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2018
Annual Meeting

NASHVILLE



Commentary

Planning for Tomorrow: A Year of Progress on Five Priority Issues

BY NATHANIEL P. FORD SR.
Chief Executive Officer
Jacksonville (FL) Transportation Authority
APTA Chair, 2017-2018

When I was elected APTA chair last October, I challenged all of us to be bolder, greater and more united as an association—to be the definitive, national voice on all mobility matters. To achieve that goal, I identified five priorities for our industry and selected a group of APTA members to lead those initiatives.

Now, after a year of challenging discourse and dedicated work, I am grateful to all who participated in this effort. Here is a summary of what we've achieved:

Leadership and Advocacy

- We hired a great president and CEO in Paul Skoutelas.
- Our champions Diana Mendes and Dorval Carter have executed an advocacy agenda that saw Congress pass a funding bill in March that provided significant increases for public transit.
- We looked to the future and developed actionable recommendations for the reauthorization of the FAST Act in 2020.

The Workforce of the Future

- Bacarra Mauldin and Paul Larrousse created a framework for an APTA Training Certification program, online e-Learning tools and a Workforce Development Center.
- We convened a summit titled "The Changing Mobility Paradigm and Its Impact on Tomorrow's Workforce," which examined strategies to create the kind of skilled, flexible, knowledge-based workforce that will meet present customer demands and keep pace with emerging technologies and evolving industry trends.
- Online learning and education made significant progress. Two 20-minute online modules were developed and will be piloted following the Annual Meeting. First, APTA surveys confirmed skill gaps continue to exist throughout the industry in supervisory, management and leadership roles. The second topic builds upon APTA seminars and conferences for senior executives and deputies seeking professional development opportunities to ascend to the CEO level.

Leveraging Big Data

- Bill Thomsen's work supported APTA in visualization of data for its annual Fact Book and updating APTA's Industry Footprint to better illustrate the substantial number of transit and transit-related jobs in all 50 states.
- A survey of public transit agency members was conducted that revealed 94 percent of agencies are using big data techniques to improve their agency.

Enterprise Risk Management

- Lester Bryant led this initiative in its beginning stages and was completed by Fred Daniels and Kevin Holzendorf.
- We've strengthened our relationships with federal agencies overseeing the security of our nation, such as the Department of Homeland Security and the Transportation Security Administration.
- Workshops, seminars and events were coordinated for APTA members to learn of new threats, best practices to prevent and mitigate, and how to prepare for threats sooner and with greater certainty in the future.

The New Mobility Paradigm

- Carolyn Flowers and Gary Thomas did a phenomenal job that really sparked the discussion of this topic across our industry; in every mode, be it rail, bus, small, large, mid-size, private, public—you name it—the industry was listening.
- Thanks to their hard work, cutting-edge content was assembled to launch a Mobility Innovation hub within APTA, and a groundbreaking Mobility Summit was held this past July.

While all these priorities are extremely important, it is no secret that "the new

mobility paradigm" is the one most dear to my heart because technology is transforming transportation.

Autonomous vehicle technology is profoundly changing automobile ownership. Experts forecast that by 2030 the car market will shrink 80 percent and all vehicles will be autonomous or semi-autonomous. This disruption is creating a whole new world of public transportation and driving more demand for integrated mobility services.

During APTA's Mobility Summit in July, I asked, "Who are we?"

We are the ones who provide a reliable service to thousands of men and women who want to go to their jobs, to take their kids to school or to their doctor's appointment.

We are the choice of college students to get from their dorms, to their classroom, to their part-time job, to their library and wherever else life takes them.

We are the industry that major headquarters will look at when deciding where to set up their manufacturing and operations facilities, to make sure their employees can get to and from work.

We are the drivers, the mechanics, the planners, the engineers, the innovators, the dreamers, the mobility integrators that day-in and day-out get up to provide a safe, better and reliable service to all our customers.

We are the solution to the success of our communities.

After a lot of hard work, a lot of travel, a lot of debating and exchange of ideas, I've seen a public transportation industry that is coalescing around the same principles, coming together to seek solutions to today's industry challenges and planning for those ahead.

I've seen an industry that is not stuck in its traditional ways, upending the status quo and prepared to take the next big step forward.

And, most of all, I've seen an association in APTA that has taken a giant leap toward defending and advancing our industry.

We need to stay the course and control our own destiny. We cannot fail.

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

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Almost 17 Years After 9/11, Rebuilt Subway Station Opens

Almost 17 years to the day when a terrorist attack destroyed the World Trade Center and MTA New York City Transit's (NYC Transit) Cortlandt Street Station, the New York Metropolitan Transportation Authority opened a new station, WTC Cortlandt, Sept. 8 in what has become a resurgent area of Lower Manhattan.

"The opening of WTC Cortlandt returns a subway station to a vibrant neighborhood and represents a major milestone in the recovery and growth of downtown Manhattan," said MTA Chairman Joseph Lhota. "WTC Cortlandt is more than a new subway station. It is symbolic of New Yorkers' resolve in restoring and substantially improving the entire World Trade Center site."

MTA Managing Director Ronnie Hakim said, "We are excited to bring the line back to World Trade Center with the new WTC Cortlandt Station. Lower Manhattan is attracting families and businesses who want to put their roots down here, and we are so happy to be part of the fabric of a vibrant community that continues to inspire us all."

NYC Transit President Andy Byford said, "The successful construction of the WTC Cortlandt Station in

the city's most challenging building site represents our ability to deliver on our promises to modernize and rejuvenate the subway system."

The station's name references its location at the center of the World Trade Center and Cortlandt Street, which existed above the station location when the line originally opened in July 1918 but was demolished during the construction of the World Trade Center in the late 1960s.

The new station has been constructed with fewer columns, providing direct

WTC CORTLANDT STATION CONTINUED ON PAGE 4



MTA Managing Director Ronnie Hakim and MTA Chairman Joseph Lhota tour the new WTC Cortlandt Station, built on the site of a subway station destroyed in the Sept. 11 attacks. Part of Ann Hamilton's three-dimensional mosaic, "CHORUS," is visible on the station wall.



A battery-electric LBT bus pulls up to the wireless charging unit installed in front of the Long Beach Convention Center.

New Bus Charging Station in Long Beach

Long Beach (CA) Transit (LBT) has unveiled a battery-electric bus stop that incorporates a wireless charging unit, Wireless Advanced Vehicle Electrification (WAVE), to give the bus's on-board batteries a boost while the vehicle is on layover.

"Today at LBT we continue our commitment to building a clean and sustainable fleet of buses for the communities we serve with this new battery-electric bus charging station," President and Chief Executive Officer Kenneth A. McDonald said at dedication ceremonies. "With wireless charging,

we can continue to test the range of our battery-electric buses and optimize their use throughout our service area."

In addition to the wireless charging, the new stop—located in front of the Long Beach Convention Center—features public art, canopies for shade and LED lighting.

The WAVE system uses electromagnetic fields to safely transfer power to the bus while it is stopped and works in much the same way as wireless charging for cell phones.

APTA Commuter Rail CEOs Participate in PTC Fly-In



Jeffrey D. Knuettel, P.E., general manager, SEPTA, Philadelphia, PA, and chair, APTA Subcommittee on Commuter Rail PTC, Committee on Commuter Rail, at left with Richard A. Dalton, deputy CEO/COO, Virginia Railway Express, Alexandria, VA, meeting with Rep. Jeff Denham (R-CA), chair, House T&I Subcommittee on Railroads, Pipelines, and Hazardous Materials.

ON SEPT. 13, APTA commuter rail CEOs participated in a fly-in with key House and Senate committee leaders and staff to emphasize their solid and continuous progress in implementing Positive Train Control (PTC). In addition, Jeffrey Knuettel, general manager of the Southeastern Pennsylvania Transportation Authority (SEPTA) in Philadelphia, testified on behalf of APTA at a hearing before the House Transportation and Infrastructure Subcommittee on Railroads, Pipelines, and Hazardous Materials.

Under current law, commuter railroads are required to implement PTC by Dec. 31, 2018 or, alternatively, meet a specific set of six PTC milestones (e.g., install all PTC hardware, complete employee training) by that date. If FRA determines that a commuter railroad has reached these six milestones, it must implement PTC as soon as practicable and no later than Dec. 31, 2020.



Rep. Dan Lipinski (D-IL), at left, senior member, T&I Subcommittee on Railroads, Pipelines, and Hazardous Materials, meets with Knuettel, James Derwinski, CEO/executive director, Metra, Chicago, and Henry Stopplecamp, P.E., assistant general manager, capital programs, Regional Transportation District, Denver.



Derwinski, Knuettel, Rep. David Joyce (R-OH), vice chair, House Committee on Appropriations THUD Subcommittee; Dalton and Stopplecamp.



Derwinski; Knuettel; Rep. Jeff Denham (R-CA), chair, House T&I Subcommittee on Railroads, Pipelines, and Hazardous Materials; Stopplecamp and Dalton.



Dalton; Stopplecamp; Rep. Sam Graves (R-MO), chair, House T&I Subcommittee on Highways and Transit; Knuettel and Derwinski.



From left: Metra Board Chairman Norman Carlson, FRA Administrator Ron Batory, Metra CEO/Executive Director Jim Derwinski and SEPTA General Manager Jeffrey Knueppel.

Metra Marks Completion Of PTC Milestones

FRA Administrator Commends Agency

AT AN EVENT Sept. 17 in Chicago, Metra CEO/Executive Director Jim Derwinski and Southeastern Pennsylvania Transportation Authority (SEPTA) General Manager Jeffrey Knueppel discussed commuter railroads' commitment to safety and how they are dealing with technological and financial challenges in scale, complexity and time required to implement Positive Train Control (PTC). FRA Administrator Ronald Batory said Chicago is not only the "nation's largest rail gateway, it also is one that functions extremely well." He commended Metra employees and called PTC a "risk-reducing system that enhances safety."

The event marked completion of installation of PTC components on all Metra trains and communications and signal systems along its lines. Under PTC legislation, completing the installation of components is one of six milestones that must be reached by Dec. 31, 2018 for a system to be granted additional time to implement PTC across the entire system. Of the other milestones, Metra has already acquired the needed radio spectrum and, in October, will have completed training

of its employees and begun revenue service demonstration on one of its lines, the Rock Island Line. "Implementing Positive Train Control has been a long, difficult and expensive undertaking, and we are happy that we are now seeing it so close to completion," said Derwinski. "I want to congratulate the Metra workers whose dedication and expertise got us here today. And I want our riders to know that our already safe system is about to get a whole lot safer." Knueppel gave a status update on solid and continuous progress across the industry. Nationwide, as of June 30, 2018:

- 91 percent of spectrum has been acquired;
- 85 percent of onboard equipment has been installed;
- 79 percent of trackside installations have been completed;
- 78 percent of back-office control systems are ready for operation;
- 74 percent of employees have been trained in PTC; and
- 34 percent of commuter railroads are in testing, revenue service demonstration or are operating their trains with PTC.

Pittsburgh's Blue Line Restores Full Service

Pittsburgh's Port Authority of Allegheny County reopened the full Blue Line Library light rail line Sept. 16, about three months after extensive flooding damaged track along the route. The agency has also reopened two park-and-ride lots closed during the construction and is again

selling monthly parking passes for a garage that had operated free as work continued. The reconstruction effort began with the replacement of more than 900 tons of stone track and support and included stabilizing eroded areas, repairing damaged platforms and replacing damaged utility poles.

New CEO Named Ikhrrata, SANDAG

THE SAN DIEGO Association of Governments (SANDAG) Board of Directors has hired Hasan Ikhrrata, executive director of the Southern California Association of Governments (SCAG), as its new executive director, effective Dec. 3. Ikhrrata joined SCAG—the largest MPO in the nation, covering six counties and 191 cities—in 1994 and served in the top post since 2008. Earlier he worked for Los Angeles Metro and the South Coast Air Quality Management District. At SANDAG, he succeeds Gary Gallegos, who retired last year.



Hasan Ikhrrata

APTA Welcomes Carol, Kee

APTA ANNOUNCES the hiring of David Carol for the new position of chief operating officer and Shelley Taggart Kee as senior director for human resources and administration. Carol, who joins APTA on Oct. 1, is a 35-year public transit professional with wide-ranging experience in public transit and rail organizations in both the public and private sectors. He is currently at WSP, leading program management work for the Jerusalem light rail project, and recently served as chief operating officer/deputy project director for the Tel Aviv Red Line light rail transit project. In addition to his transit consulting experience, Carol has been with the Charlotte Area (NC) Transit System and with Amtrak, where he led the implementation of the \$2.7 billion Acela high-speed rail program that serves the New York-Boston corridor. He holds a bachelor's degree from Amherst



David Carol



Shelley Taggart Kee

College and a master's degree and law degree from the University of Virginia. Carol will participate in the APTA Annual Meeting in Nashville, TN, to get reacquainted with association members. Kee, who succeeds Karen Harvey, brings more than 25 years of experience in human resources and association management to APTA. Most recently she was director of human resources for the Center for Strategic and International Studies, responsible for an organization of more than 200 employees, and she also has held human resources positions with the Aspen Institute and the Association of Governing Boards of Universities and Colleges. She has a bachelor's degree from Howard University and a master's degree in human resource management from the University of Maryland.

WTC CORTLANDT STATION

CONTINUED FROM PAGE 3

views into the World Trade Center Transportation Hub to aid customer flow, particularly for customers using wheelchairs or motorized scooters. It is fully accessible, with one elevator for access from the street to the southbound platform and an elevator from the mezzanine to each platform. The station provides a critical accessible transfer point given its location adjacent to the fully accessible World Trade Center Transportation Hub, which offers connections to 11 subway lines via the Cortlandt Street, World Trade Center and Fulton Center subway stations and to Port Authority Trans-Hudson (PATH) commuter rail. Most of the new WTC Cortlandt Station was built within the footprint of the Cortlandt Street Station destroyed in the 9/11 attacks. The station shell, tracks and tunnels sustained devastating damage when the towers fell, cutting service from the 1 line's southern terminus at South Ferry until a year after the attacks.

Construction of the new station began in 2015 when the MTA was given control of the site, located within the greater World Trade Center site overseen by the Port Authority of New York and New Jersey (PANYNJ). The station box, within which the station shell and structure are housed, had to be underpinned or supported by piles driven into the bedrock more than 60 feet below, creating an underground railway elevated above the bedrock. The station site was then built to grade, allowing the construction of a subway station 700 feet

long and 47 feet wide to take place several floors below street level. A partnership of several agencies, including the MTA and PANYNJ, worked on the design of the new station. The MTA rebuilt 1,200 feet of tunnel and tracks and made significant repairs to the station shell, track tunnels and track infrastructure, which enabled the restoration of line service to the South Ferry terminal. The remainder of the former station was demolished as part of the overall reconstruction of the World Trade Center site, leaving behind the foundation for a new subway station to be built in its footprint. The station's architectural design incorporates a white, monochromatic marble mosaic by multimedia artist Ann Hamilton, commissioned by MTA Arts & Design. "CHORUS" spans a total of 4,350 square feet across the walls of both platforms and comprises small marble tesserae forming a white-on-white surface for text from the 1776 Declaration of Independence and the 1948 United Nations Universal Declaration of Human Rights. The tactile surface invites subway riders to touch the text as they read.



MTA New York Transit President Andy Byford greeted the first train to stop at the WTC Cortlandt Station.

Burns Installs Modern Axle Counters in Tunnel

BY WILLIAM D. WIEDMANN
Director of Communications &
Signals
Burns Engineering

Burns, a Philadelphia-based specialized engineering firm, holds a General Engineering Contract (GEC) with the Alaska Railroad (ARRC) for railway signal engineering. ARRC recommended the firm to the Alaska Department of Transportation and Public Facilities (AK DOT&PF) as a subject matter expert to help with a signaling problem in the Anton Anderson Memorial Tunnel, commonly referred to as the Whittier Tunnel.

The goals of the study were to understand why the two track circuits through the tunnel were unreliable and to offer a solution to mitigate the problem. Based on the findings in the study, Burns recommended that the Alaska Railroad install modern axle counters.

Client Background: The AK DOT&PF, headquartered in Juneau, is a department of the Alaska state government. The secondary client, the Alaska Railroad, is headquartered in Anchorage. ARRC runs approximately 400 miles from Seward in the south to Fairbanks in the north. The Whittier Branch is a spur off the main line about 64 miles north of Seward.

Project Background: At 2.6 miles, the Whittier Tunnel is the longest mixed-use (trains and cars) rail/highway tunnel in North America. It provides the only land access to the town of Whittier, an important cruise ship and freight port. Approximately 50,000 vehicles per month may pass through the tunnel during the busy summer tourist season, making a safe and reliable monitoring system critical. Two track circuits running the length of the tunnel monitor train movements into and out of the tunnel.

Defining the Problem

Burns was asked to:

- Perform a conditional assessment of the 1,805 concrete panels within the tunnel to look for deterioration



Whittier Tunnel (in a snowstorm) during axle counter installation.



Freight train exiting the tunnel, heading toward Whittier.

from the effects of water draining from the mountain and identify which panels had cracked, had surface deterioration or were missing sealant, and

- Assess the detection system that recognizes that the tunnel is occupied by a train. The existing system has indicated false rail occupancies, causing delays to auto and rail traffic.

Facing Challenges and Creating Solutions

Burns' solution needed to provide reliable train detection to ensure safe rail passage through the tunnel. The track circuit system helps regulate the train and car traffic that passes through the tunnel over the single embedded track. Burns proposed four alternatives to mitigate the problem. ARRC evaluated each alternative and opted to install axle counters.

Axle Counters Versus Traditional Track Circuit

An axle counter uses a device to detect the passing of a train between two points on a track. A counting head is installed at each end of the track section. As each train wheel passes the

counting head at the start of the section, an axle counter evaluation unit increments upward and stores the count. The track section will show "occupied" as soon as the first wheel is counted.

When the train exits the section, the wheels pass over a counting head at the exiting end of the section. That triggers a decreasing count in the evaluation unit. When the wheels 'in' (+) equal the wheels 'out' (-), the evaluation unit will count down to zero and declare the section clear. The key advantage to using axle counters versus the traditional track circuit is that the axle counters

are impervious to the effects of water, moisture or sludge.

Challenge #1: Because of the length of the tunnel, the axle counter design needed to incorporate two evaluation units, one at each end of the tunnel. Each evaluation unit had to sync with the other to properly count axles in/out at each end of the tunnel.

The existing communications network through the tunnel inserted an unexpected latency into the system and initiated a buffering problem that locked up the evaluation units after 300 axles had been counted. This problem was not recognized for approximately a month. Once identified, the problem could not be addressed immediately as there was no system in place to perform distant diagnostics, so the team scheduled a trip to Alaska when a train with more than 300 axles was due to run. As it was winter, train service was infrequent. Once on site, the team connected computers at each end of the tunnel to record all events happening with the trains.

Solution: Burns staff accompanied representatives of Frauscher Sensor Technology to Alaska to identify and rectify the counting issue, which required a simple adjustment to the configuration of the units to account for communications latency.

Challenge #2: FRA requirements call for broken rail protection in signaled territory. As axle counters do not use the rails for train detection, they do not provide broken rail detection as part of the train detection system.

Solution: Burns created an alternative plan to mitigate the broken rail requirement that uses the existing track circuit and the axle counters to differentiate between track occupancy (axle counters) and broken rail (track circuits). The axle

counters indicate that a train does/does not occupy the tunnel track while the track circuits indicate a broken rail. Thus, a train can move into the tunnel with a failed track circuit, proceeding at restricted speed looking out for broken rail. When the axle counter indicates that the tunnel is occupied by a train, a proceed signal cannot be displayed. Additionally, a false track circuit indication would not prevent vehicular traffic from proceeding through the tunnel while an axle counter "occupied" indication would.

Most of the wiring was completed prior to the final install. The final install and testing were performed in February during a snowstorm.

Getting It Up and Running

Burns authored a specification for the ARRC for the purchase of a vital axle counter that included support for installation and training. Based on safety, price and reliability, Frauscher Sensor Technology was awarded the procurement contract.

The Burns design team provided a complete design for integration of the axle counters into the existing ARRC signal system (MicroLok II vital processors) for track clear/track occupied indication on the two-track sections that cover the Whittier Tunnel. The installation and testing took approximately two days: one day for cable and house wiring, one day for testing.

The Benefits

The project also gave AK DOT&PF an overall assessment of the conditions of the track infrastructure through the tunnel, including a complete inventory on the condition of the 1,805 concrete panels, showing which panels were cracked, had surface deterioration or were missing sealant. Cracked panels were allowing moisture and sludge to enter the subsurface of the track bases, causing a low resistance path for track circuit current from rail to rail, and from rail to ground. Ultimately, these deteriorating panels would lead to track circuit reliability issues.

The new signaling system will

WHITTIER TUNNEL CONTINUED ON PAGE 6



Looking west from the tunnel toward Bear Valley over the switch.

MEET THE APTA STAFF

David A. Riddy
SENIOR MANAGING
EDITOR – PASSENGER
TRANSPORT

COMMUNICATIONS &
MARKETING DEPARTMENT

Q What are your primary responsibilities at APTA?

