors at International Rail Rodeo

THE SAN FRANCISCO BAY AREA Rapid Transit District (BART), Oakland, CA, received the Rail Transit Team Achievement Award—presented to the system with the highest combined score for its rail operators and maintenance team—at the 27th annual APTA Rail Rodeo Awards Ceremony, June 23 in Toronto. The rodeo was held June 21-22 in conjunction with the 2019 APTA Rail Conference.

Los Angeles Metro took second place in the combined competition, with the Regional Transportation District in Denver placing third.

The Operators Competition measures professional skills including train operation, knowledge of safety regulations, train equipment and track right-of-way rules and procedures.

Logan Packer and Michelle Smith, representing the Utah Transit Authority in Salt Lake City, won first place in the Operators Competition. BART operators Joshua Vining and Justin Strong took second place. Third place went to the team of Earleke Kidd and Eugene Metts of Maryland DOT Maryland Transit



BART took the top honor, the Rail Transit Team Achievement Award, in the 2019 APTA Rail Rodeo with the highest combined score for its rail operators and maintenance team.

Administration in Baltimore.

Participants in the Maintainers Competition are evaluated on their ability to troubleshoot maintenance problems.

BART's team of Gary Crandall, Steven Dore and Erroll Luciano placed first in

the Maintainers Competition. LA Metro's Marcos Martinez, Parker Rounds and Calvin Wong came in second. Third place went to RTD's Michael Hubbard, Randall Lovegrove and George Sweeney.

The APTA International Rail Rodeo

Competition encourages excellence and professionalism in rail transit operations. This year's competition included 19 teams of operators and 15 mechanic teams from the U.S., Canada and Japan.



Among rail operators, the Utah Transit Authority team of Logan Packer and Michelle Smith placed first.



First place in the maintainers' competition went to the BART team of Gary Crandall, Steven Dore and Erroll Luciano.

TTC Brings External Diversity in-House

THE POPULATION OF TORONTO IS famously diverse, encompassing speakers of more than 140 languages and dialects. The Toronto Transit Commission (TTC) has taken measures to ensure that diversity and inclusion are a major part of its corporate culture, as described by several agency employees at a session during the APTA Rail Conference.

"People need to stay committed to this ideal," said Valerie Albanese, head of the TTC's Diversity and Human Rights Department. "When a workplace is diverse, the customers notice and feel comfortable." She noted that TTC implemented its Diversity and Inclusion Plan in 2015.

Rupa Aggarwal, manager-diversity, spoke about the role of TTC's diversity outreach specialist in examining why some segments of the community are under-represented as public transit employees. "Sometimes there aren't diverse pools of talent," she said, pointing to corporate partnerships to



Panelists, from left: Alan Lyons, Valerie Albanese, Rupa Aggarwal, Michelle Haddad and Nelly Martins.

encourage diversity in job training and a mentoring program to bring adults with disabilities into the agency's culture.

Aggarwal also explained how TTC promotes inclusion by providing continuous education on human rights and diversity and acknowledging cultural events such as International Women's Day. "Our job is to provide a seamless journey for our customers," she said, "and TTC's journey is ongoing."

Michelle Haddad, rewards & recogni-

tion and events specialist, reported on a side of the program targeted at current employees: a rewards and recognition program to encourage positive, produc-

tive behaviors. Elements of this program include honoring TTC employees for zero injuries on the job and safety awareness, the "Spot Award" given for outstanding work and a peer-to-peer honor.

Alan Lyons, employee development specialist, also the moderator, described the growth of TTC's e-learning program, which now includes more than 3,000 courses. In addition to courses for frontline employees, the agency targets supervisors and managers with its Leadership Advantage program.

Nelly Martins, recognition program and project specialist, also participated in the session, which was sponsored by Parsons Corporation.

View videos of 2019 APTA Rail Conference sessions at apta.com/Rail19videos.



APTA President and CEO Paul P. Skoutelas brought conference participants up to date on APTA activities.



APTA Chair David M. Stackrow Sr. reported on the status of APTA's next strategic plan.



TTC Chair and Toronto City Councillor Jaye Robinson and TTC CEO Richard J. Leary welcomed conference attendees during the Opening General Session.



Canadian Urban Transit Association President and CEO Marco D'Angelo, left, addressed the APTA Board of Directors prior to the opening of the conference. Seated from left are APTA Vice Chair Nuria I. Fernandez; Chair David M. Stackrow Sr.; President and CEO Paul P. Skoutelas; and Secretary-Treasurer Freddie C. Fuller II.



APTA committees convened before and throughout the conference.



Moving Forward With Rail

With more than 1,700 public transportation professionals in attendance, APTA addressed critical challenges and opportunities facing all rail transit modes at its Rail Conference in Toronto. Here are scenes from the four-day event, including general sessions, networking opportunities and the International Rail Rodeo competition.

Photos by Steve Barrett Photography, unless otherwise noted



Railroad-themed snacks in the APTA staff room during the conference.



APTA President and CEO Paul P. Skoutelas addressed the APTA Legislative Committee. From left: Ward W. McCarragher, APTA vice president, government affairs; committee Chair Diana Mendes; and APTA Chair David M. Stackrow Sr.



The 2019 International Rail Rodeo tested the skills of operators and maintainers.

Photos by Derek Stryland, senior photographer, TTC



At the Opening General Session, APTA Chair David M. Stackrow Sr. referenced *Passenger Transport*'s coverage of rail activities at various systems.



Toronto Mayor John Tory spoke at the Opening General Session.



From left: APTA Secretary-Treasurer Freddie C. Fuller II; Vice Chair Nuria I. Fernandez; Chair David M. Stackrow Sr.; TTC CEO Richard J. Leary; former Michigan Governor Jennifer M. Granholm; and APTA President and CEO Paul P. Skoutelas.



The conference included numerous opportunities for networking and exchanging ideas.



Conference attendees packed the four general sessions and numerous educational sessions.



FTA Acting Administrator K. Jane Williams tested a rail operator simulator at the Rail Products & Services Showcase.



The Products & Services Showcase brought together the newest and most innovative technologies for rail operators.



APT Chair David M. Stackrow Sr. speaking at the Opening General Session.

Former Michigan Gov. Jennifer M. Granholm Shares Unique Insights



Immediately following her keynote address at the June 24 Opening General Session of APTA's 2019 Rail Conference, former Michigan Gov. and current CNN political contributor Jennifer M. Granholm discussed her experiences in office, public transportation, education, workforce development and economic sustainability at the "Ask the Governor" session. Granholm fielded questions from the audience and advised attendees to make their voices heard at all levels of government by sharing positive stories about public transportation—including how the industry is a catalyst for generating jobs, opportunity and social cohesion. Nuria I. Fernandez, APTA vice chair and general manager/CEO of the Santa Clara Valley Transportation Authority, San Jose, CA, moderated the session.

