

PASSENGER Transport

THE SOURCE FOR PUBLIC TRANSPORTATION NEWS AND ANALYSIS

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The Rapid, Via Partner To Provide On-Demand Paratransit Service

THE RAPID IN GRAND RAPIDS, MI, is partnering with Via to implement an updated model for paratransit deployment: “Rapid On Demand,” an app-based network that incorporates ride-hailing technology rather than pre-scheduling days in advance.

The six-month pilot project will provide same-day rides with a wait time of 15 minutes or less to riders eligible for The Rapid’s GO!Bus paratransit service within a specific service area. While Via provides wheelchair-accessible vehicles in almost all its markets, this will be its first-ever deployment fully dedicated to paratransit.

Andrew Johnson, chief executive office of The Rapid, called the new service “an exciting opportunity to provide same-day service that improves independence and customer experience to those who may not be able to utilize typical ride-hailing solutions.”

Funding for the pilot program, totaling \$373,782, comes from the Michigan Mobility Challenge, funded through an \$8 million state legislative appropriation in 2018 to use technology and innovation to address core mobility gaps for seniors, persons with disabilities and veterans across the state. The city of Grand Rapids and the county’s disability advocacy agency are joining Via on the project team.

By using the Rapid On Demand app, riders can hail a shuttle directly from their smartphone. Its technology provides for multiple riders to seamlessly share the vehicle and can direct passengers to a nearby virtual bus stop within a short walking distance for pickup and drop-off.

The Delicate Balance Of Microtransit

Service vs. Efficiency, or Transformational Opportunity vs. Just the Latest Fad?

BY KATHERINE LEWIS

WITH MANY PUBLIC TRANSIT AGENCIES seeing declining ridership in recent years, and technology advances facilitating scheduling of small-capacity vehicles, many systems are looking to microtransit to improve customer service and expand their service area. This feeds into changing customer expectations—thanks to disruptive technology across a range of industries—for everything at our fingertips, from food through DoorDash to movies on Netflix and rides via Uber and Lyft.

Microtransit holds the potential of bringing new riders to fixed routes, reaching suburban areas seeing the quickest population growth and increasing equity by providing access to groups with the most need: older riders, low-income residents and people with disabilities. Using mini-buses or large vans in a fixed area would allow public transit agencies to penetrate more deeply into neighborhoods without inconveniencing residents in the way full-size buses would. Meanwhile, the cost of these smaller, more nimble vehicles makes the service more affordable to provide and the convenience of on-demand scheduling makes it more appealing to riders than existing paratransit.

But in exploring microtransit, public transit professionals should be aware of the many factors they will need to balance. As you expand the ser-

vice area, you risk increasing wait times. The more closely you try to meet customers’ expectations of a personalized experience, the more your costs will rise. Basically, an agency is seeking to locate a sweet spot between a taxi service and traditional public transit. The key is to find that happy medium based on the unique characteristics of the system, customer base and local needs.

“Are you going to be fast and frequent or are you going to give a little piece to everybody and have lower service?” asked Jameson Auten, senior vice president of operations and innovation for the Kansas City Area (MO) Transportation Authority (KCATA). “In the places where we need coverage, how do on-demand services fill those gaps?”

To maximize your agency’s opportunity for success, be sure to plan carefully, communicate with your customers, launch the service aggressively enough to be noticed, expect to adapt and never take your eye from the prize, driving efficiency as microtransit gets underway, according to interviews with public transit officials across the country.

A Thoughtful Planning Process

First, assess where your riders are and where they want to go.

“The first question should always be, ‘What

MICROTRANSIT CONTINUED ON PAGE 6

Let’s Play Ball!



Photo by Angel Grajeda, CTA

Chicago Transit Authority President Dorval R. Carter Jr. threw out the first pitch before the start of the Aug. 7 Chicago Cubs baseball game against the Oakland Athletics. This Transit Appreciation Game was held at Wrigley Field in support of regional public transit.



Photo by Jeffrey Leaser, JTA

APTA Chair David M. Stackrow Sr., board treasurer of the Capital District Transportation Authority, threw out the first pitch at the July 22 Jacksonville Jumbo Shrimp Minor League game at an event hosted by the Jacksonville Transportation Authority held during APTA’s Transit Board Members & Board Administrators Seminar.



COMMENTARY

BY CLARELLE DEGRAFFE

Director and General Manager
Port Authority Trans-Hudson Corporation (PATH)
Jersey City, NJ

Building Railroads for the Next Century Requires Vision, Commitment

When the Hudson & Manhattan Railroad (H&M) began fare service between New Jersey and New York in 1908, railroads dominated the American landscape.

BEFORE THE H&M TUNNELED UNDER THE Hudson River, most rail service heading into Manhattan stopped in New Jersey. Ferries moved people and goods across the Hudson. The H&M, now called PATH, changed that and ushered in a transformational change within the public transportation industry.

That took leadership. It still does. That is why the Port Authority of New York and New Jersey, which operates PATH, is committed to applying that same level of integrity, drive, commitment and out-of-the-box thinking to how it improves the region's infrastructure in the 21st century.

Across the Port Region, the Port Authority is building the legacy assets for the next century. Three of the nation's largest airports—LaGuardia, JFK and Newark Liberty International—are being reinvented simultaneously. The Port Authority raised the roadbed of a continually operating Bayonne Bridge to enable ultra-large container ships to reach its ports. The result: the port has now surpassed Long Beach, CA, as the second busiest port in the U.S. And the agency completed the new Goethals Bridge in 2018, its first new bridge in 87 years.

These are exciting times at the Port Authority. These are exciting times at PATH.

In 2018, 81.7 million riders used PATH. These commuters expect reliable, safe service. They want information. We are striving to meet those expectations.

Last year, PATH installed countdown clocks system-wide, launched the RidePATH app and installed cellphone service in all its underground stations. But those are basic expectations in the 21st century. The spirit of the H&M—the spirit of today's Port Authority—is to do better than meet basic expectations.

Improving service reliability, running more and longer trains to both increase system capacity and reduce wait times and improving how information flows to customers must be our top priorities. To achieve these goals, the Port Authority is launching an ambitious PATH Improvement Plan that will leverage more than \$1 billion of Port Authority investment to deliver results.

There are three components to the agency's robust investment in PATH: add capacity to the system, reduce delays and, of equal importance, enhance the customer experience.

PATH will increase capacity in two stages, with a 10 percent increase on two lines this fall and then, in three years, by 40 percent on the Newark-World Trade Center line and by 20 percent on the rest of its lines.

PATH's new signal system allows trains to run every three minutes instead of every four minutes. To achieve shorter wait times, we are hiring additional train crews and purchased 72 new railcars to be delivered between 2021 and 2022.

Additionally, reconstruction work on two stations will enable PATH to run nine-car trains (up from eight cars) on the Newark-World Trade Center line and to run substantially

Railroads are more than rolling stock and track; they connect people to jobs, to home, to opportunity. Railroads transformed America. For those of us working on railroads today, our challenge is to transform railroads.

more trains per hour during peak periods.

PATH is also launching a \$50 million set of major initiatives to address the root causes of system delays: signal issues, switch failures, car equipment failures, track conditions, sick passengers and unattended bags.

Within the next 12 to 18 months, as the new PATH Improvement Plan is implemented, customers will start to see improvements, with PATH committed to full implementation of these measures in 30 months.

Wide-ranging changes in processes, purchases of new testing and detection equipment, as well as stepped-up purchase of key trackbed components, and maintenance will address signal and switch issues, car equipment failures and track conditions.

Ultimately, a better customer experience is essential to improving the commuting experience. PATH meets regularly with its riders. We need to hear directly from our customers what their experiences are like. We have partnered with communities and municipalities to meet their changing needs and to serve them better.

And equally important, we are working with other transportation agencies to adopt unified fare systems like OMNY, assess industry-wide best practices and work collaboratively to build world-class, 21st-century rail infrastructure.

In short, our job at PATH isn't just to move people, but to build bridges between PATH and its customers and bridges between PATH and other regional transportation agencies.

PATH is challenged by the physical restraints of many of its historic stations, but it is also challenged to think, like previous stewards of America's railroads, out of the box, to look for better and more innovative ways of delivering people to their destinations.

Public transit takes people out of cars, moving them efficiently and quickly, while offering a more environmentally friendly commuting alternative. Railroads must adapt and evolve to serve the needs of today's travelers. Our predecessors in this industry expect nothing less of us.

Railroads are more than rolling stock and track; they connect people to jobs, to home, to opportunity. Railroads transformed America. For those of us working on railroads today, our challenge is to transform railroads. It is a challenge we are embracing at PATH.

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Rosemary Sheridan, Publisher

rsheridan@apta.com

Kathy Golden, Editor

kgolden@apta.com

David A. Riddy, Senior Managing Editor

driddy@apta.com

Susan Berlin, Senior Editor

sberlin@apta.com

Jack Gonzalez, Senior Director-Marketing and Sales

jgonzalez@apta.com

Erin Cartwright, Marketing &

Communications Coordinator

ecartwright@apta.com

Mitchell Wood, Graphic Designer

mwood@apta.com

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The YGS Group
www.theYGSgroup.com

Tima Good

Account Executive

(717) 430-2282

Tima.Good@theYGSgroup.com

Natalie DeSoto

Account Executive

(717) 580-8184

Natalie.Desoto@theYGSgroup.com

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FRA Issues Notice of Funding for Rail Program

ON AUG. 14, FRA ISSUED a Notice of Funding Opportunity (NOFO) for more than \$244 million in grant funds through the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program.