A I am responsible for the editorial content of APTA's printed biweekly *Passenger Transport* (PT) and emailed companion piece, PT electronic. I source, write and edit stories; strategize special themed issues; and attend and report on APTA's major conferences and events.

I create the "imposition" for each issue, which is a plan of the arrangement of each story and/or advertisement on a specific page. In the early planning stage, before an issue has started to take shape, it's like approaching a jigsaw puzzle without knowing what it will ultimately look like or how many pieces there are—it certainly keeps the brain active!

I also produce *Passenger Transport Express*, a short roundup of breaking news that APTA publishes in the weeks between PT issues.

Working closely with my senior editor, Susan Berlin, we ensure the PT "family of three" remain trusted and valued publications—produced in accordance to strict editorial standards.

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

A I continue to build strong working relationships with the public information officers (PIO) and other communications professionals at public transit systems, APTA business members and government departments. I regularly discuss with them their latest news for PT stories, potential in-depth case studies, feature articles, "Meet the APTA Member/Committee" profiles and original commentaries for page two of the issue.

A few months after I came on board at APTA, I attended APTA's Marketing & Communications Workshop in San Francisco, where I met a number of those PIOs with whom I had been communicating. Not only did I get to make personal connections with some great people, I was able to hear firsthand the concerns and aspirations of APTA members and gather ideas for PT stories.

I'm always happy to talk to APTA members! If you have a news story, an idea for an in-depth case study of one of your best practices or an original, thought-leader commentary piece, please contact me at driddy@apta.com or 202-496-4815.

Q What issues have you worked on of which you are particularly proud?

A We periodically produce special themed issues, including those that coincide with APTA meetings. I'm particularly proud of the April 23, 2018, "Electrification of Buses" issue and the July 9 "The New Mobility Paradigm" issue, which was highlighted at APTA's "The Future of Mobility—From Transit Authority to Mobility Integrator" summit July 12 in Washington, DC. We received a great deal of positive feedback from both issues. You can view the electronic version of those and all issues at www.apta.com/passengertransport.



Q How did you come to be at APTA?

A I have been producing magazines, e-newsletters and other publications for trade associations for 10 years. Before APTA, I was with the Direct Selling Association, where I wrote the association's two e-newsletters, managed executive communications and ghostwrote articles for the president. Prior to that, I was with Helicopter Association International, where I wrote for, edited and assisted in overall production of the association's *ROTOR* magazine and wrote the association's e-newsletter.

I have been fascinated by trains and buses since I was a small boy. I have been very fortunate to have had the opportunity to travel to numerous countries and always make a point of using public transport wherever I am. Riding Moscow and St. Petersburg's Metro systems and taking the train across northern India are a few of my favorite experiences.

When I heard of an opportunity at APTA to combine my hobby with my profession, I jumped straight in!

Q Have you worked in public transportation besides APTA?

A APTA is my first job in public transportation, but there were some parallels at the Helicopter Association—working with DOT and NTSB, helping members develop safety management systems and producing an EXPO.

Q What is your favorite thing about working at APTA?

A Two things, actually: helping support an industry that is of such importance to millions of people, and camaraderie. APTA is a very friendly and conscientious bunch, in general, but the PT team is particularly close-knit. Along with Susan Berlin, I work closely with our graphic designer, Mitch Wood, and the team's senior director, Kathy Golden. With PT production being a continuous, deadline-driven process come rain or shine (or snow!), we support each other completely.

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

A I am originally from just outside of London. Before I moved to the States in 2001, I was an actor and supplemented my income by teaching ballroom dancing. I have diligently been teaching my young daughters a range of English accents, and we'll often partake in a Sunday morning kitchen waltz-fest!

At the Annual Meeting, Look for the 2018 APTA Annual Report

The 2018 Annual Report showcases APTA's many accomplishments and activities during the past year and its vision for the future. It tells the story of why we do what we do: making opportunities accessible, enhancing personal freedom, helping communities prosper and improving the quality of life.

It also summarizes the association's work on APTA Chair Nathaniel P. Ford Sr.'s five priorities: Leadership and Advocacy, Workforce of the Future, Leveraging Big Data, Enterprise Risk Management, and the New Mobility Paradigm. You can read the 2018 Annual Report online at www.apta.com.



APTA Releases New Guide On Bicycle Integration

THE APTA STANDARDS program announces the release of its latest guide, *Bicycle & Transit Integration: A Practical Transit Agency Guide to Bicycle Integration and Equitable Mobility*.

Developed in collaboration with more than 30 agencies, NGOs and consultants from across North America, *Bicycle & Transit Integration* provides guidance and state-of-practice case studies on maximizing public transit accessibility through smart approaches to first-mile, last-mile mobility options.

The benefits of active first- and last-mile connections to public transit extend well beyond congestion mitigation and stimulating a healthy community development. Biking can expand the

reach of public transit and potentially increase ridership by providing a safe, healthy means of access to public transit for populations living with economic or geographical mobility challenges.

Find the guide at www.apta.com/resources/standards/sustainability.



WHITTIER TUNNEL CONTINUED FROM PAGE 5

provide improved reliability and a general accounting of the conditions of the embedded rail through the tunnel through track circuits. Without such a system in place, problems may include a track circuit failure that could prevent vehicular traffic access to Anchorage, Seward and Fairbanks west of Maynard Mountain, which could delay vacationing passengers from cruise ships docking at Whittier who would be prevented from transferring to their train.

Working Together to Overcome Project Challenges

The key to any successful project is a good working relationship among all parties involved. Gordon Burton, facilities manager at AKDOT&PF, reported that the agency's communication with Burns was not only effective, but also helped the agency prove its point with a partner.

"DOT was having difficulty getting its message heard about problems with the existing tunnel's track circuit system," Burton said. "Our transportation partner felt that the track circuits offered broken rail protection. By

working with Burns, we were able to overcome the broken rail protection mindset. Burns provided evidence that the track circuits' ... ineffectiveness are compounded in wet environments like those present in the Whittier Tunnel. Burns' efforts helped us get to the axle counter system currently installed."

Would the department have done anything differently? Yes, according to Burton, who said it would have employed the services of Burns sooner—during the initial design of the tunnel.

"They could have helped us design a workable system from day one, so we would not have had to retrofit the system. This would have resulted in a savings in time, money and a lot of frustration," he explained.

Passenger Transport readers wishing to learn more should contact Shannon McCarthy, media liaison, Alaska DOT, at shannon.mccarthy@alaska.gov or 907-269-0448; or William D. Wiedmann, director of communications & signals, Burns Engineering, at wwiedmann@burns-group.com or 215-979-7700.



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An Update on APTA's Surface Transportation Authorization Recommendations

BY DIANA MENDES
Mid-Atlantic Division President
HNTB Corporation
Arlington, VA
Chair, APTA Legislative Committee
and LEANNE REDDEN
Executive Director
Regional Transportation Authority,
Chicago
Vice Chair, APTA Legislative Committee



Diana Mendes



Leanne Redden

AS CHAIR AND VICE CHAIR of the APTA Legislative Committee, we would like to update APTA members on our ongoing progress in the committee to develop surface transportation authorization recommendations.

As many of you know, the Fixing America's Surface Transportation Act (FAST Act) expires in two years. Through the Legislative Committee, APTA will develop specific recommendations to guide our advocacy and assist Congress in developing the authorization bill that will succeed the FAST Act.

We are committed to an open, transparent and collaborative process among APTA members. We have already sought and received input from many members and we highly encourage everyone to join the discussion at the Legislative Committee meeting during the Annual Meeting.

Throughout this process, we will continue to have a passionate and robust discussion among the many diverse groups and interests within APTA. This process will require a lot of cooperation—and no one will get 100 percent of what he or she wants—but, in the end, we will put forward a consensus proposal that will make the best case for the public transportation industry. We are stronger when we are together, and it is essential that we speak with one voice as an association.

In an effort to ensure that we achieve this objective, we began this process earlier than previous reauthorization efforts. At the November 2017 meeting, the Executive Committee decided to use the existing Legislative Steering Committee, together with the Legislative Committee, to form our authorization recommendations. The

Steering Committee represents the broad diversity of APTA members, including the leadership of each of APTA's seven Legislative Subcommittees; chairs of the Bus and Paratransit, Commuter Rail, Mid-Size Operations, Rail Transit and Small Operations committees; and the chair of the Research, Communication and Advocacy (RCA) Advisory Council. We will continue to provide regular updates on our progress to all APTA members through such venues as meetings of the Legislative Committee, APTA Executive Committee and Board of Directors.

In January 2018, we developed and distributed questions for internal outreach and solicitation of input on authorization issues. We also conducted active outreach to a host of APTA committees at their meetings, including the Business Member Board of Governors; the Transit CEOs Seminar, with participants representing various operating perspectives; the Legal Affairs Seminar; and the Marketing and Communications Workshop. During the Legislative Committee meeting in March, we conducted live polling to further facilitate discussion of authorization issues.

In May, a small group of us spent the day with APTA President and CEO Paul P. Skoutelas and APTA staff discussing the authorization process to date and strategies moving forward. We also met with the bipartisan staffs of the House Committee on Transportation and Infrastructure and the Senate Committee on Banking, Housing and Urban Affairs. Their insights were incredibly helpful in guiding our process. Some of our takeaways included:

■ **It is important to start this process early.**

The FAST Act does not expire for another two years but developing recommendations through a deliberative process takes time. It is important to have recommendations available while a bill is being drafted, not when it has already been written.

■ **We should continuously seek Capitol Hill input throughout the process in an iterative manner.** Getting feedback from staff on the Hill throughout the process will help us better anticipate potential issues associated with different positions. Our goal is to have sound, strong and successful recommendations in the next authorization bill. We

Through the Legislative Committee, APTA will **develop** specific recommendations to guide our advocacy and **assist Congress** in developing the authorization bill that will **succeed** the FAST Act.

will not shy away from positions important to APTA members, but we also want to develop our recommendations with a full picture of the political environment.

■ **Less is more when it comes to top priorities.**

Not every issue can be in the top tier of our recommendations. If we are asking for everything with equal weight, we are effectively asking for nothing. We need to do the hard work of agreeing upon which priorities are most important to us.

■ **Finally, we need to provide detailed recommendations.**

Our guidance is much more impactful when it is specific.

At the APTA Rail Conference in June, both the Steering Committee and the Legislative Committee unanimously adopted six Principles for Surface Transportation Authorization. At the Annual Meeting, the full APTA board will consider and hopefully approve these principles.

But the principles are just the beginning. Now we must identify our top

It is our **hope** that all APTA members will provide **input** to members of the committee and **participate** in discussions in our subcommittees to advocate for the **issues** that are most important to them.

priorities and develop our specific recommendations for the next authorization bill. We are grateful to the committees and subcommittees that already have held robust authorization discussions, including a nearly full-day discussion at the July Small Operations Summer Planning Meeting in Chicago. We are encouraged that many committees plan to discuss specific authorization issues at the Annual Meeting.

As you can see, we have made some very significant progress, but there is still much work to do. It is our hope that all APTA members will provide input to members of

the Legislative Steering Committee and participate in discussions in our Legislative Subcommittees to advocate for the issues that are most important to them. We expect to continue to identify and develop our authorization recommendations and bring recommendations to the Legislative Committee, Executive Committee and board next year.

We applaud the efforts to date of everyone involved and look forward to completing this important work together.

Ferries to Connect Richmond To San Francisco in January

BY THOMAS HALL
Public Information & Marketing
Manager
San Francisco Bay Ferry

San Francisco Bay Ferry, a public transit service of the Water Emergency Transportation Authority (WETA), will launch a much-anticipated route connecting the East Bay city of Richmond to San Francisco in January 2019.

With the unveiling of the new Richmond Ferry Terminal in the city's Marina Bay neighborhood, San Francisco Bay Ferry will offer 35-minute commute service to the iconic San Francisco Ferry Building. As gridlock worsens in the Bay Area, ferry ridership has boomed, and many existing peak-period ferry routes are operating at maximum capacity. The Richmond ferry service will add to public transit options for local commuters at a competitive fare and travel time.

WETA has also prioritized bike and public transit connections. AC Transit in Oakland will connect directly to the ferry terminal with generous transfer discounts in place. The Richmond Ferry Terminal is just yards from the San Francisco Bay Trail, a 364-mile bicycle and pedestrian trail linking nine Bay Area counties. Bikes are permitted on the ferry and secure bike parking will be available near the terminal.

Richmond Ferry service also represents a key piece of strategic expansion and enhancement for WETA's transit



The passenger float for WETA's Richmond Ferry Terminal, opening Jan. 10, 2019, as it is launched in Alameda. WETA's MV Cetus, recently put into service, is in the background.

program. The agency will open its second major operations and maintenance facility—this one in Alameda, serving routes connecting San Francisco and South San Francisco to Oakland, Alameda and Harbor Bay—in late 2018, providing a larger platform for expanded service.

WETA is also partnering with local agencies on terminal projects in Berkeley, Redwood City, Treasure Island and the Mission Bay neighborhood of San Francisco. In addition to its role as a regional public transit agency, WETA is tasked with coordinating water transit response to regional emergencies using its terminals and fleet of vessels.



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WeGo Public Transit Warmly Welcomes APTA to Nashville!

BY STEPHEN BLAND
Chief Executive Officer
WeGo Public Transit

ON BEHALF OF WEGO

Public Transit and the Regional Transportation Authority of Middle Tennessee, it is my pleasure to welcome you to Nashville for the 2018 APTA Annual Meeting.

You could not have picked a better time to visit Music City—both from a personal and professional standpoint. Nashville is a city brimming with creativity and alive with activity. Of course, we're known as the home of country music, but you can expect to find so much more. From all kinds of live music to fabulous art galleries, amazing parks and public spaces, to award-winning restaurants, Nashville and the surrounding area has something for everyone.

Above all, the people of Nashville



Stephen Bland

make this a place you will want to return to (and maybe stay for good, as our region is growing by about 100 people per day). In a city renowned for being “Nashville Nice,” you will find folks who take a genuine interest in making your experience a good one.

Although WeGo Public Transit (recently rebranded from the Nashville Metropolitan Transit Authority) may be the smallest public transit agency to ever host an APTA Annual Meeting, you will find our 750 employees anxious to show off for you. From the center of conference activities, it will be an easy walk to Lower Broadway—the center of tourism in Nashville. But please, use WeGo Public Transit to also venture out into our neighborhoods.

Take the Music City Circuit—our free, all-electric shuttle—to the Gulch or

Germantown (two rapidly developing, truly urban neighborhoods with some of the best restaurants in town), or on to Jefferson Street, the heart of African-American culture in our community and home to institutions like Tennessee State University, Fisk University and Meharry Medical College, all of which played pivotal roles in the struggle for civil rights during the 1960s and continuing today. Our employees will be close at hand to tell you how to get to these and many other attractions throughout the city.

From a professional perspective, you will find that Nashville is a fabulous laboratory for so many of the issues you deal with back home and will no doubt discuss at this conference. From the role of public transit in emerging models of

mobility, to retrofitting an auto-dominant infrastructure for broader purposes, to building coalitions of diverse groups to expand mobility options for all our

citizens, we have stories to share with you. Yes, we recently lost a referendum that would have more than tripled the size of our system; however, that's not the end of the story for public transit in Nashville, and we're anxious to share with you our ongoing innovations and future

plans (as well as some “hard lessons learned”) to help you back home.

So, on behalf of the boards of directors of both WeGo Public Transit and the Regional Transportation Authority, our 750 employees and the almost two million people who call Middle Tennessee home, welcome to Nashville!

Nashville is a fabulous laboratory for so many of the issues you deal with back home.

Leadership APTA Honors Graduating Class; Welcomes Class of 2019

APTA ANNUAL MEETING honorees will celebrate the contributions and achievements of the Leadership APTA Class of 2018 and welcome the incoming Class of 2019 Tuesday, Sept. 25, 4:30-6 p.m. in Grand Ballroom BC of Music City Central in Nashville. Doran Barnes, chair, Leadership APTA, and executive director of Foothill Transit, West Covina, CA, will preside at the graduation program.

Graduation Program

Members of the graduating class will present highlights from their executive leadership projects. They will share key insights and recommendations based on their cross-industry research and analyses, interviews and conversations with top executive leaders and organizations both within and outside the public transit industry.

This year's projects covered a wide range of industry hot topics including “Transforming Integrated Mobility into Action,” “The New Language of Transit,” “Customer Data—Using the Power of Data to Transform Decision-Making Methodologies,” “Public Transit and Social Responsibility: Homelessness” and “Engaging the Future Workforce.”

Full versions of the presentations and related papers will be posted on the Leadership APTA web page, www.apta.com/leadapta, after the Annual Meeting.

Incoming APTA Chair David Stackrow, APTA President and CEO Paul P. Skoutelas and APTA Immediate Past Chair Nathaniel P. Ford Sr. will join Barnes to address both classes and present graduating class members with

LEADERSHIP APTA CONTINUED ON PAGE 18

Leadership APTA Class of 2019 Members

THE LEADERSHIP APTA COMMITTEE recently selected 26 members representing North America and Asia for the Class of 2019. These new class members come from 17 public transit agencies, eight private-sector organizations and APTA.

Members of both the graduating and incoming classes are invited to early morning workshops and specialized sessions during the Annual Meeting.

The incoming class members will attend their first formal required session in late November/early December in Washington, DC, including a full set of executive roundtable sessions and briefings, workshops and site visits. Additional core-competency-building workshops and executive briefings, including meetings and visits to Capitol Hill, occur during APTA's 2019 Legislative Conference in March. An intensive six-day Capstone session in July rounds out the year, with the final program and graduation at the 2019 Annual Meeting in New York City.

Throughout the year, class members will participate in online meetings and conference calls; meet with industry executives, experts, university professors and APTA leaders; and develop their executive leadership projects, among many other activities.

Information for applying to the Leadership APTA Class of 2020, the 23rd year for the program, will be available at www.apta.com in early to mid-April. For details, contact Joe Niegowski at 202-496-4870 or jniegoski@apta.com.

Members of the newly selected Leadership APTA Class of 2019 are:

- Chris Andrichak (AC Transit, Oakland, CA)
- Chad Ballentine (Capital Metropolitan Transportation Authority, Austin, TX)
- William Benz (Metra, Chicago)
- Edward Burger (Mass Transportation Authority, Flint, MI)
- Lauren Cochran (Proterra)
- Trish Collins (Pinellas Suncoast Transit Authority, St. Petersburg, FL)
- Brandy Creed (South Florida Regional Transportation Authority, Pompano Beach)
- Crystal Cummings (New York Metropolitan Transportation Authority)
- Jana Demas (King County Metro, Seattle)
- Frederick Edwards II (BART, Oakland, CA)
- Sean Egan (Washington Metropolitan Area Transit Authority)
- Brian Funk (Metro Transit, Minneapolis)
- Erin Kleist Gaynor (Chicago Transit Authority)
- Akiko Ito (East Japan Railway Company)
- Karen Kitsis (Sound Transit, Seattle)
- Rob Klovsky (HDR)
- Deron Lozano (AECOM)
- Donald Luey (Foothill Transit)
- Gregory May (Urban Engineers Inc.)
- Tomika Montville (LYNX – Central Florida Regional Transportation Authority, Orlando)
- Eric Reese (Gannett Fleming)
- Andrew Rogers (Jacksonville [FL] Transportation Authority)
- Timothy Sanderson (Des Moines Area [IA] Regional Transit Authority)
- Elizabeth Solis (The Solis Group)
- Narayana Sundaram (APTA)
- Andy Taylor (Cubic Transportation Systems)



Photo by Steve Barrett

Members of the graduating Leadership APTA Class of 2018 include, from left: seated, I. Elayne Berry, Abhishek Dayal, Laura Cornejo, Gabriel Beltran, Tera Hankins and Terry Nash; second row, Doran Barnes, chair, Leadership APTA; Laura Hester, Brandon Policicchio, Lacy Bell, Pamela Alexander, Sharlane Bailey, Jennifer DeBruhl, Charles Frazier, APTA Chair Nathaniel P. Ford Sr. and APTA President and CEO Paul P. Skoutelas; third row, Mike Finnern, Brian Alberts, Jill Leary, Michael Yang, Diane Cowin, Derick Calhoun and Randy Brewer; back row, Garrett Vandendries, Thomas Stuebner, Michael Hazlett, Sandi Hill, Kwadwo Atta, Robert Kennah.

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JTA's New MOVE Plan and the Changing Transportation Landscape

BY LEIGH ANN RASSLER
Public Relations Manager
Jacksonville (FL) Transportation
Authority

New technologies such as autonomous and connected vehicles, and new mobility solutions such as transportation network companies, are changing the transportation landscape.

To respond to the shifts associated with the digital revolution, the Jacksonville Transportation Authority (JTA) recently unveiled a plan called Mobility Optimization through Vision and Excellence or *MOVE*.

Under the *MOVE* plan, JTA will advance a seamless transition to and from other modes, enhance JTA's high-frequency network and serve as a

regional mobility integrator. The *MOVE* plan will provide new safe, efficient and accessible transportation choices and allow consumers to customize their unique multimodal trips. These options include traditional public transit, innovative service options such as microtransit and shared mobility options from a mobile device. Mobility hubs will connect transit with new mobility solutions.