OPENING GENERAL SESSION CONTINUED FROM PAGE 1

to the consumer. These changes, she said, would lead to the rethinking of urban design as curbsides would no longer need to be held open for vehicle parking and public garages could use their space to provide housing.

She admitted that the influx of AVs could negatively affect rail and bus but suggested that public transit agencies work together with the private sector to provide service worth a premium. Luxury trains could become like "cruise ships without water," Granholm said, and multimodal platforms could improve both connectivity and convenience.

Granholm stressed that U.S. mayors and governors remain "on the cutting edge of climate action and clean energy," noting the "100 Cities, 100 Percent" commitment to clean energy and local and state governments' continuing support of the Paris Climate Agreement. She called on public transit supporters to elect leaders for whom the need for transit is a priority.

Noting that, at present, transportation is a major contributor to greenhouse gas emissions, Granholm described how public transit agencies can partner with electric utilities, environmental groups, state and local governments, rural electric cooperatives, chambers of commerce and agricultural organizations in the creation of green transportation.

Also at the Session

APTA Chair David M. Stackrow Sr., board treasurer of the Capital District Transportation Authority in Albany, NY, spoke about his efforts to oversee creation of a three-year strategic plan for APTA, one of his priorities. He mentioned the support

he has received in discussions with APTA members, stakeholders and staff.

He also described efforts such as TOD to "leverage the greatest value from public transportation investments."

APTA President and CEO Paul P. Skoutelas said the lesson of APTA's study missions to Canada and Europe is "a growing consensus that public transportation must be the essential backbone of a dynamic mobility landscape."

He continued, "We came to Canada to learn how major investments north of the border are being structured, developed and financed in delivering a variety of mobility options for residents; in making public-private partnerships work; and in using innovative financing and modern procurement practices to spur large, multi-year investments in infrastructure."

Toronto Mayor John Tory recognized the friendship and partnership between the U.S. and Canada and acknowledged the value of public transit. "You connect isolated neighborhoods to opportunity," he said. "By getting cars off the road, you help improve the climate. Your support is not just desirable, it is necessary."

TTC Chief Executive Officer Richard J. Leary, a member of the APTA Executive Committee, praised his agency's 15,000 employees as "the real assets of our organization," noting their help in accommodating 2.7 million Toronto Raptors fans who crowded the downtown area to celebrate the team's first NBA championship. Jaye Robinson, TTC chair and city councilor, acknowledged the "monumental investments" the public transit system has made in the region.

HDR sponsored the session.

Grade Crossing Safety: The Next Rail Priority

GRADE CROSSINGS ARE, AFTER PTC, the next important area to address to increase safety around trains, Metra Chief Executive Officer/Executive Director James M. Derwinski said at a session dedicated to best practices in reducing dangerous incidents at crossings.

"The overall goal of our industry is to eliminate the problem," said Jeff J. Utterback, rail practice lead, Infrastructure & Environmental Business Unit, Battelle, Lake Arrowhead, CA, but "everything we do to eliminate even *one* fatality should be considered a success." He cited connected vehicle technology, which integrates GPS with computers and mobile

devices to warn drivers of possible violations, and a Rail Crossing Violation Warning system in the pilot stage.

Karl Alexy, FRA acting associate administrator for railroad safety/chief safety officer, said the administration is conducting listening sessions to identify possible advances in stopping trespassing and other safety lapses around grade crossings.

Matthew O. Tucker, executive director, North County Transit District, Oceanside, CA, summed up: "We have to know where to focus. When you put together engineering, enforcement and education, you get change."



Panelists, from left: Karl Alexy, at podium; James M. Derwinski; Adrian Hellman of the Volpe Center, who did not speak at the session; Jeff J. Utterback; and Matthew O. Tucker.

FEDERAL PARTNERS CONTINUED FROM PAGE 1

Following Williams, Karl Alexy, FRA acting associate administrator for railroad safety/chief safety officer, continued the safety theme. Specifically, he asked, "How do we get to the next level?" and answered his question by citing innovation and partnerships.

Alexy noted how all U.S. commuter rail systems met their initial PTC deadline at the end of 2018. He also spoke about ongoing efforts to develop interoperability between Class I railroads, which include Amtrak, and Class II and III railroads, which are smaller and carry only freight.

While emphasizing that PTC is the most important rail safety technology, Alexy noted other innovations including the re-chartering of FRA's Railroad Safety Advisory Committee and the possibility of a confidential close call reporting system for rail, similar to one used at FAA.

APTA President and CEO Paul P. Skoutelas led the conversation with Williams, and Jeffrey D. Kneuppel, chair of the APTA Commuter Rail Committee and general manager, Southeastern Pennsylvania Transportation Authority, Philadelphia, led the discussion with Alexy.



SEPTA General Manager Jeffrey D. Kneuppel, left, with Karl Alexy, FRA acting associate administrator for railroad safety/chief safety officer.

Public Transit Heads Discuss Investment And Expansion in Canada

WITH THE CANADIAN FEDERAL government having dedicated \$22.3 billion USD over 10 years to fund public transportation infrastructure through the Investing in Canada Plan, executives from three Canadian public transit agencies briefed APTA Rail Conference attendees about projects they have underway and planned at a June 25 General Luncheon: “Building Canada’s Passenger Rail System for the 21st Century.”

Richard J. Leary, chief executive officer of conference host agency Toronto Transit Commission (TTC), described how, as the third largest public transit system in North America, TTC ridership accounts for approximately 85 percent of all local transit trips in the Greater Toronto area.

The system is not without its challenges, he said: 30,000-40,000 people move to Toronto each year, placing increasing demands on the system. “Ridership keeps me awake at night—we have to move more people more quickly through the system,” he said. “And our infrastructure is starting to show its age.”

Leary emphasized the importance of balancing state of good repair against expansion and purchase of new vehicles. When he assumed his job 18 months ago, city officials questioned why he was not capitalizing on options for new vehicles. TTC submitted a capital investment plan titled “Making Headway, Capital Investments to Keep Transit Moving 2019–2033,” that laid out the system’s asset lifecycle replacement costs, accounting for no expansion, which amounted to \$33.5 billion Cdn.—a \$24 billion funding shortfall over the next 15 years. The reality, Leary explained, was that there was no money for new vehicles.

Doug Morgan, director of Calgary (Alberta) Transit, described how his system very much “punches above its weight” in regard to its size and area of operations. Calgary is the “oil capital of Canada,” he explained, “and our competitor the car is well funded.” As such, the agency has seen ridership



CUTA President and CEO Marco D’Angelo, left, with TTC CEO Richard J. Leary, Calgary Transit Director Doug Morgan and TransLink CEO Kevin Desmond.

decline to 105,348,000 in 2018 from an all-time high of 109,974,600 in 2015. This has prompted the agency to regularly poll riders to discover what is important to them so that it can deliver the most effective services.