The FY 2019 NOFO will fund both passenger and freight rail infrastructure projects that increase rail transportation safety, efficiency and reliability. The CRISI grant program also directs investment to rural America, with at least 25 percent of available funds reserved for projects in rural communities.



U.S. Department of Transportation
Federal Railroad Administration

FRA Administrator Ronald L. Batory said, "These CRISI grants support safe rail systems around the country and I encourage eligible parties with creative and innovative projects to apply."

Applications for funding under this NOFO are due 60 days after the date of publication in the *Federal Register*, scheduled for Aug. 19. FRA has also

announced web-based training and technical assistance for eligible applicants on Sept. 4.

View the text of the NOFO at <https://bit.ly/2TxF3Oh>.

JTA Launches New Flex Route; To Upgrade Ferry Service

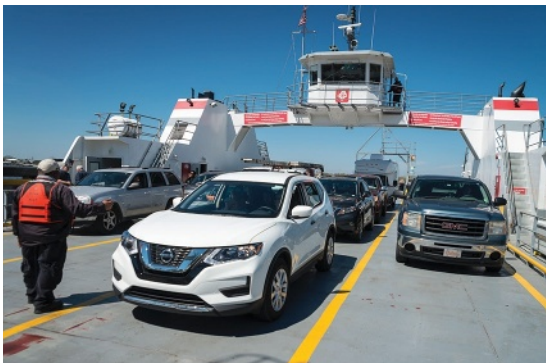
THE JACKSONVILLE (FL) Transportation Authority (JTA) launched its newest Clay Community Transportation Flex Route, the Magenta Line, on Aug. 12 to provide flexible transportation between Keystone Heights and Gainesville for a \$1 standard fare.

JTA became the community transportation coordinator for Clay County on Jan. 1, launching Clay Community Transportation, and introduced flexible service on the Red and Blue lines in March. The agency also provides paratransit services in the county.

Also, as part of an Aug. 8 FTA announcement for \$32.8 million in federal grants for passenger ferry service, JTA has received a \$3.9 million grant that will help fund the next phase of upgrades to the agency's St. Johns River Ferry.

"When the JTA took over operation of the St. Johns River Ferry in 2016, we also embarked on an ambitious plan to address needed upgrades and maintenance issues that had accrued over several decades," said JTA Chief Executive Officer and APTA Immediate Past Chair Nathaniel P. Ford Sr.

The grant will account for roughly



A \$3.9 million FTA Passenger Ferry Grant will help fund the next phase of upgrades to JTA's St. Johns River Ferry.

70 percent of the project cost, estimated at \$5.6 million. Work is scheduled to begin in spring 2020, the fourth phase of an ongoing upgrade plan for the ferry system, which will include work to bulkheads, catwalks, warehousing, mooring bollards and other improvements to both the Mayport Village and Fort George Island facilities.

The car and passenger ferry, the Jean Ribault, connects two ends of a north-south state highway via a 0.9-mile voyage across the St. Johns River, 2.5 miles inland from the Atlantic Ocean.

FTA awarded nine Passenger Ferry Grants totaling \$32.8 million. To see the complete list, visit <https://bit.ly/31uWMZF>.



JTA recently introduced a third Flex Route in Clay County, the Magenta Line.

Hakim and Trottenberg to Address TRANSform Breakfast: 'Women and Power'

LEADING EXECUTIVES AT THE TWO agencies hosting APTA's 2019 TRANSform: a *reimagined* Annual Meeting in New York City will speak on "TRANSformational Influence—Women and Power" at the Oct. 16 Wednesday Wake Up Breakfast.

Veronique (Ronnie) Hakim is managing director of the New York Metropolitan Transportation Authority. Polly Trottenberg is commissioner of New York City DOT.

Also, the host agencies have confirmed 10 technical tours during the meeting:

- Grand Central Terminal
- Digital Screen Innovation
- Arts & Design Architecture/Fulton Center Transit Hub (Oculus)
- Rail Control Center
- Livingston Plaza (Train Simulator)



Veronique (Ronnie) Hakim



Polly Trottenberg

- Hudson Yards
- Select Bus Service-34th Street
- Staten Island Ferry ride/tour
- Roosevelt Island Tramway
- Improving Transit Resilience to Natural Disasters (45-minute session and walking tour)

Early registration closes Aug. 23. For more information and to register, visit www.apta.com.



SFMTA Acting Director of Transportation Tom Maguire, third from right, joins San Francisco Mayor London Breed, third from left, and other dignitaries at the opening of a new rail platform at UCSF/Chase Center Station.

SFMTA Opens New Platform At Mission Bay Station

IN ANTICIPATION OF THE OPENING of the Golden State Warriors' Chase Center and accompanying growth in jobs, housing, healthcare and retail, the San Francisco Municipal Transportation Authority (SFMTA) has introduced service on a new center rail platform at its University of California, San Francisco (UCSF)/Chase Center Station in Mission Bay.

The new, larger platform serves both inbound and outbound trains and will greatly expand transit capacity in preparation for large crowds, accommodating

700 patrons at a time and allowing four two-car trains to load simultaneously.

In order to accommodate the new platform, SFMTA made additional upgrades including widening the Muni tracks, installing new overhead wires to power the trains, updating utility lines and streetlights and upgrading nearby traffic signals.

Earlier, the Warriors and SFMTA announced a "Transit Bundling" program that will allow all event tickets to serve as Muni tickets for event patrons, funded by the team.

Ballot Measures Pass in Washington State, Michigan

RESIDENTS OF CHELAN AND Douglas counties, Washington, voted Aug. 6 to approve a 0.2 percent sales tax increase, to be implemented over two years, to fund Link Transit in Wenatchee.

The measure passed by a simple majority of the combined votes in both counties. Chelan County voters supported the measure with 58 percent in favor and 42 percent opposed, while the measure fell short in Douglas County by just five

votes, according to county totals.

Also on Aug. 6, 63 percent of voters in Meridian Township, MI, approved the renewal of a .2 mill property tax for Redi-Ride curb-to-curb public transit operated by the Capital Area Transportation Authority in Lansing, MI. Meridian Redi-Ride is an advance reservation service that operates within and to select locations beyond the township's service area.

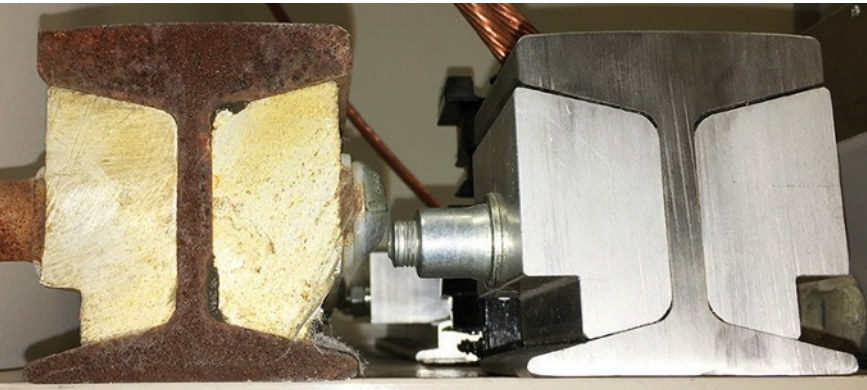
NTI Presents Transit Maintenance Leadership Workshop

THE NATIONAL TRANSIT INSTITUTE (NTI) at Rutgers, The State University of New Jersey, is accepting applications for its Transit Maintenance Leadership Workshop, Dec. 9-13 in Indianapolis.

Targeting senior-level transit maintenance professionals, the workshop will develop leadership skills, explore strategic maintenance planning, facilitate the sharing of best practices and build a network of public transit maintenance professionals.



The deadline to submit applications is Sept. 23 and spaces are limited to 25 participants. View the workshop brochure and apply at <https://bit.ly/2MQ7jKJ>. For questions, contact Amy Gornik at 848-932-6338.



BART's New Third Rail Lighter, More Efficient

THE SAN FRANCISCO BAY AREA Rapid Transit District (BART) is replacing sections of third rail on its tracks with stainless steel-capped aluminum rail that weighs half as much as the original rail, with enhanced conductivity.

"Third rail is an important asset for reliability of the power system and continuous train operation," said Myat San, BART's group manager for power and mechanical engineering. "The useful life of these third-rail segments is about 20 years. As they age, efficiency and

performance will be impacted." The old rail weighed 27 pounds per foot or 810 pounds for a typical 30-foot segment or "stick," compared with 12 pounds per foot or 360 pounds per stick for the replacement rail. The old rail is also six times as stiff as the new, making it tough to position, while workers can make repairs more quickly with the new rail.

Funds for the third-rail replacement come from Measure RR, a regional measure passed by voters in 2016.

Capital Metro Awards MV \$1.2 Billion Contract

THE CAPITAL METROPOLITAN Transportation Authority (Capital Metro) in Austin, TX, has approved a \$1.2 billion contract—the largest in its history—with MV Transportation Inc. to consolidate the agency's bus operations and maintenance services, effective January 2020. At present, these services are divided between MV and RATP Dev.

MV has been a Capital Metro service provider since 2012 and currently operates the agency's MetroRapid and UT Shuttle services, as well as a number of Local MetroBus routes. Under the new contract, the company will also operate the rest of the agency's services, including all MetroBus and MetroRapid routes

and MetroExpress services. Agency President and Chief Executive Officer Randy Clarke called the contract "a big moment for the Capital Metro family. Major transitions are complex, but we're confident that the combined contract will improve employment opportunities and give us the flexibility needed to always provide the best service to our customers."

MV is the largest privately owned passenger transportation contracting services firm in the U.S., providing fixed-route, paratransit, campus and corporate shuttles and student transportation services for more than 200 public and private entities.

