Sound Transit Moves Closer to Light Rail On Floating Bridge

SOUND TRANSIT IN SEATTLE IS a step closer to a first-in-the-world achievement—operating light rail on a floating bridge. The agency has completed installation of the first of eight track bridges that will enable vehicles to transition onto the bridge and specialized track attachments that minimize weight and isolate stray current from the electric system that powers the trains.

When it opens in 2023, Sound Transit’s Blue Line light rail will operate on the Homer M. Hadley floating bridge, which crosses Lake Washington on I-90 to connect Seattle with Mercer Island.

The agency is attaching almost 9,000 lightweight concrete blocks to the bridge deck using epoxy. The rail is set on the blocks, with steel tie bars placed between them to maintain gauge, similar to standard railroad tie systems.

The eight track bridges have been specifically created to compensate for six ranges of lake motion to enable trains to travel safely from the fixed sections of the bridge to the floating section. All of them should be in place by the end of this year.

Examining Procurement In the Changing Mobility Landscape

THROUGHOUT THE YEAR, Passenger Transport highlights certain areas of interest to the industry including, among others, technology, sustainability and security. This issue looks at procurement and the relationship between procurement practices and Mobility as a Service, technology, diversity and inclusion and cyber-security.

BY JOHN ADLER
Vice President, Procurement
Dallas Area Rapid Transit

WHEN HE WAS RECOGNIZED AS APTA’s 2016 Outstanding Public Transportation Manager, DART President/Executive Director Gary Thomas said, “People need to have transportation choices; therefore, we must continually seek opportunities to enhance connectivity and build an infrastructure that will support current and future riders for decades to come.”

In his January 2019 Passenger Transport One Question response, San Diego Metropolitan Transit System CEO Paul Jablonski discussed turning Mobility as a Service (MaaS) into reality through “unified leadership at all levels of government and private enterprise.” In another January 2019 One Question response, Emmett Heath, CEO of Community Transit, Snohomish County, WA, discussed “collaboration with partners to ensure an easy customer journey.”

By now every public transit property is, or at least should be, chasing the concept of Mobility as a Service. MaaS is about making mobility so convenient that folks are willing to give up their personal cars for public and private transportation services.

To deliver MaaS, we need a network of public and private transportation providers wrapped around a technology core. This network is a patchwork quilt of interchangeable public and private transit providers, applications, prime contractors and subcontractors, and other parts. Building this network goes far beyond our traditional public procurement practices.

Our procurement challenge is to build the procurement system that can make MaaS a reality. What does it take to meet this challenge?

In its 2013 paper, Charting the Course: Why procurement must transform itself by 2020, Deloitte predicted that procurement must focus on four capabilities:

- Innovation and creativity;
- Linkage and alliance;
- Talent; and
- Technology and intelligence

These capabilities are essential today. In a 2016 survey of public stakeholders, including procurement officials, The Volcker Alliance reported procurement weaknesses in program and project management, requirements planning and understanding, business acumen and financial analysis, problem solving and critical thinking, risk analysis and management, market alignment and expertise and other core competencies. We need to address these weaknesses now while not losing sight of our principles of full and open competition, transparency, and fair and equitable treatment of suppliers.

It’s time for public transit procurement to step up and APTA is here to coordinate the effort. The APTA Procurement and Materials Management Committee, Procurement Steering Committee, Technology Committee and Standards Oversight Council are each focusing on procurement innovation. APTA is also offering four Procurement Summit sessions during the 2019 APTA TRANSForm Conference: a reimagined Annual Meeting. (See page 3.)

We must transform procurement to transform public transit.

PERSPECTIVES ON PROCUREMENT CONTINUED ON PAGE 6
PROCUREMENT REPORT 2025: TREMENDOUS OPPORTUNITIES TO TRANSFORM

The world of transportation, led by rideshare and self-driving vehicles, is changing dramatically and so very quickly that our imagination is our only constraint.

MOBILE APPS, SOCIAL MEDIA AND NOW digital technologies powered by artificial intelligence (AI), blockchain and the Internet of Things, have started to energize and transform how we conduct business and procurement.

For example, one famous web retailer is developing digital technology-based tools to manage the request for proposal (RFP) process with minimal human intervention. Another business is developing self-maintaining machines, much like self-driving cars, that can identify their own maintenance requirements, digitally compete the requirements in the marketplace, obtain services and monitor vendor performance, all without human involvement. This all appears futuristic, but who would have imagined a cell phone with 1TB capacity just a few years ago, or a self-driving car? Meanwhile, in our world of public transit, some procurement regulations were recently revised. Amongst other changes, the change in micro and small purchase thresholds is sufficiently dramatic enough that it can contribute to procurement performance. In these principles, I see potential for a build up of momentum that will infuse energy to get us to think of procurement methods that will contribute to the success of public transit.

If we combine new technological discoveries with nimble procurement processes, we will create tremendous opportunities to transform the procurement function, perhaps even to the extent where programs can be executed with suppliers similar to how rideshare/web-retailers have enabled riders/customers to work directly with operators/suppliers.

The public procurement process is still quite traditional, and public transit is no exception. Several agencies implemented complex ERP/eProcurement systems in the last few decades but these systems impacted only some business outcomes, were expensive to install and continue to require extensive support. Their benefits too, pale in comparison to the lower total cost and capabilities of digital technologies.

I recently learned of an AI-enabled machine that can scan vendor invoices and populate the ERP system without human intervention, at a very reasonable price. The amazing thing is that it can accommodate all different types of invoices right out of the box. New technologies have a lesser need to standardize and customize business processes; the machines self-learn and adapt.

Many private companies are implementing digital technology utilization and business process changes. We in public transit will benefit as downstream customers at some time. If we want to define our own destiny, we should join hands and provide a collective vision to the marketplace and energize it to deliver a solution that benefits us all.

My hope is that, well before 2025, public transit agencies collectively and perhaps along with FTA, will establish an industry-wide digital technology-enabled procurement system that can be used by all agencies irrespective of size. It is doable. For example, in the DBE arena, a popular software is in use by both large and small agencies that ensures DBE regulations compliance and facilitates key DBE program elements.

The need of the hour is to generate a collective vision of our desired business practices. As an example, since regulatory compliance is critical, we could obtain a system where an intelligent machine could assure regulatory compliance rather than relying on individual expertise. Not to mention that if regulations change due to revisions in the law or policy/interpretation, the change can be implemented from a central command. It is being done in the DBE arena or, more popularly, how Tesla can remotely update car capabilities with the owner’s involvement and sometimes without even interrupting the owner’s activities.

If we can achieve this critical feat of developing a single collective vision, it is my belief that we will have laid the foundation for the creation of an incredible system that can then grow to encompass all aspects of the procurement function. There are many other very good reasons to seek such a solution. Generations Y and Z, who will be entering the workplace after 2025, will enthusiastically embrace public transit if we are aligned with the overall digital technology-based business environment.

The cost and administrative drag of our current process of procurement is to a large extent relies on human skills for mundane and repetitive things. Surely that contributes to the repetitive nature of items in FTA oversight findings. Two historical triennial findings in procurement have been missing: FTA contract clauses and absence of purchase price reasonableness determination by cost/price analysis. A digital machine can easily ensure inclusion of appropriate FTA clauses, quickly perform cost/price analysis from an industry-wide database and similarly ensure compliance with other FTA requirements.

Another exciting opportunity could be to use a digital technology-based system for small purchases, where the federal threshold has now been raised to $250,000. That would create opportunities for procurement and allow program executives to focus on large and complex procurements.