Funds have been available for system expansion, in small increments, Morgan explained, but the system is now embarking on a “mega-project”—the multi-billion-dollar Green Line light rail line. He described the system’s \$13 billion RouteAhead plan, a 30-year roadmap for investment in public transit, reiterating the importance of balancing new investment with funding for state of good repair—in some cases leveraging extension projects to partly revitalize existing assets.

Kevin Desmond, CEO of South Coast British Columbia Transportation Authority (TransLink) in Vancouver, noted that ridership is up 17 percent since 2015 with 1.3 million daily boardings. The Canadian government’s Budget 2016 announced immediate federal investments of up to \$3.4 billion in public transit over three years, starting in 2016–2017, to be provided through a new Public Transit Infrastructure Fund, with further investment over the next decade.

“That program was announced three days after I started at TransLink,” Desmond said. “Because we had a plan already in place, we were able to begin leveraging these dollars fairly quickly and we’re now well on our way through our \$9 billion [10-Year Vision for Metro

Vancouver Transit and Transportation] plan.”

Capital funding allows for expansion of the system’s SkyTrain service, with two simultaneous extensions, and some funding is directed toward the system’s state of good repair program.

Vancouver, too, is experiencing rapid population growth, with a 50 percent increase anticipated by the 2040s. “We

have to accommodate these people in an area of restricted size,” said Desmond. “We will not be building new roads; the people want to see more public transportation as big and as fast as we can put it forward.”

Twenty-one percent of TransLink’s operating revenue comes from a gas tax. The provincial government of British Columbia has an aggressive sustainability program, with the aim of no internal combustion engine cars being sold by the 2040s. “This is great for the climate,” said Desmond, “but within 10 years our gas tax revenue will be down by about \$60 million per year.”

The session was provided with the support of the Canadian Urban Transit Association (CUTA); the luncheon was sponsored by HNTB Corporation. APTA President and CEO Paul P. Skoutelas presided and Marco D’Angelo, CUTA president and CEO, moderated the session.

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Achieving Revenue Opportunities From Value Capture



At a June 25 joint session held by APTA and the Japan International Transport Institute, USA (JITI), executives shared their formulas for realizing revenue opportunities from value capture while assuring that community members are not priced out. APTA President and CEO Paul P. Skoutelas gave opening remarks. K. Jane Williams, acting administrator, FTA, also spoke.

Engineering the Building Blocks of Today's Modern Cities

"SMART" CITIES CAN BE DEFINED by the manner in which they enhance economic growth and individuals' quality of life. The Closing General Session of APTA's 2019 Rail Conference explored how intelligent transportation networks and urban design are creating today's modern city—with key takeaways being to get people out of their cars, not to consider technology as the be-all and end-all and to seek out and work with the best people/providers.

Harriet Tregoning, director, New Urban Mobility Alliance, Washington, DC, suggested that a smart city is one that is efficient, affordable, convenient and sustainable. While technologies can bring these attributes to fruition, she cautioned that they can also contribute to disparities when considering their cost to deploy. She also sought to dispel the "nightmarish" assumption of fleets of "zombie" autonomous vehicles driving around empty because it is cheaper than paying for parking—"a scenario that would be disastrous for transit and for what we think of as cities."

Greg Percy, chief operating officer, Metrolinx (GO Transit), Toronto, defined a smart city in terms of the integration between public transportation and city building. "We [rail] go through the backyards of North America; how we build matters," he said.

Andrew Miller, associate director, mobility, Sidewalk Labs, New York, NY,



Kimberly J. Williams with, from left, Andrew Miller, Harriet Tregoning, Shailen P. Bhatt and Greg Percy.

posed that creating a smart city does not mean simply covering an existing city with technology; rather it requires close coordination between technology and urban planning from the outset. "After all," he said, "you don't need the Internet to create a better bike lane."

Shailen P. Bhatt, president and CEO of ITS America (Intelligent Transportation Society of America), Washington, DC, also suggested that it is easy to get caught up with technology when thinking of smart cities. "'Smart City' is a brand," he said. "From a transportation perspective, the conversation should be about how we move people more safely and greener."

Regarding congestion, Tregoning described the inefficiency of private-car ownership: "You use a car part of the time but pay for it *all* the time." If a person has a car, then it stands to reason that the trips that person will take will

be by car. The consensus was that the aim is to get people out of their cars—or never to own one.

When looking at disruptive forces, according to Percy, the most significant is first-/last-mile connections between public transit and destinations. Micro-transit services and partnerships with

transportation network companies is imperative. "Figure out the endgame and then work out how to get there; let's partner with the people who do things better than we can."

Whether in terms of technology or best practices, creating smart cities requires innovation. Tregoning suggested that public transit agencies are not typically known as risk-takers, saying, "If you are only doing things that cannot fail, then you are *not* innovating. Management needs to change this culture."

Bhatt agreed, noting that it is difficult to cultivate a risk-taking culture in the public sector, but that leadership needs to support employees to that end.

Kimberly J. Williams, chief innovation officer, Metropolitan Transit Authority of Harris County, Houston, moderated the session.

APTA's Mobility Innovation Hub is an interactive portal to share cutting-edge initiatives and "how-to" information on the ways in which public transit agencies are leveraging new technology and innovation to improve mobility. Visit www.apta.com/research-technical-resources/mobility-innovation-hub to view next practices, share information and become a catalyst for a culture of innovation that will support the creation of connected, integrated mobility services with public transit as the backbone.

APTA's 2019

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People On The Move

CHICAGO—**Kirk Dillard** has been elected to a second five-year term as chairman of the Regional Transportation Authority Board of Directors. Dillard, who received the APTA Local Distinguished Service Award in 2017, is a partner at Locke Lord LLP who earlier served almost 20 years in the Illinois State Senate and worked for two Illinois governors.

HOUSTON—WSP USA announced the promotion of **James Caughorn** to Houston transportation and infrastructure area manager. He formerly was a senior project manager and civil lead for the firm's Texas/Mountain region.



Caughorn

PAINESVILLE, OH—Former Wiloughby Mayor **David Anderson** and Alliance for Working Together Executive Director **Alice Cable** have joined the Laketrans Board of Trustees, each serving a three-year term.

Also, **Donna McNamee**, a board member since 2001, was reappointed to a new term. For APTA, she is vice chair of the Transit Board Members ADA Subcommittee and a member of the Access, Legislative, Mobility Management and Transit Board Members committees and the Revenue Task Force Membership Working Group.