MOVE will support the North Florida Transportation Planning Organization (TPO) Smart Region Master Plan. For example, one of the Smart Region initiatives is the

proposed "Bay Street Innovation Corridor," which will demonstrate the impact when proven Intelligent Transportation Systems and smart city infrastructure are deployed as a fully integrated "smart corridor."

JTA, in partnership with the TPO, the city of Jacksonville, the JAX Chamber and the JEA utility company, submitted a federal Better Utilizing Investments to Leverage Development (BUILD) grant application for the Bay Street Innovation Corridor. The project will uniquely transform mobility along a critical east-

west corridor in downtown Jacksonville while improving safety, efficiency and accessibility.

The three-mile transformative project will serve as the gateway to downtown Jacksonville and will connect to major destinations, support economic development and enhance mobility. It will incorporate smart-city technologies such as dynamic connected signals, pedestrian sensors and flood warning sensors. It will also use integrated data exchange to collect, manage and analyze information from the sensors and ultimately from autonomous vehicles.

MOVE is another example of JTA pushing the envelope with dynamic public transportation solutions to meet the evolving needs of customers.



Mobility hubs will
connect transit
with new mobility
solutions.

CDTA: Expanding Focus, Increasing Choices

BY DAVID STACKROW
Board Member, Capital District
Transportation Authority
Albany, NY
Vice Chair, APTA

The Capital Region of New York State is an exciting place to live and work. Economic development is plentiful, and the Capital District Transportation Authority (CDTA) is a critical component of the economic prosperity we enjoy. CDTA is coming off a banner year and our recognition by APTA as the 2017 Best Mid-Size Transit System in North America is helping to solidify us as the mobility leader in Albany and the surrounding communities we serve.

Innovation and creativity at CDTA are allowing us to expand our focus beyond a traditional bus company. This board-directed vision has shifted the agency to become a regional problem solver, a thought leader and key part of the regional economic development engine. This shift did not happen overnight; it has taken years to accomplish and it has happened gradually as we continually prove ourselves to the communities and people we serve. We have made CDTA a public asset, a resource to the region, and our work has signaled a new and creative way for the Capital Region to think about mobility.

We are integrating mobility options and providing people with meaningful choices in the way they travel. This includes the introduction of Upstate

New York's first BRT line, management of a regional bikeshare program called CDPHP *Cycle!* and oversight of regional taxi services. We were asked to do this to improve the image of taxi operations in the area, to develop appropriate customer support services and to introduce a regional fare structure. We are the only regional public transportation authority in our state with this wide-ranging responsibility.



David Stackrow

At the same time, we have elevated the role of public transit services in the region by developing partnerships

with every college and university in the area, with major employers and with civic organizations. We have whole-saled transit access to these organizations under the heading of Universal Access. Partners access our system free of charge, using employee or student ID cards. Prearranged cost-per-ride rates are

agreed upon, and access to the system is guaranteed for the duration of the agreement.

The Universal Access program accounts for close to 30 percent of all boardings, making it the most popular way to use

our system. It is flexible, adaptable and expandable, with new partners joining on a regular basis.

Our focus on being more than a bus company has led us down new paths. As we look for ways to increase our role as a mobility provider and integrator, we will continue to be a community partner and integrate what we do into the communities we serve.

We are integrating mobility options and providing people with meaningful choices in the way they travel.

More Accolades for BART's Warm Springs Station

The Warm Springs Station in South Fremont, CA, has been catching the eye of San Francisco Bay Area Rapid Transit District (BART) riders since it first opened to the public last year. Now, the station is getting attention from the international design community.

The "Sky Cycles" glass display at Warm Springs has earned merit honors in the transportation category from the global online art community, CODA-worx. The display includes a 60-foot glass rotunda that serves as the entry point for the station, along with two 300-foot glass walls along the platforms. The eye-catching display reflects the sky while mixing images on glass of clouds and landscapes. Sky Cycles is the largest art installation in the entire BART system.

The Warm Springs Station is a functional, visually stunning example of BART's commitment to sustainability. The site includes solar panels installed

on the station roof and several parking lot canopies, which produce more than enough energy to meet the station's daytime power needs. BART has installed bioswales throughout the parking lot that naturally filter silt and pollutants in surface runoff water before it enters the Bay watershed.

A section of the trackway features an underlayment of shredded "tire-derived aggregate" that both mitigates operational vibration and has taken approximately 130,000 car tires out of the waste stream. The project also constructed a beautiful 10-acre wetland habitat area next to Fremont Central Park to mitigate some of the project's biological impacts.

The California Transportation Foundation (CTF) named BART's Warm Springs Extension as its Project of the Year for 2017. The CTF awards recognize the best projects, people and organizations in California's transportation industry.



Excited BART riders enjoy the opening day celebration for Warm Springs Station.

Photo courtesy Noah Berger

The background of the advertisement is a composite image. It features a close-up of a train's mechanical components, including wheels and suspension, with a blue wireframe overlay that suggests a digital or data-driven perspective. In the lower-left corner, there is a small inset map showing a route with a red dot at the start and a blue triangle further along, with warning icons. The Siemens logo and tagline are in the top right, and the main headline and supporting text are in teal boxes at the bottom.

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APTF Marks 30 Years by Presenting 33 Scholarships

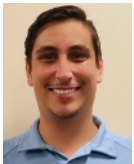
The American Public Transportation Foundation (APTF) is celebrating its 30th year by presenting a total of \$205,000 in scholarships—the largest amount since the foundation's inception in 1988—to 33 recipients who represent the diverse specializations required to sustain and grow the public transit workforce.

Many of this year's recipients are already working in the industry, in roles including coach operators, accountants, communications specialists and project managers. This year's scholars will be honored at a special ceremony Tuesday afternoon, Sept. 25, during the APTA Annual Meeting in Nashville.

The 2018 scholarship recipients include:

Named Scholarships

Nicholas Atkins received the Florida Public Transportation Association Scholarship, awarded to an applicant from the state and sponsored by a Florida public transit system. Atkins is pursuing his B.S. in public administration at the University of Central Florida and is sponsored by LYNX-Central Florida Regional



Transportation Authority in Orlando, where he works as a mobility service representative.

Crystal Bailey is the first recipient of the Nathaniel Ford Scholarship, awarded to a minority applicant pursuing studies in the fields of mobility, logistics management, innovation management and/or



science technology, with the intent to pursue a career in public transportation. Bailey is pursuing an M.B.A. in management information systems at Park University and is sponsored by the Kansas City Area Transportation Authority, where she is a staff accountant.



Jared Bendifallah received the James "Jim" Cowen Scholarship, awarded to an applicant who is pursuing studies in public transit planning or development. Bendifallah is working toward a master's degree in transportation planning at his sponsoring organization, the University of Southern California.

Michael Bernhardt received the Dr. George M. Smerk Scholarship, awarded to an applicant dedicated to a career



in public transit management. Bernhardt is pursuing a Ph.D. in leadership at North-central University and is sponsored by the Central Pennsylvania Transportation Authority (dba rabbittransit), York, PA, where he works as director of mobility services.



Darwin Brown received the Americans with Disabilities Act (ADA) 25th Anniversary Scholarship, awarded to a student in an undergraduate or graduate academic discipline who expresses an interest in working to enhance accessible public transportation. Brown is pursuing his degree in organizational management at the University of La Verne and is sponsored by Access Services Inc., where he is a road safety inspector.



Matthew Cahill received the Jack R. Gilstrap Scholarship. Cahill is pursuing his J.D.-M.B.A., with an emphasis on transportation entrepreneurship, at Northwestern University

and is sponsored by WSP USA, where he works as a principal technical specialist.



Chia-Huai Chang received the Richard J. Bouchard-AECOM Scholarship, awarded to an applicant dedicated to a career in public transportation planning and development. Chang is pursuing his master's degree in city and regional planning at the Georgia Institute of Technology (Georgia Tech) and is sponsored by the Georgia Tech Transportation Institute.



Lindsay Ann Cullen received the Parsons Brinckerhoff/Jim Lammie Scholarship, awarded to an applicant dedicated to a public transportation engineering career.

Cullen is pursuing her B.S. in civil engineering at the University of Rhode



Island and is sponsored by Vanasse Hangen Brustlin Inc. **Beema Dahal** received the Fran Hooper Scholarship, awarded to an

APTF SCHOLARSHIPS CONTINUED ON PAGE 16

APTF Essay: Public Transit Is a Way of Life

Editor's Note: Following is the text of the winning essay in APTF's Donald C. Hyde Memorial Essay Contest on the theme "In what segment of the public transportation industry will you make a career and why?" Ziedan is pursuing his Ph.D. in transportation engineering at the University of Tennessee and is sponsored by the Chattanooga Area Regional Transportation Authority. (See his photo and bio on page 16.)

BY ABUBAKR ZIEDAN

Growing up as a frequent public transit user influenced my perspective on transportation.

For me, public transit is not just a mode of transport. Transit for me is a way of life, a way that teaches its diverse users with different origins and backgrounds that they can work together if they have the same destination.

Transit for me is a great chance to listen to different life stories that will directly affect the way I think about things and gain real-life experiences. Transit is a small picture of life where a group of people will choose to ride the bus or train because they know that is the optimal choice for them and the community.

More public transit usage is the win-win situation for transit users, agencies, communities and even automobile users since it is more economical, environmentally friendly and reduces congestion. In my view, I see transit as the future and the career I have chosen to serve my community.

I have worked in the public transit

industry as a transportation planner in both the U.S. and Sudan for about three years. These two experiences were very different from each other.

In Sudan, I worked as transportation planner at the Khartoum State Public Transport Authority, working on projects including the Khartoum Sub-Urban Railway and Khartoum bus stops. The challenge was offering adequate transit capacity to accommodate increased demand with limited resources.

While I worked as a transportation system planner intern at the Chattanooga Area Regional Transportation Authority (CARTA), the challenge was different. In a mid-size city with an acceptable level of congestion for automobile users and low parking costs, the issue was how to offer the best service that attracts more transit users.

Although these two experiences were different, the common element is that there are always challenges associated with data. These include a general lack of data, the quality of the data, integration of data from different sources and tools to analyze and communicate information from this data.

Data is the game changer for both public transit users and authorities. If the user has the exact information he needs in the time he needs, he will be able to optimize his trip, make better decisions, reduce his waiting time and ultimately be happy with the service provided. On the other side, if agencies know who their users are, their travel patterns and travel behavior, they will be able to provide better service for their users and communicate better with them.

Public transit agencies collect different data about their system, using technologies such as Automatic Vehicle Location (AVL) and Automated Passenger Counter (APC) systems, to evaluate their system performance, enhance their system and, more recently, provide real-time information to their users. Providing real-time information through different mobile applications is a key trend in the public transit industry that can reduce travel time and link users to a mix of transportation services. Together, these data sources can serve both transit agencies and travelers.

I have always been passionate about data and how to use it to optimize the decision-making process in a public transit agency. For the last year, I have been working with CARTA, using a variety of data sources including AVL, APC, census data and real-time transit information, to better understand public transport trends in Chattanooga. These sources of data can tell many stories about people's movement and their transportation choices.

For example, relocating bus stops could be considered a very small change, but looking at the data can reveal that this small change might have a major impact on people's travel choices, especially if they have to walk longer distances—which will affect transit ridership.

Recent innovations in transportation technology such as microtransit, mobility on demand (MOD), mobile ticketing and real-time information have significantly changed the way people plan and conduct their transit trips.

Other critical changes to transportation include the rise of transportation network companies (TNCs) and the introduction of autonomous and connected vehicle technology. All of these factors contribute to potential changes in transit ridership and raise questions concerning the future of public transportation.

It is through data analysis that public transit agencies may better understand these issues and guide decision-making. By continuing my education and applying these new skills, I believe that I will be able to contribute to the industry and help agencies make better decisions.

As I prepare to start my Ph.D. in transportation engineering at the University of Tennessee, I plan to continue working with public transit data to find answers to these emerging questions about the future of transportation and the impact of technological change on transit. At the university, I will be working with Dr. Candace Brakewood, who has conducted a tremendous amount of research on public transit data and factors that affect ridership. Working with her will offer me the guidance I need to find answers to these questions, as well as many others that will arise in the transit industry.

Every day generates more and more data, which becomes available for public transit providers, and there will be a strong need for researchers to manage this important resource. This field is where I am planning to spend the rest of my career.

[See story on Big Data on page 29.]



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APTF SCHOLARSHIPS CONTINUED FROM PAGE 14

applicant studying rail engineering with the intent to pursue a career in public transportation, with preference given to a qualified female applicant. Dahal is pursuing her M.S. in civil engineering at her sponsoring university, Boise State.

Jordan Golembeski received the Raymond C. Miller Scholarship, awarded to an applicant dedicated to a career in public transit marketing. Golembeski is pursuing his M.F.A. in communication design at

Texas State University-San Marcos and is sponsored by the Capital Metropolitan Transportation Authority in Austin, TX, where he serves as a creative communications specialist.

Cassie Halls received the William Millar Scholarship, awarded to a young student committed to entering the public transit industry. Halls is pursuing her master of urban and regional planning degree in transportation

policy and planning at the University of California, Los Angeles (UCLA) and is sponsored by the Shared-Use Mobility Center.

Taylor Laurent is the first recipient of the Stephanie Pinson Scholarship, awarded to a female candidate of high academic achievement who is pursuing an undergraduate or graduate degree in science or engineering. Laurent is pursuing a master's degree in civil engineering-transportation systems at the University of Central Florida and is sponsored by HDR, where she works as a transportation planner.

Kidada Malloy received the Shirley DeLibero Scholarship, awarded to an African-American applicant dedicated to a career in public transportation. Malloy is pursuing a master's degree in urban planning at her sponsoring organization, UCLA.

Julie Timm received the Dan M. Reichard Jr. Scholarship, awarded to an



applicant dedicated to a career in the business administration/management area of the public transit industry. Timm is pursuing an executive M.B.A. at Vanderbilt University and is sponsored by WeGo Public Transit in Nashville, where she is chief development officer.

Tariq Usman Saeed received the Jerome C. Premo Scholarship, awarded to a student entering his or her junior, senior or graduate level of a college/university. Saeed is pursuing his Ph.D. in transportation

engineering at his sponsoring organization, Purdue University.

Matthew Schomacker received the Bombardier Transportation Scholarship, awarded to an applicant studying rail engineering with the intent to pursue a career in the rail manufacturing industry or public transit.

Schomacker is pursuing his B.S. in civil engineering at Northeastern University and is sponsored by HDR.

Justin Sherrill received the Reba Malone Scholarship, awarded to an applicant dedicated to a career in public transit or transportation marketing/communications. Sherrill is pursuing a master's in urban and regional planning at Portland (OR) State University and is sponsored by King County Metro in Seattle.

Edith Tapia received the Louis T. Klauder Scholarship, awarded to an applicant dedicated to a career in the rail transit industry as an electrical or mechanical engineer. Tapia is participating in an accelerated master of engineering degree program, concentrating in systems and information engineering, at the University of Virginia and is sponsored by Raul V. Bravo + Associates Inc., where she works as a project manager/engineer.

Sicheng Wang received the Valarie J. McCall Scholarship, awarded to an applicant who is pursuing studies in urban transportation planning or public administration with a focus in transportation.

Wang is pursuing a Ph.D. in transportation planning and public policy at her sponsoring university, Rutgers, the State University of New Jersey.

Josie Willman received the BMBG/Janie Wulkan Memorial Scholarship, awarded to a female applicant committed to a career in public transportation. Willman is pursuing her master's degree in urban planning at the University of Wisconsin-Milwaukee and is sponsored by the Milwaukee County Transit System.



Abubakr Ziedan received the Donald C. Hyde Memorial Essay Scholarship, which represents the best response to the required essay component of the program application. (The text of his essay appears on page 14.) Ziedan is pursuing his Ph.D. in transportation engineering at the University of Tennessee and is sponsored by the Chattanooga Area Regional Transportation Authority.

Jody Bieze, director at Kootenai County, Idaho, was selected to receive the 2018 Frank Lichtanski Scholarship, awarded to an eligible candidate from a small or medium-sized public transit agency to attend the Eno Center for Transportation Leadership Transit Executive Seminar. Bieze attended Eno's program this past spring in Washington, DC.

Single-Year Scholarships

This year the APTF awarded three Single-Year Scholarships. These scholarships are unique for the foundation because they are non-endowed, titled scholarships that are created and awarded in the same year. This year's recipients are:

Leonardo Fewell, who received the KFH Group Scholarship, awarded to an applicant already employed in the public transportation industry. Fewell is pursuing his B.S. in criminal justice administration at National University and is sponsored by the San Diego Metropolitan Transit System, where he works as a regulatory enforcement supervisor.

Cameron Simons, who received the Mineta Transportation Institute/APTF Joint Scholarship, awarded to a current San Jose State University (SJSU) student in an undergraduate or graduate academic program. To be considered for this joint scholarship, applicants must be selected by SJSU's Mineta Transportation Institute administration. Simons is pursuing his M.S. in statistics.

Jessica Volanos, who received the Devin Roy APTF Scholar Ambassador Program Scholarship, awarded to a renewing scholar who can serve as an ambassador for the foundation. Jessica is pursuing her B.S. in public administration at the University of La Verne and is sponsored by Access Services Inc., where she works as an operations supervisor.



Board Scholarships

The APTF Board unanimously approved scholarships for the following recipients:

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SEPTA Completes Improvements To Historic Yardley Station

The Southeastern Pennsylvania Transportation Authority (SEPTA) in Philadelphia recently marked the completion of the Yardley Station Improvement Project, which brings the historic station—built in 1876—into compliance with ADA requirements.

Funding for the \$5 million station improvement project came from a federal TIGER grant and Pennsylvania State Act 89, which provided the resources needed for SEPTA to invest in major improvements along its West Trenton Regional Rail Line.

SEPTA completed the project with in-house forces through its Rebuilding the System program. It included instal-

lation of a high-level boarding platform in place of the former lower-level platform and a complete overhaul of station facilities, including construction of ADA-compliant ramps and stairs, installation of two new weather-protected shelters and overall signage, lighting and site accessory upgrades.

In addition, SEPTA worked with the community to reuse and relocate a wooden passenger shelter, considered to be an original station fixture, which now stands in a new plaza in the station parking lot to accommodate customers who are getting dropped off and picked up.

"Yardley Station is the fulfillment of

a long-held goal to make this an ADA-accessible station," said SEPTA General Manager Jeffrey D. Kneuppel. "These station improvements, combined with the upcoming substation project, will enhance the travel experience for our customers."



SEPTA General Manager Jeffrey D. Kneuppel, fourth from left, joined state and local dignitaries and SEPTA staff at ribbon-cutting ceremonies at the newly improved Yardley Station.

LEADERSHIP APTA CONTINUED FROM PAGE 10

certificates of completion and class lapel pins.

Reception Information

Following the graduation, the Leadership APTA Reception will be held in Music City Center Room 201 from 6:15-7:15 p.m. The reception is open to program participants, alumni, and supporters. Reception sponsors currently include Kimley-Horn and Associates Inc., Conduent and Atkins.

Leadership APTA Capstone Session

Members of the Class of 2018 spent an intensive Capstone week in Salt Lake City to round out their program year. The program officially opened with the five project teams delivering their executive presentations to members of the Leadership APTA Committee, class peers and guests including program alumni, along with more than 20 senior and executive level representatives from the Utah Transit Authority (UTA).

Class members engaged in a roundtable session with the UTA executive leadership team, led by Interim Executive Director W. Steve Meyer. Participants learned about the challenges facing the agency and gained insight into UTA's services to diverse communities and jurisdictions in an extensive high-growth area. The agency also led TOD and technical tours around the region.

Grace Crunican, general manager of the San Francisco Bay Area Rapid

Transit District, spoke candidly about daily challenges and decision making in executive leadership. She addressed career advancement and taking risks, the needs and benefits of diversity of thought and organizational cultures, leading change, investing in developing stakeholder relationships and the various needs facing riders and communities.

Barnes led an executive workshop on diversity in the industry and workplace. Eve Williams, president and CEO, Dikita Engineering, and a Leadership APTA Committee member, guided fellow panelists during a session on ethical decision making for transit leaders. Committee Vice Chair Debbie Alexander of Eight22 LLC led an interactive workshop on cultural intelligence, while Barnes facilitated conversations on career next steps and led a discussion on APTA involvement.

Other committee members who participated in the Capstone session included Lauren Skiver (SunLine Transit), Jeff Walker (RTD), Susannah Kerr Adler (Jacobs), Class of 2017 Representatives to the Committee Holly Arnold (Maryland Transit Administration), Francis Julien (Keolis Transit America) and Gaylord Salisbury (Kansas City).

For the past several years, class members have delivered morning "TED Talks—Leadership APTA Style." These deliveries, often based on personal and/or professional experiences, have become one of the highlights of the program year. Nine members of the Class of 2018 presented talks during the week.

Prestigious Awards for Rock Region METRO

BY BECCA GREEN
Director of Public Engagement
Rock Region METRO
Little Rock, AR

Rock Region METRO recently was honored with two awards for distinguished financial management.