Digital technology, in the form of smartphones and voice enabled devices such as Alexa/Siri, has already transformed our personal lives. Let’s explore together how we can bring digital technologies into our procurement lives. We have tremendous opportunities to transform the procurement function. The question: will we get it done before 2025?
VVTA Breaks Ground In Barstow, CA

THE VICTOR VALLEY TRANSIT Author-
ity (VVTA), Hesperia, CA, broke ground recently for a new operations facility in Barstow, CA, which will allow for more convenient refueling of its buses.

The 8,500-square-foot facility, scheduled for completion in the spring of 2020, will integrate with the agency’s existing CNG/LNG public fueling station, replacing a leased facility in east Barstow. VVTA merged with Barstow Area Transit in 2015, purchasing the current fueling station and the land on which it stands.

At a ground-breaking event, VVTA Board Chair and Hesperia Mayor Larry Bird cited the savings the agency will reap from having a more convenient location to refuel its buses. The current 12-mile round trip to refuel adds 38,880 miles annually.

The new facility will feature three modern service bays, updated maintenance equipment, ample room for operations and administration staff and a lobby for riders who come in to purchase bus passes. It will include four battery-electric charging stations, battery-electric storage and a photovoltaic array, which will allow VVTA to begin operating battery-electric buses in 2020.

Senate Marks Up Surface Transportation Authorization Bill

THE LEADERS OF THE SENATE Committee on Environment and Public Works (EPW) introduced S. 2302, the “America’s Transportation Infrastructure Act” (ATIA), a bipartisan bill to reauthorize the highway and highway research titles of the FAST Act in advance of its expiration Sept. 30, 2020, on July 29.

The EPW Committee marked up the bill the following day, adopting an amendment in the nature of a substitute (replacing the underlying text of the bill). The committee then reported the bill, as amended, to the Senate by a vote of 21-0. To view S. 2302 as amended, visit https://bit.ly/2LRlw_8s.

The bill authorizes $287 billion of contract authority from the Highway Trust Fund over five years for highway and research programs, representing a 27 percent increase over the FAST Act funding level of $225 billion. The bill distributes 90 percent of the funding to states by formula.

The public transportation, rail, finance and other titles of the surface transpor-
tation authorization bill are the jurisdiction of other Senate committees. To date, neither those Senate committees nor the House Committee on Transpor-
tation and Infrastructure or Committee on Ways and Means have scheduled any action on surface transportation authorization legislation, although many of these committees are conducting hearings on these issues.

ATIA does not include new revenues for the Highway Trust Fund; that is the jurisdiction of the Senate Committee on Finance. The bill does, however, build on the FAST Act program to test the feasibility of an alternative user-based revenue mechanism, such as a vehicle mile traveled fee. S. 2302 pro-
vides $25 million per year, split evenly between state pilot projects and the national research program, to test alternative revenue mechanisms.

To learn more about the legislation, read the APTA Legislative Update at https://bit.ly/2Kilo25X.

Introducing Procurement Summit at APTA’s 2019 TRANSform Conference

THE FAST-CHANGING WORLD OF technology and innovation influences procurement significantly, and public transit procurement professionals are on the front line for cyber-security, Mobility as a Service (MaaS) and ethical procurement practices.

APTA’s Procurement Summit, part of APTA’s 2019 TRANSform Conference: a reimagined Annual Meeting in New York City, will provide an excellent opportu-
nity for procurement professionals to network and hear from procurement experts. Offerings include:

On the Front Line: Cyber-Security

Best Practices: Hear from procurement professionals about how public transit agencies can best prepare to manage, minimize and maneuver around the risks associated with procuring technol-
ogy. Learn about available resources and gain a better understanding of how to implement a secure procurement technology program.

On the Front Line: Procurement and Mobility as a Service: Public transit agencies are, or at least should be, adopting the concept of MaaS—mak-
ing mobility so convenient that people are willing to give up their personal cars for public and private trans-
portation services. To deliver MaaS, agencies need a network of public and private transportation providers wrapped around a technology core. This session will focus on procurement strategies for successfully launching MaaS.

On the Front Line: Ethical Procure-
ment Practices: Ethics play a major role in procurement. This session focuses on how to ensure the right checks and balances are in place to avoid pitfalls during the procurement process. Does your organization have an ethics policy in place? Are procure-
ment irregularities addressed quickly and training or retraining provided? Does the organization conduct regular audits of its procurement procedures? Failure to do any of these can impact the reputation of an organiza-
tion. In addition, many organizations are delegating more procurement authority to their chief procurement officers (CPO). What does your organi-
ization need to know before it increases its warrant authority for its CPO? Hear from agencies who have increased warrant authority and the procedures they have put in place to ensure ethical procurements.

APTA’s 2019 Procurement Sum-
mits begins Oct. 13 at 2:30 p.m. with a joint meeting of the Procurement and Materials Management Committee and the Procurement Steering Committee, at which attendees will discuss proc-
urements updates from FTA and best practices for streamlining rolling stock procurements including cooperative purchasing. Summit sessions begin the following day at 10 a.m.

Learn more and register now at www.apta.com.

Via Launches Microtransit In Fort Worth, Columbus

VIA IS PARTNERING WITH TRINITY METRO IN FORT WORTH, TX, AND THE Central Ohio Transit Authority (COTA) in Columbus to launch on-demand shared public transit service.

In Fort Worth,Via’s Mercantile ZIPZONE provides first- and last-mile connections to and from the Mercantile Center TEXRail station for bus and rail passengers. Via’s app will allow riders to hail a shuttle and for multiple riders to share the vehicle. It operates in partnership with Avis Budget Group, which provides the vehicles and turnkey fleet management services including maintenance.

Columbus’ COTA Plus microtransit service is a partnership between the public transit agency and nearby Grove City. It operates as a one-year pilot, offering on-demand point-to-point service at an affordable fare and free connections to COTA fixed routes. The service zone includes an industrial park, a food bank and a hospital.

AUGUST 5, 2019 | 3
APTA's Center for Transportation Excellence Offers More Tools, Insights

PEOPLE ACROSS THE U.S. will be casting votes for expanded public transportation in their communities, with 26 elections in 2019. APTA's newly updated Center for Transportation Excellence (CFTE) will help local leaders understand the trends of public transit ballot measures, local and state legisla- tive campaigns and initiatives to enhance public transportation.

To date in 2019, voters have supported public transit funding measures in three of five elections, including wins in Anchorage, AK; Fayetteville, AR; and Lima, OH. Some upcoming elections include:

- On Aug. 6, voters in Chelan and Douglas counties in Washington State will decide on a 0.2 percent sales tax increase to support Link Transit.
- Phoenix voters will decide future directions for light rail on Aug. 27.
- A bond measure in support of public transit investment will be on the ballot Nov. 5 in Houston, San Francisco, Oklahoma City and Tulsa are also among the cities with transit measures on the ballot this year.
- Austin, Las Vegas and Sacramento are among the places with transit elections under consideration for 2020.

CFTE provides research materials, best practices and other forms of support to communities seeking quality public transportation services. Offerings include:
1. Resources for communities exploring public transit ballot measures. These include case studies, reports, fact sheets and research, ballot language examples, campaign media samples and more.
2. Listings of prior and upcoming public transit elections.
3. Educational webinars focusing on coalition building, messaging and updates on current elections, outcomes and trends.
4. Strategic, tactical and messaging support to help individual campaigns.

5. Transit Initiatives and Communities Conference: CFTE holds a biennial conference to allow a deeper dive into the dynamics of public transit elections and the factors affecting their outcomes. The next conference is Dec. 15-17 in Tampa, FL.