Anderson



Cable

MODESTO, CA—**Adam Barth**, transit manager for Modesto Area Express since 2016, received the Rising Star Award at the recent spring conference and expo of the California Association for Coordinated Transportation (CalACT), the largest state public transit association in the U.S. The Rising Star Award honors an emerging leader in public transportation who has demonstrated outstanding achievement in operations, management, development of new or innovative programs or leadership in their region or transit agency.



Hillyard

PHOENIX—Valley Metro announced the appointment of **Jim Hillyard** as chief administrative officer. He has more than 20 years of public sector executive experience, serving most recently as deputy director for operations with the Arizona Department of Economic Security.

STEVENSVILLE, MD—Stertil-Koni announced the retirement of **Paul Marks**, operations manager, after 21 years with the company and the hiring of **Doug Frakes** as his successor, an operations specialist.

Marks, a retired U.S. Air Force officer with 26 years of service, joined Stertil-Koni in 1998 as one of its first two employees. Frakes joins the company after 10 years with FedEx Ground in Upper Marlboro, MD.



Marks



Frakes

Stertil-Koni also announced the appointment of **Kevin Boyer** as service manager. He joins the company after serving as a sales manager and technician at BOE Marine and RV in Stevensville, MD.



Boyer

SAN ANTONIO—**Jeffrey C. Arndt**, president/chief executive officer of VIA Metropolitan Transit, recently became the first recipient of the Gerencia Con Corazón [practice management with compassion/heart] Champion Award presented by the San Antonio Hispanic Chamber of Commerce and the 2019 Alexander Briseño Leadership Development Program Steering Committee, named after a former VIA board chair. The award honors Arndt's years of support and continued engagement with the leadership program and the community it serves.



Arndt

Also, Arndt has been elected chair of the Visit San Antonio Board of Directors. He previously served as its vice chair.



SNOHOMISH COUNTY, WA—Community Transit recently recognized two of its operators with the Million Mile Award. **Nicomedes Plantilla**, left, was honored for reaching two million miles of safe driving over almost 26 years of service, becoming the agency's ninth driver to achieve this status. **Allan Mehau**, a bus operator for almost 18 years, joined more than 50 other Community Transit drivers with one million miles of safe driving.

VIENNA, VA—**Harpal Kapoor** has joined the Vienna office of HDR as a senior program manager and transit vehicle practice lead covering national and global markets. His more than 35 years in the industry include tenures as general manager of Miami-



Kapoor

Dade Transit in Florida and managerial and consulting engineering roles with the Washington Metropolitan Area Transit Authority.

For APTA, Kapoor is vice chair-task forces for the Bus Technical Maintenance Committee and a member of the Bus Standards Policy & Planning, Business Member Procurement, Clean Propulsion and Connected and Automated Vehicle committees.

WASHINGTON, DC—The Washington Metropolitan Area Transit Authority has named **Michael H. Mobbs** counsel to Inspector General **Geoffrey Cherrington**. Most recently he was general counsel to the State Department inspector general.



Mobbs

Mobbs worked in the Reagan administration on U.S.-Soviet nuclear arms reduction talks, returned to private practice and, after Sept. 11, 2001, joined the George W. Bush administration in posts related to homeland security and Iraq reconstruction.

SAN BERNARDINO, CA—Yucaipa Mayor Pro Tem **David Avila** is to succeed **Ron Dailey**, a member of the Loma Linda Council, as chair of the Omnitrans Board of Directors. Montclair Mayor **Javier (John) Dutrey** was elected to fill the vice chair position.



Avila

Avila joined the board in 2017 and served on the city council since 2014. He had a 32-year career with the California Department of Forestry and Fire Protection before retiring as a battalion chief.

Dutrey, a board alternate since 2003 who was appointed to the board in 2017, joined the Montclair City Council in 1996 and was elected mayor in 2018. He is a project manager in the Development Services Department of the city of Rialto.



Dutrey

INDIANAPOLIS—IndyGo announced the promotion of **Marcus Burnside** to vice president of technology. He began working with the agency as a consultant in 2015 and joined the IndyGo team in

2017, serving as director of technology and interim vice president of technology. Burnside has more than 25 years of information technology experience in both the private and public sectors.

LOS ANGELES—Los Angeles Metro has announced the following appointments to the senior leadership team: **Nadine Lee**, chief of staff; **Yvette Zoe-Robles Rapose**, chief communications officer; **James L. de la Loza**, chief planning officer; **Jonaure Wisdom**, chief civil rights programs officer; and **Aston T. Greene III**, interim chief systems security and law enforcement officer. Lee and Rapose previously served in their posts on an interim basis. Greene's current position is executive officer, administration, for systems security and law enforcement.



CINCINNATI—**Ted Meyer**, second from right, is retiring after 37 years with Cincinnati Metro, most recently as director of planning and scheduling. The Southwest Ohio Regional Transit Authority (SORTA) Board of Trustees honored him with the CEO S.T.A.R. [Service That Attracts Recognition] Award at a recent board meeting; the honor acknowledges and rewards employees who demonstrate exemplary service to the agency and the community. Also in the photo, from left: SORTA Board Vice Chair Gwen L. Robinson, board Chair Kreg Keesee and Metro Interim Chief Executive Officer and General Manager Darryl Haley.

OAKLAND, CA—California Gov. Gavin Newsom has announced the appointment of **Harriet Richardson** as the San Francisco Bay Area Rapid Transit District's first inspector general. Richardson has almost 30 years experience conducting independent management reviews and audits, most recently as city auditor for Palo Alto, CA.

DES PLAINES, IL—**Isabel Martin** has joined Motor Coach Industries (MCI) as bids coordinator. Martin joins MCI from a career in manufacturing and contract management at PTI Transformers, a major supplier to Manitoba Hydro. She succeeds **Dale Majury**, who is retiring in July after a 37-year career at MCI.



Martin

Passenger Transport case studies examine different topics of importance to public transportation by analyzing how an organization implemented an innovative practice, product, system or service and lessons learned. If you have a subject or actual case study to suggest, please contact Senior Managing Editor David A. Riddy at driddy@apta.com.

CLASSIFIEDS

The Public Transit Marketplace—*Passenger Transport* Classified Ads are the marketplace for public transit. All classified ads appearing in the print version of *Passenger Transport* will also appear in the electronic version. All help wanted ads must appear in print in order to be listed on-line.

TO PLACE AN AD: E-mail the requested date(s) of publication to: ptads@apta.com. Mailing address is: *Passenger Transport*, 1300 I Street, NW, Suite 1200 East, Washington, DC 20005. Ad copy is not accepted by phone. **DEADLINE:** 3 p.m., EST, Friday, one week prior to publication date. **INFORMATION:** Phone (202) 496-4877.