For the fourth consecutive year, METRO received the Government Finance Officers Association (GFOA) Distinguished Budget Award. This award requires an organization's submitted budget document to meet the GFOA best practices criteria as a policy guide, an operations guide, a financial plan and a communications device. METRO was one of four special district entities that received the award and one of nine total organizations to receive the award in Arkansas.

In addition to this honor, the



Left to right: Wanda Crawford, director of finance and administration, and Justin Avery, assistant director of finance, led the METRO team to its fourth consecutive GFOA Distinguished Budget Award.

Arkansas Chapter of GFOA recognized Wanda Crawford, certified public accountant and METRO director of finance and administration, as its Government Finance Officer of the Year. The award is presented to an individual who exhibits outstanding achievements in fiscal responsibility, attitude, initiative and leadership. Crawford has worked at METRO for more than 28 years—22 of which she has been the sole finance employee for an agency with an \$18 million annual operating budget—and recently served as the agency's interim executive director. She is the first agency employee to receive the award.

"The METRO staff is so pleased to have been given these awards," said Executive Director Charles Frazier. "This recognition is even more meaningful when considering how lean the METRO staff and budget resources are."



Left to right: Wanda Crawford and Sara Lenahan, City of Little Rock finance director and METRO board director, celebrated Crawford's recognition as Government Finance Officer of the Year from the Arkansas Government Finance Officers Association.

APTF SCHOLARSHIPS CONTINUED FROM PAGE 16

pursuing a degree in business administration at Peirce College and is sponsored by Philadelphia's Southeastern Pennsylvania Transportation Authority, where he serves as an assistant director.



Jo Ann Cravens is pursuing her bachelor's degree in public safety and emergency management at Grand Canyon University and is sponsored by Ben Franklin Transit, Richland, WA, where she works as a coach operator.



Matthew DiBona is pursuing his M.A. in urban sustainability and resilience at Xavier University and is sponsored by the Southwest Ohio Regional Transit Authority in Cincinnati.

Daniel Gundlach is pursuing a degree in community and environmental planning at the University of Montana and is sponsored by Associated Students of the University of Montana Transportation.

Thalya Reyes is pursuing her Ph.D. in public affairs and urban planning



at the University of Minnesota Twin Cities and is sponsored by the university.



Harmony Lloyd is pursuing her M.P.A. at the Nonprofit Administration and Social Entrepreneurship program at the University of Michigan-Flint and is sponsored by the Mass Transportation Authority in Flint, where she works as director of planning, innovation and external affairs.



Zakary Mallett is pursuing his Ph.D. in urban planning and development at his sponsoring organization, the University of Southern California.



Taj McNair is pursuing a B.S. in organizational management at Wilmington University and is sponsored by the Delaware Transit Corporation, where he works as a service supervisor.

For more information, visit www.aptfld.org.

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Electric Bus Infrastructure

Charge Success with the Right Partners and Right Solution

BY STEPHANIE LAUBENSTEIN and DAVID WARREN, New Flyer of America Inc.

The power requirements for an electric bus fleet can be astonishing. Averaging 175 miles daily per bus, the energy consumption for a 100-bus fleet at one location would approach 50 MWh. Charging the bus at 150 kWh over a 3-hour period would require a continuous peak power demand of 16 MW to charge all the buses simultaneously. This equates to the output of a small hydro power plant in the Northeast, or the size of 100 acres of solar field in the Southwest.

Implementing an optimal electric bus system involves matching a charging strategy to the bus design (battery capacity on-board) while avoiding excessive utility upgrades required for the power demand – the amount of electrical power that must be generated and delivered through the grid at any given time.

Transitioning to a successful electric transit bus system requires thoughtful planning and attention to optimize the existing utility power infrastructure with smart charging technology that curtails unnecessary capital and excessive operational costs.

A critical process to optimizing an electric bus system is establishing or-

ganized stakeholder roles and responsibilities. Stakeholders may include the transit agency bus operations and the facility department, the bus manufacturer, charger equipment supplier, civil and electrical engineering capable firms, construction contractors, and the utility power provider. For on-route charging, added stakeholders may include public works departments and local city planners and architect design committees.

It's also critical that transit agencies plan for risk mitigation. Scope changes and unexpected variables that are unknown with ground breaking are inevitable. Risk planning should include:

1. A governance structure that allows risks to be addressed in a timely and effective manner,
2. Ensuring all stakeholders have an executive sponsor – these individuals can help to overcome the unexpected events, and
3. Contingency budgets that were planned and approved.

New Flyer of America Inc. approaches the partnership role for infrastructure from project management to technical guidance. These activities begin with

site visits, route modeling to determine the range requirements and charging strategy, consulting with utility provider, installation of the charging equipment, and test commissioning of the buses to the installed chargers.

The Vehicle Innovation Center (VIC) in Anniston, Alabama is New Flyer's showcase for electric bus charging infrastructure. Visitors are able to interact with charging equipment and technology from industry partners including Siemens, ABB and Charge-Point. Interactive classroom learning sessions are based on active depot and on-route charger projects throughout North America. VIC visitors will become familiarized with the current state of industry charging standards that ensure the interoperability and the longevity of non-proprietary charging infrastructure for years to come.

A successful electric bus system requires capable, proficient and organized partners. At New Flyer, we're uniquely qualified as a partner to provide "The Complete Solution":

- Proven Xcelsior® Platform
- American-Based Lithium-Ion Battery Technology
- Established Supply Chain, Parts and Service Organization
- Highest Gross Vehicle Weight Rating (GVWR) and Passenger Capacity
- Infrastructure and Charging System Project Management
- New Flyer Connect® Telematics for Real-time Optimized Performance and Analytics

In the early days of deploying electric propulsion, the challenge for electric buses was providing overhead lines through city streets to power trolley-electric buses. Today's infrastructure requires similar consideration, except the challenge for supporting battery-electric buses lies in finding the right partners to assist in building infrastructure that provides adequate power at the right location and the right time, to charge a fleet of zero-emission battery-electric buses that will move your community forward.

Stephanie Laubenstein is the Director, Sales and Business Development for New Flyer of America Inc.

David Warren is the Director, Sustainable Transportation for New Flyer of America Inc.



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Traditional Ridership Challenges? Try a Non-Traditional Solution

BY SUE DREIER
Chief Executive Officer
Pierce Transit
Lakewood, WA

Sometimes traditional challenges require non-traditional solutions. People who want to ride public transit but don't may face many common challenges, such as living where transit is not readily available, being too far from bus stops, needing a ride home after daily transit services have ended and facing overcrowded park-and-rides.

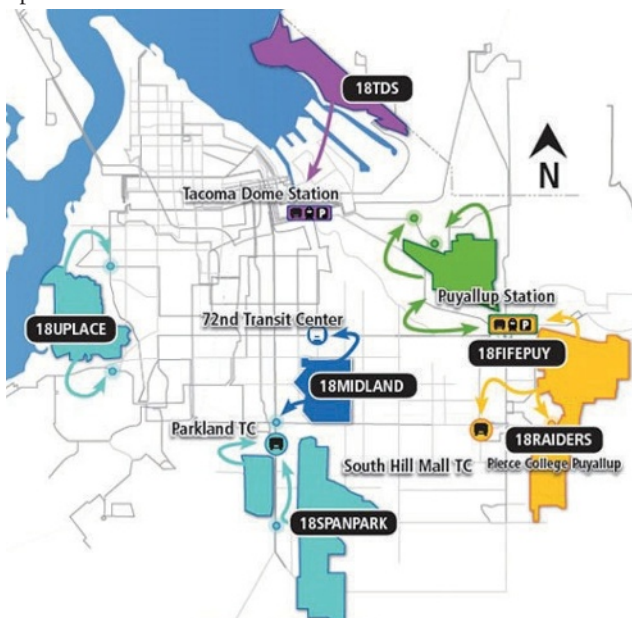
Pierce Transit is helping would-be public transit riders overcome these challenges through a new partnership with rideshare company Lyft. Funded via a federal Mobility on Demand Sandbox grant, this "Limited Access Connections" pilot program is designed to explore a new, multimodal transportation option that increases mobility, boosts transit ridership and improves transportation efficiency.

Using grant

funds, the program pays for a Lyft ride to get people to or from public transit boarding locations within specific zones—typically locations where traditional, fixed-route service is not cost-effective or productive. No need to take a chance on getting a spot at the park-and-ride, and if you live too far from the bus stop, the Lyft ride will take you there.

The program also provides local col-

PIERCE TRANSIT CONTINUED ON PAGE 37



An interactive map shows riders when the zone nearest their location is active, along with associated public transit routes.

OCTA: Helping Improve Access to Higher Education

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

The Orange County Transportation Authority (OCTA) is expanding on the success of its college bus pass program, which has helped increase ridership, introduced new riders to public transit and allowed some students to gain access to higher education who tell us they would not have been able to attend college without it.

Through the end of the first school year at Santa Ana College, where the program began in August 2017, more than 900,000 boardings were recorded through the program, which serves approximately 40,000 students. Stu-

dents receive a bus pass with their valid student identification card, allowing them unlimited rides on the OC Bus system for free. After the first year, students pay \$6.75 per semester.

A survey of students showed that, overall, 86 percent were satisfied with the college pass, nearly 70 percent of those who rode the bus to school chose to also ride OC Bus to other destinations and 96 percent said using the pass helps them achieve their educational goals.

Based on that initial success, OCTA looked at opportunities to expand the college pass program to other Orange County campuses. This summer, we brought it to Santiago Canyon College in the city of Orange, seeking to reach

ORANGE COUNTY CONTINUED ON PAGE 37



At Santa Ana College, students receive a bus pass that allows them free, unlimited rides on the OC Bus system for their first year.

VTA's Light Rail Overhaul Is No Small Feat



VTA mechanics have overhauled 62 light rail cars in 20 months.

While it's no small feat to completely rebuild a 50-ton light rail car, mechanics at the Santa Clara Valley Transportation Authority (VTA) in San Jose, CA, have managed to do just that, on their own. In just 20 months, VTA mechanics have overhauled 62 cars. That's a complete overhaul of over half of VTA's fleet in less than two years! Here's the back-story...

VTA owns and operates 98 light rail cars that run throughout its 42-mile system. With the system carrying thousands of passengers on two- and three-car trains on a daily basis, safety and reliability is top priority. To ensure the safety and reliability of the light rail cars, VTA's maintenance plan requires a compre-

hensive maintenance check and overhaul when a car has traveled 480,000 miles.

After 15 years of service, with some two- and three-car trains running 20-hour days, trains in VTA's fleet have reached or are approaching that milestone. As a result, in 2017 and 2018 more than half of the fleet was taken out of service to be checked, overhauled and, in some cases, completely rebuilt. During that time, one-car trains were a little more crowded, but this allowed for the necessary maintenance to be carried out with little impact to operations.

"Doing the work in-house required extensive training and use of specialized tools and equipment that is ordinarily done by outside experts," said Nuria Fernandez, VTA general manager

and chief executive officer. "I am both proud and appreciative of the hours and work our mechanics committed to the project so that it could be completed in such a short amount of time."

The overhaul process involves a comprehensive inspection and rebuild of major subcomponents. This includes the truck assemblies, braking components, HVAC units, passenger seats, pantographs and major safety components.

More than just a midlife inspection, the truck overhaul process involves the removal and complete rebuild of the traction motors, gearboxes, axle assemblies, braking systems and wheelsets. Each major component is inspected, rebuilt or replaced, and tested before being reinstalled in the train.

Once the train is complete, VTA conducts a comprehensive test on its main line to ensure that it meets all safety standards and performs as if it were brand new before it goes back into service. By having all major overhaul activities completed at the Guadalupe Maintenance Division in downtown San Jose, VTA is able to leverage resources to provide on-time delivery of components that fit the agency's production schedule while maintaining a high level of quality control and quality assurance.

Of the 36 remaining cars that require overhaul, 16 already have a significant portion of their car body overhaul completed. In conjunction with the maintenance efforts, the overhauled trains are also receiving a fresh new look, donning VTA's new branding on the exterior and new seat fabric on the interior.



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Improving Mobility Services to Address Health Outcomes in Columbus

Emerging technologies, data capabilities and business platforms have not only changed the way people move around, but also have allowed cities and public transit agencies across the country to reimagine mobility and use new opportunities to advance the goals of communities.

In the city of Columbus, OH, public- and private-sector organizations are partnering on mobility initiatives to address health outcomes—one of the most pressing issues for the community.

The infant mortality rate in Columbus is one of the highest in the U.S., and the statistic is worse for lower-income neighborhoods: while on average six of every 1,000 babies born in the U.S. die before their first birthday, in South Linden, a poor and predominantly African-American community, the rate is close to 24—according to a study conducted by the Annie E. Casey Foundation (<https://datacenter.kidscount.org>).

Improving public transportation is one way to tackle the problem. Public transit can be inconvenient for people in disadvantaged neighborhoods, who face long trips to get to economic centers and healthcare facilities, and where there is little to no pedestrian infrastructure near hospitals.

Taking Up the Challenge

This stark reality was one of the motivations behind the city's "challenge accepted" response to U.S. DOT's first Smart City Challenge in 2016. The Smart Columbus initiative won the competition from among 77 cities, receiving a \$50 million grant to use transportation data, technologies and applications to improve people's lives through open mobility.

The ambitious and bold initiative, co-led by the city of Columbus and the Columbus Partnership, envisions transforming the city into a model for connected cities of the future, deploying a series of technological projects aimed at expanding access to opportunities, driving economic growth, fostering sustainability and improving safety.

Among the diverse range of projects, which include a common payment system, truck platooning and connected

electric autonomous vehicles, are some that specifically target health outcomes. The city partnered with Celebrate One's, Columbus' infant mortality initiative, and Sidewalk Labs, an Alphabet company, to explore the ways in which data and new technologies can facilitate access to health providers. The city is now preparing a pilot program to provide reliable on-demand, round-trip transportation to new and expectant mothers on Medicaid.

To understand how mothers are traveling today and their challenges in getting to doctors' appointments, Sidewalk Labs performed an assessment of existing non-emergency medical transport (NEMT) services. The coordination points among patients, healthcare providers and transportation providers produce several potential breakdowns, and many services can be unreliable and expensive for users and lack critical features such as car seats for small children and flexible booking.

The idea of the new pilot service is to combine data, technologies and platforms to allow healthcare providers to assist patients in planning and paying for travel to their visits, provide automated support when public-assisted transportation trips are missed or not taken to facilitate follow-up, and develop real-time monitoring features for the new system to be more user-friendly.

Projects Focus on Quality

The city of Columbus is currently defining the RFP and the metrics to ensure a focus on service quality. The pilot will be deployed in eight hotspot areas where infant mortality rates are the highest. One such area is Linden, one of the city's "opportunity" neighborhoods where income is low and poverty is high. Designation as an opportunity neighborhood allows investors to avoid paying capital gains taxes by putting their money into disadvantaged areas.

Other large projects deployed include the city's first BRT line, CMAX, launched in January 2018 by the Central Ohio Transit Authority (COTA), which connects two of the largest job centers in Columbus, two major hos-

pitals and Columbus State Community College, and aims to achieve travel time savings of 20 percent.

Although most OB/GYN services that accept Medicaid are located outside the corridor, CMAX will enable increased mobility options for community residents to access jobs, services, education and recreation. Additionally, the city will transform some COTA bus stops and transit centers into smart mobility hubs, which will sustain multimodal transportation and make first- and last-mile trips as accessible and easy to use as possible. Hubs would be mounted with real-time data panels and public Wi-Fi. COTA also envisions public transit centers to accommodate healthcare among other service facilities.

Partnerships: the "Columbus Way"

In developing these initiatives, the city draws upon partnerships and radical collaboration—a formula known as the "Columbus Way." The community has been embracing the Columbus Way for a long time, bringing together partners from the public sector, private companies, academia, technical experts and the nonprofit sector to create innovative solutions for the city's challenges.

The pilot program to provide on-demand services for mothers on Medicaid is only one example of the collaborative work of community groups, tech companies, the health sector and the city. Another such example is the Acceleration Fund, made up of coordinated and aligned investments by the private and public sectors that has allowed the initial \$50 million Smart City Challenge grant to grow to more than \$500 million for sustaining and scaling efforts to the future.



Efficient public transportation is just one component in tackling the infant mortality problem.

Columbus has achieved its partnerships through open communications channels and, particularly for the Smart Columbus initiative, by cultivating a shared work environment where people are able to engage in informal talks—inspiring collaboration and innovation.

Communication and engagement with the community are also key to improving mobility services. To deliver solutions that incorporate users' input and to raise awareness about pilots and projects, the city is developing grassroots communications strategies and ways of sharing the progress of projects to keep the community engaged and informed as to the impact these projects will have on mobility opportunities and the city's health outcomes.

Columbus, as with many cities across the U.S., is undergoing change. Challenges are significant, but so are the opportunities. By leveraging new technologies, data capabilities and business platforms, the city will be able not only to improve mobility but expand access to opportunities for lower-income neighborhoods and reduce the health disparity gap in the city.

Readers wishing to learn more about health transportation projects in Columbus should contact Alyssa N. Chenault, communications project manager, city of Columbus, at anchenault@columbus.gov.



The CMAX line connects two major Columbus hospitals in addition to job centers and a college.



By leveraging new technologies, data capabilities and business platforms, Columbus aims to improve mobility and expand access to opportunities.

Recent Successes Inspire Innovative Action

IN A WORLD WHERE public transit agencies are rolling out “new and innovative” technologies every day, sometimes the most impactful effort an agency can make is to look to past successes for inspiration.

That’s exactly what the Sacramento (CA) Regional Transit District (SacRT) did. Staff recommended the board of directors use funds resulting from cost-cutting measures and efficiency savings over the last couple of years to reinvest in the community by reducing fares and improving service. This is the first general fare reduction in SacRT’s 47-year history.

The agency reduced the base fare from \$2.75 per ride to \$2.50 and reduced monthly passes from \$110 to \$100. Monthly pass prices for older riders, riders with disabilities and students

were reduced. Fare changes also include the reimplementation of a 25-cent transfer ticket to allow riders who purchase a single ride with cash to transfer between bus and light rail or bus to bus.

“Over the last couple of years, SacRT has made great strides in improving operational efficiencies,” said Henry Li, SacRT general manager/chief executive officer. “These efforts have inspired us to do more and better with less.”

Given SacRT’s success at controlling costs, the agency now has more flexibility to address recent ridership losses by reducing fares and other measures. SacRT has spent the past three years tightening its belt and building reserves. The hard work of its staff has paid off and now the Sacramento community will receive the benefits.

SacRT also is bringing additional

value by increasing light rail service on weekends from 30-minute to 15-minute intervals starting in January.

At the end of the day, with other system modernization steps, SacRT hopes the Sacramento community will continue to find long-term value in riding public transit. Sometimes looking back can mean going a few steps forward.



Beginning in January, SacRT will increase its light rail service on weekends from 30-minute to 15-minute intervals.



Free Rides for Young Riders At Hampton Roads Transit

BY ALISA CRIDER
Public Relations Coordinator
Hampton Roads Transit
Hampton, VA

Public transit agencies around the country are continually looking for ways to attract young riders in the hope they will catch the transit bug and become riders for life.

Three years ago, Hampton Roads Transit (HRT) in Southeastern Virginia launched an unusual program to attract young riders, and it has yielded thousands of new boardings every year.

The Student Freedom Pass is an annual farecard that offers students ages 13-17 unlimited free rides on light rail, bus and ferry. The idea came from a survey that showed that fewer than 2 percent of the agency’s customers are young.

The goal was simple: encourage people to choose public transit.

HRT tested a pilot program from August to December 2016, distributing more than 5,600 Student Freedom Passes. After some refinements, HRT’s governing board made the pass pro-

gram a permanent part of the agency’s fare structure. This year, young riders have taken more than a quarter of a million trips.

As expected, HRT learned that many families using the pass were choosing public transit for the first time. Parents no longer had to provide for all their children’s transportation needs and could instead use a safe and reliable public network—at no cost to the student.

The program has helped HRT build stronger partnerships with community organizations, recreation centers and libraries, but its biggest partner has been the region’s school districts.

Through HRT’s marketing and communications team, the program has been incorporated into all six of the region’s school districts, where representatives help with registration. Teachers have even taken classes on field trips using public transit.

The agency took part in more than 20 community events and partnered with the Virginia Department of Juvenile Justice and National Night Out for citywide events to promote the program.

Congratulations, Ron Roberts!

It takes extraordinary leadership, vision and teamwork to accomplish great things. APTA’s recognition of your lifetime of service for the San Diego region’s public transportation system is richly deserved.

Thank you!





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A Regional Vision for Transit in Central Texas

IN A FEW MONTHS' time, the Capital Metropolitan Transportation Authority (Capital Metro) Board of Directors in Austin, TX, will vote on something unique in the history of Central Texas: a long-term *regional* transit plan.

When stated plainly, that doesn't sound like such an historic move. Pub-

lic transit officials must do this sort of thing all the time. But Capital Metro's Project Connect has the potential to be truly transformational, a multigenerational investment in the regional community.

Austin has been growing for decades, but the city needs to acknowledge that it's already a big city and getting big-

ger—and it's got big-city problems.