“Public demand for more and better public transportation service requires support from all levels of government—federal, state, local and regional,” said APTA President and CEO Paul P. Skoutelas. “APTA has increased its local and state advocacy resources through CFTE, which offers tools to help local officials and advocates understand procedures, messages, strategies and public education efforts from other transit elections and legislative campaigns. All can benefit from the experiences, best practices and wealth of resources available through APTA’s Center for Transportation Excellence.”

Josh Cohen, CFTE campaign director, said, “The reimagined CFTE not only tracks and analyzes ballot measures and trends but has the resources and expertise to offer direct support for campaigns on the ground—from the initial exploratory phase through Election Day. We are eager to help in any way possible, so please be in touch.”

Learn more at www.cfte.org.

APTA Nominations Close August 16

THE DEADLINE FOR SUBMITTING nominations to fill APTA leadership positions is 5 p.m. EDT on Aug. 16, 2019. The slate of nominees selected by the nominating committee will stand for election at the annual business meeting and election, Oct. 12 in New York City, prior to the start of the 2019 APTA TRANSform Conference: a reimagined Annual Meeting.

The APTA Board of Directors has eight open at-large director positions—five public transit system members and three business members—to be filled in 2019. There are six Executive Committee positions to be filled in 2019: Vice Chair, Canadian System Rep., Business Member Board of Governors Rep., At-Large Business Member, At-Large Transit Board Member, and At-Large Member.

Nomination documents and instructions are available at https://bit.ly/2MUy4PF. Questions regarding the election process, guidelines and eligibility requirements should be directed to Linda Ford at ford@apta.com.

APTA Recognizes Newest Sustainability Commitment Signatories

APTA RECOGNIZED THE TWO newest signatories of its Sustainability Commit- ment, which marks continued achieve- ments in sustainability by member organizations, during the recent Sustain- ability & Multimodal Planning Workshop in Boston.

The signatories, which both achieved Silver recognition, are the Pinellas Suncoast Transit Authority (PSTA), St. Petersburg, FL, and Rock Island County Metropolitan Mass Transit District (MetroLINK), Moline, IL.

PSTA operates more than 80 hybrid-electric buses, the largest such fleet in Florida, and two all-electric buses, with four more planned for 2020. The agency also has implemented sustainability pro- grams such as facility upgrades allowing a 15 percent decline in electric consump- tion over past years and an internal recycling program that has significantly increased the agency’s diversion rate over the last two years.

MetroLINK has instituted voluntary efforts to reduce vehicle emissions, building efficient and sustainable infra- structure and communicating public transit’s environmental benefits to the community. More than three-quarters of the agency’s fixed-route fleet operates on CNG. MetroLINK deployed its first eight zero-emission battery-electric buses and accompanying charging system over the last 18 months. Recent infrastructure investments include a USGBC LEED Silver passenger terminal, part of a larger TOD project with resi- dential housing, and a state-of-the-art operations and maintenance facility with a rooftop solar array, solar thermal hot water system and bus wash water recla- mation system among other sustainable design components.

APTA President and CEO Paul P. Skoutelas told attendees that the chal- lenge public transit faces is “to transform the future—by transforming how we con- nect people to what they need, what they love and the better way of life they aspire to create.” He noted that Boston built the first U.S. subway, in 1897, to deal with traffic congestion and New England’s winter weather.

Skoutelas described how public transportation affects what he called “the triple bottom line,” referring to the environment (public transit is shrinking its carbon footprint by implementing cleaner technologies and fuels while building new facilities to meet LEED standards); the economy (by saving taxpayers’ money); and social benefits (connecting residents to the opportunities they need and want).

Senate Commerce Hearing Examines PTC Implementation

Jim Derwinski, chief executive officer and executive director, Metra, Chicago (pictured far right), and FRA Adminis- trator Ronald Batory (pictured far left) were among the witnesses testifying at a July 31 hearing on the future of PTC convened by the Senate Committee on Commerce, Science and Trans- portation. The focus of the hearing, titled “Next Steps for Positive Train Control Implementation,” was on PTC implementation and anticipated compliance with the Dec. 31, 2020, deadline. Also testifying were Susan Fleming, director of physical infrastructure, Government Accountability Office; Robert Bourg, vice president, strategy and growth, Wabtec Corporation; and Chris Matthews, assistant vice president, network control systems, BNSF Railway. Visit https://bit.ly/2MrUmp to view the hearing and access written testimony.
Pierce Transit Participates In National Study to Improve Bus Safety

PIERCE TRANSIT IN LAKEWOOD, WA, has partnered with university and business researchers to evaluate an innovative Pedestrian Avoidance Safety System (PASS) for public transit buses, funded in part by a $1.66 million FTA grant.

Using Lidar technology, PASS, developed by DCS Technologies Inc., is designed to help operators avoid or reduce the severity of a collision. When it detects an imminent collision with a pedestrian, bicyclist or vehicle, PASS warns the driver and automatically decelerates the bus, providing operators more time and distance to bring their buses to a controlled stop.

“Pierce Transit is excited to be part of this important research project, which is seeking new ways to enhance the safety of riders, operators, pedestrians and others in communities across the country,” said Chief Executive Officer Sue Dreier. Earlier this year, the agency shipped a bus to the Virginia Tech Transportation Institute (VTTI), the largest transportation safety institute in the U.S., to install and evaluate the equipment under controlled conditions on the Virginia Smart Roads testing facility. Andrew Krum, senior research associate for VTTI’s Center for Truck and Bus Safety, cited data showing that “pedestrian distraction has increasingly become a serious problem in recent years. On behalf of Pierce Transit, we are evaluating a promising collision avoidance technology that could potentially help address this issue and increase safety for all road users.”

Once testing is complete, the data will be analyzed and FTA will receive a report including the project’s cost/benefit, return on investment, impact on insurance claims and reductions in collisions and near-misses.

Each year, transit buses and vans report about 4,000 collisions, 16,000 injuries, 100 fatalities and over $700 million in casualty and liability expenses,” said Dr. Jerome Lutin, retired senior director of statewide and regional planning at New Jersey Transit Corporation and current principal research investigator. “Many of those are preventable and the technology being tested by Pierce Transit at VTTI has the potential to significantly reduce those numbers.”

The project is anticipated to be complete by 2021.

Riverside Reports Record Youth Ridership

The Riverside (CA) Transit Agency reports that its 25-cent youth fare during summer and winter breaks has led to record ridership among younger people. The Fiscal Year 2019 figure of 214,000 youth boardings is 10 percent higher than the previous year and 25 percent higher than two years ago. As part of the quarter-ride promotion, RTA encourages riders from first grade to seniors to take the bus to destinations such as the beach, shopping centers, Disneyland, Angel Stadium and numerous entertainment locations. RTA reported 91,000 youth boardings during the first month of this year’s promotion, which continues through Sept. 2. The agency noted that the increased youth ridership is part of an overall increase: the FY 2019 total of 8.7 million boardings is 1.4 percent higher than the previous year.

Please describe your organization’s size and scope.

Intueor Consulting Inc. is a strategy, operations and business technology consulting firm that specializes in helping public sector agencies maximize business value to their constituents through sustainable business transformation. Intueor is proud of its portfolio of 100+ engagements delivered for 30+ clients, many of which are large public sector transit operators, city and county governments, transportation authorities and utilities districts.

What attracted you to the public transportation industry?

