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.

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.
Equippping 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.

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 technology and made 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 STC funding.
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 Expelled 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 Nura 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.”

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.

Register for APTA’s TRANSform Conference


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. APTA’s TRANSform, learning, sharing and networking will take center stage, providing the latest in policy, technology and new mobility ideas.

Attendees will experience:

- 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 opportuni- ties 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 2020 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 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 commit- tee members. Travel expenses are only reimbursed for two meetings.

Questions regarding the election process, guidelines and eligibility require- ments should be directed to Linda Ford at ford@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 Harris 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.
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 Mobility 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.

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.

In Memoriam

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.

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.”

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 to recognize 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.
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- K9 | 40' TRANSIT
- K11 | 60' ARTICULATED
- C6 | 23' COACH
- C8 | 35' COACH
- CBMS | 35' DOUBLE DECKER
- C9M | 40' COACH
- C10M | 45' COACH
- C10MS | 45' DOUBLE DECKER

For more information, please contact one of our experts:

Bus & Coach
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bobby.hill@byd.com

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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, Heavy Rail:** 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.
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 Administration in Baltimore.

The Maintainers Competition measured a team’s 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.

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.

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 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 & recognition program and events specialist, reported on a side of the program targeted at current employees: a rewards and recognition program to encourage positive, productive 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.
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
The conference included numerous opportunities for networking and exchanging ideas. 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.

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.
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
APT A 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.”

APT A 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 “monumen
tal investments” the public transit system has made in the region.

HD R 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, Batelle, 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.”

FEDERAL PARTNERS

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.

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

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.

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.

SEPTA General Manager Jeffrey D. Knupe pell, 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 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—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.

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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, posited 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 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.
**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.

**PAINESVILLE, OH**—Former Wil-loughby Mayor David Anderson and Alliance for Working Together Executive Director Alice Cable have joined the Laketran 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 Transit Board Members chair. The award honors the Access, Legislative, Mobility Management with compassion/heart] service, becoming the agency’s ninth honor acknowledges and rewards employees who demonstrate exemplary service to the agency and the community. Also in the photo, from left: SRTA Board Vice Chair Gwen L. Robinson, board Chair Kreg Keese and Metro Interim Chief Executive Officer and General Manager Daryl Haley.

**SAN ANTONIO**—Jeffrey C. Arndt, president/chief executive officer of VIA Metropolitan Transit, recently became the first recipient of the Gerencia Con Corazon [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. Also, Arndt has been elected chair of the Visit San Antonio Board of Directors. He previously served as its vice chair.

**SAN BERNARDINO, CA**—Yucaipa Mayor Pro Tem David Avila is 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. 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.

**INDIANAPOLIS**—IndyGo announced the promotion of Marcus Burns in 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. Burns 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; Jonaura 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.

**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.
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY RFP No. MSP0115-20 RAIL OPERATIONS, MAINTENANCE, AND SUPPORT SERVICES

The Southern California Regional Rail Authority (‘Authority’) invites Proposers with experience and success in providing 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/doign, business. Vendors must register on the website in order to download the documents. Electronic Proposal Submissions 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. on Thursday, July 19, 2019, at the Authority's facilities located at 2700 Melbourne Avenue, Pomona, CA 91766.

All questions shall be submitted in writing via email to daniel.koch@metrolink.com or via facsimile to: 435-615-1491 by 5:00 p.m. MST, Tuesday, July 9, 2019.

The Authority reserves the right to reject any or all proposals and to waive any minor irregularities in the Proposals.
**COMMUNITY TRANSIT – GOVERNMENT RELATIONS MANAGER – SNOHOMISH COUNTY, WA**

This position manages and implements the government relations program of Community Transit that includes managing the agency’s government affairs strategy and activities, representing the agency’s interests at the local, state and federal level and assisting in the Agency’s legislative advocacy efforts and working with public affairs team members and with the agency to promote the mission of the agency in the local community. Advises CEO, senior staff and Board of Directors regarding on government relations program. Coordinates external Relations; Manager and Marketing; TMS Director to accomplish all public information, legislative and promotion goals of the agency.

Applicants must include a cover letter with their application. As a recipient of federal funds, Community Tran- sit 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 non-profit organization operating out of Chaffee- ter, Vermont, is seeking an experienced Executive Director. SSTA was founded to respond to the need in Chittenden County for transportation services for the elderly, disabled and mission impossible to provide trans- portation service for people who have specialized mobility issues.