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To estimate the price of your ad, you may use Microsoft Word's "word count."
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NOTICES

PUBLIC NOTICE

ALEXANDER DENNIS, INC. CANYON LAKE, CALIFORNIA

In accordance with the requirements of the U.S. Department of Transportation, set forth in 49 C.F.R. Part 26, Alexander Dennis, Inc., hereby notifies the public that it is proposing the following Disadvantaged Business Enterprise ("DBE") goal for applicable professional services, construction and procurement contracts during Fiscal Year 2020, beginning October 1, 2019 and ending September 30, 2020. The overall total DBE goal for Fiscal Year 2020 is 2.5%. Information pertaining to this goal and a description of how it was selected will be available for inspection from 8:00 a.m. to 5:00 p.m. (Eastern Time) at DLA Piper, LLP (US), 500 8th Street, NW, Washington, D.C. 20004 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 Daniel Cook, same address, AND to the Regional Civil Rights Officer, Federal Transit Administration, Region IX, 201 Mission Street, Suite 1650, San Francisco, CA 94105-1839 (telephone: (415) 744-3133; fax: (415) 744-2726).

BIDS/PROPOSALS

NOTICE

REQUEST FOR PROPOSALS (Non-Bid)

PARK CITY OLD TOWN CIRCULATION AND ACCESS IMPROVEMENT PLAN

Park City Municipal Corporation ("PCMC") is soliciting Request for Proposals from qualified professional firms for circulation and access improvement plan services.

The deadline for receipt of the proposal submittal is **by 5:00 p.m. MST, Tuesday, July 16, 2019**. Submittals received after the deadline will not be accepted. For a complete Request for Proposals (Non-Bid), please visit Park City Municipal Corporation's website, <http://www.parkcity.org/government/current-rfps-and-bids>.

All questions shall be submitted in writing via email to Alexis.Verson@parkcity.org or via facsimile to: 435-615-4901 by 5:00 p.m. MST, Tuesday, July 9, 2019.

Park City reserves the right to reject any or all proposals and to waive any minor irregularities in any proposal.

REQUEST FOR PROPOSALS #19-00031

PARATRANSIT SERVICES

Hampton Roads Transit (HRT) requests proposals from qualified Contractors with requisite experience and service offering to provide three (3) separate Paratransit services: Paratransit Van Service, Paratransit Sedan Service, and/or Paratransit Call Center Service. Proposal packages may be downloaded from the Procurement page of the HRT website: <https://gohrt.com/procurements/open-solicitations/>. HRT will not provide printed proposal packages but will allow viewing of the solicitation documents at HRT offices by appointment. CDs are also available for \$25 per copy. Certified checks or money orders only. Questions or CD requests should be addressed to Sonya Luther at 757-222-6000 ext. 6419, email sluthert@hrttransit.org.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY RFP No. MSOP150-20 RAIL OPERATIONS, MAINTENANCE, AND SUPPORT SERVICES

The Southern California Regional Rail Authority ("Authority") invites proposals from qualified firms to provide rail operations, maintenance and support services for its commuter rail service known as Metrolink.

Requests for Proposal (RFPs) may be obtained via download at: http://www.metrolinktrains.com/doing_business. (Vendors must register on the website in order to download the documents.) Electronic Proposal Submittals are **due at 2:00 p.m. (PT) on October 11, 2019**.

The Authority will conduct a mandatory Pre-Proposal Conference and Facilities Tour at 8:00 a.m. (PT) on Friday, July 19, 2019, at the Authority's offices located at 2700 Melbourne Avenue, Pomona, CA 91767.

The contract to be awarded is funded in part under grants issued by the U.S. Department of Transportation, Federal Transit Administration. Proposers will be required to certify that they have not been suspended or debarred from participation in federally-funded contracts. Full compliance with all applicable Safety and Health standards, DBE requirements, Equal Employment Opportunity and Americans with Disabilities Act laws and regulations will be required of the successful proposer. As a condition of financial assistance agreements between the Authority and U.S. DOT, the Authority has established a Disadvantaged Business Enterprise (DBE) Program and overall annual DBE goal in accordance with Title 49 CFR, Part 26. SCRRRA's Overall DBE Goal for Federal Fiscal Years 2019-2021 is 12%. The Authority has established a goal of 9% for DBE participation on this project.

For further information contact: Angelos Kastrianakis, Principal Contract and Compliance Administrator at (213) 452-0215 or email KastrianakisA@scrra.net

7/8/19

CNS-3267202#

PASSENGER TRANSPORT C/O AMER

CITY OF CULVER CITY - BID 1949

Notice is hereby given that sealed bids will be accepted by the City of Culver City, California, for furnishing all labor, services, materials, and equipment, and performing all work to provide for a complete and acceptable project, including site work for: **Culver City Bus Signal Priority System WLAN Communications Equipment Installation, Project No. PX-1949, BID NO. #1949**

In strict accordance with the Specifications on file in the office of the Culver City Purchasing Division, 4343 Duquesne Avenue, Culver City, California, 90232. Copies of specifications and proposal documents may be obtained from the City's website at <http://www.culvercity.org/city-hall/information/bidding-contract-opportunities>. Any and all changes in the RFP will be made by written addendum, which shall be issued by the City to all prospective bidders who have registered for the RFP via the City's website.

One original, one electronic, and three copies of the bid must be submitted in an envelope to the CITY CLERK at CITY HALL, 9770 Culver Boulevard, Culver City, California, 90232, **not later than 3:00 p.m. on Thursday, August 1, 2019** at which time they will be recorded at the City Clerk's Desk on the First Floor of City Hall. Late submissions will not be accepted. Facsimile bids will not be accepted. Any bidder may

withdraw his bid, without obligation, at any time prior to the scheduled closing time for receipt of bids. A withdrawal will not be effective unless made personally or by telephonic notification received prior to the closing date. Bids may later be referred to the City Council for appropriate action. The City reserves the right to reject any or all bid as the best interests of the City may dictate.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA)

REQUEST FOR PROPOSAL

LACMTA will receive Proposals for **EG63844 - Request for Interest and Qualifications (RFIQ)** Interior Passenger Lighting Upgrade to Light-Emitting Diode (LED) at the 9th Floor Receptionist Desk, Vendor/Contract Management Department, One Gateway Plaza, Los Angeles, CA 90012.

A Pre-Proposal conference will not be held. All Proposals must be submitted to LACMTA, and be filed at the reception desk, 9th floor, V/CM Department, **on or before 1:00 PM, Pacific Time on July 22, 2019**. Proposals received after the above date and time may be rejected and returned unopened. Each proposal must be sealed and marked Proposal No. EG63844.

For a copy of the Proposal/Bid specification visit our Solicitation Page on our Vendor Portal at <https://business.metro.net> or for further information email Lorretta Norris at norrisl@metro.net.