I came to the industry quite by accident. Before public transit, I was a degreed electrical engineer developing embedded solutions for the modern industry. At the time, I was completing an executive MBA program and facing a job change decision: between Motorola, as a sales engineer to promote its soft modems, and Scheidt & Bachmann USA Inc. (S&B) to help the company expand its U.S. fare collection system (FCS) offerings. I had to choose between what I knew or something completely different. I went with the unknown and joined S&B, where I was able to use my engineering background and experiences, coupled with my newly developed business knowledge, to develop and deploy solutions affecting people’s everyday lives. For the first time, I was able to see and use solutions that I had a hand in creating.

I’ve been in the industry for more than 20 years.

Please describe your role. What do you like most about your job?

Intueor had been considering expanding from its growing ITS business into FCS. Known to a few employees, Intueor reached out to explore the possibility of my helping the firm build an FCS practice as their vice president. It was an opportunity to enter a “startup” situation where I could use all my knowledge and experience to build a practice from the ground floor in a small MBE setting. I said yes. I’m responsible for developing and growing Intueor’s FCS practice and for establishing and managing the New York office.

Intueor offers me the opportunity to use the skills and knowledge I have gained. S&B gave me the insight and understanding into the technology, issues the industry faces, and, overall, what it takes to deliver a comprehensive system. The latter work has been with consulting firms, allowing me to gain a clearer understanding of the needs of the agencies, allowing me to better support and guide them as they seek to innovate their fare collection systems.

Please describe the length and scope of your involvement with APTA.

In 1998 I attended my first conference, the FCS Workshop in Newark, NJ. Since then, I increased my participation by joining committees, presenting at conferences and participating in the development of APTA’s Contactless Fare Media Standard; I was the last active vice chair to see the publication of this standard.

What have you found to be the most valuable APTA benefit or resource?

Collaboration and networking.

What do you see as the biggest challenges and opportunities facing public transportation over the next few years?

The biggest challenge: managing the fast pace of technological change and adapting the procurement processes to be much more efficient and flexible to facilitate the nature of Mobility as a Service and other new, innovative offerings. Intueor works with agencies to help guide them as they seek to innovate their fare collection systems.

Please share some of your APTA committee experiences.

I am a member of several APTA committees, including the Mobility Management Steering, Commuter Rail and Connected and Automated Vehicles, to name a few. My committee experiences are positive, with each committee offering a collaborative forum where ideas can be expressed and discussed.

What is unique about your organization? What would readers be surprised to learn?

I like to describe Intueor as a small, boutique firm with a depth and breadth of knowledge that rivals larger firms. Since its inception, Intueor has built its practice from a foundation of well-rounded technologists with established areas of expertise. Each of us can contribute, and thus help in areas both within and outside our areas of response, w. Q. Our smaller size. The small-firm environment, and the chance to build a new practice, was the entitlement to join the team. In addition to our extensive capabilities, we are an MBE.

A Pierce Transit vehicle tests a collision avoidance system at the Virginia Tech Transportation Institute.
A United Effort to Enhance Cyber-Security

BY DEBRA AVILA
Chief, Vendor/Contract Management Office
Los Angeles County Metropolitan Transportation Authority

SECURITY—WHETHER CYBER-defense or physical defense—is an important issue for public transit purchasing managers and departments to address. To date, we have been more comfortable talking about physical defense because securing physical entry points and bodies is easier to identify and understand. Organizations now need to consider vulnerabilities concerning vendors and adopt a variety of practices during prequalification, request for proposals, contract language and contract compliance that also help manage cyber-risks.

Understanding that cyber-defense is more than just a technology concern is key to identifying ways to address it in the end-to-end purchasing process. Additionally, an organization must consider cyber-vulnerabilities as part of its overall approach to security and managing risk. Purchasing departments play an important role by collecting industry information about what is happening in the market-place and ensuring proper engagement with key stakeholders like their organization’s information technology, legal counsel, security and user departments.

Purchasing departments also need to facilitate enhanced security requirements in their requests to vendors. Products and pricing must take into account both short- and long-term use of a vendor’s products and an understanding of how these products interface with other systems and business processes.

Lastly, there is a more fundamental concern that will face purchasing managers as organizations continue to use technology to streamline transactions. Tomorrow’s cyber-threat may not come directly from a vendor or single source, but possibly from a vendor’s partner, subcontractor or their disgruntled employee.

Robots and digital transactions at first tier and beyond are potential problem areas that need to be considered and addressed. Training and sharing security best practices with vendors will be key tools for organizations, along with peer networking and benchmarking techniques to stay abreast of current issues and address potential points of disruption. And of course, agencies must seek legal protections under a well-written contract covering all the above points.

Procurement Partners with Inclusion

BY JANICE R. THOMAS
Senior Division Director
Office of Business Diversity & Community Relations
Metra
Chicago

AS SENIOR DIVISION DIRECTOR of Metra’s DBE program and community relations, I am a part of the APTA Procurement and Materials Management Committee as there is a direct correlation between procurement and diversity and inclusion. Procurement is vital to all aspects of public contracting, and I especially believe that small businesses should be provided an opportunity to participate in cyber-defense contracting. There are many DBE firms that are certified in information technology, security, software programming and web solutions.

In most government agencies, it is the procurement or purchasing department that is responsible for the acquisition of goods and services. As public agencies face an increased risk from cyber-criminals, it is imperative for the procurement department to take the lead and identify solutions for protection. When agencies are aware of cyber-attack risks, it is far easier for them to protect themselves from hackers, viruses and malware.

Also, the inclusion of diverse businesses is important because small businesses are very innovative as they strive to become competitive. Small businesses can offer solutions to help public agencies avoid cyber-attacks because they have experience in protecting their own businesses from attacks. A small solution can develop into a useful secure solution for public agencies.

Cyber-bullying is on the rise and I firmly believe the solution requires a diverse and inclusive group of individuals from the procurement department, finance department and DBE firms that can come together and find a solution.

Bringing All Partners to the Table in the Procurement Process

BY KIMBERLY J. WILLIAMS
Chief Innovation Officer
Metropolitan Transit Authority of Harris County (METRO)
Houston

THE TECHNOLOGY REVOLUTION has made mobility more convenient than ever, giving passengers the ability to manage their trips with the touch of a button. Other benefits include improved productivity in the workforce.

However, there is a downside. New threats arise every day in the form of viruses, phishing and malware, among others. Cyber-security, the state of protecting and recovering networks, devices and programs, is a growing industry and has become a commonplace concept for public transit agencies and passengers alike.

Breaches can occur in any part of the system or through common work activities such as emails and file sharing. The growing threat of ransomware, where malicious software blocks access to a computer system until a sum of money is paid, is an ever-growing problem.

Keeping assets secure and safe should be a team effort. Purchasing managers can serve as valuable members of that team.

You may expect to see cyber-security issues with general software systems. But with new services such as micro-transit and Mobility as a Service, you’re effectively talking about software. In another example, in Houston, cyber-security provisions were critical when METRO deployed its new rail system.

Information technology departments have the bulk of responsibility of dealing with cyber-security, but they can’t do it alone. Purchasing managers can be a key partner. Purchasing managers are often involved in the total life cycle of a project, and in today’s environment there is always some form of cyber-security risk—and in unexpected places. As more technology is deployed, it’s important to have all the partners at the table.

This can be done in many ways. Purchasing managers often hear of new vendors who can provide cyber-security services unique to these new spaces. These opportunities can be shared with project managers. As vendors are selected, they can work to include key cyber-security clauses in the contract template to ensure both that the agency is adequately insured and that key provisions are in place to address any breaches.