The Central Texas region ranks around 30th in the nation in terms of population, and the city is just outside the top 10. And yet, by some measures, its traffic ranks among the top five most congested in the entire country. By 2040, the region's population is expected to double to four million,

while road capacity will increase by only 15 percent.

Project Connect will allow the regional transportation network to accommodate and grow with that population. The plan will provide necessary connections between the sprawling segments of the community. It will address issues of affordability—the average monthly cost of owning a car in Texas is \$985, compared with just \$41 for a monthly bus pass—and enable and even encourage increased residential density. It will also increase the safety of streets across the region by removing cars from the road and giving more folks an alternative to driving.

Capital Metro hasn't committed to a specific "wheel" to use for each application, but that's all right because the goal isn't to implement a particular mode on particular corridors. The aim is to move more people more efficiently throughout the region. It doesn't really matter whether that's traveling on steel rails or rubber tires in vehicles powered electrically or by diesel fuel. The agency will do whatever works best.

The agency is building a public transit culture in Central Texas, but it won't happen immediately. The most important message to get across is that transit is essential to preserving and enhancing the region's quality of life.

INTEGRATE YOUR CITY



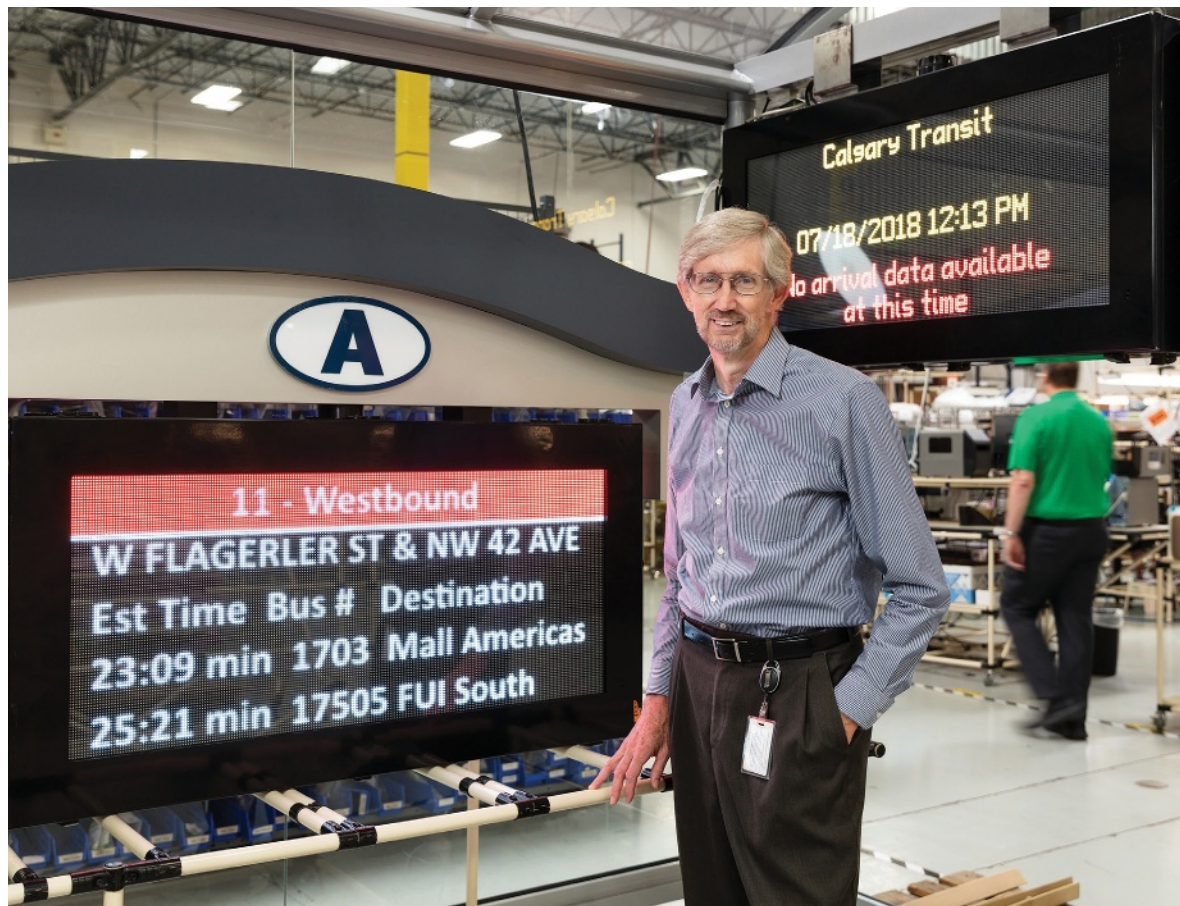
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MATA Partnership Alleviates Transportation Barriers For Families

Effective June 1, the Memphis Area (TN) Transit Authority (MATA) and Agape Child & Family Services began an 18-month pilot program in the Memphis area, providing an estimated 20 families served by Agape with reliable, affordable transportation. The pilot program will serve approximately 60 individuals in underserved neighborhoods through September 2019.

"The families we serve tell us that transportation difficulties are one of the top issues blocking their success," said David Jordan, president and chief executive officer of Agape. "Addressing this allows us to positively affect a family's ability to be self-reliant as we eliminate barriers to getting to school or work, thereby helping them reach their career and educational goals."

Specifically, the pilot program targets families being served by Agape's Powerlines Community Network, a community-based program providing two-generational support and wraparound services to parents and their children in some of Memphis's most under-

resourced communities. In addition, the adults participating in the pilot will participate in Agape's TeamWorks program, a workforce initiative supporting those striving to attain education, employment and financial empowerment.

MATA will provide families participating in the pilot program with public transit passes and will also offer designated support for Agape families designed to improve awareness and use of existing resources including its website, smartphone application and customer service.

"We are continually seeking ways to benefit the community by connecting more people to jobs and educational opportunities, and this partnership presents an ideal way to do just that," said Gary Rosenfeld, chief executive officer at MATA. "It is our hope that this pilot will enable more Memphians to utilize our services so that MATA can continue to be viewed as a go-to transportation resource."

Throughout the pilot, key metrics will be measured and the program's performance will be regularly reviewed.



Agape CEO David Jordan, left, and MATA CEO Gary Rosenfeld with a MATA bus.

CamTran to Lessen Carbon Footprint, Reduce Costs

The Cambria County Transit Authority (CamTran) moved into a new operations, maintenance and administrative facility in the Woodvale area of Johnstown, PA, in the fall of 2014. On Aug. 6, 2018, Groundhog Solar LLC began the monumental task of installing solar panels on the roof of the facility.

Significant preparation and planning have gone into the project, including analysis of the roof structure, permissible load amounts and careful coordination of a large crane to move panels and other components onto the roof.

The crew from Groundhog worked diligently to keep the project both on time and on budget, and in strict accordance with standards set forth by CamTran.

The project is expected to be complete by the end

of March next year, whereby CamTran will be able to power the facility with a combination of solar and traditional electricity, lessening its carbon footprint and realizing a reduction in operating costs.



Solar panels will help CamTran reduce costs and its carbon footprint.

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Making a Compelling Case for Public Transit with Big Data

Many industries use insights gained from harnessing big data to inform decision-making and to help evaluate programs and operations. Public transportation is no exception. The Sept. 26 Closing General Session of APTA's 2018 Annual Meeting will explore, among other topics, the role big data can play in conveying the value of public transit and strengthening its case for funding.

Ahead of the session, panel moderator William T. Thomsen, PE, member of the APTA Executive Committee and president & chief executive officer of Urban Engineers of New York, DPC, and panelist Rob Gannon, member of the APTA Board of Directors and general manager of King County (WA) Metro Transit Division/DOT, describe some of the ways big data currently is both driving and impacting their operations.

William T. Thomsen

President & CEO
Urban Engineers of New York,
DPC
Member, APTA Executive
Committee



William T. Thomsen

URBAN ENGINEERS IS in the business of planning, designing and managing construction in the transportation and built environment.

In the transportation and public transit industries, we are using information for travel patterns and how people move throughout communities and cities. From that data, we are designing solutions that most efficiently fit the community. Examples include automated vehicle locators and traffic and population data, as well as GPS and GIS data to assist with project solutions. Some simple examples include solutions using Google Earth. The range of potential tools is limitless as more information becomes available every day.

To better run our projects, we have been at the forefront of risk-informed project management solutions. Using big data information from many projects around the country—and the

world—we learn the levels of contingency and mitigation measures that should be available at various points in any project's progress, based on statistical analyses.

For more reliable service and maintenance programs, big data is used to improve maintenance of facilities and fleets through asset management programs. Compari-

sons are made and average timeframes developed to provide more accurate predictions of failures before they occur, giving customers increased reliability in the journey.

To better communicate with our customers, we monitor social media, websites and other communication tools to examine areas of customer feedback so we can best address the market and provide accurate information.

As all types of information and big data become more readily available through personal devices, we continue to access optimum solutions for almost every aspect of our lives. In the public transit industry, development of a common application for travel solutions around the country is on the horizon. Stay tuned.

For more **reliable service** and **maintenance** programs, big data is used to improve maintenance of **facilities** and **fleets** through **asset** management programs.

Rob Gannon

General Manager
King County Metro Transit
Division/DOT, Seattle



Rob Gannon

WHILE QUANTITATIVE DATA

analysis is crucial to sound decision-making in today's world, it does not reflect the complete picture. Big data's underappreciated sibling, qualitative data gathering and analysis, can further demonstrate the value of our vital service to the public.

Data analytics is a powerful tool for evaluating and improving King County Metro's services. Metro uses both quantitative and qualitative data to evaluate and improve operations. This includes ridership data collected through our regional smartcard system and customer input collected through surveys, focus groups and other efforts. We are exploring new partnerships to capture external travel data, such as origin and destination information, through cellular networks to expand our knowledge of customer behavior and the barriers to access. These

innovative approaches also expose new insight into public transit's value to customers and reveal potential solutions to longstanding challenges.

Metro is equally committed to seeking community input from all available sources including social media and other online platforms, as well as effective and coordinated in-person outreach. This is important as we seek to understand the needs of historically underserved communities. Nontraditional sources such as public health or education data can help inform public transit investments that better meet the needs of vulnerable communities.

An invaluable resource in knitting transit data sets with other sources is a direct relationship with community-based organizations. In addition to providing the connections to gather and distribute important information, these organizations offer insights into cultures and neighborhood charac-

teristics that make public transit investments more successful.

Recognizing the limitations of analyzing quantitative data separately from qualitative data, integrated data collection and analysis, also known as Mixed Method analysis, allows us to create rich, comprehensive information, compare

each type of data to find contradictions and more accurately reflect participants' point of view. This flexibility in analysis methodology ensures that public transit planners provide more well-rounded information for future investments.

The benefits of Mixed Method analysis can be found in a British study, available at <https://bit.ly/2hZq2CI>,

which validated that the introduction of free bus travel for young people was associated with a 31 percent higher use of bus travel by adults and young people and a reduction in traffic injuries for car occupants and cyclists. Qualitative data further indicated

that free bus travel for young people increased opportunities for independent travel, social inclusion and a sense of belonging.

Providing high-quality, efficient transportation services will always be core to King County Metro, but our mission as a public transit agency must be bolder. Public transit connects people to opportunities. It lifts individuals and communities toward higher economic attainment, improves health outcomes and reduces the impact of greenhouse gases. Expanding our use of data will be crucial to our mobility network's transformation and substantiating this new value proposition.

Don't miss the continuation of this vital conversation at the Closing General Session: Discovering Transit's Value Messages in Big Data, Wed. Sept. 26, 11:15 a.m. - 12:30 p.m. in Grand Ballroom BC, Music City Center.

Expanding our use of data will be **crucial** to our **mobility network's transformation** and substantiating this new **value** proposition.



The Music City Center is the place for the APTA Annual Meeting's general sessions, educational programs and award celebrations.

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Big Blue Bus and Lyft: Providing MaaS Solutions

The City of Santa Monica's (CA) Big Blue Bus and transportation network company Lyft are working together on innovative Mobility as a Service (MaaS) solutions for residents of and visitors to Los Angeles.

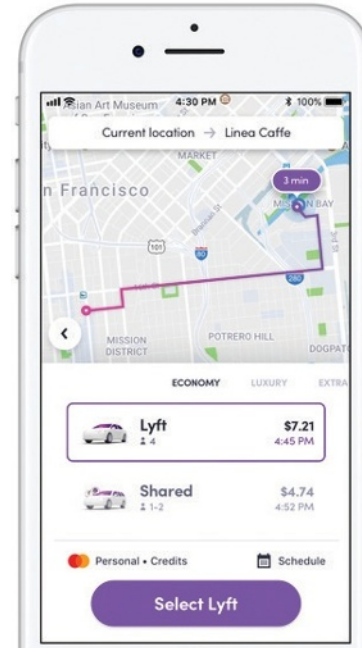
Lyft recently announced a redesign of its popular ride-share app, which will soon include direct integration with public transit services. Big Blue Bus has been selected as the first bus transit agency to have its service fully integrated into the app. This means that Lyft users within the agency's service area, which includes 58 square miles of greater Los Angeles, will be encouraged to take select trips on public transit instead of a Lyft vehicle.

This groundbreaking collaboration will help introduce bus service as a mobility option to many new potential

customers. Further, the updated Lyft app will be designed to improve shared rides, simplify the passenger experience and support local transportation needs.

Big Blue Bus's ongoing partnership with Lyft currently includes providing on-demand, late-night and paratransit services to address first-mile, last-mile gaps in Santa Monica. The partnership reflects a larger shift at the system toward a more diverse and sustainable model for mobility, built on the integration of public transit services into an emerging and broader set of transportation options.

The new and exciting mobility projects with Big Blue Bus and Lyft demonstrate how public-private partnerships can help provide greater options to get around without a vehicle and encourage more shared rides in a community.



Lyft's updated app will help improve shared rides and simplify the passenger experience.

Reinventing Metro For Tomorrow

BY BRANDY JONES
Director of External Affairs
Cincinnati Metro/Southwest Ohio
Regional Transit Authority

"Reinvention" is the word at Cincinnati Metro. For us, the process begins with enhancing the customer experience. Riders expect to engage seamlessly with public transit every day, from planning their trip and paying their fare to tracking their bus. This experience extends to the amenities they expect, from the time they arrive at the bus stop to when they reach their destination.

To meet the evolving needs of our riders, we've turned to technology. This includes implementing a mobile payment app, Cincy EZRide, which already has more than 33,000 users in less than

two years, and Cincy EZAlerts, a notification system providing route-specific service information to customers via text or email.

We launched a Wi-Fi pilot on a portion of our buses and paratransit vehicles to provide riders with increased convenience and productivity by giving them the ability to easily check email, get extra work done or browse social media during their commute—activities they couldn't do from behind the wheel.

The Wi-Fi service also provides an extra security element to our fleet and enables first responders to access live video remotely in the event of an emergency.

With the opening of our new Oakley Transit Center, and two more expected

CINCINNATI METRO CONTINUED ON PAGE 32



SORTA officials and community leaders cut the ribbon on the new Oakley Transit Center in May 2018.



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New Flyer Opens Kentucky Facility

New Flyer of America, part of the NFI Group, opened a 300,000-square-foot bus part fabrication facility in Shepherdsville, KY, south of Louisville, at ceremonies Sept. 10 attended by Kentucky Gov. Matt Bevin.

The company earlier had announced its plans to invest \$28 million in Kentucky. When the facility reaches full capacity by the end of 2019, New Flyer expects to create up to 550 jobs in Shepherdsville and the surrounding community; along with the existing NFI Parts headquarters and distribution center in Louisville, the company will provide almost 800 total jobs in the state.

Bevin called the opening of the facility a continuation of “a banner year for Kentucky economic development in 2017, which saw companies invest \$9.2 billion to create more than 17,000 jobs.” He added, “New Flyer is a significant part of our continued forward momentum to become America’s engineering and manufacturing hub of

excellence.”

The Shepherdsville facility furthers NFI’s effort to insource part fabrication capability and elevates the company’s commitment to meet increased US Content requirements under Buy America provisions of the 2015 FAST Act. The facility will immediately provide parts for the manufacture of New Flyer transit buses and MCI motorcoaches, with intention to include parts for ARBOC Specialty Vehicle buses in the future.

Facility buildout was supported by tax incentives through the Kentucky Business Investment program. New Flyer also received resources from the Kentucky Skills Network and worked closely with the Kentucky and Bullitt County economic development teams.

In other New Flyer news:

New Flyer Industries Canada ULC and New Flyer of America Inc. (collectively “New Flyer”), subsidiaries of NFI Group Inc., have joined OppCharge, a global initiative to support interoperable charging systems for electric vehi-

cles, becoming the first licensee outside the Volvo Group, which owns the OppCharge trademark, to join this effort in the U.S.

This technology was established to create a common interface for direct current high-power charging for medium and heavy-duty vehicles. It uses an overhead pantograph to transfer power to the bus, using technology developed for train, light rail and trolleybus applications. It is available on New Flyer’s zero-emission, battery-electric Xcelsior CHARGE™ bus in 35-, 40-, and 60-foot models.

Earlier this year, New Flyer joined CharIN e.V., a German-based organization that supports industry charging standards for all electric vehicles, and became the first bus manufacturer in the world to sign on to the Shared Mobility Principles for Livable Cities and also celebrating the Canadian Urban Transit Research and Innovation Consortium’s launch of the Pan-Canadian Electric Bus Demonstration and Integration Trial for fast-charge electric buses.

Recent orders for New Flyer vehicles include MTA New York City Transit’s order for 53 additional 60-foot buses powered with clean diesel; 40 40-foot battery-electric buses for two Quebec public transit agencies, 30 for the Société de transport de Montréal and 10 for the Société de transport de Laval,

together comprising the largest Canadian battery-electric bus procurement to date; four commuter coaches for the Bow Valley Regional Transit Services Commission in Banff, Alberta, to operate on a 45-minute commuter route connecting the town of Banff and Lake Louise; and two CNG bus orders from the Regional Transportation Commission of Southern Nevada in Las Vegas, for 40 60-foot buses and 15 40-foot heavy-duty transit buses representing executed options from a contract that began in 2015.



Kentucky Gov. Matt Bevin, holding scissors, cut the ribbon to open NFI Group’s bus part fabrication facility in Shepherdsville, KY. Also participating were Wayne Joseph, president, New Flyer of America, third from left; Dan Murray, general manager, New Flyer of America Shepherdsville, fourth from right; and Paul Soubry, chief executive officer, New Flyer of America, second from right.

CINCINNATI METRO CONTINUED FROM PAGE 30

to open next year, Metro is making it easier to ride with improved connections, real-time signs and park-and-ride spaces.

We’re continuing to find new ways to attract new riders and help make the choice of using public transportation an easy one.

That’s one of the reasons why, earlier this year, we entered into a first-of-its-kind partnership with Uber to exchange

ridership pattern and other useful data that will allow us to better understand, plan for and adapt to the changing needs of our riders.

To remain relevant and competitive, public transportation must be dynamic and responsive—integrating into our customers’ social and technology-fluent world and ultimately making using our service convenient and effortless.

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From everyone at Transdev, congratulations on being named to APTA's Hall of Fame!



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Moving North Texas Forward with New Ways To Pay and Ride

DART's "Got a Lot of New"

With an updated fare and travel app and new fare tap card, Dallas Area Rapid Transit (DART) is changing the way people think about public transit.

Each of these has helped set the stage for the early 2019 deployment of GoPass 3.0, a new app integrating transit options, including scheduling and purchasing trips on transportation network companies like Uber and Lyft.

Updating GoPass®

The new version of GoPass—the first major upgrade since the mobile ticketing app debuted in September 2013—

changes the way customers buy tickets and plan trips for DART, Trinity Metro in Fort Worth and the Denton County Transportation Authority in Lewisville, TX.

A new cash-to-mobile feature gives customers the ability to add funds to their GoPass account at hundreds of retailers. Riders then use the funds in their GoPass wallet to purchase tickets and passes on their smartphone. GoPass users also now enjoy real-time trip planning, easier app navigation, the ability to identify stations and stops as favorites and easy-to-access maps of all regional public transit systems. The



A rider uses the GoPass and reader on a DART bus.

home screen even suggests the best tickets, closest transit stops and special offers and events.

New Fares, Ticket Options and Ways to Pay

In August, DART changed its fare structure, launched new ticket types and introduced fare capping. With fare capping, riders with a GoPass app or GoPass Tap card (DART's first reloadable transit fare payment card) who purchase individual rides will not be charged more than the cost of a day pass in a single day, or the cost of a monthly pass in a calendar month. Even with some fare increases, these new features will help customers get the best deal with every trip.


With GoPass Tap, through a network of nearly 900 convenience and grocery

stores, as well as an online payment portal, customers can travel cash free. In addition, when a customer taps the GoPass Tap card at the card reader, the system deducts the "best fare," saving riders time and money.

New Thinking About Public Transit

Today's commuters want to travel on their own terms, meaning that public transit agencies must meet their needs or miss out on the trip. By creating payment and trip planning tools that more closely match the way people make other purchases; and by having transit choices that let them go where they want, when they want, DART is positioning itself as the mobility solutions provider that moves North Texas forward.