Register for CFTE Case Study Webinar: 'The Vote For Phoenix Light Rail'

PHOENIX VOTERS WILL DECIDE Aug. 27 on whether to proceed with development of the city's light rail system or to divert voter-approved funding to roads.

After voters approved a sales tax increase in 2015 to fund a comprehensive 35-year transportation plan, the city's light rail expansion has been under attack by billionaire-funded anti-public transit front groups who have placed

their own question on the ballot. APTA's Center for Transportation Excellence (CFTE) is hosting a webinar, 3-4 p.m. Eastern, on Aug. 29, where Phoenix Mayor Kate Gallego, Campaign Director Tony Cani and others will share their experiences and answer questions. Register at www.apta.com/research-technical-resources/aptau/learning-and-development/webinars.

'Ride with Respect' On HART Vehicles

IN TAMPA, FL, THE HILLSBOROUGH Area Regional Transit Authority (HART) encourages its passengers and operators to "Ride with Respect" for an improved on-board experience.

"Every day, more than 300 transit professionals and 34,000 customers share a space on HART buses, vans and street-cars," said HART Chief Executive Officer Benjamin Limmer. "We hope the Ride with Respect campaign helps maintain a safe, respectful and courteous environment on board our vehicles."

A central component of the campaign is a series of brief videos following HART operators throughout their day, display-

ing their family interactions, hobbies, devotions and other activities to help customers and the general public better connect with agency staff. The first video, featuring HARTPlus paratransit van operator Latisha Jones, is at <https://www.youtube.com/watch?v=WqsarfiSW54>.

Passengers also learn about safety and security rules and riding etiquette, while operators can participate in customer service training and a social media campaign aimed at elevating the public transit operator position to the level of first responders such as police, fire and rescue, etc.

For more information on the campaign, visit www.goHART.org/RideWithRespect.



APTA Standards Review, Comment Period Opens

APTA'S STANDARDS DEVELOPMENT PROGRAM has advanced 19 documents to the public review and comment phase. The public commenting period is an essential component of APTA's consensus-based standards development process.

Documents are ready to be reviewed by bus and rail executive-level administrators, operators and public transit security professionals. Visit www.apta.com/research-technical-resources/standards/public-review to view and submit any comments. Reviews must be completed by Sept. 9. Questions? Please contact standards@apta.com.

In Memoriam

Herzog, CEO, Herzog Transit Services

STANLEY M. HERZOG, 70, of St. Joseph, MO, chief executive officer of Herzog Transit Services Inc., died Aug. 2.

Herzog joined his father, "Bill" Herzog, in founding William E. Herzog Enterprises Inc. in 1969; at that time, he was the firm's president and chairman of the board for Herzog Contracting Corporation. He was the company's first official employee, serving in numerous operation and managerial capacities.



Stanley M. Herzog



CTA takes p-REES participants behind the scenes at its headquarters.

Engineering Careers In Passenger Rail

WHAT DOES IT TAKE TO INTEGRATE the workforce-development needs of passenger rail with the curriculum of the nation's leading higher education engineering programs?

More than 30 industry professionals and college and university professors explored this question and others at APTA's third Passenger Railway Engineering Education Symposium (p-REES), a three-day program funded by APTA's business members and co-sponsored by the American Railway Engineering and Maintenance-of-Way Association, July 19–22 in Chicago. Over the past three p-REES programs, APTA has engaged more than 100 college educators and industry professionals on the importance of railway education.

Hosted by the Chicago Transit Authority (CTA), this intensive program provided a unique opportunity for college faculty and rail engineering professionals and practitioners from across North America to discuss important issues facing the future public transit workforce, specifically as it relates to the integration of passenger railway education into college curricula.

APTA business members and participants from the National University Rail Center (NURail) at the University of Illinois at Urbana-Champaign provided instructors and facilitators for the symposium. Presentations and panel discussions addressed the general rail industry, education and recruitment needs, infrastructure, engineering and design,

shared corridor challenges, passenger rail projects, research and more. The symposium also featured tours of CTA's Control Center and the Red-Purple Modernization and Wilson Station projects.

"There are tremendous career opportunities for a new generation of young professionals educated in principles of rail transport," said Christopher Barkan, NURail Center director, professor and executive director, Rail Transportation and Engineering Center, University of Illinois at Urbana-Champaign. "Public transport organizations should encourage and support partnerships with colleges and universities to help them expand their rail educational and research programs; p-REES was a critical first step in achieving this."

Mark Magaldi III, general manager, Transit Marketing Group; William Thomsen, president and CEO, Urban Engineers of New York P.C.; and Michael Loehr, global technology leader, transit and rail, track and civil, Jacobs, were instrumental in putting the symposium together with the support of APTA staff.

"The third p-REES session was a great success for the participants. The support of the APTA business members, its Workforce Development Committee and the entire APTA organization working together to address the workforce development needs of our industry will have a lasting benefit," said Loehr, past chair of the APTA Business Member Workforce Development Committee.

APTA Hosts YPT for Reauthorization Panel



Photo by Mitchell Wood

APTA hosted the Young Professionals in Transportation (YPT) DC Chapter July 30 for a panel discussion on the processes required to pass a long-term federal surface transportation bill. With a little over a year until the FAST Act expires, the Senate is expected to release its first draft of legislation, which would authorize funding levels and key priorities to maintain the nation's highways, bridges and public transit systems. Panelists were, at right of photo, Joung Lee, policy director, American Association of State Highway and Transportation Officials; Scott Goldstein, policy director, Transportation for America; and Nicole Christus, senior legislative representative, APTA. Jeff Davis, senior fellow & editor, *Eno Transportation Weekly*, moderated.



Photo by Mitchell Wood

MEET THE APTA STAFF

NICOLE CHRISTUS

Senior Legislative Representative
Government Affairs and Advocacy Department

Q What are your primary responsibilities at APTA and those of your department?

A My primary responsibilities are to advocate APTA's positions on Capitol Hill and to the executive branch, represent the association at industry events and meetings, assist in the execution of APTA's Legislative Conference every March and develop and execute strategies to advance the association's legislative priorities, among others.

Each person in APTA's Government Affairs and Advocacy Department has a unique professional background that complements our advocacy efforts, and I'm very excited to be a member of the team.

Q How do the initiatives and programs you work on contribute to APTA's strategic goals?

A Advocacy is among the top strategic goals for APTA, and I couldn't be more excited to help propel the association forward at this important time.

As Congress begins consideration of the next surface transportation authorization bill, APTA will ensure that our members' priorities are known among members of Congress and their staffs.

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

A Whether I'm talking to APTA members on the phone, in person, via email or online through APTAconnect, I am consistently interacting with the membership. I really enjoy attending APTA committee and subcommittee meetings to learn firsthand from APTA members about what's going on within their agencies and businesses.

Q Please describe the type of information, advice, guidance and assistance that APTA members can turn to you for.

A If APTA members have any questions about the legislative process, what's happening on Capitol Hill, APTA's positions on legislation or the association's advocacy efforts, I am here as a resource at any time. Given the size and diversity of our membership, APTA has a considerable amount of strength in our overall advocacy efforts.

Q Which APTA committees are you involved with?

A I serve as the lead staff advisor for the Business Member Legislative Subcommittee (which was my first choice when joining APTA). I also serve as a secondary advisor for the Commuter and Intercity Rail Legislative Subcommittee and the Funding, Finance and Tax Policy Legislative Subcommittee.

Q How did you come to be at APTA? Please describe your professional background.

A I joined APTA as a senior legislative representative in November 2018. Before joining the association, I worked for the U.S. House Committee on Transportation and Infrastructure as a professional staff member, working on public transportation issues for Chairman Bill Shuster (R-PA).

Prior to the committee, I worked as an executive assistant for Rep. Tom Petri (R-WI). I also have more than a decade of experience in a variety of customer-service settings, which has served me well in my current role as APTA is very much focused on providing a high level of customer service to the membership.

Q Have you worked in public transportation besides APTA?

A During my congressional service, I was involved in federal public transportation policy. While I have not had the opportunity to work at a public transportation agency, state DOT or MPO, I enjoy learning how public transportation agencies approach complex problems with constrained resources and budgets.

Q Do you have any professional affiliations or are you a member of any other associations or organizations?

A I am not currently but would like to become a member of a woman's association focused on transportation or government relations. Stay tuned!

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

A I have a few that I think surprise most people: I do not own a television; I have never been to California; and I just ran my first 5K race earlier this year!

Contact Nicole at nchristus@apta.com.

problem are we as an agency trying to solve?” said Chad Ballentine, vice president for demand response and innovative mobility for the Capital Metropolitan Transportation Authority (Capital Metro) in Austin, TX. “Often agencies find themselves trying to come up with innovative and new programs because of external pressures from their community, a governing board, politicians or factors other than what their customers need. Always listen to your customers and work on finding solutions to their transportation concerns.”

In Austin, transportation network companies (TNCs), bikes and scooters compete in the downtown core, but Capital Metro excels at providing more equitable options, reaching people in lower- and middle-income areas, providing wheelchair accessibility and accepting cash. A 2017-2018 microtransit pilot conveyed riders within a lower-density, seven-square-mile zone and also brought them to transit hubs so as not to work against fixed-route service. Now the system is engaging the community and elected officials for a fully fledged microtransit rollout.

“It is important to talk with the customers we want to provide service to before we design it. We are open and honest about our goals for the service and we ask them to help spread the word,” Ballentine said.

Public transit agencies should study traffic and trip patterns and gather data to help decide optimal vehicle size, whether minibuses that carry 15-20 passengers or vans with only seven to 10 riders. Setting performance objectives ahead of time makes the service less susceptible to pressure to change features unnecessarily during the rollout. They should use surveys, simulations and real customer data to develop the parameters of a first try at microtransit.