As there is a lot of information sharing within the procurement industry, these employees can be valuable eyes and ears on best practices to manage contracts with cyber-security risks and to stay current on new contract provisions. Procurement managers should work closely with the risk department to have robust insurance provisions in place, particularly as more agencies deploy software-as-a-service. Contract administrators can monitor compliance with these key provisions and work with the vendor to put corrective actions in place if needed. Overall, purchasing managers are critical partners to keeping assets safe and secure.

The Art of Procurement: Organized, Detailed, Motivated

BY CARL LEE
Contract Compliance Manager
Department of Diversity & Civil Rights
New York Metropolitan Transportation Authority

IN MY JOB AS A CONTRACT compliance manager for the Department of Diversity & Civil Rights within the New York Metropolitan Transportation Authority (MTA), I work closely with the agency’s procurement managers on a variety of IT cyber-security contracts, as well as IT hardware and software purchase contracts. These contracts are often time-sensitive and focus on protecting our public-facing networks and internal infrastructure from external cyber-attacks.

Firewalls block unauthorized traffic from the public internet and scrub web-based applications for malware. Hackers today, however, are trying to compromise security networks by targeting employees directly and senior-level managers with administrative access to company computer systems. As such, organizations are now shifting their focus to identity and access management tools that address these possible insider threats.

Purchasing or procurement managers have an important key role in ensuring our organization gets the right cyber-security software tools offering the best quality at a competitive price. He or she is a coordinator, facilitator and expediter wrapped in the form of one organized, detailed and highly motivated person.

Purchasing managers must be flexible and comfortable working under pressure in a fast-paced, time-sensitive environment. They must collaborate with the IT end user, as well as the agency’s legal department, in developing a scope of work that clearly defines the need for the cyber-security software tools to be procured and the cost-benefit savings to the organization.

Finally, once the requisition and scope of work are clearly defined and approved by senior officials and the MTA Board of Directors, the purchasing manager’s role is to expedite the procurement as quickly as possible and ensure that it meets the needs and expectations of the end user.
**Gold Coast Transit Ugrades Facility**

**GOLD COAST TRANSIT DISTRICT** (GCTD) in Oxnard, CA, has opened a new operations and maintenance facility to meet growing fleet needs.

GCTD General Manager Steve Brown said the facility will "provide lasting green job opportunities in the delivery of transit service for our community, stimulating our workforce and economy."

The agency anticipates increasing the size of its fleet from 56 buses to approximately 125 over the next 30 to 40 years. The new 15-acre facility includes an eight-bay maintenance and repair building, a CNG fueling station, bus wash and an operations and administration building. It replaces an outdated and deteriorating bus garage and office space originally built in the 1970s.

Green elements of the project include low-flow water fixtures, day lighting for office areas and the minimization of life-cycle costs and energy usage throughout the site. The placement of the administration building takes maximum advantage of the sun and wind, helping to decrease lighting, heating and air conditioning costs. It also includes employee education, health and wellness amenities including dedicated wellness and training centers, a sleep/relaxation room, three fully equipped break rooms and an outdoor courtyard with an employee garden, bocce ball and BBQ.

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**New York MTA Announces Staten Island Bus Fleet**

THE NEW YORK METROPOLITAN Transportation Authority (MTA) has announced plans to introduce 77 new state-of-the-art buses into service on Staten Island this year and to launch a new contactless fare payment system.

“Our Staten Island customers are amongst our most vocal and dedicated because they rely on our buses far more than riders in other boroughs, which means we absolutely must get bus service right,” said MTA New York City Transit President Andy Byford. “We still have work to do, but the future of public transit is very bright on Staten Island thanks to this new fleet of buses and our myriad work to add new service where possible and enhance existing options.”

Forty-one of the new 40-foot buses from Nova Bus have already been delivered and are equipped with software ready for traffic signal priority technology implementation. They operate with ultra-low-sulfur diesel and also provide such modern customer amenities as USB charging ports, Wi-Fi and digital screens and safety technology including a pedestrian turn warning system and cameras. They will replace hybrid buses dating from 2009. Additionally, the MTA is in the process of procuring 50 new coach buses that will enter Staten Island express bus service in 2021.

These upgrades follow last year’s customer-focused redesign of the Staten Island express bus network, which has increased service reliability, speeded up commutes by up to 12 percent, added 120 more weekday trips and frequency and streamlined routes to help clear streets and simplify circuitous routes. NYC Transit is preparing for a planned redesign of the Staten Island local bus network, which will take a clean-slate approach to a network that was based on trolley lines from nearly a century ago.

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**RCTC Contract Promotes Public Education Effort**

THE RIVERSIDE COUNTY (CA) Transportation Commission recently executed a $3.85 million contract expansion with AlphaVu, resulting in a total contract value of $5.5 million, to support an enhanced public education effort presenting options for public transportation infrastructure.

Riverside County is the 10th largest county by population in the U.S. The educational effort will distribute information on transportation projects and funding sources so citizens can assess plans to be placed before the commission next summer.

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**JTA Expands ‘ReadiRide’ On-Call Service Area**

THE JACKSONVILLE (FL) Transportation Authority (JTA) has expanded its ReadiRide program—which provides affordable, on-call transportation to customers seeking short trips within specific neighborhoods—to several additional parts of the JTA service area.

Owl Inc. Transportation, a local provider in Jacksonville, operates ReadiRide for JTA. The service does not follow a traditional fixed route, giving customers more control over their destinations.

“One of our biggest challenges is helping customers connect to the first or last miles of their journeys,” said JTA Chief Executive Officer and APTA Immediate Past Chair Nathaniel P. Ford Sr. “By extending the ReadiRide service to these neighborhoods, we’re meeting this challenge head-on and giving our customers more access to mobility.”

ReadiRide customers can make reservations by phone, calling at least two hours in advance of their trips.

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**MCTS Welcomes 12 New Buses**

The Milwaukee County Transit System (MCTS) welcomed the first 12 buses in a 28-bus order from Gillig. The clean diesel vehicles traveled 2,200 miles from the factory in California to Wisconsin and will enter service starting this summer, replacing older vehicles that are reaching the end of their efficiency. The buses offer improved fuel economy, lower emissions, anti-slip flooring, easier-to-read digital display signs and a stainless-steel understructure designed to reduce salt corrosion.

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SAN ANTONIO—Former San Antonio City Councilman Rey Saldaña has been elected chairman of the VIA Metropolitan Transit Board of Trustees, succeeding Hope Andrade, who had chaired the board since 2015.

HOUSTON—The Metropolitan Transit Authority of Harris County (METRO) announced the appointment of Robert (Bob) Fry to a two-year term on the METRO Board of Directors. Fry, a former mayor of West University Place, was named to represent a group of 14 smaller cities within the agency’s service area on the board. He succeeds Cindy Siegel, METRO Board Member Don Elder, who also represents the smaller cities, rejoined the board for his second term.

DALLAS—Bill Keyes has been named assistant vice president and senior rail systems manager at WSP USA. Keyes has 29 years of rail experience in systems design, construction management and program management, including working on rail projects for public transit agencies in Dallas, Fort Worth and Houston.

ALLENTOWN, PA—Continental has named Denzel Lall sales technical training specialist, responsible for presentations for both existing and potential customers in the western U.S. He joins the company after working for Tirehub and Discount Tire.

VANCOUVER, BC—TransLink has named Michel Ladrak the new president and general manager of BC Rapid Transit Company. He has more than 20 years of experience, most recently as managing director for Auckland Transit, leading the company’s field service team. Before joining TransLink, he founded his own company providing technical training and publications to service organizations.