7/8/19

CNS-3264828#

PASSENGER TRANSPORT C/O AMER

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA)

INVITATION FOR BID

LACMTA will receive bids for **OP63482 - ExpressLanes - Channelizer & Epoxy** at the 9th Floor Receptionist Desk, Vendor/Contract Management Department, One Gateway Plaza, Los Angeles, CA 90012.

A Pre-Bid conference will be held on Tuesday, July 16, 2019, 9:00 a.m., at One Gateway Plaza, Los Angeles, CA 90012, Palisades: Room 08-98. This project is a Small Business Enterprise (SBE) Set-Aside contract. To participate in this IFB, bidders must be SBE certified with LACMTA prior to proposal due date. For information on the Set-Aside program, visit: <https://business.metro.net/VendorPortal/faces/home1/certifications>

All Bids must be submitted on forms furnished by LACMTA, and must be filed at the reception desk, 9th floor, V/CM Department, **on or before 1:00 p.m. Pacific Time on Thursday, August 15, 2019**, at which time bids will be opened and publicly read. Bids received later than the above date and time will be rejected and returned to the bidder unopened. Each bid must be sealed and marked Bid No. OP63482.

For a copy of the Proposal/Bid specification visit our Solicitation Page on our Vendor Portal at <https://business.metro.net> or for further information email Aryani Guzman at guzmana@metro.net.

7/8/19

CNS-3269147#

PASSENGER TRANSPORT C/O AMER

NOTICE REQUEST FOR PROPOSALS

The **City of Pigeon Forge** is requesting proposals for an **I.T.S. Technology system** using funds made available through the IMPROVE Act by the State of Tennessee and Tennessee Department of Transportation. Specifications may be obtained, and questions referred to Transit Director Linuel R. Wilhoite between the hours of 9:00 A.M. and 4:00 P.M., Monday through Friday.

Fun Time Trolley,

186 Old Mill Avenue,

Pigeon Forge, TN 37868,

Telephone Number (865) 453-6444

All proposals must be in a sealed envelope with the bidder's name and address on the outside and marked **"BID PROPOSAL FOR I.T.S. SYSTEM"**.

Proposals will be received at the trolley office **until 2:00 P.M. on September 10, 2019**. All RFP's will be evaluated on the evaluation criteria set forth in the RFP, and the award shall be based on this evaluation process.

The City hereby notifies all bidders that in regard to any contract entered into pursuant to this advertisement, minority business enterprise will be afforded a full opportunity to submit bids in response to this invitation and shall not be discriminated against on the basis of race, religion, sex, age, national origin, or disability in consideration for an award.

The city reserves the right to reject any or all bids, or to accept the bid most favorable to the city.

This 10th day of July 2019

Linuel R. Wilhoite, Transit Director

City of Pigeon Forge, TN

HELP WANTED

SAN JOAQUIN REGIONAL TRANSIT DISTRICT

GRANTS ANALYST/SPECIALIST/ SENIOR SPECIALIST

Closing Date: Until Filled

Salary Ranges start at \$47,437 (Analyst); \$54,901 (Specialist); \$63,503 (Senior Specialist) (Depending on Qualifications)

Under general direction, coordinates, develops and drafts applications for single and multi-year federal and state grants for funding of projects, programs and activities to achieve the District's capital and program/service strategies and objectives; identifies sources of additional grant funding; compiles required reports to granting agencies; develops reports and monitors the status of approved grants to ensure the full, timely utilization of all grant funds and compliance with granting agency terms and conditions; and performs related duties as assigned.

The incumbent must have exceptional oral and written presentation skills, must be a strong communicator with outstanding organizational abilities, and must have the ability to work extremely well in both a team setting and independently. The incumbent must be proficient in the analysis and preparation of financial data. The incumbent must be proficient in Microsoft Excel and be able to quickly learn new business management software. The incumbent must also be highly sensitive to project impact on individual departments, as well as to RTD as a whole.

In order to learn more about this position, and to apply online, please visit: www.sanjoaquinrtd.com/jobs

Thank you for your interest in this position.

MANAGER, CREATIVE SERVICES

At the **Regional Transportation District of Denver, CO (RTD)** our mission is to meet our constituents' and future public transit needs by offering safe, clean, reliable, courteous, accessible and cost-effective service throughout the District. We look for candidates to join our team in creating a legacy for current and future generations.

RTD is currently seeking a motivated individual with a Bachelor's degree in advertising, marketing or communications with an emphasis in graphic design or a related field. Required is ten years of graphic design experience in an advertising agency or corporate marketing environment to include creative conception and execution across various media and developing and executing marketing strategies to create cohesive and unified marketing platforms. Also required is eight years management experience as well as eight years' experience in marketing, budgeting, and outsourced creative vendor management.

We currently have the following position available:

Manager, Creative Services

Job #IRC41666

Description of Work: Provides creative vision, manages and directs development of internal/external creative marketing, advertising, public information, and promotional campaigns. Provides creative leadership in development of creative initiatives and standardization of agency messaging, look and feel.

Please apply on or after June 30, 2019 but no later than July 19, 2019. For a complete job description, and to apply for this position, please visit our website at www.rtd-denver.com/careers.

Regional Transportation District

Denver, CO 80202

EOE/AA/Drug Free

FRIENDLY DRIVERS WANTED

"Kitsap Transit has an immediate need for Extra-board drivers. Upon completion of training, extra-board drivers for both Routed and ACCESS will be guaranteed 30-40 hours per week, plus full-time benefits."

Req: HS diploma/GED. Must be at least 18 years old, have a valid WA driver's license, 12 months of driving experience and an excellent driving record.

ROUTED OPERATORS: drive a bus on regularly scheduled routes. You'll receive paid and professional training which may be up to ten weeks at \$17.90/hr and graduate to \$19.98/hr after successfully completing your training and receiving your CDL. Post probationary wage is \$20.31/hr.

ACCESS OPERATORS: drive a bus providing on-demand, door-to-door service for elderly and disabled passengers. You'll start off receiving paid, professional training which may be up to eight weeks at \$16.13/hr and graduate to \$17.97/hr after successfully completing your training and receiving your CDL. Post probationary wage is \$18.33/hr.