“Figuring out your service area size is important. If it’s too big, it’s not cost-effective; if it’s too small, you won’t have enough ridership,” said Darrell Johnson, chief executive officer of the Orange County Transportation Authority (OCTA), Orange, CA. “Be clear about your objectives. If it’s just the latest fad or trend, it’s probably not a good reason. What are your outcomes? In our case, it was about replacing existing transit service that was underutilized.”

Sacramento County, CA, investigated

microtransit because of the area’s size and large population—1.5 million in the county and 2.4 million in the six-county region—of which only 900,000 were served by fixed-route buses. “Sacramento County is huge; the fixed-route service can only cover certain portions of the community,” said Henry Li, general manager and chief executive officer for the Sacramento Regional Transit District (SacRT).

By launching service in the entire city of Citrus Heights and then rolling into second and third zones, the agency gathered useful data on customer demand and where they want to go. “That helped us tremendously to implement our route optimization plan,” Li said, referring to the first redesign of the entire bus network in 30 years.

Extensive Communication and Marketing

For microtransit to succeed, public transit systems must commit to significant communication and marketing efforts, as well as strategic branding and partnerships to spread the word about the new service. The more quickly customers try out microtransit, the better data agencies will receive sooner about how well it’s working.

Karen Winger, transit director for Gwinnett County in suburban Atlanta, knew that microtransit has to deploy with the technology already in place so riders don’t have to learn two systems in a short time span. She explained that the South doesn’t enjoy a culture of public transit the way the Northeast does, so customer education is key.

“We can’t keep making the roads wider,” said Winger, who often carries bus tickets in her handbag to give to potential riders. Once they try the bus or microtransit, they switch, so agencies should do whatever they can to facilitate that first step, she advised.

Free microtransit service launched across a 17-square-mile area in the county in September 2018 in a zone with no public transit options and potential destinations including a senior center, farmer’s market, town hall, hospital, long-term care facilities, extended-stay hotels, two high schools and a middle school—whose students wrote Winger every year asking for transit options. “It hit a lot of the boxes you’d check for transportation-dependent,” she said.



SacRT offers free rides to any additional riders who join a group of five traveling from the same origin to the same destination.



The RFP for Gwinnett County’s full microtransit launch will include a web portal to order rides.

The county is administering the service through third-party vendor TransLoc.

A partnership with the city of Snellville, east of Atlanta, raised awareness of microtransit, as did discussion of the pilot during an ongoing referendum for increased public transit funding. The Exceptional Foundation, which helps support young adults who have developmental delays, became advocates for the service, especially the voice-to-text option, which facilitated group trips, grocery store expeditions and work commuting, Winger said.

In Austin, Capital Metro also offered free rides during the pilot and taught people how to use the microtransit app. “When it came to seniors and people with disabilities, there was a bit of a learning curve. We went to a few of the senior facilities and taught a few influencers,” Ballentine said. “They started becoming the ambassadors, teaching others.”

Similarly, KCATA officials held RideKC

events at libraries, apartment complexes and even staffed a table at college orientation, offering free coupons for students. “We had a lot of boots on the ground,” said Lisa Womack, regional mobility and contracted services/paratransit manager.

“You have to do a really good job on the marketing end, making sure people know what [your service] is, when it runs,” Auten said. “Make sure you get early champions to drive the service. [KCATA had] a comprehensive marketing plan on the front end and a soft launch that allowed a continued excitement to build.”

Go Big in a Small Area

When launching microtransit, it’s better to saturate the small first area than to provide bad or limited service that turns off riders, officials said. For example, when Capital Metro started Pickup service, it operated just a few days a week,

MICROTRANSIT CONTINUED ON PAGE 7

Kansas City Area Transportation Authority

Date service launched: Feb. 1, 2019, one-year pilot started
Number of microtransit vehicles operating: 4
Number of riders using the service: 100-105 a day
Overall ridership since launch: 9,156 passengers
Cost to the rider per trip: \$1.50

Sacramento Regional Transit District

Date service launched: February 2018
Number of microtransit vehicles operating: 15
Number of riders using the service: Average 400-500 a day
Estimated increase in agency’s overall ridership since launch of microtransit service: more than 150,000 riders total
Cost to the rider per trip: \$2.50 or \$1.25 for seniors, students and persons with disabilities

Orange County Transportation Authority

Date service launched: Oct. 15, 2018
Number of microtransit vehicles operating: 6
Average daily riders using the service: 125 on weekdays
Overall ridership since launch: 25,668 as of Aug. 3
Cost to the rider per trip: \$4.50 on app, \$5 cash (includes bus transfer)

Gwinnett County, GA

Date service launched: Sept. 17, 2018-April 30, 2019 (pilot)
Number of microtransit vehicles operating: 6
Number of riders using the service on average: 262
Overall ridership since launch: 33,376 total trips, 44,598 total passengers
Cost to the rider per trip: Free

Capital Metro

Date service launched: June 2017, one-year pilot
Number of microtransit vehicles operating: 4
Number of riders using the service: 87
Agency’s overall ridership since launch of microtransit pilot: 22,297
Cost to the rider per trip: Free

which confused customers. “When people had to think about ‘is it running now or not?’ it was a deterrent,” Ballentine said. “We went to every day of the week except Sunday. You have to commit and jump in with a lot of service.”

Capital Metro initially asked existing staff to take on the pilot, but eventually brought on temporary staff and a temp project manager to ensure its success. Similarly, the RideKC pilot launched with limited hours for the morning and evening commutes and only carried customers from the outer edges of the service area toward downtown in the morning, with the reverse in the afternoon. This confused customers, as did the fact that the line operated in a small service corridor that required riders to walk to central meeting points.

“Now it’s curb-to-curb, 6 a.m. to 8 p.m.,” Womack said. “We’re capturing all kinds of shifts, people going to classes, people who want to run errands.” By contrast, Sacramento launched service weekdays, 7 a.m.-7 p.m., in a limited service area. SacRT saw that Citrus Heights held strong potential to bring new customers to public transit while building on an existing rider base. After adding two more zones, the county has seen a total of more than 150,000 microtransit riders since Feb. 12, 2018, Li said. “We need to rally the community to make sure we get all the support from all stakeholders. That is something so important,” he said. “You have to provide the most safe, secure, convenient, reliable services to the customers so they will trust you.”

Be Ready to Adapt
No matter how much planning, modeling, advance customer surveys and simulation a public transit system may do, nothing compares to the real-world experience of launching microtransit service. Most agencies begin with a pilot, knowing that those first six or 12 months will provide valuable information about what actually works for customers and the region. So, prepare to tweak services, be flexible and jettison plans that don’t work in reality. “Don’t be afraid to fail. If we knew how to do this, it wouldn’t be a pilot program,” said OCTA’s Johnson. “I told our team, ‘If something’s not working right, let’s talk about it and figure out what to do to make it work better.’” OCTA learned that microtransit riders were not transit-dependent and their trips were often elective, such as shop-

ping, rather than to work or school. They changed the wait time at transit hubs from about two minutes to five minutes to increase the number of shared rides. The agency also fine-tuned the payment system, which initially required riders to use their card’s saved value rather than paying cash. “We had to work with the vendor to fix that. Those are nuanced things that you find out,” said Johnny Dunning, department manager of scheduling and customer advocacy. “The whole point of this pilot is to have all the questions answered, to see if there are changes in the parameters you can make.” In Kansas City, public transit officials didn’t know whether microtransit usage would mimic TNCs, which are cashless and rely entirely on an app to fulfill requests for rides, or look more like paratransit, with a call center scheduling rides for the next day. Since launching service in February, 85 percent of trips are booked on the app, compared with 70 percent in paratransit, Womack said. “The rest is evenly divided between phone and the online portal, with a few walkups. The difference between those two programs in technology is dramatic.” Similarly, Gwinnett County found that senior centers and doctor’s offices wanted a web portal to order rides, which the pilot didn’t support. The RFP for a full microtransit launch will include that portal, as well as other features that came up in the pilot or a customer survey. “We didn’t over-plan it,” Winger said. “With some of these innovative mobilities, you just have to go. If you spend three years planning, the technology will change three times.”

Driving Efficiency
For microtransit to reach a point of sustainability, public transit agencies need to continually push productivity barriers—to find ways to reduce costs and increase efficiency. While it will never become as affordable as traditional public transit, these first few forays into a new service will help create the benchmark for metrics such as riders per revenue hour, average wait time, per-passenger subsidy and more. To encourage group rides, SacRT offers free rides to any additional riders who join a group of five traveling from the same origin to the same destination point. Officials invite senior centers and community centers to facilitate ridesharing, hoping to achieve 10 passengers per revenue hour. The ultimate goal: to



OCTA’s microtransit pilot launched in two zones, one with a commuter rail station and one without.

provide convenient service, with low wait times, to as many people as possible for as small a cost as possible. “Productivity is the key for the future,” Li said. “Demand has been continuing to surge. Eventually we will evolve into a mix of microtransit and a fixed route.” Microtransit isn’t practical for every region because of the higher-than-typical cost, so agencies should be strategic in defining zones where the new service can shine. OCTA identified seven areas of about five square miles each “that are on the edge of good transit service but not well suited for traditional fixed-route bus service,” Johnson said. “How can we harness technology that’s been perfected by the private sector and use that to our advantage?” The agency’s pilot launched in two zones, one with a commuter rail station and one without, to see the difference. Its initial goals were: 25 percent of trips connecting to other transit, 85 percent customer satisfaction, 25 percent of bookings shared, six rides per revenue vehicle hour and a \$9 subsidy per boarding. They’ve met the first two, are close on the third and trending in the right direction on the last two. “When we get that in the right space, we will see our subsidy falling,” Johnson said. “It’s not a scalable service; it’s more of a site-specific service. A best practice we talk about internally is sticking to this idea that it has to be a geographically dense area. Resist the urge that it has to be everything to everyone.”