PHOENIX—The Valley Metro Regional Public Transportation Authority (RPTA) and Valley Metro Rail boards of directors have elected officers for the FY 2020 term, which runs through June 30, 2020. Valley Metro RPTA provides coordinated, multimodal transit options to residents of greater Phoenix, while Valley Metro Rail plans, constructs, operates and maintains light rail and high-capacity systems in the greater Phoenix area.

LOS ANGELES—Todd P. McIntyre has joined Metrolink as chief strategy officer. Most recently he spent three years as chief of staff for District DOT, Washington, DC, and earlier he worked for FRA, managing oversight of more than $4 billion in freight and passenger rail capital programs around the U.S. He received the FRA Administration Award for Excellence in 2016 and the Secretary of Transportation Award for Excellence in 2013 and 2015.

WASHINGTON, DC—Chantez Bailey has joined Operation Lifesaver Inc. as director of communications and marketing. She has more than 10 years of experience in nonprofit marketing and brand awareness, working with organizations including the National Crime Prevention Council, National REACH Coalition and Association of American Medical Colleges.

BURLINGAME, CA—Proterra announced the hiring of Todd Pocobello as director of field service and Mike Boggess as vice president of controls, electrical and thermal systems.

WASHINGTON, DC—Theresa M. Impastato, a 20-year rail safety and operations veteran, has been selected as the Washington Metropolitan Area Transit Authority’s executive vice president/chief safety officer. Most recently she was deputy chief safety officer for Amtrak and earlier was in charge of system safety for New Jersey Transit Corporation’s light rail service on a route that shares tracks with freight trains. For the past three decades, she has been a member of the High-Speed & Intercity Passenger Rail and Rail Safety committees.

People On The Move features the latest industry hires, promotions and recognitions. Have an announcement you’d like to make? Contact Senior Editor Susan Berlin at sberlin@apta.com.
MV to Provide Access Service in King County — King County Metro Transit in Seattle has entered into a five-year contract with MV Transportation to operate Access paratransit in its service area. The $424 million contract goes into effect this fall.

IndyGo Provides Fresh Produce at Station — After a successful pilot last fall, IndyGo in Indianapolis has welcomed back Food in Transit, which is providing fresh and affordable produce on Friday afternoons through October at the Julia M. Carson Transit Center. The program receives Community Block Development Grant funding through the U.S. Department of Housing and Urban Development.

MARTA Makes Buying Reduced Fares More Convenient — The Metropolitan Atlanta Rapid Transit Authority (MARTA) has opened pop-up shops throughout three counties where riders can purchase reduced-fare cards and Breeze cards and tickets. Previously, Breeze card purchases could only be made online and in RideStores or vending machines located in MARTA stations.

Ride Free in Ypsilanti with Library Card — The Ann Arbor Area (Mt) Transportation Authority (TheRide) is partnering with the Ypsilanti District Library this summer to provide free weekend rides to library cardholders of all ages if they show the operator their cards. The Summer Challenge program includes incentives, friendly competition and prizes to keep kids — and adults — reading and learning all summer long.

Caltrain Approves Increased Bike Capacity — Caltrain commuter rail in San Carlos, CA, has approved a bicycle access policy that will increase peak-hour bike capacity and provide more bike amenities at stations. Currently, Caltrain carries more than 6,000 bicycles per weekday; when the system launches electrified service in 2022, all electric trains will have two dedicated bicycle cars, allowing a 17 percent increase in systemwide bike capacity during peak hours.

LA Metro Introduces Portraits on Blue Line — As part of Los Angeles Metro’s New Blue Line Improvements Project, Metro Art has announced the inaugural portrait series “More People Than You Know,” featuring images of people from the many neighborhoods along the 22-mile Blue Line. Riders, artists and curatorial advisors with ties to these neighborhoods and cultural organizations worked closely with Metro Art to produce art that is intimate, immediate and relevant to local communities.

San Diego MTS Approves TOD Proposal — The San Diego Metropolitain Transit System (MTS) Board of Directors approved a new housing project at the agency’s Grantville Transit Center, which will include 156 affordable units and 254 market rate, student-oriented units. Construction on the TOD project will begin next year, with occupancy expected in 2022.

Real-Time Arrival Information at All Link Stations — Sound Transit’s Link light rail in Seattle has begun displaying real-time arrival information on digital signs at all stations. The service also can interrupt the usual display to update riders in the event of a service disruption.

LANTA Names School District ‘Partner’ — The Lehigh and Northampton Transportation Authority (LANTA), Allentown, PA, recently presented its third annual Lehigh Valley Transit Partner Award to the Allentown School District. The award recognizes the district’s help in making public transportation more affordable and accessible by implementing a $1 DayPass program for students.

LA Metro Welcomes First 60-Foot Electric Bus — Los Angeles Metro has taken delivery of its first 60-foot zero-emission electric bus. The New Flyer bus will enter service on the Metro Orange Line later this year and is the first of 40 vehicles that will arrive over the next year.

Watertown Increases Access to MBTA CharlieCards — The Massachusetts Bay Transportation Authority (MBTA) has partnered with the town of Watertown, MA, to make CharlieCards available at the town hall and library. CharlieCards are reusable plastic cards that can be loaded with stored cash value or one-day, seven-day or monthly passes. Cardholders pay lower single-ride fares on bus and subway services than customers who pay cash or use a single ticket.

Masabi Partners with Ohio Agencies — NEOride, a consortium of seven Ohio public agencies, has joined with Masabi to launch the free EZ fare app. The app allows riders to pay fares or purchase tickets for any of the participating systems.

RTD Launches ‘LIVE’ Program Enrollment — Denver’s Regional Transportation District (RTD) has begun enrollment in LIVE, a new income-based fare discount program that provides a 40 percent discount to qualifying riders whose household incomes are at or below 185 percent of the federal poverty level. Rather than going through a government agency or nonprofit organization to sign up, applicants can go directly through the state’s public benefits application website.

Stert-Koni Supports Brooklyn Nonprofit — Stert-Koni has continued its support of Brooklyn, NY-based Bailey’s Café, a nonprofit organization, with an additional $10,000 donation to provide a collaborative creative summer program for its members from neighborhoods across New York City. The cafe works to build communities through service, arts education and inclusion through partnerships with local leaders and volunteers.

CLASSIFIEDS
The Public Transit Marketplace — Passenger Transport Classified Ads are the marketplace for public transit. All classifieds 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 and preferred ad size and mailing address to: PassengerTransport, 1300 South 30th, N.W., Suite 1200 East, Washington, D.C. 20006. Ad copy is not accepted after 5 p.m., EST, Friday, one week prior to publication date.