Nashville Notes



Tennessee's capitol building is one of the oldest operating capitols in America. The distinctive tower of the building is designed after the monument of Lysicrates in Athens, Greece. The architect William Strickland considered the capitol his crowning achievement and chose to be entombed above the cornerstone. Additionally, James K. Polk and his wife are buried on the grounds of the capitol.

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rabbittransit First to Bring Microtransit to Pennsylvania

The Central Pennsylvania Transportation Authority in York, PA, which does business as rabbittransit, launched “The Hopper,” the first microtransit pilot in Pennsylvania, on Aug. 27.

This initiative brings on-demand public transit to two main suburban areas in York, PA—East York and Red Lion—allowing residents to hail rides on smaller, neighborhood-friendly public transit buses. Hopper riders can travel within designated zones and also make connections to the fixed-route system.

The new service leverages app-based technology created by TransLoc. rabbittransit identified the specific microtransit zones because they address two specific scenarios of need: expansion to first-mile, last-mile destinations and extension of service into an area that is not currently served with a fixed route.

While customers primarily request rides via the microtransit app using a smartphone, they can also call rabbittransit’s main call center to request the service. Following a ride request, the app provides passengers with an

estimated pickup time and notification updates until the driver arrives. The Hopper vehicles include four accessible Ford Transit vans, two within each zone, that can accommodate a total of nine passengers.

The on-demand service is available weekdays. The current pilot service parameters include hours from 11 a.m. until 6 p.m. and a cost of \$2 per trip as part of an introductory rate. After a two-month introduction period, the base rate will increase to \$3 per trip.

One main goal of Hopper service is to appeal to a broader audience to use public transit by connecting local destinations and neighboring communities more easily. rabbittransit will evaluate the program after a six-month period to determine if the pilot is beneficial as is or needs modifications.



Hopper connects local destinations and neighboring communities, with riders able to travel within designated zones and also make connections to the fixed-route system.

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Nashville's WeGo Public Transit is using BAE Systems' latest technology and geofencing to operate its newest buses electrically inside designated zero-emission zones and hybrid electric outside the zones. If you are interested in how this “plug free” technology works contact us or visit www.hybridrive.com to see a video of WeGo Public Transit.

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- No performance restrictions

Nashville's Multifaceted Musical Heritage

A CITY BUILT ON MUSIC,

Nashville delivers on its nickname offering a wide array of music-related activities including museums, tours, record shops, shows and music venues. Together they tell the story of Music City in the best way this city knows how ... through song.

The Bluebird Café, 4104 Hillboro Road, 615-383-1461, www.bluebirdcafe.com: The Bluebird Cafe opened in 1982 as a restaurant with some live music. But in the years since, the Bluebird has evolved into a music club first and a restaurant second. The club contains only about 100 seats and features a unique "in-the-round" format in which three or four songwriters sit in a circle, performing and talking about the inspirations behind their music.

Country Music Hall of Fame® and Museum, 222 Fifth Ave. South, 615-416-2001, www.countrymusicHalloffame.org: The Country Music Hall of Fame® and Museum has been the home of America's music since its opening in 1967 on Music Row. The downtown building opened in May 2001 and was expanded in 2014. Accredited by the American Alliance of Museums and called the "Smithsonian of Country Music," the museum boasts a vast collection illustrating country music's story as told through the years.

Ernest Tubb Record Shop, 417 Broadway, 615-255-7503, www.ernesttubb.com: Ernest Tubb, nicknamed the "Texas Troubadour," was a pioneer of country music in Nashville. He opened the Ernest Tubb Record Shop in 1947 and started hosting a "Midnite Jamboree" in the back of the store to advertise the shop while showcasing established and rising stars. Even though the Midnite Jamboree has moved to the Texas Troubadour Theatre near Gaylord Opryland®, the record store has stayed true to its roots.

Fontanel Mansion, 4125 Whites Creek Pike, 615-724-1600, www.fontanel.com/the-mansion: The Fontanel Mansion, a 27,000-square-foot log home formerly owned by Country Music Hall of Fame® member Barbara Mandrell, opened its doors to the public in 2010. The mansion features one-of-a-kind items, personal photos and keepsakes of the Mandrell family and artists including Alabama, Kenny Chesney, Big & Rich and Gretchen Wilson. The grounds also offer dining, a luxury boutique hotel and other amenities.

The Gallery of Iconic Guitars (The GIG) at Belmont, 1907 Belmont Blvd., 615-460-6984, www.thegigatbelmont.com: With more than 100 prized instruments on display, The Gallery of Iconic Guitars (The GIG) at Belmont is designed to celebrate some of the most rare and iconic guitars and stringed instruments ever known.

The George Jones, 128 2nd Ave. North, 615-818-0128, www.georgejones.com: The George Jones



The Country Music Hall of Fame, sometimes referred to as the "Smithsonian of Country Music."

in downtown Nashville gives country music fans a never-before-seen look into the life and career of icon George Jones. The facility includes a theater that shows videos of landmark Jones performances.

Grand Ole Opry, 2804 Opryland Drive, 800-SEE-OPRY, www.opry.com: Every week, the Grand Ole Opry takes the excitement of a live audience, the heritage of the world's longest-running radio show and an incredible mix of talent to the world, broadcasting it live over 650 WSM-AM, Sirius Satellite Radio, opry.com and Great American Country cable TV. What was originally known as the WSM Barn Dance and broadcast live from a modest studio in downtown Nashville has evolved into a multimedia music production with some of today's most talented artists.

Gruhn Guitars, 2120 Eighth Ave. South, 615-256-2033, www.guitars.com: Gruhn Guitars recently moved from its longtime home on downtown's Broadway Avenue to a larger space on Eighth Avenue. The world's most famous vintage instrument store, Gruhn Guitar also specializes in repair and restoration. George Gruhn is respected throughout the music industry for knowing "more about guitars than anyone on earth."

Hatch Show Print, 224 Fifth Ave. South, 615-577-7710, www.hatchshowprint.com: Hatch Show Print, the iconic letterpress print shop owned and operated by the Country Music Hall of Fame® and Museum, recently moved to a new location at 224 Fifth Ave. South. One of the oldest letterpress poster shops in America, Hatch operates today using the same techniques of the 1800s. Hatch became famous by printing the images of country music stars when they performed on the Opry. Today, its clientele has grown to include Bob Dylan, Bruce Springsteen, CNN, Anthropologie, Nike, B.B. King and more.

Historic RCA Studio B, 1611 Roy Acuff Place, 615-416-2001, www.studiob.org: Affectionately called "the Home of a Thousand Hits," Historic RCA Studio B is one of the oldest recording studios in town. Made famous when Elvis Presley recorded more than 250 hits there, the studio

opened in 1957 and remained open until 1977. The studio became known as one of the cradles of the "Nashville Sound," a style characterized by background vocals and strings.

Honky-Tonk Highway, 300-500 Broadway: Downtown Broadway's row of iconic honky-tonks, nicknamed "Honky-Tonk Highway," includes more than a dozen bars that feature live music all day, every day. Each honky-tonk has its own unique look and sound. Some of the world-famous honky-tonks include Tootsie's Orchid Lounge, Robert's Western World and Legends Corner.

The Johnny Cash Museum, 119 Third Ave. South, 615-256-1777, www.johnnycashmuseum.com: The Johnny Cash Museum features the most comprehensive collection of Johnny Cash artifacts and memorabilia in the world, offering 18,000 square feet of memorabilia, interactive exhibits and a 250-seat auditorium combined with never-before-seen historical documents, letters, awards, costumes and instruments.

PIERCE TRANSIT CONTINUED FROM PAGE 21

lege students a free ride home or to a nearby transit center after a late class when buses are no longer running directly to and from the college. This allows students to take a bus to class earlier in the day without worrying how they'll get home later.

To make things easier for our customers, we created an interactive map that allows riders to type in their origin or destination and shows when the zone nearest their location is active, along with associated public transit

ORANGE COUNTY CONTINUED FROM PAGE 21

another 9,000 students.

Through that program, full-time students will pay \$5 each semester for unlimited OC Bus rides. The typical cost to ride the OC Bus system is \$2 per ride, \$5 for a day pass or \$185 for a full-semester student bus pass. More than 80 percent of the students at Santiago Canyon College who voted on whether to bring the college pass to their campus supported the measure.

This effort is part of OCTA's OC Bus

Music City Walk of Fame, Demonbreun Street between Fourth and Fifth avenues, www.visitmusiccity.com/walkoffame: The Music City Walk of Fame on Nashville's Music Mile is a landmark tribute to those from all genres of music who have contributed to the world through song or other industry collaboration and made a significant contribution to the music industry with connection to Music City.

Musicians Hall of Fame and The Grammy Museum Gallery®, 401 Gay St., 615-244-3263, www.musicianshalloffame.com: From Jimi Hendrix to Hank Williams, the Musicians Hall of Fame and Museum celebrates the achievements of musicians from virtually every decade since the golden era of studio recording, starting in the 1950s, and from every corner of the country.

Nashville Palace, 2611 McGavock Pike, 615-889-1540, www.nashville-palace.com: Located just across from the Gaylord Opryland® Resort & Convention Center is the legendary Nashville Palace. The Palace offers nightly showcases with the rising stars of Nashville and features both a lunch and dinner menu.

Patsy Cline Museum, 119 Third Ave. South, Second Floor, 615-454-4722, www.patsymuseum.com: Located upstairs from the Johnny Cash Museum, the Patsy Cline Museum opened in April 2017. Guests will travel back to her humble beginnings in Winchester, VA, and see family photos, possessions and costumes that exhibit her transition from western cowgirl to torch singing headliner.

routes. Wheelchair-accessible vehicles are available, and riders can easily request a ride via the Lyft app or by calling a phone number.

The program is catching on, with the number of trips doubling between June and July this year and continuing to grow. Exploring innovative programs like this is an important way to help public transit agencies solve the first-mile, last-mile dilemma, and to reach nontraditional transit riders and get them on board.

360° initiative, which is enhancing bus service in Orange County by maximizing existing resources and tailoring public transit solutions to meet market demands. While we certainly hope this innovative program continues to help many more people discover the benefits of public transportation, I can't think of anything more valuable than also helping students improve their access to education and achieve their dreams.

Palm Tran Prepares to Launch Bus Network Redesign

BY SHERNIDE DELVA
PR Specialist
Palm Tran, West Palm Beach, FL

Palm Tran is launching the first major overhaul of its entire network in more than two decades to better serve existing riders and attract choice riders.

Starting Sept. 30, Palm Tran riders can expect more direct service, extended hours, easier connections and free Wi-Fi on board. The changes are part of the Route Performance Maximization (RPM) project, which involved a planning effort of more than two years.

The RPM project is a multi-phase effort to rev up the outdated bus system. Prior to proposing any changes, Palm Tran launched a robust outreach campaign, conducting 31 meetings and collecting more than 1,400 surveys from the public.

"When I joined Palm Tran, I saw several opportunities to take the transit agency to the next level," said Executive Director Clinton B. Forbes. "The RPM project has been a major grassroots initiative and I am thrilled to finally see these enhancements come to fruition."

PALM TRAN REDESIGN CONTINUED ON PAGE 42



Route Performance Maximization project steering committee. From left: Senior Manager of Public Relations Joe Harrington; Interim Manager of Performance Management Christian Londono; Interim Planning Manager Steve Anderson; Adams Consulting VP Davicka Thompson; Senior Manager of Paratransit Chad Hockman; Transportation Planning Agency Chief Planner Valerie Neilson; Assistant County Administrator Patrick Rutter; Executive Director Clinton B. Forbes; County Engineer David Ricks; Director of Operations Sean Smith; Director of Administrative Services Michael J. Williams; Senior Manager of Fixed-Route Operations Steven Fields; Customer Service Administrator Lina Aragon; Maher Mansour of the School District of Palm Beach County and Anna Bielawska of the South Florida Regional Transportation Authority/Tri-Rail.

WeGo, Hytch to Incentivize Taking Public Transit

While political leaders in major cities across the nation look to fund and implement public transit systems to overcome massive congestion, a new private-public transit partnership model out of Nashville provides an immediate solution through positive, incentive-based technology.

WeGo Public Transit recently partnered with Nashville-based social impact technology company Hytch to reward commuters who share a ride by taking public transit rather than driving alone. The Hytch Rewards platform is a free app that helps users earn mile-by-mile cash rewards for responsible travel behavior, whether they share rides in their personal vehicles or take the bus or train.

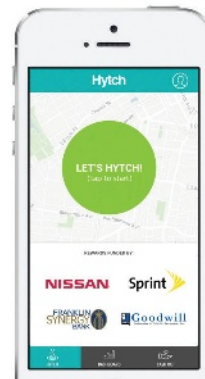
Through this new partnership, individuals who take public transit in Middle Tennessee are rewarded for defending clean air and helping solve the many challenges of traffic in the 27th most congested city in the nation.

Riders can earn cash rewards when using WeGo buses, including the Circuit, and other Regional Transportation Authority services. Commuters in Middle Tennessee currently earn a penny or more for every mile they share with someone else in their personal vehicle or while using mass transit.

"This is just another example of how, through improving the customer experience, we are striving to improve

WEGO, HYTCH PARTNERSHIP
CONTINUED ON PAGE 42

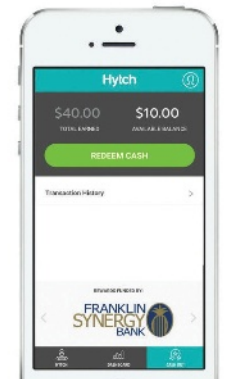
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The Hytch Rewards app helps users earn mile-by-mile cash rewards for responsible travel behavior, whether they share rides in their personal vehicles or take the bus or train.

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Alexandria high school students can ride DASH buses any time on any route, for free.

DASH Expands Student Free Rides to Local Schools

BY MARK CURRY
Marketing and Communications
Manager
Alexandria (VA) Transit Company

Alexandria Transit Company (DASH) has expanded the DASH Student Free Ride Program with the addition of three more high schools in the Alexandria, VA, area, bringing the total number of participating schools to four.

When DASH started the program in September of 2017 with T.C. Williams High School, our intent was to introduce Alexandria students to public transportation in the hope of influencing their decision to use public transit in the future. The program was met with tremendous success, leading us to increase the scope of our program to all high school students in Alexandria.

The newest additions to the program

are Bishop Ireton, Episcopal and St. Stephens & St. Agnes Upper School. Students will be able to ride DASH any time on any route during the 2018-2019 school year using special, farebox compatible IDs. In the previous school year, students presented their school-issued ID to ride agency buses. This year, they will tap their student IDs on our fareboxes before boarding. This will ensure a more secure verification and will also expedite the boarding process.

DASH has participated in extensive community outreach to inform students of the free rides program and has received much praise from students and faculty alike. We are currently working with a number of student organizations to create safety and informational videos on the benefits of public transportation and how important it is in further increasing accessibility in the city of Alexandria.



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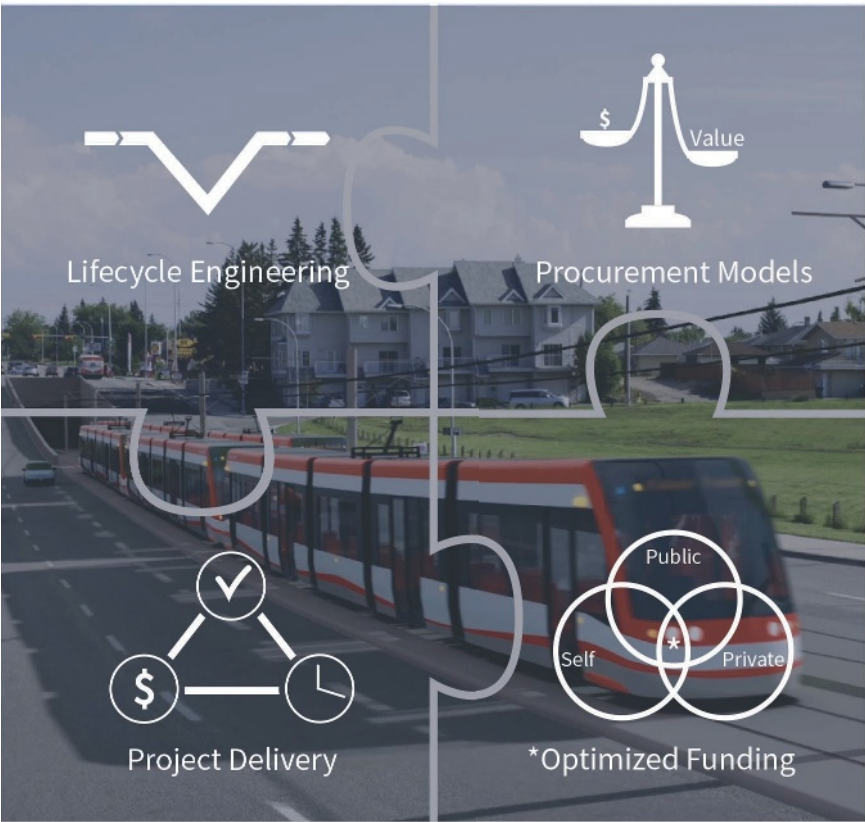
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WEGO, HYTCH PARTNERSHIP CONTINUED FROM PAGE 38

quality of life for everyone in Middle Tennessee," said Stephen Bland, chief executive officer of WeGo Public Transit. "By rewarding customers for responsible travel behavior, we are saying we care for our community. Multi-modal transportation is becoming more important every day to address the traffic congestion we all face as Middle Tennessee continues to grow. Carpooling, transit use, bicycles and pedestrian activities are all vitally important to finding mobility solutions that work for everyone."

Hytch operates under the belief, and is actively proving, that the best way to increase ridership on existing public transit assets is by incentivizing the social behavior of sharing a ride. The WeGo-Hytch partnership demonstrates the value of bringing together strategic and technological advantages to enable commuters and transit systems to help solve the many challenges of congestion.

For commuters, Hytch Rewards is a free app that helps them earn cash rewards. For public transit systems, it

provides riders a user-friendly rewards program that incentivizes ridership loyalty while providing the system with valuable data insights into its ridership.

Hytch LLC began development in 2015 and was originally designed to pair riders together who planned on traveling to the same or similar destination. Since then, the app has evolved into a streamlined rewards platform.

To date, Hytch users have saved the carbon emissions equivalent of approximately 83,000 trees by riding together. Hytch Rewards app users have earned more than \$135,000 in cash rewards, sharing more than four million miles year to date.

"We have proven our technology works," said Mark Cleveland, Hytch co-founder and chief executive officer. "We have proven that people are willing to make positive transit decisions through sharing rides or using public transportation for only a few cents per mile. Together with WeGo, we are motivating a rapid shift to a responsible commuting culture through a model that can be adopted anywhere."

PALM TRAN REDESIGN CONTINUED FROM PAGE 38

For years, Palm Tran's bus network was hindered by less-than-ideal routes and too many bus stops. The RPM project identified 62,000 hours of inefficient service, which resulted in \$5 million to reinvest in the system. The RPM project was approved by the Palm Beach County Board of County Commissioners on Aug. 14.

Every single Palm Tran route will

change to ensure the efficiency of the bus network. Nineteen of Palm Tran's 34 routes will see improvements in frequency, span of service and added service on nights and weekends.

When launched, the new network will provide Palm Beach County residents and visitors with more convenient and faster service to key destinations such as hospitals and shopping centers.

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AVTA Sets Sights on Customer Experience

IN 2015, the Antelope Valley Transit Authority (AVTA) in Lancaster, CA, made history by committing to becoming the first U.S. all-electric, zero-emission bus fleet. These efforts, which are

close to completion, have garnered the agency multiple awards and national press coverage.

Recently, AVTA has set its sights on a new goal: increasing ridership through

an enhanced customer experience.

“While protecting the environment is one of the most important things we can do, it’s also vital that we provide service to our riders that offers value,”

said Macy Neshati, AVTA’s chief executive officer since June.

To that end, members of the author-

ANTELOPE VALLEY CONTINUED ON PAGE 45



Members of the AVTA’s non-operator staff now ride all local and commuter bus routes each month, asking riders about their experiences.

Missoula’s Mountain Line Celebrates 40th Anniversary

ON A COLD December morning in 1977, four tiny Mountain Line buses took to the streets of Missoula, MT, for the first time with a simple but important mission: provide accessible, affordable, safe and environmentally friendly transportation to all.

Since that day, Missoula, its public transit network and the size of the buses have all grown, but Mountain Line’s core mission remains the same. The agency is in the midst of a year-long celebration of its 40th anniversary, as well as a “40 for 40” campaign

to increase the number of members in its public/private Zero-fare coalition from the current 21 to 40 by the end of 2018.

“At Mountain Line, we believe that public transportation benefits us all in Missoula,” said Amy Cilimburg, Board chair of the Missoula Urban Transportation District (MUTD), which operates Mountain Line. “Whether it’s getting folks to work or to school, helping seniors and people with disabilities stay independent, improving our air quality, reducing congestion or making Missoula a more affordable place to live, these benefits have been part of our story for 40 years now and we hope to provide them for many years to come.”