Capital Metro found efficiency by operating the Pickup program (microtransit) through the agency’s paratransit

service provider for passengers with disabilities. “This allows us to use well-trained vehicle operators who are accustomed to following a dynamically changing manifest and servicing new locations every day,” Ballentine said. “An additional benefit is the ability to move our vehicle operators between providing Pickup service and ADA paratransit service on the fly. They simply log out of the paratransit app and log into the Pickup app when instructed by dispatch. This means we can share resources throughout the day to better gain efficiencies on both services.” Customers seem to prefer the convenience of Pickup, with on-demand scheduling and the same door-to-door service, he said. As exciting as microtransit is with its potential to rejuvenate ridership and harness new technology, the service follows in the footsteps of past innovations by the nation’s public transit agencies. “Mobility on demand, that’s been the thrust across the industry. It’s what everyone wants to look at and evaluate: is this viable? Can it be a long-term model of service delivery?” asked OCTA’s Dunning. “Let’s be transformational... keep transit at the forefront of the conversation and make transit a continued mobility agent.”

Katherine Lewis is an award-winning independent journalist based in the Washington DC area. Her work has been published in the *Atlantic*, *Bloomberg Businessweek*, *Fortune*, the *New York Times* and the *Washington Post*.

Introducing a new ride-hailing app in Johnson County

RideKC MICRO TRANSIT

Since launching service in February 2019, 85 percent of Kansas City microtransit trips are booked with an app.



Following a year-long pilot program, Capital Metro is engaging stakeholders for a fully fledged microtransit rollout.

Public transit agencies across the country are exploring new technologies to improve all areas of operations, including the digitization of data and real-time asset monitoring. Here is how LA Metro streamlined its diagnostic capabilities.

LA Metro: Full Speed Ahead

An Interview with Bob Spadafora

Senior Executive Officer, Rail Fleet Services
Los Angeles County Metropolitan Transportation Authority (LA Metro)

BY MAUREEN H. CRONIN

LOS ANGELES METRO HAS A SIMPLE goal: to lead the way for significantly higher levels of production throughout all areas of its business while maintaining a constant state of good repair on its fleets. An overall goal is to virtually eliminate paperwork and paper storage.

“The future is digital. We already bring our phones and tablets everywhere; it’s time to use those devices for business,” said Bob Spadafora, senior executive officer, rail fleet services, for LA Metro. “It’s just the way to go.”

Other transportation-related industries, such as airlines, are ahead of public transit in using digital technology and equipment for maintenance. “When you’re 30,000 feet in the air, you can’t have a mistake,” Spadafora said. Digitizing data helps eliminate misunderstandings, he added, and using digital and electronic methods of communication increases efficiencies.

Vehicle maintenance professionals have embraced vehicle or asset monitoring—also in real-time—which makes their jobs that much easier. This allows employees to flag any issue with the vehicle and send it to the maintenance yard as quickly as sending an email. The maintenance yard now has a list to check

when the vehicle comes back. This practice leads to keeping an agency’s records in good order.

It’s for these reasons and more that Spadafora started looking for something that could provide the diagnostic and electronic capabilities he needed for LA Metro.

“I’m always looking for cutting-edge technology,” he said. “I knew we needed something simple, fairly seamless and adaptable—not only for operations but for my workers, the men and women who have to enter data and create reports.”

Spadafora added that maintenance workers, especially, have a great deal of paper items to drag around—bulky user manuals, instructions, schematics—so having it all available electronically would be a total game changer.

“It’s not just the sheer number of manuals and such,” he said. “We’re also dealing with language.” Writing in all the information for the day’s reports is time-consuming and the notes ultimately have to be re-entered into the back-end maintenance system. “The amount of paperwork we produce and the paper storage requirements are massive,” Spadafora said. Most public transit agencies will agree with this.

“Metro had been looking at ways to meet future demands for scalability, higher levels of efficiencies and increased production for awhile,” he continued. “That’s where iMarq from Connixt came in.”

iMarq integrated with LA Metro’s back-end systems and digitized agency forms so that workers could recognize them easily.

LA Metro and Connixt worked side by side in the implementation. “They listened to what we needed and were able to configure everything accordingly,” Spadafora said. “We were integrated with our back-end system within two months—and we didn’t lose any

time or functionality during it.”

The agency workshop techs, supervisors and managers simply had to download the app to their mobile device or tablet and open it. All the same forms were there, along with the workflows for supervisor approvals and signoffs.

Bringing the workers on board would prove more challenging. “People don’t like change,” Spadafora said. However, he added, eventually everyone saw that the new technology would make their jobs easier and they could be more productive.

Employees have seen a drastic reduction in paperwork since, and Spadafora said it will soon be eliminated altogether. “Every manual or schematic we have can now be viewed electronically via the tablet, which has made a huge difference in productivity and accountability,” he explained.

Spadafora said he used to see 100 daily inspections from a division and had to manage and file 100 pieces of paper. That issue doesn’t exist anymore. And, he added, information and data are being typed in rather than handwritten, so the process is much faster and much more reliable.

For example, any new information about a part or a change in instructions can be uploaded quickly into the tablet, so workers have the most updated information in minutes rather than days. The added bonus is that, with the huge reduction in paper consumption, the agency reduced its eco-footprint and can now run greener.

With the 2028 Olympics in Los Angeles, Metro is working on a few projects: 28 to be exact. The agency

calls it “Twenty-Eight by ’28,” referring to 28 projects in the pipeline scheduled to be completed by 2028. Among these projects is developing the West Santa Ana light rail branch to connect downtown Los Angeles with cities in southeastern Los Angeles.

LA Metro is also working on procurements for new railcars to replace old ones, railcar overhaul procurements and expanding light rail lines with extensions to Los Angeles International Airport from Redondo Beach.

“I think it’s important to move forward with technology, especially since the new workforce is already acclimated to their cellphones and tablets and will, to some degree, be expected to work with them,” Spadafora noted.

“We did go step by step with the maintenance staff on the floor,” he said, “and while there was some pushback, there was not as much as I expected. We listened to their concerns about dropping the tablets, so we got them heavy-duty protection. Their feedback helped us fine tune what the tablets needed even more.”

Spadafora said respecting the workers’ concerns and requests was the key to success. Everyone saw the new process was a better way to work, process inspections and work orders, and to stay productive, he said.

Maureen H. Cronin is a freelance writer for Connixt.



Have you introduced new technology or practices to improve your operations? *Passenger Transport* wants to share your story; contact Senior Managing Editor David A. Riddy at driddy@apta.com.



Massachusetts Gov. Charlie Baker and MBTA General Manager Steve Poflak outside one of the agency's prototype battery-electric buses.

New Flyer Announces Two Major Contracts

NEW FLYER OF AMERICA INC. HAS announced major contracts with Pace Suburban Bus, Arlington Heights, IL, and Connecticut DOT to upgrade the agencies' fleets of 40-foot buses with new clean diesel vehicles.

Pace's order for 75 buses is its first with New Flyer. The new fleet will replace older buses currently in operation while expanding Pace's service footprint to provide more efficient, long-range service.

The 50 buses in the Connecticut order, operating under the CTtransit name, replace older vehicles as part of a five-year contract for 485 buses announced in 2016. The new vehicles will be integrated into current service in the Hartford region to serve the city and surrounding areas.

Also, the Capital District Transportation Authority (CDTA), Albany, NY, has contracted with New Flyer to provide four 40-foot battery-electric Xcelsior CHARGE™ buses. This order will make CDTA the first public transit agency in upstate New York to operate battery-electric buses, according to Chief Executive Officer Carm Basile.

In Boston, the Massachusetts Bay Transportation Authority (MBTA) recently introduced the first three of five New Flyer battery-electric bus prototypes to operation in real-world conditions as part of the Silver Line BRT fleet. During a two-year period following the introduction of the buses, the MBTA will test and gather data on this emerging technology to measure performance and operational effectiveness.



Representatives of the Palm Beach County Chapter of COMTO received the Community Engagement Award at the 2019 COMTO Industry Awards Banquet in Tampa, FL.

Palm Tran COMTO Chapter Earns Recognition

THE CONFERENCE OF MINORITY Transportation Officials (COMTO) recognized its Palm Beach County Chapter, founded by Palm Tran Executive Director Clinton B. Forbes, with its Community Engagement Award at COMTO's recent annual transportation conference in Tampa, FL.

The award recognizes a chapter that has demonstrated excellence in the planning and implementation of community activities or events that enhance COMTO's image. This follows COMTO's presentation of the Gerald Anderson Service Award to Forbes last year in Baltimore.

"For our chapter to earn recognition from COMTO's award committee two years consecutively is an incredible

accomplishment," said Forbes. "This year's award is especially significant as community engagement has always been our chapter's top priority since I started the chapter in 2017."

Chapter activities recognized by COMTO include sponsoring the Youth Sports and Fitness Expo in Riviera Beach, FL, and participation in Garrett A. Morgan Day, which introduces grade-school students to public transit employment opportunities. In addition to volunteer efforts with foster children, older residents and homeless residents, the chapter also partnered with the COMTO Fort Lauderdale Chapter to present professional development events.