FOR SALE
NOTICE OF SALE
The Merrimack Valley Regional Transit Authority is requesting bids for the sale of Model Year 2004 Gillig busses. The buses will be sold as is and where is with no warranty expressed or implied. Sealed bids must be accompanied by a certified bank check in the amount of the bid. All bids must be received at the MVRTA Administrative Offices no later than Tuesday, August 13, 2019 by 10:00 a.m. and must be submitted on forms supplied by the Authority. The Authority reserves the right to accept or reject any and all bids, and to waive informality and irregularities as it deems in its best interest. Complete instructions are contained on a bid package available from the MVRTA at this email address: staff@mverta.com Joseph J. Costanzo Administrator

NOTICES
PUBLIC NOTICE – DBE GOAL
CRCC MA CORPORATION
In accordance with U.S. Department of Transportation (USDOT) requirements set forth in 49 CFR Part 26, CRCC MA Corporation, a Transit Vehicle Manufacturer pursuing FTA-funded rail car contracts in the USA, hereby proposes an overall goal of 9.6% percent for Disadvantaged Business Enterprises (DBE) participation in contracting opportunities, Fiscal Year 2019. The DBE goal, along with the description of how the goal was developed, is available for public review and comment from 8:30 a.m. to 5:00 p.m., Monday through Friday, at CRCC MA Corporation, 108 Myrtle Street 3rd floor, Quincy, MA 02171 for 30 days following the date of this notice. CRCC MA Corporation will also accept comments on this goal for 45 days following the date of this notice via email to Tina Andrews, Supplier Diversity Manager, CRCC MA Corp. 108 Myrtle Street, 3rd floor, Quincy, MA 02171; via email to Andrews.tinacam.com; and via phone: 617-620-4223. CRCC MA Corporation encourages qualified DBE/MBE/WBEs in the rail transit manufacturing industry to submit their qualifications and areas of expertise by email to Tina M. Andrews, Supplier Diversity Manager at Andrews.tinacam.com.

BIDS/PROPOSALS
REQUEST FOR PROPOSAL
Proposals for P-2728 Paratransit & Mobility Management will be received by the Transit Authority of River City until 3 p.m. on September 5, 2019. See https://www.vidorarec.org/about/doing-business-with-tarc/current-bid-opportunities for more information.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA)
REQUEST FOR PROPOSAL
LACMTA will receive Proposals for OPS9812 - Renewable Natural Gas at the 9th Floor Receptionist Desk, Vendor/Contract Management Department, One Gateway Plaza, Los Angeles, CA 90012.

A Pre-Proposal conference will be held on Wednesday, July 17, 2019, 9:00 a.m., at One Gateway Plaza, Los Angeles, CA 90012, Palmasis Room 08-B8. All Proposals must be submitted to LACMTA, and be filed at the reception desk, 9th Floor, VCM Department, on or before 1:00 p.m., Pacific Time on Tuesday, September 24, 2019. Proposals received after the above date and time may be rejected and returned unpenned. Each proposal must be sealed and marked Proposal No. OPS9812.

For a copy of the Proposal/Bid specification visit our Solicitation Page on our Vendor Portal at https://business.metro.net for further information email Loretta Noris at noris@metro.net.

8/5/19
CNS-13774928
PASSENGER TRANSPORT/C/O AIME

NOTICE TO SUPPLIERS
GADABOUT TRANSPORTATION SERVICES, INC. (Gadabout)
REQUEST FOR VENDOR PROPOSALS (RFI-19-01)
TRANSPORT MANAGEMENT TECHNOLOGY
Gadabout Transportation Services, Inc. (Gadabout) is soliciting responses from qualified vendors to develop and implement software for scheduling and dispatch. Proposals will be accepted at 737 Willow Avenue, Ithaca, NY 14850 up until 4:30 PM on October 11, 2019.

Proposal packages containing submittal requirements with attachments are available at Gadabout (address above), by calling (607) 277-9388 ext. 200, e-mail: at: kwL@Gadabout.com and via website www.GadaboutBus.com. Printed RFP packages are also available through Gadabout.

Gadabout reserves the right to waive any informal submittal, or to reject any or all proposals and to negotiate with any proposer. Gadabout hereby notifies all proposers that in regard to any contract entered into, pursuant to this RFP, advertisement or solicitation, disadvantage business enterprises will be afforded full opportunity to submit proposals in response and will not be subject to discrimination on the basis of age, race, color, sex, national origin, or disability in consideration for an award.

Kirsten E. Casey Executive Director Gadabout Transportation 737 Willow Ave., Ithaca, NY 14850

CITY OF BROWNSVILLE, TEXAS - IFB
CITY OF BROWNSVILLE PURCHASING/CONTRACTING OFFICE
INVITATION FOR BIDS FOR THE ON-BOARD VIDEO SURVEILLANCE SYSTEM REPLACEMENT
for the City of Brownsville Metro Department (B-Metro) Bids B-48-0719
Pre-Bid Meeting Date: July 17th, 2019
Pre-Bid Meeting Time: 10:00 A.M. in the Purchasing Department
Bid Due Date: August 23rd, 2019
Bid Due Time: 3:00 PM
http://www.cob.us www.bmidirect.com

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Francisco. SFMTA is governed by a seven-member Board of Directors who are appointed by the Mayor and confirmed by the San Francisco Board of Supervisors. SFMTA has over 6,000 employees with a fiscal year 2020 budget of $7.2 billion—up 19 percent from fiscal year 2019 and 2020 and a capital budget of $63.0 million for fiscal year 2020.

The Director of Transportation, under direction from the Board of Directors, plans, organizes and directs all activities and functions of the SFMTA. The Director oversees the following divisions: Capital Projects & Construction, Central Subway Program, Communications and Marketing, Information Technology, Government Affairs, Human Resources, Sustainable Streets, System Safety, Taxis & Access, and Technology. The Director will ensure that SFMTA continues its evolution to a more responsive, transparent, accountable organization.

Requires a combination of experience and education such as a bachelor’s degree (advanced degree is desired), and experience in public transportation, safety and traffic systems.

Salary: $77,241.00-$117,236.00

Apply by August 20, 2019 at www.analancor.com. For more information, contact Sherrill Uyeda or Cardelia Jose at (512) 901-9769 or at suyeda@analancor.com or cdjose@analancor.com.
Senior Transportation Planner - Transit Program Manager

Salary: $79,847.00 - $121,561.00 Annually
Location: New Britain Building, 1101 Arapahoe, Boulder, CO
Job Type: Full-Time
Department: Public Works
Job Number: 19-100010-0160
Closing date and time: 8/31/19 at 11:59 P.M. Mountain Time (US & Canada)
Overall Job Overview
Under limited direction, initiate, manage, and coordinate strategic planning and implementation with a special focus on public transit and its relationship to other transportation options and city-wide goals. Primary work functions include management of one or more transit program subdivisions, including negotiating agreements and contracts, customer service, emergency coordination, and transit planning. Also, perform related duties as required.
For further details and to apply, go to: https://www.governmentjobs.com/JobAlert/339791/senior-transporation-planner-transit-program-manager?location=boulder%2C%20Colorado&state=CO&isPaid=1&searchPage=1

Senior Civil Engineer (PS101292)
Position is affiliated with the International Federation of Professional and Technical Engineers, Local #21
Location: San Francisco, CA - Golden Gate Bridge
Salary Range: $152,153.60 - $515,256.00 + Benefits
Employee pays up to 7% of salary/wage toward CalPERS retirement plan

Minimum Job Requirements:
Educational Requirements
• Bachelor's degree in Civil Engineering or closely related field
• Five years progressively responsible experience in design, estimating, specification preparation, contract preparation, related phases of engineering, and related construction projects, one year supervisory experience.