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

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

The successful candidate will have:
- Undergraduate degree is required and a Master’s degree desired in Business or in a human ser- vices-related field.
- A proven track record in managing human ser- vice-related organizations in a complex regula- tory 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.

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

**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY**

**Bulleted No:** 009900-054  **Closing Date:** 07/19/19  **Salary Range:** $58,013 - $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 management, and system wide planning, multi-modal project management. Responsible for coordinating special projects that may include service restructuring plans and activities related to service changes, as well as studies, investigations, analysis, and monitoring the system integrity of the transit system responsible for coordinating special projects that may include District’s service area is in excess of 70 plus communities within the counties of Los Angeles, Orange, Riverside, and San Bernardino. The Manager is accountable for establishing and implement- ing policies, strategic and operating plans, and objectives which support the overall mission, goals of the Agency.

**Examples of Duties**

- Permits a variety of education and experience to meet the qualifications for the role.
- Leads and directs service coordination studies and the demand and need for this service continues to grow.
- The successful candidate will have:
- Undergraduate degree is required and a Master’s 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 The COMET! This person will need office supplies, respond to customer inquiries, support the Executive Direc- tor/CESD and act as the Board Secretary. 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, difference, finance, grants or planning.

Find More About These Positions And The COMET: Visit us at: www.TheCOMETcity.org Email: stephend@ncrtd.org Call: 803.255.7081 Review Of Applicants Begins 6/17/19

**DEPUTY ENGINEERING & TRANSPORTATION DIRECTOR – CITY OF URBANA, ILLINOIS**

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

Review of applications will occur on July 22, 2019.

Applicants are required to submit a cover letter, resume, application and supplemental questions. Please visit our website at www.temple.gov.

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

**Department/Division:** Engineering & Transportation

**Job Type:** Full Time Regular

**Job Number:** RC#101081

**Minimum Qualifications**

- Requires seven years of increasingly responsible professional civil engineering experience including three years of supervision and five years of manage- ment.

**Education:**

- Bachelor’s degree from an accredited college or university in 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, the 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 Assur- ance.

**Examples of Duties**

- Directs the development of transit service poli- cies.
- 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, in- cluding bus road/traffic interfaces.
- 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 and meeting.
- Leads service analysis, presentations, and imple- mentation of service adjustments resulting from customer surveys, service planning & scheduling.
- Provides policy direction to assigned depart- ments, directing the establishment of goals, ma- jor projects, and services; participates 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 man- agement on policies and activities
- Ensures implementation of programs and procedures to improve service quality, increase employee and passenger satisfaction and maintain safety and security.
- Ensures service compliance with policies, rules, pro- cedures, regulations, practices and adherence to laws.
- Leads staff participation and/or participates in rail/bus project planning, design, technical review and integration.
- Represents Metro before public agencies, the business community, labor unions, and the pub- lic.
- Directs the conducting of studies, investigations, and analyses at the direction of executive staff and Board of Directors, including reports of find- ings and recommendations.

- Meets with officials on programs, proposals, and related activities.
- 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 provide for general management.
- Makes recommendations and presentations to the Chief Executive Officer, executive manage- ment and Metro’s Transportation Development directors on matters pertaining to Bus Operations.
- Provides direction and support to Metro’s bus and rail teams and the development to ensure attainment of Metro and departmental goals and objectives within established policies and procedures.
- Contributes to ensuring that the EEO and policy rules are followed.

**Requirements For Employment**

Bachelor’s degree – Business, Public Administra- tion, or other related field

5 years’ senior management experience in transit operations, including 3 years managing a transportation division, or a major transporta- tion function

- Valid California Class C driver license

**Application Information**

Applicants should apply at www.metro.net or complete an online Employment Application.

**Adjunct Professor**

We have an immediate need for an Adjunct Professor in the Social Work Program at Toronto Metropolitan University – North campus. This is a part-time position which requires a minimum of 2 years’ experience managing state and federal transportation planning programs and related activities.

**Preferred Qualifications**

- A degree in Urban or Regional Planning

**Position Requirements**

- Bachelor’s degree from an accredited college or university

**Salary Range**

- $136,011 - $171,018 - $205,005

**Job Type**

- Full Time Regular

**Job Number**

- RC#101081

**Minimum Qualifications**

- Requires seven years of increasingly responsible professional civil engineering experience including three years of supervision and five years of manage- ment.

**Education:**

- Bachelor’s degree from an accredited college or university in engineering or a degree related to the core functions of this position.

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

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