Valley Metro Welcomes 'Customer Experience Coordinators'

AS AN EXTENSION OF ITS "RESPECT the Ride" program, Valley Metro in Phoenix has introduced a group of employees, stationed at platforms in the busiest light rail stations, to provide rider information, support security and serve as overall ambassadors to enhance the rider experience.

The first team of five "Customer Experience Coordinators" went on the job in early August, with another five to be hired in the fall.

"Respect the Ride (RTR) is about creating a safe and comfortable environment for all passengers," said Valley Metro Chief Executive Officer Scott Smith. "Our Customer Experience Coordinators provide another layer of system presence and put the rider experience in focus. They will connect with riders in a way that's not done today, helping them to navigate the system and neighboring communities."

The RTR program, launched in 2017, established a code of conduct, increased security staff, developed paid fare zones and introduced the safety

and security app, AlertVM. All have helped provide a safer, more enjoyable rail experience for customers, as noted in a recent passenger survey.

"Security seems to be on the train more often. The [AlertVM] app makes me feel safer too; I can report things immediately," said one rider surveyed. Another said, "I can go home after dark and I feel safe." Four in five light rail riders, or 81 percent, rated the safety and security of Valley Metro Rail as "safe" or "very safe."



Valley Metro's first five Customer Experience Coordinators, the newest additions to the Respect the Ride program.

CLASSIFIEDS

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

	APTA Member	APTA Non-Member
1 insertion*	\$1.65 per word	\$1.90 per word
Multiple insertions* (with no copy change)	\$1.50 per word	\$1.70 per word
Display classifieds / column inch rate	\$80.00	\$95.00
Minimum charge	\$95.00	\$95.00
Logo Placement (per issue)	\$45.00	\$45.00
Affidavits	\$3.50	\$3.50
Blind box fee	\$25.00	\$25.00
Minimum charge	\$95.00	\$95.00

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

BIDS/PROPOSALS

CENTER FOR URBAN TRANSPORTATION RESEARCH

REQUEST FOR PROPOSAL TRANSPORTATION RESEARCH INSPECTION PROCUREMENT SERVICES (TRIPS)

CONTRACT TRIPS-19-MV-RFP ADA COMPLIANT LOWERED FLOOR MINIVAN

Notice is hereby given that the University of South Florida, Center for Urban Transportation Research, representing the Florida Department of Transportation, will receive sealed proposals for the manufacture and delivery of the following 2020 model year vehicle type:

	Min.	Max.
Accessible Minivan Type Transit Vehicle	0	750

The quantities reflect the immediate and foreseeable needs of transit agencies within Florida and were determined by using the most recent State of Florida Program of Projects, historical data from previous Florida Department of Transportation contracts, Agency(s) requests, and Agency(s) vehicle replacement schedules. All or part of the quantity of vehicles stated herein may be assigned to other

public transit agencies desiring to purchase the same equipment specified in Part 2 of this solicitation. The TRIPS program reserves the right to reject any and all proposals, or any part of any or all proposals.

A pre-proposal meeting will be held Monday, September 23, 2019, 10:00 a.m., at Lively Technical College, 500N Appleyard Dr., Tallahassee, FL 32304. Although optional, it is highly recommended prospective proposers attend, due to the known complexities of this solicitation. The meeting will be held in the conference room. A conference line will be available for those unable to attend; (800) 832-0736; PIN/Room Number #8915826.

Primary distribution of this Request For Proposal is digital: RFP may be downloaded from the TRIPS website, Upcoming RFP's tab, at <http://tripsflorida.org/rfps.html>. Copies of the RFP may also be obtained from Carlton Allen, TRIPS Contract Administrator, University of South Florida, Center for Urban Transportation Research, 4202 E. Fowler Ave., CUT 100, Tampa, Florida, 33620, (850) 921-7345.

Sealed proposals, an original, four (4) hard copies and 8 USB storage devices, must be received at the above address (Attn: Carlton Allen) not later than 3:30 PM EST, Monday, October 21, 2019.

The successful proposer will be required to comply with all Equal Opportunity Laws and Regulations, Buy America Laws, Chapter 287 of the Florida Statutes and all other applicable Federal and State regulations.

CLASSIFIEDS

BIDS/PROPOSALS

NOTICE

REQUEST FOR PROPOSALS (Non-Bid)

PARK CITY OLD TOWN CIRCULATION AND ACCESS IMPROVEMENT PLAN

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

The deadline for receipt of the proposal submitted is by 5:00 p.m. MST, Thursday, August 22, 2019. Submittals received after the deadline will not be accepted. For a complete Request for Proposals (Non-Bid), please visit Park City Municipal Corporation's website, <http://www.parkcity.org/government/current-rfps-and-bids>.

All questions shall be submitted in writing via email to Alexis.Verson@parkcity.org or via facsimile to: 435-615-4901 by 4:00 p.m. MST, Thursday, August 15, 2019.

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

REQUEST FOR PROPOSALS

Notice is hereby given that proposals will be received by the **Muncie Public Transportation Corporation (MPTC)**, 1300 East Seymour Street, Muncie, IN 47302, until 12:00 p.m. E.S.T. September 6, 2019, for a firm to provide a mobile app for iOS and Android. Detailed specifications and further information may be obtained from the MPTC at the above address, by telephone at (765) 282-2762, or by e-mail at aprice@mitsbus.org

All bidders will be required to certify they are not on the U.S. Comptroller General's consolidated list of ineligible contractors. Proposers appearing on said list will be considered ineligible.

The MPTC hereby notifies all bidders that it will affirmatively insure that pursuant to this advertisement, disadvantaged business enterprises (DBEs) will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, national origin, or sex in consideration for an award.

The MPTC reserves the right to accept or reject any and all bids as the MPTC deems in its best interest.

PUBLIC NOTICE

HILL COUNTRY TRANSIT DISTRICT

REQUEST FOR PROPOSALS

BUS AND TRANSIT AMENITY ADVERTISEMENTS

Hill Country Transit District (HCTD) is soliciting proposals from firms for a program involving the solicitation, selling, contracting, design, installation, administration, and maintenance of advertisements on media including buses and bus shelters. This includes twenty-four El Dorado brand fixed route buses, thirty-two feet in length and with channel card mounts, being utilized on nine routes throughout the Killeen and Temple, Texas Urban divisions (including Copperas Cove, Harker Heights, Killeen, Belton and Temple) and 113 passenger shelters throughout the Urban division; as well as forty-six paratransit buses, twenty-four feet in length, operating in the same area. The Rural division operates thirty-three paratransit buses throughout a nine-county area. The RFP contains information regarding the scope of the program, and contains the requirements for submission of proposals in response to this RFP.

Timeline for RFP Submission

Date of Release of RFP: August 19, 2019
Questions Due By: August 26, 2019
Response to Questions: September 2, 2019
Submittal Due Date: September 13, 2019
Submittal Location: HCTD, 4515 W Hwy 190, Belton, TX 76513

Date of Award: September 20, 2019
Contract Start Date: October 1, 2019

The proposals are to be mailed or otherwise delivered to HCTD as follows:

Darrell Burtner, Director of Urban Operations
Hill Country Transit District
4515 W Hwy 190
Belton, TX 76513
dburtner@takethehop.com
254 933-3700
www.takethehop.com

REQUEST FOR PROPOSALS (RFP)

PTD19-008 – BUS OPERATIONS CONTROL CENTER

AND DATA COLLECTION SERVICES

The City requests proposals from qualified firms interested in providing Bus Operations Control Center and Data Collection Services, in accordance with the specifications and provisions of the RFP. The contract shall commence on or about July 1, 2020.

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

Elizabeth Boynton
Contracts Specialist II*Lead
City of Phoenix Public Transit Department
302 North First Avenue, Suite 900
Phoenix, Arizona 85003-1598
(602) 534-8289 FAX (602) 495-2002
E-mail: Elizabeth.Boynton@phoenix.gov (preferred)

A pre-offer conference will be held on Thursday, August 15, 2019 at 1:00pm (local time) with a site visit immediately following. Interested offerors should convene at 302 N. 1st Avenue, 2nd Floor, Ironwood Room, Phoenix, AZ 85003.

Offers will be received at the Public Transit Department, 302 North First Avenue, Suite 900, Phoenix, Arizona 85003, no later than 2:00 p.m. local time on Tuesday, September 10, 2019. Late offers will not be considered.

CITY OF FAIRFIELD FAIRFIELD AND SUISUN TRANSIT

REQUEST FOR PROPOSALS No. 2019-001

TRANSIT OPERATIONS SERVICES

RFP 2019-001 will be issued on August 21, 2019. The City of Fairfield—located in Fairfield, California—is issuing this RFP on behalf of Fairfield and Suisun Transit.

The work involves the management and operation of local fixed route, regional commuter express bus service, complementary paratransit, and customer service/ticket sales for the Fairfield and Suisun Transit System.

Any and all communications pertaining to this procurement must be directed to Diane Feinstein, Interim Transportation Manager at 707-434-3800 or via email at defineinstein@fairfield.ca.gov.

A limited number of hard copies are available for purchase from the City of Fairfield Transportation Division. Hard copies are \$15 (plus shipping) each and may be requested by calling (707) 434-3800. An electronic copy of the complete RFP document can be obtained from the City of Fairfield's website at: <http://www.fairfield.ca.gov/gov/depts/pw/ccp/rfp.asp>

A mandatory pre-proposal conference will be held on September 18, 2019 at 10:00am. The conference will be located at City of Fairfield, Transportation Division, 2000 Cadenasso Drive, Fairfield, CA 94533.

Proposer communications, approved equals, deviations, and requests regarding any part of the RFP must be submitted in writing via e-mail to Diane Feinstein by 3:00 p.m. (PDT) on October 9, 2019.