Required License(s):
• Registration as a Civil Engineer (license) as a Civil Engineer in the state of California
• Must possess and maintain a current, valid California driver's license and satisfactory driving record.
• May operate District vehicles.
To Apply: www.goldengate.org/jobs

Openings in Transit Systems
Broward County Transportation Department

Transit Manager – Materials Management

Location: Fort Lauderdale, Florida
Job Status: Full-Time
Salary: $76,855.79 - $122,662.18 Annually
Broward County Board of County Commissioners is seeking a materials manager, for the office of Materials Management for Broward County Transit (BCT)

Broward County Transit (BCT), the second largest transit system in the state of Florida, is a dynamic, highly qualified Transit Manager – Materials Management. This is a highly responsible leadership, supervisory, professional management and administrative work. Reporting to the Assistant General Manager – Operations, the incumbent’s responsibilities encompass managing, planning and monitoring fleet sustaining parts and materials activities utilizing a demand planning strategy. Moreover, the incumbent must possess keen knowledge in all logistics activities that impact the availability of parts and materials required to maintain the agency’s fleet of Transit Vehicles. This position will also be a part of the team leading the effort to deliver the highest level of passenger service, safety and satisfaction to the citizens of Broward County. Check out our benefits at https://www.broward.org/Benefits/Pages/Default.aspx. If interested, please submit an application at https://www.broward.org/careers/Pages/Default.aspx. This position will remain open until filled. Broward County Board of County Commissioners is an equal opportunity employer and provider of services.

King County Metro

King County Metro Invites Applications for the Position of: Rail Division Director

Application can be submitted at www.kingcounty.gov/jobs. King County Metro is committed to equity and excellence in the workplace. In addition, the county is committed to recruiting and maintaining a qualified workforce that reflects the diversity of our guiding principles and values: service-oriented, results-focused, accountable, innovative, professional and fair and just.

Opening Date/Time: 7/24/19 3:00 PM (GMT-8) Closing Date/Time: 8/10/19 11:59 PM
Location: Operations & Maintenance Facility - 3407 Airport Way S, Seattle
Job Type: Full-Time

Summary: Are you knowledgeable about how a Light Rail organization works? Do you have a commitment to equity and social justice?

The Rail Division within King County Metro (Metro) is seeking a strategic and innovative leader to become its new Rail Division Director. This dynamic, executive level leader will report directly to Metro’s Deputy General Manager.

In this role, the Rail Division’s top transit agencies at a time when we are growing, adopting innovative technologies and services, and becoming a mobility agency. Rail Metro was named the second largest rail transit agency in the U.S. by the American Public Transit Association (APTA). Rail Metro is the region’s largest rail service, which includes the Light Rail System and Sound Transit’s Sounder commuter rail service. The Rail Division is responsible for the delivery of rail services that meet the region’s transportation needs and support the region’s economic growth.

The Rail Division Director will lead the Rail Division’s High Capacity rail system that is the backbone of our region’s public transportation system and will continue to play that role as several major Link light rail extensions are slated to be completed in the next five years, with even more system expansion in the future. Metro operates Sound Transit’s Light Rail System, which is planned to expand out and in the next twenty years. Metro also operates two commuter trains for the City of Seattle and Sound Transit service and the Sounder line.

The Rail Division will help shepherd the expansion of our Rail Operations, Rail Maintenance, Rail Facilities, Operations, Maintenance and Service, Operations Management, and Streetcar sections that have over 400 current employees. • Rail Operations, manages light rail operations including base and field operations, Rail Operations Control Center, and the operations technology team. • Rail Maintenance, manages light rail maintenance and oversees the traction power unit, Vehicle Maintenance unit, and the Track, Signals and Structures unit. • Rail Facilities, manages light rail facilities and works closely with Sound Transit facilities oversight group. • Streetcar, manages Seattle Streetcar operations and maintenance on behalf of the City of Seattle and Sound Transit and the operations management, Human Resources and Administrative Services, oversees division budgets, financial accounts and purchasing, man- age contract services, enterprise asset management system, employee uniform program, and ensures compliance with applicable laws and regulations.

To learn more please visit: https://www.kingcounty.gov/depts/transpo/rail/mbta/about
King County Metro values equity and Social Justice, Safety and Sustainability. Our work is long-term strategy support these values in all that we do.

Applicant Leader You Will:
• Apply equity and social justice principles by modeling shared values, behav- iors, and practices. • Provide strategic direction to the vision and alignment and integration of the vision and strategic goals of the Metro Transit Department, Sound Transit, and the Seattle Department of Transportation. • Work with a variety of stake- holders including internal Metro staff, Sound Transit executive leadership and staff, City of Seattle, elected officials, regional transportation organiza- tions, transit customers, and the broader community to maintain current high standards of operations and operations and expansion. • Build a strong positive environment in diverse work environments while creating strong cultures, instilling vision and purpose, and developing and inspiring the Rail Division. Cultivate employee engagement and cre- ate developmental opportunities for all employees. • Develop and implement programs and initiatives that will engage military veterans and their spouses to careers within the transportation industry. • Collaborate with key stakeholders to explore and develop apprenticeship programs for ca-

Public Transportation Services Corporation

Non-Represented Employment Opportunity
Bulletin No. 00250-002

Job Title: DEO, Human Resources (NEXT GEN WORKFORCE PROGRAMS)

Salary Grade: HAA
Salary Range: $118,011 - $171,018 - $205,005
External/Internal: EXTERNAL
Other Info: This bulletin is posted to establish or add to the King County Government (Pooled) Certificate.

Basic Function:
• Plans, directs and manages the activities of the Next Generation (Next Gen) human resources function, in the areas of Youth Engagement Programs; Internships; On-the-Job Training Program; Fare Cheats Program including, uncashed incumbent employee; Apprenticeships, and Veteran’s Outreach Services. This position will also be responsible for working intensively with internal and external stakeholders while developing and administering programs to build a bridge for the emerging workforce to join the transportation industry.

Example Of Duties:
• Oversee development programs that will expose youth to career opportunities within the transportation industry. • Oversee development programs that en- gage, train and develop individuals who have been released from incarceration. • Oversee development programs and initiatives that will engage military veterans and their spouses to careers within the transportation industry. • Collaborate with key stakeholders to explore and develop apprenticeship programs for ca-

PUBLIC TRANSPORTATION SERVICES CORPORATION

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KNOWLEDGE:
• Theories, principles, and practices of human re- sources. 
• Effective oral and written communication skills. 
• Knowledge of affirmative action and the Civil Rights Act. 
• Strong understanding of equal opportunity practices. 

Skills:
• Advanced computer skills with experience using Microsoft Word and Excel. 
• Requires ability to work independently and as part of a team. 

Abilities:
• Direct activities to ensure timetables and out- comes met 
• Conceptualize and plan strategies for meeting goals and objectives 
• Interact professionally with various levels of management, employees and public 
• Analyze complex reports, presentations and documents 
• Analyze and interpret complex data 
• Supervise subordinate staff 
• Read, write, speak, and understand English

Selection Procedure
• An assessment test will be used to evaluate job-related qualifications. 
• Test results will be used to evaluate job-related knowledge, skills and abilities.

Application Procedure
To apply, visit METRO’s website at www.metro.net and complete an online Employment Application. 

As an equal opportunity employer, METRO invites applicants with disabilities to complete online Employment Applications at the following Metro locations.

METRO Headquarters, Employment Office
One Gateway Plaza
Los Angeles, CA 90012
(323) 844-2176 or persons with hearing or speech impairments can use California Relay Service, 711.

All completed online Employment Applications must be received by 5:00 p.m. on the closing date.

*Open positions may be removed at any time.

This job bulletin is not to be construed as an exhaustive list of duties, responsibilities, or requirements. This job bulletin may be required to perform other related job duties.
APTA’s **TRANSform** is where learning, sharing, experiencing, and networking will take center stage, providing the latest in policy, technology, and new mobility ideas.

Join APTA and our hosts, NYC DOT and MTA, and be a part of this premier event. Don’t miss the early-registration discount, sign up by **August 23** and save.

**Learn More at APTA.com/TRANSform**