Please visit our employment link at <http://kitsaptransit.appone.com/> to apply. Applications accepted until positions are filled. EEO/AA

**GEORGIA DEPARTMENT OF
TRANSPORTATION –
OFFICE OF INTERMODAL**

**STATE SAFETY OVERSIGHT
PROGRAM MANAGER**

Position Specific Duties: Under limited supervision in the Division of Intermodal – Rail and State Safety Oversight Program, the State Safety Oversight Manager performs work of considerable difficulty in the administration of the FTA mandated SSO Program. The SSO Program Manager directs a professional staff and is accountable for establishing and implementing policies, strategic and operating plans, and objectives which support the Department's overall mission and goals. The SSO Program Manager evaluates program performance metrics; ensures compliance with all federal and state regulations regarding the Department's oversight responsibilities for fixed-guideway rail providers in the State of Georgia. The SSO Program Manager ensures compliance and cooperation for all on-site visits of fixed rail providers during audits and/or reviews. Manages and directs consultant staff providing support to the SSO Program. Reviews deliverables against actual completed activities, reviews technical documents, schedules meetings, reviews invoices, and coordinates with other stakeholders as required. The SSO Program Manager determines and sets goals, objects, priorities and policies to meet the requirements of the FTA's State Safety Oversight regulations. Specifically, the SSO Program Manager ensures compliance with the requirements of 49 U.S. Code 5329 Public Transportation Safety Program/Fixing America's Surface Transportation Act (FAST Act) Sections 3013, 3020, 3021, 3022; and 49 CFR Part 674; 49 CFR Part 672; 49 CFR Part 673; 49 CFR Part 670; 49 CFR Part 625; and 49 CFR Part 630; and the Official Code of Georgia Annotated, Title 32 Chapter 9 Section 32-9-10. The State Safety Oversight Program Manager reports to the Rail and State Safety Oversight (SSO) Program Manager.

For additional information and to apply please go to: https://ga.taleo.net/careersection/ga_external/jobdetail?job=TRA01SY&tz=GMT-04%3A00&tzname=

**MANAGER, TRANSPORTATION
PLANNING (FEDERAL AND STATE POLICY
AND PROGRAMMING)**

**LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY**

Bulletin No: 009900-054

Closing Date: 19-JUL-19

Salary Range: \$90,813 - \$113,526 - \$136,219

Basic Function

To manage and execute activities associated with state transportation funding policy, grant-seeking, local agency project delivery support, plan development, system wide planning, multi-modal project implementation, capital management, and technical analysis in all Countywide Transportation Planning & Development disciplines.

Requirements For Employment

- Bachelor's degree - Urban or Transportation Planning, Business, Public Administration, Social Science, Political Science, Urban Studies, Public Policy, Economics, or other related field
- 5 years' progressively responsible experience in transportation planning, transportation program or project management, transportation finance, or other related area, which includes a minimum of two years' experience managing state and/or federal transportation programming activities
- Master's degree in a related field is desirable

Preferred Qualifications

Preferred Qualifications (PQs) are used to identify relevant knowledge, skills, and abilities (KSAs) as determined by business necessity. These criteria are considered preferred qualifications and are not intended to serve as minimum requirements for the position. PQs will help support selection decisions throughout the recruitment. In addition, applicants who possess these PQs will not automatically be selected:

- Experience advocating in a statewide, region wide, or countywide transportation forum or similar activity

Selection Procedure

Applicants who best meet job-related qualifications will be invited to participate in the examination process that may consist of any combination of written, performance, or oral appraisal to further evaluate job-related experience, knowledge, skills and abilities.

Application Procedure

- To apply, visit Metro's website at www.metro.net/careers and complete an Online Employment Application.
- Metro/PTSC is an equal employment opportunity employer.

**COMMUNITY TRANSIT –
GOVERNMENT RELATIONS MANAGER -
SNOHOMISH COUNTY, WA**

This position manages and implements the government relations program of Community Transit. This includes managing the agency's government affairs strategy and activities, representing the agency's interests before local, state and federal elected officials, assisting in the Agency's legislative advocacy efforts and working with public affairs team members and with staff across the agency to promote the interests of the agency in the local community. Advises CEO, senior staff and Board of Directors regarding on government relations program. Coordinates with Public Relations Manager and Marketing/ TMS Director to accomplish all public information, legislative and promotional goals of the agency.

Apply on line at www.communitytransit.org/jobs
Applicants must include a cover letter with their application.

As a recipient of federal funds, Community Transit is an Equal Opportunity Employer and does not unlawfully discriminate on any basis prohibited by Federal, State or Local law

**EXECUTIVE DIRECTOR FOR
SPECIAL SERVICES TRANSPORTATION
AGENCY (SSTA)**

Special Services Transportation Agency (SSTA), a private nonprofit organization operating out of Colchester, Vermont, is seeking an experienced Executive Director. SSTA was founded to respond to the need in Chittenden County for transportation services for the elderly and disabled. Our mission is to provide accessible transportation for people who have specialized mobility needs.

With a fleet of over 70 vehicles operated with 75 full and part-time employees, SSTA provides coordinated transportation service to individuals and many local human service agencies. The transportation services provided by SSTA give its diverse clients opportunities to attend job training, employment, and medical appointments, as well as to access social opportunities.

SSTA delivers between 600 and 700 rides per day and the demand and need for this service continues to grow.

The successful candidate will have:

- Undergraduate degree is required and a Master degree desired in Business or in a human services related field.
- A proven track record in managing human service related organizations in a complex regulatory environment.
- Extensive experience in operations, and financial management.
- Strong management and communication skills
- Knowledge of the Paratransit industry is desired
- Strong board development and community leadership skills

SSTA offers a competitive salary and benefits package, and is an Equal Opportunity Provider and Employer.

Please forward your letter of interest and resume to: SSTA Search Committee, sstasearch@gmail.com

**CENTRAL MIDLANDS REGIONAL
TRANSIT AUTHORITY (THE COMET)**

Needs Amazing People To Help Us Do Amazing Things Here In Columbia, South Carolina!

We're Gearing Up To Hire Exceptional People For Specialized Positions, All Of Which Are Brand New To The COMET!

- **Planning and Development Specialist:** As the Chief Planner for The COMET, this person will lead the planning and development department and simplify existing services while bringing transit innovation to the region. This includes downtown shuttles, park & ride routes and flex services. In addition, this person will fast-track the creation of pilot programs for rural and community-based transportation designed to better connect people to their communities and improve access to all aspects of The COMET.
- **Marketing and Public Information Manager:** Create new transit fare programs to attract new commuters, students and visitors to the system, build strong relationships between The COMET and the community through public hearings and community meetings while maintaining on-line and social media presence, manage the overall marketing program for The COMET.
- **Administrative and Customer Service Specialist:** This person will manage the office and keep the other 11 people in line. This person is our customer service ambassador and helps brightens our internal and external customers day! This person will order office supplies, respond to customer inquiries, support the Executive Director/CEO and act as the Board Secretary.
- **Transit Services Intern(s):** Do you want to learn about public transit? Do you want a career in

public transportation? The COMET is looking for people excited about buses as much as we are! We are interested in high school, undergraduate and graduate students whom want to make a difference in marketing, operations, finance, grants or planning.

To Learn More About These Positions And The COMET:

Visit us at: www.TheCOMETSC.gov

Email: LDesChamps@TheCOMETSC.gov

Call: 803.255.7081

Review Of Applicants Begins 8/1/19.