Mountain Line launched with just four minibuses on four routes. From those beginnings, the system has grown to more than 30 vehicles, 12 fixed routes, a robust para-transit service and more than 60 employees giving more than 1.5 million rides in 2017.

High-frequency BOLT! service, which operates every 15 minutes, and the popular Zero-fare program instituted in 2015, funded through a partnership with local government and community businesses and organizations, have helped increase local transit ridership 70 percent at a time when growth in other cities across the country is declining or stagnant. Now entering its fourth year, the Zero-fare program continues to help maintain high ridership levels.

“Thank you to our current Zero-fare partners for making this recent growth possible,” said Cilimburg. “We also owe a big thank you to all of our many riders over the years and, most importantly, to our amazing group of bus operators and maintenance staff, who work hard every day to keep Missoula moving forward.”

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A Parked CTA Bus Connects with Customers

BY STEVE MAYBERRY
Director of Communications and
Media Relations
Chicago Transit Authority

The Chicago Transit Authority (CTA) serves to move people, but for the first time it is doing so with a stationary vehicle. Welcome aboard CTA's Community Connection, a former revenue-service bus turned communal oasis-on-wheels.

Launched in 2017, Community Connection appears at dozens of Chicago's premier festivals, events and attractions, offering patrons the chance to sit and rest in the comfort of air conditioning, charge their phones, play CTA trivia and enjoy vintage videos of Chicago transit. Featuring an exterior wrap emblazoned with the names of Chicago neighborhoods, Community Connection has become a valuable ambassador for the agency.

Its purpose is twofold: make a favorable, lasting impression on public transit non-users who come to Chicago

for such events as Taste of Chicago or Lollapalooza while also connecting to everyday commuters. It is a vehicle for building more personal relationships with the 1.5 million customers CTA moves by bus and rail each day.

"Visitors who may otherwise drive or use ride-hailing services can become acquainted with our system in a comfortable, novel setting," said CTA President Dorval R. Carter Jr. "For residents, the bus is present at important community events such as the Bud Billiken Parade, as a token of appreciation to dedicated riders and as a reminder of our commitment to serving the city of Chicago."

CTA believes the key to sustaining a vibrant, connected city is public transportation. The Community Connection bus cheerfully reminds the public that we exist to serve their needs.

More information on the Community Connection program is available at www.transitchicago.com/communityconnection.



Crowds can relax and learn about CTA's services and history on board the Community Connection bus.

ANTELOPE VALLEY CONTINUED FROM PAGE 44

ity's (non-operator) bus staff now ride all AVTA local and commuter bus routes each month, greeting riders and asking about their experiences. Even Neshati joins in the all-day bus rides, engaging with passengers about why they ride the bus and where they are going.

"It really gives us a snapshot of real people and helps us to not only see where we can improve, but help guide the development of future routes," said Neshati.


Going Where the Riders Are

In October, AVTA is introducing new

commuter routes to Edwards Air Force Base and the Mojave Air and Space Port, with the hope of encouraging workers there to begin using public transit to get to work. With AVTA's recent addition of free Wi-Fi service on all its new electric buses and existing commuter buses, workers can use their time more productively while enjoying the ride.

"Free Wi-Fi is just one of the many ways AVTA continues to add value and efficiency to the rider experience," stated AVTA Board Chairman Marvin Crist.

Nashville Notes



The Parthenon in Centennial Park is the world's only exact replica of the ancient Greek temple. Originally built for Tennessee's Centennial Exposition in 1897, the temporary structure was reconstructed permanently in 1931. Inside the temple stands the gilded goddess of wisdom, Athena. At 42-feet tall, Athena Parthenos is the western hemisphere's largest indoor statue.

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CATA Adds Free Service Between Two Neighborhoods

For downtown and Old Town crowds in Lansing, MI, with a hankering for broader lunchtime options or needing to run a quick mid-day errand, the Capital Area Transportation Authority's (CATA) new, fare-free Route 17 service—the Grab & Go Express—will better connect the two neighboring sections of the city on weekdays between 10 a.m. and 2:45 p.m.

"It's an innovative solution for a bustling, vibrant city like Lansing," said CATA Chief Executive Officer Bradley T. Funkhouser. "In listening to our customers and the region's business owners, we've designed this service after a proven transit model to reduce traffic and stimulate the economy. I

am pleased that our board of directors agreed to implement it on a trial basis for a year. We will continue to seek rider feedback to improve our services and ensure it is representative of our rider's needs."

Lansing Mayor Andy Schor added, "People working downtown during the day will now have convenient and direct transportation to Old Town and vice versa. That's huge for our commercial corridors. The Grab & Go Express trial is a great option for residents and visitors alike."

Lansing Regional Chamber of Commerce President and CEO Tim Daman called the new route "smart transit design, which is what the capital region needs." He continued, "It's a solution that should get workers out of their offices during the work week and increase foot traffic in storefronts and businesses. This is a big win for our community."

The Grab & Go Express will travel along the downtown Lansing loop to Old Town and serve 26 uniquely branded bus stops. Service will operate weekdays from 10 a.m. until 2:45 p.m. with departures every 15 minutes. New bus stops are currently being added along Washington Square for customer convenience and improved access to businesses on the square.



CATA CEO Bradley T. Funkhouser alights from the Grab & Go Express during a media preview trip from downtown Lansing to Old Town.

MTS Launches New Rapid Line

Momentum continues to build for Rapid, the San Diego Metropolitan Transit System's (MTS) high-frequency, limited-stop BRT network, in operation since 2014.

The latest link is South Bay Rapid, which soft-launched on a limited part of the route on Sept. 4. The \$128 million project is the first such route in the agency's southern territory along the U.S.-Mexico border.

"The suite of Rapid options has been widely successful. They have quickly become the most popular routes in the system," said Paul Jablonski, MTS chief executive officer. "South Bay Rapid is an affirmation that a new era of public transit is in front of South County residents."

When completed in early 2019, South Bay Rapid will be a full-service public transit route operating along 26 miles, with 12 stations between the Otay Mesa Transit Center at the U.S.-Mexico border and downtown San Diego.

Unique features include a guideway bridge, bus on shoulder (BOS) lane and a six-mile stretch of dedicated guideway on suburban streets.

For the first time since 2006, the agency will use a BOS lane to use the right-hand shoulder during peak traffic periods. When MTS participated in a 2006 BOS pilot project on a different highway segment, buses achieved 99 percent on-time performance.

At the heart of the project is the dedicated transit guideway—a nearly six-mile transit-only lane in the median of suburban neighborhoods surrounded by transit-oriented development. The guideway will be longest unimpeded, transit-only lane in San Diego.

Rapid 215, 235 and 201/202 logged 5.8 million trips in FY 2017, or 11.6 percent of the entire fixed-route system. It's a popular service with passengers and MTS fully expects South Bay Rapid to continue to build on the high-level of service Rapid has provided since 2014.



MTS employees and elected officials attend the first morning of service for South Bay Rapid.

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Nashville: Home of Unique Dining Experiences

While Nashville has long been known for its music scene, the city's culinary scene is garnering attention of its own.

Food & Wine magazine highlighted the “booming Music City food scene,” *Food Arts Magazine* noted the “emerging culinary scene putting Nashville on the gastronomic radar” and *Local Palate* featured the “impressively diverse culinary scene busting at the seams.” Visitors can find Nashville's authentic flavors in many areas of town such as Germantown, East Nashville, The Gulch, Midtown, 12South, Downtown and Hillsboro Village. Each neighborhood has its own personality.

Start the day in Hillsboro Village with breakfast at Taylor Swift's favorite spot, **Fido**, a funky coffeehouse that features breakfast all day long, or venture down the block to the famous **Pancake Pantry**, which offers a menu of 21 melt-in-your-mouth pancake selections.

Dozens of local coffee shops around town offer a plethora of latte sipping options—places like **Bongo Java**, Nashville's oldest coffee company; **Frothy Monkey**, a 12South and soon-to-be downtown favorite; and **Barista Parlor**, located in a former car repair shop.

The 12South district features the upscale burger joint **Burger Up**; **12South Taproom**, offering 22 different beers on tap; and **Edley's Bar-B-Que**, a fast-casual eatery that serves up ribs, wings and much more. **The Flipside** is a fun restaurant with a style of its own, featuring “Jack's Chicken”: chicken breast pounded thin, seasoned breadcrumbs, and then pan sautéed in extra virgin olive oil.

For Southern fare, take a trip downtown to Cummins Station to **M. Restaurant and Bar**. Head for the heart of the SoBro district and try a favorite among locals and visitors alike, **The Southern**. Make sure to stop by the **Goo Goo Shop** and try the world's first combination



Crowds come out for the food and entertainment on Lower Broadway in Nashville.

candy bar—founded right here in Nashville.

Right down the road, located on Lower Broadway, is **ACME Feed & Seed**, featuring a menu filled with southern classic cuisine.

For a truly one-of-a-kind experience, enjoy dinner and a show at **House of Cards** on 3rd Avenue. Located underground, this experience will delight and surprise you, from the entrance through a secret tunnel to the magical world that awaits inside. To top off the night, on 2nd Avenue is **Leon's Candy**, a local shop that offers handcrafted pralines, turtles, caramels and toffee daily.

Of course, Nashville hasn't forgotten its roots. Two popular traditions are still all the rage: Meat & Three restaurants and hot chicken “shacks.”

Meat & Three restaurants are a Southern staple in which the diner picks one meat and three vegetable side dishes. Two famous meat & threes are **Puckett's and Arnold's**. One also can't forget the **Loveless Café**, where for more than 60 years the staff has been getting up at the crack of dawn to make classic

Southern food entirely from scratch in Music City.

Nashville's most notable contribution to Southern culinary culture, hot chicken, can be found at **Hattie B's** in Midtown, offering amazing “Nashville Style” hot chicken available in several heat levels: southern, medium, hot, or what the restaurant calls “shut the cluck up.” Other well-known hot chicken shacks include **Prince's**, **Boltons** and **400°**.

Recently ranked No. 3 on *Travel + Leisure's* “America's Best Cities for Ice Cream,” Nashville has the famous **Mike's Ice Cream** on 2nd Avenue. **Las Paletas**, an authentic Mexican Popsicle shop, makes mouth-watering fruit and creamy Popsicles from old family recipes.

Try an artisan cocktail at Midtown's **The Patterson House**, which offers a vibe and drink menu that suggests a throwback to the pre-Prohibition era. At Kix Brooks' **Arrington Vineyards**, sample award-winning wines, listen to live jazz music and take in the spectacular vineyard views.

Music City is also the home of many fine breweries including the **Black Abbey Brewing Company**; **Tennessee Brew Works**, a production microbrewery and tasting room in Downtown-SoBro; and the **Corsair Artisan Brewery Taproom**, a craft beer brewpub attached to Nashville's first distillery since Prohibition.

Interested in fresh beer and tasty food all in one stop? Check out Lower Broadway's only brewery, **Rock Bottom Brewery**, at the intersection of 2nd Avenue and Broadway.

Consistently named among the best restaurants in the nation, **The Catbird Seat** features an ever-changing, nine-course menu of seasonally inspired dishes.

The 8th Avenue neighborhood is home to a mix of restaurants perfect for lunch or dinner. The **Sinema Restaurant & Bar** offers a dining experience with impeccable service; its eclectic American menu emphasizes classically inspired dishes with a modern spin. There is also **M.L. Rose Craft Beer & Burgers** featuring specialty burgers made with all-natural beef, a selection of more than 80 beers, a large patio, great jukebox and 10 HDTVs.

In historic Germantown, **Silo**, **Rolf & Daughters**, **City House** and **German-town Café** feature their own variations on farm-to-fork menus. Silo focuses on the bounty of regional farmers, ranchers, dairymen and producers in a lively, welcoming setting. Rolf & Daughters uses local ingredients to create “modern peasant food” in an Old World setting with 18-foot ceilings, exposed brick and concrete, and iron windows. City House's menu highlights house-cured meats, fresh pastas and other rustic Italian recipes. Germantown Café offers a menu of New American-style creations, drinks and desserts, and one of the greatest views of the city.

Going to a show downtown? Check out **Etch**, **Husk**, **The Farm House** and **Gray & Dudley**. Etch is an upscale eatery that offers a sprawling palette of global flavors. Husk, housed in a building dating back to 1895, celebrates Southern cuisine, heirloom produce and regional specialties. The Farm House offers traditional Southern cuisine with a modern-day twist, offering house-cured and smoked meats, homemade vinegars and house-preserved produce. Gray & Dudley, led by Executive Chef Levon Wallace, brings an eclectic menu to downtown Nashville, inspired by Wallace's West Coast roots.

For a show with dinner, don't miss **Skull's Rainbow Room**. The menu showcases a continental twist on American classics, accompanied by premium cocktails and an eclectic beer and wine list. Live music plays nightly in this tribute to the entertainment of yesteryear.

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People On The Move

RENO, NV—The Regional Transportation Commission of Washoe County (RTC) has promoted **Amy Cummings** from director of planning to deputy executive director/director of planning, adding duties similar to those of a chief operating officer to her current job.



Cummings

Cummings joined RTC in 2010 and earlier was the Nevada planning manager for Parsons Brinckerhoff. She is a Leadership in Energy and Environmental Design (LEED) accredited professional.

LOS ANGELES—The Southern California Regional Rail Authority (Metrolink) announced the promotion of **Kimberly Yu** to chief operating officer. She had been deputy chief operating officer for planning and project



Yu

delivery since joining the agency in 2015. Her 20 years of experience also includes serving as deputy chief operations officer for Los Angeles Metro.

ISELIN, NJ—**Jay Mezher** has joined Mott MacDonald as digital delivery leader for the North American region, based in Seattle. Mezher is an architect with more than 17 years experience at a major engineering firm.



Mezher

PHILADELPHIA—Urban Engineers has promoted 18-year employee **John DiValentino** to vice president and director of strategic operations. He previously was the firm's deputy director for facility construction management and has worked almost 20 years in diverse roles in facility and transportation construction management.



DiValentino

CINCINNATI—First Transit announced the appointment of **Mark Elias** as region vice president of operations, focusing on the Northwest region. Elias has more than 15 years of transportation experience, most recently with Tire Disposal & Recycling and earlier at MV Transportation Inc.



Elias

MINNEAPOLIS—**Mark Fuhrmann** recently retired from Metro Transit as deputy general manager, transit system development, after 25 years with the agency. He is joining HDR Engineering as associate

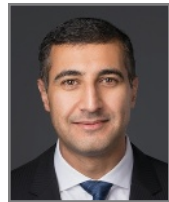


Fuhrmann

vice president, working with the Northern Indiana Commuter Transit District commuter rail service.

Fuhrmann oversaw the agency's METRO Blue and Green Line light rail and Northstar commuter rail projects, accounting for 62 miles of passenger rail. He began his career with a private bus company, then worked in the Virginia suburbs of Washington, DC, from 1985-93 on Washington Metropolitan Area Transit Authority Metrorail stations and Virginia Railway Express commuter rail.

SANTA ANA, CA—**Walead Atiyeh** joined HNTB Corporation's national rail systems team as project manager, based in the firm's Santa Ana office. He has more than 17 years of experience, most recently working on high-profile projects for the Regional Transportation District in Denver and Sound Transit in Seattle.

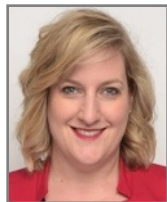


Atiyeh

HOUSTON—**Teresa (Terry) R. Morales**, a senior vice president in the Corporate Banking Division of Amegy Bank, has joined the Metropolitan Transit Authority of Harris County (METRO) Board of Directors, appointed by Houston Mayor Sylvester Turner. She succeeds **Christof Spieler**, whose term expired earlier this year.

The board also reappointed Chair **Carrin Patman** and members **Dr. Lex Frieden**, **Troi Taylor** and **Sanjay Ramabhadran**.

ST. CLOUD, MN—New Flyer has promoted **Stephanie Laubenstein** to director, sales and business development, in the company's Sales and Marketing Department. Laubenstein, a nine-year New Flyer employee, is a member of the Leadership APTA Class of 2017 and APTA committees including Innovative Funding, Finance and P3 and Workforce Development.



Laubenstein

NEW ORLEANS—**Justin T. Augustine III**, vice president of Transdev, the private operating partner of the New Orleans Regional Transit Authority (RTA), is one of 20 business leaders recently honored with the Icon Award by the publication *New Orleans CityBusiness*. The awards, given to commemorate the city's 300th anniversary, recognize business leaders who have had a lasting influence on the city's economic development.



Augustine

Augustine, a native of the city, returned in 2008 to help the public transit agency recover following Hurricane Katrina.

In 2011, APTA presented Augustine with the Extraordinary Recovery Award for helping to rebuild the public trans-

portation system in New Orleans. He also was named a 2012 White House Champion of Change by President Barack Obama and was knighted by the republic of France in 2015.

ATLANTA—The Metropolitan Atlanta Rapid Transit Authority (MARTA) has promoted **Wanda Y. Dunham** from assistant general manager of police and emergency management to chief of system safety, security and emergency management/police chief, a member of the agency's executive team.



Dunham

Dunham has more than three decades of experience with transportation law enforcement, becoming the first African-American and first woman to lead MARTA's Police Department when she took the job in 2006. She is a member of the APTA Security Affairs Committee.

SAVANNAH, GA—Chatham Area Transit (CAT) recently recognized longtime bus operators **Richard (Rip) Richardson** and **Christopher Blake**, each of whom has served the agency for 45 years. Both Richardson and Blake joined the Savannah Transit Authority, CAT's predecessor, in 1973.

MONTREAL, QUEBEC—**Daniel Desjardins** will retire Dec. 31 as senior vice president, general counsel and corporate secretary, Bombardier Inc., to be succeeded by **Alain Rondeau**, currently senior vice president, legal services.

Desjardins has served the company for more than 20 years. Following his retirement, he will continue to serve as a special advisor to Bombardier Inc. President and Chief Executive Officer **Alain Bellemare** and will become chairman of Bombardier Transportation's Board of Directors.

Rondeau, who has been working as a consultant for Bombardier for the past year, has more than 30 years of high-level legal and aerospace experience. He served as vice president, counsel and corporate secretary for Pratt & Whitney Canada for 21 years.

MIAMI—**Marie-Elsie Dowell**, a senior technical manager for WSP, has been elected president of the Miami chapter of the Florida Engineering Society. Dowell began her career working on traffic engineering projects in South Florida and has been with WSP for 26 years.



Dowell

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*	\$1.50 per word	\$1.71 per word
Multiple insertions* (with no copy charge)	\$1.36 per word	\$1.56 per word
Display classifieds / column inch rate	\$73.50	\$85.00
Minimum charge	\$85.00	\$85.00
Logo Placement (per issue)	\$40.00	\$40.00
Affidavits	\$3.00	\$3.00
Blind box fee	\$20.00	\$20.00
Minimum charge	\$85.00	\$85.00

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

FOR SALE

SURPLUS BUSES

RTD is auctioning surplus buses through Roller Auction on **October 10, 2018**. This auction will include 6-2009 Bluebird buses. The buses have low mileage on them for their age. This auction is online only, and managed by Roller Auction. Please call Roller Auction at 303-289-1600 or visit their website at www.rollerauction.com for more information. Leo.fautsch@rtd-denver.com

BIDS/PROPOSALS

ADVANCED NOTICE OF REQUEST FOR INFORMATION RFI-18-297

Transit Operations and Maintenance Contracts North and Southwest Transit Divisions
Closing Date: October 15, 2018; 1:00 p.m.

A Request for Information (RFI) document will be available on or after September 21, 2018 for download from the Region's Bids & Tenders website at <http://bids.york.ca>. All Respondents must log into their account and register for the RFI before they can download the RFI documents. There is no cost to set up an account in the Region's Bids and Tenders System. All addenda will be issued on the Bids and Tenders website.

This Request for Information (RFI) is inviting Responses from interested parties to provide information/knowledge to enable the Region to better understand industry opinions and preferences on a variety of topics for the provision of the Transit Operations and Maintenance Contracts for York Region Transit's north and southwest transit divisions.

The RFI document(s) will be available on or after

September 21, 2018.

All Queries regarding the RFI documents shall be directed to Marie Kavanagh, CPPO, Senior Purchasing Analyst

Regional Municipality of York
Procurement Office
Email: marie.kavanagh@york.ca
Tel: 1-877-464-9675 ext 71651

Please state the document number when inquiring about this RFI.

An Open House and Facility Tours will be held to provide an opportunity for respondents to seek further clarification about the RFI. The meeting will be held on:

Date: October 2, 2018
Time: 9:00 a.m. to 5:00 p.m. EST
Location: 55 Orlando Avenue, Boardroom 20140, Richmond Hill, ON, L4B 0B4

If you require accommodations due to a disability please contact York Region Procurement Office at 1-877-464-9675 ext. 71900 or email purchasing@york.ca.

Respondents are advised that, unless otherwise permitted by the Region's Purchasing Bylaw, no bid shall be accepted from, nor shall any contract be awarded to, any Respondent with whom the Region is engaged in unresolved litigation.

A list of the Respondents that submitted Information will be provided upon request after 2:30 p.m. on the date the RFI closes.