Proposals will be received until 3:00 p.m. (PDT) on December 4, 2019 at City of Fairfield, Transportation Division, 2000 Cadenasso Drive, Fairfield, CA 94533.

Federal Transit Administration funds, in part, will fund this project.

HELP WANTED

PURCHASING & CONTRACTS SUPERVISOR

The **Regional Transportation Commission of Southern Nevada (Las Vegas)** is hiring a Purchasing & Contracts Supervisor.

The Purchasing & Contracts Supervisor plans, directs, supervises, and performs complex and advanced professional level duties involving the purchase of supplies, equipment, materials and services; leads teams and/or projects.

This position requires: Equivalent to a Bachelor's Degree in Business Administration or a closely related field and five (5) years of full-time demonstrated professional experience in purchasing goods and services in an institutional setting, including two (2) years of which were in a supervisory role.

Salary Range: \$79,352.00 - \$139,089.60 annually

Nevada employees do not pay state income tax or social security, employer paid retirement.

For more information and to apply, visit our website at: www.governmentjobs.com/careers/rtc
RTC is an Equal Opportunity Employer & E-Verify Participant



Sonoma-Marin Area Rail Transit (SMART), the Bay Area's newest transit system, seeks a creative, experienced **Communications and Marketing Manager** to oversee communications, marketing, advertising and public outreach. As Manager you will be responsible for SMART's websites and social media, media relations and customer service. The ideal candidate will have a proven track record of building a successful brand, developing and maintaining social media programs, creating and executing stellar special events and public education programs, and strong media relations experience. For more information or to apply visit: <https://www.calopps.org/smart>.

Annual Salary: \$134,264 - \$163,197

SMART is an Equal Opportunity Employer.



OPERATIONS MANAGER

Sonoma-Marin Area Rail Transit (SMART), the Bay Area's newest transit system, seeks an experienced rail **Operations Manager** to oversee the daily operations and maintenance of the SMART commuter rail system. The ideal candidate will have a proven track record of providing safe, reliable passenger rail service with a customer focus. For more information or to apply visit: <https://www.calopps.org/smart>.

Minimum Qualifications

Any combination of education and experience which would provide the opportunity to acquire the knowledge and abilities listed, normally:

- A bachelor's degree in engineering, business administration, public administration, transportation or a closely related field from an accredited college or university.
- Six (6) years professional experience in managing and directing complex railroad and/or rail transit operations and maintenance that includes four (4) years of supervisory, budgetary and management experience.
- Additional years of relevant experience may be substituted for education on a year for year basis.
- Up to two years of college or university graduate study leading to an advanced degree in one of the fields noted above may be substituted for part of the required experience.
- Possession of a valid California Driver's license or ability to obtain one within sixty days of employment.

Other Qualifications

- Experience in a public agency desired.
- Familiarity with Federal Railroad Administration regulations and reporting requirements.

Annual Salary: \$180,540 - \$219,461

SMART is an Equal Opportunity Employer.

COMMUNITY TRANSIT – ASSISTANT MANAGER OF CONTRACTED TRANSPORTATION

SNOHOMISH COUNTY, WA

The Assistant Manager of Contracted Transportation is responsible for administering and coordinating the delivery of public transit services by the assigned contractors within policy, contractual, and budget parameters for the best results in terms of customer service. Position is responsible for monitoring invoices, service quality and contract compliance and provides guidance to contractor management teams. Ensures solid communications during all aspects of projects and systems Community Transit implements.

- The contracted commuter operation utilizes a fleet of 150 buses operating seven days a week. In 2018 this operation provided in excess of 5.5 million passenger trips. This operation includes a substantial service contract with Sound Transit.
- The contracted paratransit operation utilizes a fleet of 50 buses operating seven days a week to provide complementary paratransit under the Americans with Disabilities Act. In 2018 this operation provided almost 200,000 passenger trips. Additional responsibilities include contracts for eligibility screening and transit travel training.

Apply online <https://www.communitytransit.org/employment/opportunities>

Community Transit provides a tobacco-free and drug-free work environment. As a recipient of federal funds, Community Transit is an Equal Opportunity Employer and does not unlawfully discriminate on any basis prohibited by Federal, State or Local law. We value and encourage diversity in our workforce. EOE AA M/F/ Vet/ Disability. Qualified applicants will receive consideration for employment without regard to their race, color, religion, national origin, sex, protected veteran status or disability.

MOBILITY MANAGEMENT PLANNER

Northern Arizona Council of Governments (NACOG) is seeking a **Mobility Management Planner** to serve Yavapai County. Based in Prescott, Arizona, this position is responsible for planning and coordinating resources to improve the availability and accessibility of transportation services for persons with disabilities, aging adults, and individuals of lower income. Duties include developing strategies to improve transportation services, coordinating mobility planning efforts with public agencies, non-profit organizations and private providers, and facilitating regional coordination councils to assess needs, strategize to address gaps, and improve efficiencies for transportation service delivery. Preferred candidates will demonstrate skill in working with government and non-profit organizations to implement change, the ability to work without direct supervision, and outstanding organization and communication skills. For the full job description and instructions on how to apply, please visit: <https://nacog.org/departments/Human-Resources/page/employment-opportunities.html>

LA METRO

FACILITIES MAINTENANCE SUPERVISOR (CONTRACTS & ADMIN)

To apply, visit our website www.Metro.Net
Equal Employment Opportunity Employer

DIRECTOR, OFFICE OF SAFETY ANALYSIS

The **Federal Railroad Administration (FRA)** is looking for an executive to serve as the **Director, Office of Safety Analysis** for the **Office of Railroad Safety**. The Director is the principal program advisor to both the Deputy Associate Administrator and the Associate Administrator in advancing the mission of FRA railroad safety. The incumbent is responsible for the planning, development and administration of program and technical policies, monitoring and tracking the progress of programs/projects to further the development of the national rail safety programs enforced by the FRA. Additional information regarding this vacancy, as well as how to apply can be found at url: <https://www.usajobs.gov/GetJob/ViewDetails/538902000>

DEPUTY ASSOCIATE ADMINISTRATOR, OFFICE OF RAILROAD SAFETY

The **Federal Railroad Administration (FRA)** is looking for an executive to serve as the **Deputy Associate Administrator (DAA)** for the **Office of Railroad Safety**. The DAA is the principal advisor to the Associate Administrator in advancing the mission of FRA railroad safety. The incumbent is responsible for the planning and the execution of FRA safety policies, programs and activities as well as advancing overall organizational excellence. Additional information regarding this vacancy, as well as how to apply can be found at url: <https://www.usajobs.gov/GetJob/ViewDetails/538901700>



CONNECTING COMMUNITIES AND ENHANCING LIVES

Located in metro Phoenix, Arizona, Valley Metro is an integral part of a fast-growing region that operates a multi-modal, regional transit system including successful light rail, bus and paratransit systems. With a mission of connecting communities and enhancing lives, the agency is responsible for the planning and operations of a regional bus system with 100 routes and the development and operations of 28 miles of light rail. In Fiscal Year 2018, total ridership for the bus and rail systems was 67 million passengers. Six high capacity transit extensions are being planned or under construction that will create a 50-mile system by 2030. Valley Metro also offers alternative transportation programs for seniors and people with disabilities, as well as employer work-site travel reduction support including 400 commuter vanpools, online carpool matching and employer telework assistance.

**Chief Procurement Officer -
\$102,206.00 - \$127,758.00**

The Chief Procurement Officer (CPO) is responsible for the day-to-day management and operation of the Contracts and Procurement Department; reporting to the Valley Metro Chief Financial Officer. Duties include planning, scheduling, monitoring and quality assurance of all contracting and purchasing activities; supervising, directing and evaluating staff; ensuring accountability and compliance with all applicable federal, state and local laws and regulations, and agency policies and procedures.

Apply at: <https://www.governmentjobs.com/careers/valleymetro>
AA/EOE/D Employer



Transit Operations Manager with the NCRTD. Associates degree in Transportation, Public Administration, Planning or Business Administration or directly related field; 8 years of increasingly responsible experience in transit operations, 3 years of which should be in a supervisor capacity, OR equivalent combination of education and experience.

Position salary range is \$59,752 – 89,628/yr., DOE. The District offers a benefit package that includes, health, dental, vision, vacation and sick leaves, and retirement benefits through state PERA.

PUBLIC TRANSPORTATION SERVICES CORPORATION (PTSC)

SENIOR ENGINEER (ELECTRICAL RAIL VEHICLES) SPECIALTY: ELECTRICAL RAIL VEHICLES

Closing Date: 30-AUG-19

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

Basic Function

To perform complex engineering work and oversee a work group or project team in performing engineering projects and oversee design work performed by consultants.