CITY OF TEMPE

**DEPUTY ENGINEERING &
TRANSPORTATION DIRECTOR – CITY
ENGINEERING & CAPITAL INITIATIVES**

This recruitment is open until the position is filled or a sufficient number of applications have been reviewed to establish a qualified candidate pool.

First review of applications will occur on July 22, 2019.

Applicants are required to submit a cover letter, resume, application and respond to all supplemental questions. Please visit our website at www.tempe.gov/jobs.

Salary Range: \$126,247 - \$170,433 annual salary

Department/Division: Engineering & Transportation

Job Type: Full-Time Regular

Job Number: RC#901085

Minimum Qualifications

Work Experience:

Requires seven years of increasingly responsible professional civil engineering experience including three years of supervisory and five years of management level responsibility.

Education:

Requires a bachelor's degree from an accredited college or university in civil engineering or a degree related to the core functions of this position.

**PUBLIC TRANSPORTATION SERVICES
CORPORATION (PTSC)**

**DEPUTY EXECUTIVE OFFICER,
OPERATIONS (SERVICE PLANNING AND
REGIONAL SERVICE COUNCILS)**

Specialty: Service Planning and Regional Service Councils

Salary Range: \$136,011 - \$171,018 - \$205,005

Basic Function

To plan, direct, and control the performance of various organizational units within Transit Operations such as: Bus and Rail Service Planning & Scheduling, Metro's five Regional Service Councils, Rail Capital Programs, New Rail Activation, Operations Project Development, Operations Control Centers, Vehicle Operations, Vehicle Technology and Bus Quality Assurance.

Example Of Duties

- Directs the development of transit service policies
- Coordinates and manages Metro's bi-annual service change process including Title VI analysis and the public hearing process
- Leads and directs sub-area transit studies, including bus/rail interface plans
- Leads and directs service coordination studies with municipal bus operators
- Coordinates service planning efforts with other projects and programs within Metro
- Directs and oversees Metro's Service Councils, including staffing; acts as a liaison between the Councils and Senior and Executive Management
- Develops monthly meeting agendas, including semiannual public hearings; represents Metro at Council meetings
- Leads service analysis, presentations, and implementation of service adjustments resulting from changes to the operating environment
- Provides policy direction to assigned departments, directing the establishment of goals, major priorities, and advising in the development of strategies and resolution of major problems
- Chairs and participates in various committees and task forces
- Consults with and advises Metro executive management on policies and activities
- Ensures implementation of programs and procedures to improve service quality, increase employee and service productivity and maintain sound fiscal practices
- Ensures staff compliance with policies, rules, procedures, regulations, practices and adherence to labor contracts
- Leads staff participation and/or participates in rail/bus project planning, design, technical review and start-up integration/coordination
- Represents Metro before public agencies, the business community, labor unions, and the public
- Directs the conducting of studies, investigations, and analyses at the direction of executive staff

and Board of Directors, including reports of findings and recommendations

- Meets with officials on programs, proposals, and related issues
- Develops and implements strategic business plans focusing on the bus and rail transportation needs
- Develops and executes programs to improve service quality, reduce costs, increase employee productivity, and increase revenue and ridership
- Makes recommendations and presentations to the Chief Operations Officer, executive management staff and Metro's Board of Directors on matters pertaining to Bus Operations
- Provides direction and support to Metro's bus and rail transportation service development to ensure attainment of Metro and departmental goals and objectives within established policies and parameters
- Contributes to ensuring that the EEO policies and programs of Metro are carried out

Requirements For Employment

- Bachelor's degree - Business, Public Administration, or other related field
- 5 years' senior-management experience in transit operations, including 3 years managing a transportation division, or a major transportation function
- Valid California Class C driver license

Application Procedure

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



JOB ANNOUNCEMENT

We Value

Professional Excellence
Neighborhood
Communication
Respectful
Trustworthy
Dedicated

Job Title: Transit Planning, Projects and Grants Manager

Benefits: Health insurance, retirement, paid annual and sick leave and a flex work schedule

Salary: \$70,057 - \$84,068 Yearly Salary (DOQ)

Other: Exempt position/Full time

Position Summary & Responsibilities

Performs a variety of professional and technical administrative duties related to analyzing, evaluating, planning, and coordinating overall transit services; grant and funding acquisition; and project management. Responsible for service restructuring plans and activities related to service changes, as well as studies of transit routes and service; service plans; creating and coordinating production of transit schedules and for monitoring and maintaining the schedule integrity of the transit system; responsible for coordinating special projects that may include District's compliance with the Americans with Disabilities Act, Title VI, Federal and State compliance and Para transit and demand service evaluations. The position is responsible for grant research, applications, monitoring and reporting. A detailed position profile can be viewed at www.ncrtd.org.

Qualifications

Bachelor's degree from an accredited college or university. Three years of professional transit planning or related operational or administrative experience and 2 years of supervisory experience or a combination of education and experience.

About the District

In March 2003, the New Mexico State Legislature (SB 34) authorized the formation of Regional Transit Districts (RTDs) and subsequently in September 2004 the NCRD was recognized by the New Mexico Transportation Commission as the first RTD in New Mexico. The NCRD provides commuter, fixed route, paratransit and demand response transit services to 67 plus communities within the counties of Los Alamos, Rio Arriba, Santa Fe and Taos. The individual transit systems within the RTD boundaries are municipal partners. The Districts service area is in excess of 10,000 square miles.

Closing Date

First review of Applicants will take place on July 19, 2019. The position will remain open until filled.

Interested candidates must submit a resume, letter of interest, and list of references, and a completed District application to: HR Office, NCRD, 1327 N. Riverside Dr., Espanola, NM 87532 or via email to stephend@ncrtd.org (505) 629-4702.

The NCRD is an EEO/AA Employer. Title II of the American with Disabilities Act and Section 504 of the Rehabilitation Act prohibit discrimination on the basis of disability in public programs. Individuals with disabilities who need a reasonable accommodation to participate in the hiring process or who require information in an alternative format must include this request in their letter of interest.

Question today *Imagine tomorrow* Create for the future

5.4-mile BART extension serves thousands of commuters to San Francisco and Oakland.

Photovoltaic panels generate enough energy to meet the station's daytime power needs.

WSP's design of a 1-mile tunnel included seismic joints that will allow the line to withstand a major earthquake.



BART Warm Springs Extension
Fremont, California

WSP's Role: Design and Construction-phase Services

Clients partner with WSP to mobilize communities from coast to coast, drawing on our expertise in the planning, design and management of transportation infrastructure.

Find out what we can do for you.

WSP

Formerly
WSP | PARSONS BRINCKERHOFF

wsp.com/usa

Join our team! 