Example Of Duties

- Plans, organizes, assigns, implements and manages engineering projects in accordance with budget and schedule requirements
- Interacts with user departments in response to service requests; researches and gathers all necessary details to determine engineering functional requirements to meet project user's needs
- Provides engineering design services and design support during construction; provides support for project bid and award phase, construction management, closeout, activation and startup activities for rail transit projects
- Supports development of workplans, safety guidelines, maintenance requirements and operational needs for design projects
- Assures project compliance with design criteria and standards, workplans, safety guidelines, maintenance requirements and operational needs
- Participates in the engineering configuration management process to maintain current engineering records for rail vehicle systems
- Reviews contract documents for compliance with design codes and standards, design criteria and policies and procedures; and substantiates contractor invoices
- Supports the design and implementation of CCTV systems
- Supports the design, development, implementation, and technical support of smart rail systems and rail vehicle networks
- Supports the implementation of Internet of Things (IOT) systems and devices for use on rail vehicles
- Supports software development for passenger intercom systems
- Provides technical support, including audio announcement modifications, for the various communication system types and designs used on all fleet types
- Supports development of safety, security systems, facilities, and quality assurance certification standards
- Reviews designs for quality, constructability and cost effectiveness; recommends design changes
- Works within-house engineering and technical disciplines, consultants and/or contractors to identify and resolve problems which may impact rail vehicle reliability
- Provides technical support during contract bidding, negotiation, and award processes
- Communicates and implements safety rules, policies, and procedures in support of the agency's safety vision and goals; and maintains accountability for the safety performance of all subordinate employees
- Contributes to ensuring that the EEO policies and programs of Metro are carried out

Requirements For Employment

- Bachelor's degree – Electrical, Electronics, Computer Science or Telecommunications Engineering
- 5 years' professional engineering experience in design, implementation, operation, and maintenance of communication, networks, and IOT projects
- Professional certificates/licenses: State of California registration as a Professional Engineer in the appropriate discipline desirable
- Valid California Class C driver license

Preferred Qualifications

Preferred Qualifications (PQ's) are used to identify relevant knowledge, skills, and abilities (KSA's) as determined by business necessity. These criteria

are considered preferred qualifications and are not intended to serve as minimum requirements for the position. PQ's will help support selection decisions throughout the recruitment. In addition, applicants who possess these PQ's will not automatically be selected.

- Experience designing network systems with mobile assets (e.g. rolling stock and/or transportation field)
- Proficient with Microsoft Office Suite applications

Application Procedure

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

SACRAMENTO REGIONAL TRANSIT DISTRICT

MANAGER, GRANTS

\$90,312 - \$126,420 annually (Plus Excellent Benefits)

The purpose of this position is to provide supervision and management of the Grants Administration group, ensure timely administration and management of all federal, state, and local grants

For complete information on position and application filing instructions, contact RT at 2810 O Street, Sacramento, www.sacrt.com or (916) 556-0298. RT will make reasonable efforts to accommodate applicants with disabilities. RT is an Equal Opportunity Employer. EOE – Minorities/Women/Disabled/Veterans

CASUAL FERRY OPERATIONS SUPERVISOR (PS101407)

Position located at **Golden Gate Ferry Terminals (Larkspur, San Francisco, Tiburon or Sausalito)**. This position is represented by the International Brotherhood of Teamsters, Local 856

Salary Range: \$43.97 – \$53.18 per hour with limited benefits

Employee pays 7% of salary/wage toward CalPERS retirement plan.

Minimum Job Requirements:

Education/Experience Requirements:

College level training and experience equivalent to:

- Two-year college degree or equivalent in public administration, business administration, marine transportation or related customer service field. Additional position related experience may be substituted on a year for year basis in lieu of degree.
- Four years' position related customer service experience is desired. Experience in managing cash revenue and working with the public is desirable. Must include a minimum of two-years supervisory/management experience in directing subordinate staff.
- Must be able to demonstrate computer proficiency in using MS Office.

License(s):

- Must possess and maintain a current, valid California driver's license and satisfactory driving record (Operates District vehicles on a regular basis).
- No DULs or reckless driving infractions within the last 7 years. No more than 2 moving violations within the last 3 years.

Required Knowledge, Abilities and Skills:

Knowledge of:

- Principles and practices of supervision and employee training.
 - Service areas geography and demography.
 - Hazardous waste regulations and appropriate regulatory authorities.
 - First Aid and CPR.
- Ability to /Skill in:**
- Learn and interpret labor provisions (i.e. Memorandum of Understanding).
 - Analyze emergency situations accurately, make decisions quickly and adjust service as necessary for the safety and convenience of the public.
 - Exercise initiative, compassion and ingenuity in dealing with the public.
 - Establish and maintain good working relationships with District employees.
 - Use office equipment such as personal computer, facsimile machine, typewriter and calculator.
 - Learn the different passenger ticketing systems in use at the ferry division and provide first line service support for each system.
 - Communicate effectively with district vendors and open timely support request tickets.

Physical Requirements:

- Lift and carry up to 50 pounds frequently.
- Requires frequent stooping, bending, and climbing stairs and ladders.
- Work outside continuously in all weather conditions.

To Apply: www.goldengate.org/jobs

EXECUTIVE OFFICER, INNOVATION OFFICE

PUBLIC TRANSPORTATION SERVICES CORPORATION (PTSC)

Bulletin No: 004259-001

Closing Date: 19-AUG-19

Salary Grade: HBB

Salary Range: \$153,005 - \$191,006 - \$229,008

PTSC is an equal employment opportunity employer
Non-Represented EMPLOYMENT OPPORTUNITY
External/Internal: EXTERNAL
At Will**
Other Info:

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

Basic Function

To provide executive direction to functions within Metro's Office of Extraordinary Innovation (OEI). Supports the Chief Innovation Officer in providing strategic direction and establishing goals and major priorities for the OEI.

Example Of Duties

- Oversees, directs and manages functions within OEI, including strategic plan implementation, Public-Private Partnerships (P3), unsolicited proposals, and new mobility projects
- Makes recommendations to the Chief Innovation Officer on the best possible ideas and concepts for Metro to initiate and pursue
- Initiates and explores different and unique ideas to improve mobility and accessibility in Los Angeles
- Monitors strategic planning implementation, including monitoring of strategic initiatives, continuous improvement for the agency and performance management
- Guides strategic planning initiatives within OEI, including congestion pricing, Transportation Network Companies (TNC) regulation, and Metro system pricing study
- Directs OEI's P3 team to collaborate and partner with outside governmental agencies, the private sector, and policy makers to create effective and results-based partnerships
- Directs OEI's new mobility team to ensure effective and educational pilots for micro transit and mobility on demand projects
- Establishes and monitors short-range and long-range goals, budgets, schedules, and strategies
- Establishes and monitors short-range and long-range project goals, budgets, schedules, progress, and strategies
- Sets and implements project policies, procedures, safety and work standards, and controls
- Ensures cooperation and coordination of services amongst departments to achieve Metro-wide goals and objectives
- Ensures compliance with Metro policies and procedures and applicable state, federal and local regulations and laws
- Prepares and presents reports to executive and management staff, the Board of Directors, and outside regulatory agencies
- Makes presentations and represents Metro at meetings, conferences, and public events
- Contributes to ensuring that the EEO policies and programs of Metro are carried out

Requirements For Employment:

- Bachelor's degree - Business, Public Administration, Public Policy, Urban Planning, Transportation Planning, or other related field
- 8 years' senior management-level experience in transportation planning, policy, program management, or project development/management

Knowledge:

- Theories, principles, and practices of transportation planning, program management, procurement, and public policy
- Applicable local, state, and federal laws, rules, and regulations
- Administrative principles and methods, including goal setting, program and budget development and implementation
- Capital and operating budgets
- Social, political, and environmental issues influencing transportation programs
- Public administration
- Modern management theory

Abilities:

- Plan, organize, and control the work of an innovative and dynamic organizational unit in an effort to improve mobility in Los Angeles County
- Develop and implement objectives, policies, procedures, work standards, and internal controls
- Promote innovative ideas to internal and external partners
- Remain focused on attaining desired results and/or outcomes
- Determine strategies to achieve goals
- Understand, interpret, and apply laws, rules, regulations, policies, procedures, budgets, and contracts

- Represent Metro before elected officials, the private sector, and the public
- Analyze situations, identify problems, implement solutions, and evaluate outcome
- Manage projects from inception to culmination
- Prepare comprehensive reports and correspondence
- Establish and maintain cooperative working relationships
- Exercise judgment and creativity in making decisions
- Communicate effectively orally and in writing
- Interact professionally with various levels of Metro employees, the Board of Directors, and outside representatives
- Interact professionally with various levels of Metro employees, outside representatives, and public official
- Read, write, speak, and understand English

Selection Procedure

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

Application Procedure

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

Computers are available to complete online Employment Applications at the following Metro location:

METRO Headquarters, Employment Office
One Gateway Plaza
Los Angeles, CA 90012
Telephone: (213) 922-6217 or persons with hearing or speech impairments can use California Relay Service 711 to contact Metro.

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

*Open to the public and all Metro employees

**This is an At-Will position and employee serves at the pleasure of the hiring authority.

This job bulletin is not to be construed as an exhaustive list of duties, responsibilities, or requirements. Employees may be required to perform other related job duties.

DIRECTOR, ENGINEERING (HEAVY RAIL PROJECTS)

Bulletin No: 003799-031

Salary Range: \$110,677 - \$138,341 - \$165,984

At Will**

Basic Function: Oversees technical staff and consultants performing engineering and architectural design services related to rail facilities.

Requirements For Employment

- Bachelor's degree - Engineering, Architecture, Construction, or other related field
- 5 years' senior-level or lead experience as an engineer, architect or Project Manager on major transit or public works projects

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

- Experience interfacing with rail operations
- Experience working through an engineering consultant to manage design, construction engineering, rail station, and/or system engineering
- Experience managing major capital transit projects (minimum of \$200 million contracts)
- Experience interfacing with local governments' engineering and local utilities
- Professional certificates/licenses: State of California registration as a Professional Engineer or Architect
- Project Management Professional (PMP) certification issued by Project Management Institute or equivalent

Selection Procedure

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

Application Procedure

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

Metro/Public Transportation Services Corporation (PTSC) is an equal employment opportunity employer.

**This is an At-Will position and employee serves at the pleasure of the hiring authority.



APTA's 2019 TRANSform CONFERENCE

A reimagined APTA Annual Meeting

October 13-16 / New York, NY

Early registration ends August 23

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.

Learn More at [APTA.com/TRANSform](https://www.apta.com/TRANSform)