Participation by vendors in this RFI process is strictly voluntary and is neither a pre-requisite nor a pre-qualification requirement necessary for participation in any future opportunities related to the procurement of the goods, services, or construction contemplated. Information provided by any vendor as part of this RFI shall not be construed in any way as part of a competitive solicitation.

BIDS/PROPOSALS

LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION
AUTHORITY (LACMTA)

REQUEST FOR PROPOSAL

LACMTA will receive proposals for **PS57065 - Van-pool Program Access Database Consultant** at the 9th Floor Receptionist Desk, Vendor/Contract Management Department, One Gateway Plaza, Los Angeles, CA 90012 (9th Floor).

This project is a Small Business Enterprise (SBE) Set-Aside contract. To participate in this RFP, proposers must be SBE certified with LACMTA prior to proposal due date. For information on the Set-Aside Program, visit <http://mymetro/DEOD/Pages/Small-Business-certification-Unit.aspx>. All proposals must be received **on or before 2:00 p.m. Pacific Time on Monday, October 15, 2018**, at the address listed above, sent to the attention of Gina Romo. Proposals received later than the above date and time will be rejected and returned to the proposer unopened. A Pre-Proposal conference will be held on 25-Sep-2018 09:00:00, at One Gateway Plaza, Los Angeles, CA 90012, Gateway: Room 03-28.

For a copy of the RFP go to <http://business.metro.net/VendorPortal/faces/home/solicitations/open> Solicitations or for further information email Gina Romo at romog@metro.net.

9/24/18
CNS-3172764#
PASSENGER TRANSPORT C/O AMER

REQUEST FOR PROPOSAL (RFP) #2018-2

MANAGEMENT AND OPERATIONS FOR
FIXED ROUTE AND NON-FIXED ROUTE
ADA PARATRANSIT SERVICES

The **City of Jackson** is soliciting Request for Proposals (RFPs) from qualified firms to provide on-going Management and Operations for the City of Jackson's Fixed Route and Non-Fixed Route ADA Paratransit Services.

Interested firms may obtain a copy of a detailed Request for Proposals, and any proposal addenda from the City's website at <http://www.jacksonms.gov/bids.aspx>. Official proposal documents can be downloaded from Central Bidding at www.centralbidding.com. Please reference RFP#2018-2.

A Pre-Proposal Conference and Site Visit will be held on Monday, September 10, 2018, at 9:00 am Central Standard Time (CST), located at 1785 Highway 80 West, Jackson, MS 39204.

Six copies of the offeror's Proposal together with a PDF file of the Proposal on a flash drive shall be deposited with the City of Jackson, Office of City Clerk at 219 South President Street, Jackson, MS 39205 **until Friday, October 5, 2018 by 3:30 pm CST**. Electronic bids and/or reverse auction bids can be submitted at www.centralbidding.com. For any questions relating to the electronic bidding process, please call Central Bidding at 225-810-4814. Submittals received after the specified date and time shall not be accepted.

The City of Jackson is committed to the principle of non-discrimination in public contracting. It is the policy of the City of Jackson to promote full and equal business opportunity for all persons doing business with the City. As a precondition to selection, each proposer shall submit a completed and signed Equal Business Opportunity (EBO) Plan with the proposal submission, in accordance with the provisions of the City of Jackson's Equal Business Opportunity (EBO) Executive Order. Failure to comply with the City's Executive Order shall disqualify a proposer from being awarded an eligible contract. For more information on the City of Jackson's Equal Business Opportunity Program, please contact the Division of Equal Business Opportunity at 601-960-1856. Copies of the City of Jackson's Executive Order, EBO Plan Applications, and a copy of the program are available at the following location: 200 South President Street, Room 223, Jackson, Mississippi.

The City of Jackson, Mississippi is committed to cultivating and ensuring the quality of life of its citizens, through various programs, employment, initiatives, and assistance. The City of Jackson encourages all persons, corporations, and/or entities doing business within the City of Jackson, as well as those who seek to contract with the City of Jackson on various projects and/or conduct business in Jackson, to assist the City of Jackson in achieving its goal by strongly considering City of Jackson residents for employment opportunities.

The City of Jackson reserves the right to reject any and all proposals and to waive any informalities or irregularities therein.

ANNOUNCEMENT OF REQUEST FOR
INDUSTRY REVIEW OF DRAFT REQUEST
FOR PROPOSAL (RFP) OF PROPOSED
DESIGN-BUILD CONTRACT OF SFRTA
NORTHERN LAYOVER FACILITY,
PALM BEACH COUNTY, FLORIDA

The South Florida Regional Transportation Authority (SFRTA) is seeking industry comment on key DRAFT components of the proposed Request for Proposal (RFP) for the design and construction of the SFRTA Northern Layover Facility project to be located at the Mission Spur of the Florida Department of Transportation's (FDOT) South Florida Rail Corridor (SFRC) in Palm Beach County, Florida. The Northern Layover Facility project consists of the design and construction of a new layover and light maintenance facility at the north end of SFRTA's Tri-Rail commuter rail service area. The purpose of this industry review is to provide an opportunity for Design-Build teams, including contractors, sub-contractors, and design consultants, to learn more about the elements and considerations of the proposed SFRTA Northern Layover Facility contract included in the DRAFT RFP documents. SFRTA is soliciting industry expertise and feedback in the form of an Industry Review of the DRAFT RFP documents prior to the Design-Build contract advertisement.

For more details and further information regarding this request for industry review please visit SFRTA's website at: http://www.sfrta.fl.gov/docs/planning/FINAL_NLMF_IndustryReview_Announcement.pdf

REQUEST FOR PROPOSALS 18PC2188

NEW FREEDOM TRANSPORTATION
SERVICES

The **City of Detroit**, Office of Contracting and Procurement (OCP) requests proposals from qualified firms to Design and Implement a Microtransit Service in collaboration with the Detroit Department of Transportation (DDOT). **Proposals must be received on or before 4:00 p.m. (EST), September 27, 2018** and are to be submitted in accordance with Request for Proposals (RFP) 18PC2188 dated August 30, 2018. THERE WILL BE NO PUBLIC OPENING OF THE PROPOSALS.

This project contains a subcontracting requirement of 10% with those firms who have obtained certification as a Disadvantaged Business Enterprise (DBE) firm, as defined by 49 CFR Part 26 from the DDOT Office of Contract Compliance, another transit authority, or the Michigan Department of Transportation (MDOT), or as a small business [SBA-n (a)], as determined by the U.S. Small Business Administration (SBA).

The City of Detroit reserves the right to postpone, accept or reject any or all proposals, in whole or in part, at its discretion, subject to the rules and regulations set forth by the City of Detroit, the State of Michigan and the Federal Transit Administration. Firms or individuals whose names appear on the U.S. Comptroller General's list of ineligible contractors will not be considered.

The City of Detroit affirmatively assures that no proposer will be discriminated against on the basis of race, color, sex, age, disability, religion, ancestry, marital status, national origin, place of birth or sexual orientation. The successful proposer will be required to comply with all applicable federal, state and local laws and regulations.

For a copy of the RFP, interested parties must download a copy through BidSync (www.bidsync.com).

Pamela L. Crump
(313) 833-9655

REQUEST FOR PROPOSALS 18PC2248

TRANSPORTATION PLANNING,
ENGINEERING AND
PROGRAM MANAGEMENT SERVICES

The **City of Detroit**, Office of Contracting and Procurement (OCP) requests proposals from qualified firms for Transportation Planning, Engineering, and Program Management Services. **Proposals must be received on or before 4:00 p.m. (EST), September 28, 2018** and are to be submitted in accordance with Request for Proposals (RFP) 18PC2248 dated September 7, 2018. THERE WILL BE NO PUBLIC OPENING OF THE PROPOSALS.

This project contains a subcontracting requirement of 30% with those firms who have obtained certification as a Disadvantaged Business Enterprise (DBE) firm, as defined by 49 CFR Part 26 from the DDOT Office of Contract Compliance, another transit authority, or the Michigan Department of Transportation (MDOT), or as a small business [SBA-n (a)], as

determined by the U.S. Small Business Administration (SBA).

The City of Detroit reserves the right to postpone, accept or reject any or all proposals, in whole or in part, at its discretion, subject to the rules and regulations set forth by the City of Detroit, the State of Michigan and the Federal Transit Administration. Firms or individuals whose names appear on the U.S. Comptroller General's list of ineligible contractors will not be considered.

The City of Detroit affirmatively assures that no proposer will be discriminated against on the basis of race, color, sex, age, disability, religion, ancestry, marital status, national origin, place of birth or sexual orientation. The successful proposer will be required to comply with all applicable federal, state and local laws and regulations.

For a copy of the RFP, interested parties must download a copy through BidSync (www.bidsync.com).

Pamela L. Crump
(313) 833-9655

REQUEST FOR PROPOSALS 18PC2198

DESIGN AND IMPLEMENT A
MICROTRANSIT SERVICE

IN COLLABORATION WITH THE
DETROIT DEPARTMENT OF
TRANSPORTATION

The **City of Detroit**, Office of Contracting and Procurement (OCP) requests proposals from qualified firms to Design and Implement a Microtransit Service in collaboration with the Detroit Department of Transportation (DDOT). **Proposals must be received on or before 4:00 p.m. (EST), October 8, 2018** and are to be submitted in accordance with Request for Proposals (RFP) 18PC2198 dated August 28, 2018. THERE WILL BE NO PUBLIC OPENING OF THE PROPOSALS.

This project contains a subcontracting requirement of 30% with those firms who have obtained certification as a Disadvantaged Business Enterprise (DBE) firm, as defined by 49 CFR Part 26 from the DDOT Office of Contract Compliance, another transit authority, or the Michigan Department of Transportation (MDOT), or as a small business [SBA-n (a)], as determined by the U.S. Small Business Administration (SBA).

The City of Detroit reserves the right to postpone, accept or reject any or all proposals, in whole or in part, at its discretion, subject to the rules and regulations set forth by the City of Detroit, the State of Michigan and the Federal Transit Administration. Firms or individuals whose names appear on the U.S. Comptroller General's list of ineligible contractors will not be considered.

The City of Detroit affirmatively assures that no proposer will be discriminated against on the basis of race, color, sex, age, disability, religion, ancestry, marital status, national origin, place of birth or sexual orientation. The successful proposer will be required to comply with all applicable federal, state and local laws and regulations.

For a copy of the RFP, interested parties must download a copy through BidSync (www.bidsync.com).

Pamela L. Crump
(313) 833-9655

HELP WANTED

DEPUTY CHIEF OPERATIONS OFFICER -
TRANSPORTATION

Port Authority is seeking a Deputy Chief Operations Officer - Transportation to be responsible for overall management of operational activities, including fixed-route bus and light-rail transportation. Ensures a commitment to safety through leadership and implementing practices that demonstrate safety as a fundamental value and a priority of all aspects of work. Responsible for identifying and developing short, medium, and long-range operational strategies to ensure strong on-time performance, cost-effective operations, a positive customer experience and a safety-focused culture.

Essential Functions:

- Directs a team to provide a transportation system that is reliable and high-quality. Creates a work environment that instills safety as a fundamental value and supports employee development and uses a model of continuous improvement to achieve a strong safety and customer-focused culture.
- Communicates with staff on a continual basis; coaches and mentors employees; establishes goals and objectives; meets regularly with internal staff to review various projects and programs. Meets with Employee Relations and Union Representatives on an ongoing basis to discuss mutual topics that affect the efficient and effective operations of the division.

Job requirements include:

- High School Diploma or GED.
- BA/BS degree in Automotive, Industrial, Mechanical, Electrical Engineering, Business Administration or related field. Experience may be substituted for education on a year-for-year basis.
- Ten (10) years of progressively responsible diversified experience in all facets of bus and/or rail transit operations, including experience in street operations and knowledge of dispatching functions.
- Five (5) years of supervisory experience.
- Knowledge of safety, state and FTA regulations and quality assurance functions as they relate to bus and/or rail operations.
- Knowledge of development and oversight of capital and operating budgets.
- Knowledge of union policies and procedures with the ability to effectively and equitably deal with labor relations problems.
- Excellent communication and interpersonal skills, including the ability to establish and maintain positive working relationships with those encountered in the course of work.
- Must possess a valid driver's license and safe driving record.
- Must be available during an emergency or disaster and as such, may be asked to work during these emergencies or disasters.

Preferred attributes:

- Master's degree in Automotive, Industrial, Mechanical, Electrical Engineering, Business Administration or related field.
- Transit/Transportation experience.

We offer a comprehensive compensation and benefits package. Interested candidates should forward a cover letter (with salary requirements) and resume to:

Inez Colon
Employment Department
345 Sixth Avenue, 3rd Floor
Pittsburgh, PA 15222-2527
IColon@portauthority.org
EOE

TRANSIT MANAGER
CITY OF VISALIA, CA

Salary: \$7,311-\$9,191 Monthly

The City of Visalia is recruiting for Transit Manager. This position is responsible for managing the Visalia Transit Division, serving the Visalia urbanized area and contracted rural areas in accordance with regulatory agency requirements and City policy. Visalia's transit operations and maintenance are provided by a third party contractor.

The City is seeking a proven manager with a Bachelor's degree in Business Administration, Public Administration, Transportation, or a related field and four (4) years of increasingly responsible experience in public sector management including project/program management, grant or contract administration, procurement, or related field, and three (3) years of supervisory experience. Previous experience in transit management is desirable, but not required.

For more information and application materials visit our website at www.visalia.city under Jobs in the City. **Application filing deadline is Monday, October 8, 2018 at 5pm.**

BUILDING TRANSIT AND QUALITY OF
LIFE IN THE VALLEY OF THE SUN

Serving 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. Seven high-capacity extensions are in development to create a 66-mile regional rail system by 2034. Valley Metro currently serves 250,000 daily customers on 26 miles of light rail service; 100 local, express and circulator bus routes; 400 vanpools and paratransit services, connecting residents to their destinations across 9,200 square miles.

**Manager, Construction and Utilities -
\$93,182.00 - \$139,773.00**

The Manager of Construction and Utilities reports to the Deputy Director Corridor Development, Capital and Service Development. This position is responsible for administering all functions relating to construction management and project delivery, overseeing coordination and review of civil and systems engineering, construction, and utilities for assigned major transit (mostly rail) capital improvement projects. This position directs the work of project managers and their teams in the performance of their duties, enforces the QA/QC procedures for all contracts, and interacts with public jurisdictions, citizen groups, utility companies, railroads, and consultants to ensure construction compliance.

APPLY AT: www.valleymetro.org
AA/EOE/D Employer

SOUND TRANSIT

RIDE THE WAVE TO A NEW CAREER

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

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

- Civil Engineer - Job #18-01475
- Civil Engineering Manager - Job #18-01476
- Engineering Manager, Train Control - Job #18-01469
- Senior Project Coordinator - Job #18-01463
- Senior Structural Engineer - Job #18-01480
- Senior Traffic Engineer - Job #18-01473

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

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

TRANSIT PLANNER

The **Pioneer Valley Planning Commission**, a proactive Regional Planning Agency (RPA) serving Massachusetts's 2nd largest metropolitan area, seeks a highly qualified professional to fill the position of Transit Planner. This position provides extensive technical support services to the region's transit authority. Candidates must be technically sound and able to handle multiple projects. Requires experience in emerging trends in transit, multi-modal service planning, Environmental Justice/Title VI planning activities, and coordinating transit ridership surveys. Requires a minimum of a Bachelor's degree in transportation planning or related field and one year or more of relevant experience. Candidates must possess strong quantitative and analytical skills, be a good writer, speak well, produce persuasive graphics, work independently and be enthusiastic about transportation. Starting salary of \$41,000 to \$55,000 depending upon qualifications and experience. Exceptional candidates will be considered for a senior level position. Submit resume with cover letter, writing sample and your salary expectation by October 1, 2018 target date to: Timothy W. Brennan, Executive Director, Pioneer Valley Planning Commission, 60 Congress Street, Springfield, MA 01104. An AA/EOE Employer. Position will remain open until filled.

CAPITAL AREA TRANSIT SYSTEM

PROCUREMENT MANAGER

*Requires a Bachelor's degree from college or university in Business Administration, Public Administration, Accounting or related field.

*Min. 3 years of progressively responsible experience in public procurement, including Federal and Louisiana Public Bid Law (Title 38 or 39)

*If you have a high school diploma, we require a min of ten years of progressively responsible experience in a public procurement office.

Please refer to www.brcats.com to see the full job posting and to apply.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO)

DEPUTY EXECUTIVE OFFICER - EMERGENCY SECURITY OPERATIONS CENTER (ESOC)

Annual salary range: Pay Grade AA (\$136,011.20 - \$171,017.60 - \$205,004.80)

A generous benefits package is included.

Application deadline: 10/05/2018

A Bachelor's Degree in Engineering, Information Technology, Homeland Security, Emergency Management or a related field and five (5) years management-level experience in identifying, implementing and/or leading technology solutions focused on safeguarding the mass transit critical infrastructure, experience in project management (certification is helpful) and contract management experience is required. A Master's Degree is desirable.

To be considered for this exceptional career opportunity, submit your resume, cover letter, and a list of work-related references. Resume should reflect years and months of employment, beginning/ending dates as well as relevant work experience. Forward your materials to: <https://secure.cpsshr.us/escandidate/JobDetail?ID=376>

Frank Rojas
CPS HR Consulting
Ph: 916 471-3111
Online brochure: www.cpsshr.us
Los Angeles County Metropolitan Transportation Authority website: www.metro.net
EOE

MANAGER, TRANSIT ORIENTED DEVELOPMENT

San Mateo County Transit District seeks a Manager, Transit Oriented Development. This position will be responsible for implementing all real estate activities necessary to support Transit Oriented Development (TOD) projects, as well as overseeing the management of agency owned property for the San Mateo County Transit District (SamTrans), the Peninsula Corridor Joint Powers Board (Caltrain), and the San Mateo Transportation Authority (TA). For the complete job description, and to apply online, please visit our website at <http://www.smctd.com/jobs.html>. **The deadline to apply online is 11:59 pm on Friday, October 12, 2018.**

COMMUNITY TRANSIT – BUS RAPID TRANSIT PROGRAM MANAGER

SNOHOMISH COUNTY, WA

A managerial level position responsible for management, guidance and oversight of the build-out of the Swift Bus Rapid Transit (BRT) network as identified in the Community Transit Long Range Transit Plan. Working closely with Executive Leadership team, Capital project managers, Grants team and consultants, develops strategy and path for implementing the Swift BRT network throughout Snohomish County. Works closely with internal and external stakeholders to identify, develop, and deliver critical infrastructure and high-capacity services to the citizens of Snohomish County.

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

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.

CHIEF OF INFRASTRUCTURE AND ENGINEERING

Guided by a new and ambitious Corporate Plan, the Toronto Transit Commission (TTC), North America's third largest transit system, has embarked on a 5-year journey to transform into a transit system that makes Toronto proud. Our ongoing recruitment efforts are strategically aligned with the TTC's corporate mission "to provide a reliable, efficient, and integrated bus, streetcar, and subway system that draws its high standards of customer care from our rich traditions of safety, service and courtesy."

We are currently seeking a Chief of Infrastructure and Engineering on a permanent full-time basis.

KEY ACCOUNTABILITIES

Reporting to the Deputy Chief Executive Officer, the Chief of Infrastructure and Engineering (CIE) is responsible for the operations and maintenance of the TTC's transit infrastructure including all TTC facilities, elevating devices, track, tunnels, signals, power, communications, fare gates, and all other fixed equipment, providing safe, reliable and efficient service to TTC customers, employees and the public. The incumbent is responsible for developing and implementing strategies to maintain the TTC's infrastructure and assets in a state of good repair and introduce improvements and upgrades based on industry best practices.

The CIE is responsible and accountable for the following Departments: Plant Maintenance, Track & Structure, Signals Electrical & Communications, Automatic Train Control, and Budgets & Controls. The CIE may be required to substitute for the Deputy Chief Executive Officer.

- Strategically plan, direct and manage the areas of responsibility to ensure effective and efficient operations/services.
- Ensure that a complete system of procedures, protocols, tools, and training is developed, implemented, maintained and adhered to that supports the safety of both employees and passengers.
- Work with the Executives, Department Heads and stakeholders to ensure that TTC's transit infrastructure meets or exceeds the operating requirements.
- Monitor the current state of all infrastructure and take appropriate action to address negative trends before they have an impact on safety, operations or the budget.
- Lead or assist in the TTC's response to extraordinary situations including emergencies, derailments, accidents, serious service delays, and severe weather in order to ensure the safety of TTC customers, employees and assets and maintain or restore service as quickly as possible.
- Oversee and participate in the review of system failures, identifying root causes and ensuring the implementation of corrective actions.
- Lead a unionized environment, responsible for department heads, directors, managers, engineers, technicians, tradespersons and other professionals responsible for the daily maintenance and repair of the TTC's infrastructure.

- Lead the development of metrics and other analytical tools to measure the performance of the Infrastructure and Engineering (I&E) Group and establish performance goals for the various I&E Departments.
- Lead and guide the I&E Group in the procurement of consultant services, participating, as required, in the review and selection of vendors, the negotiation of terms and conditions, and the resolution of disputes.
- Ensure the timely and accurate reporting of IE performance, including any significant cost, security, safety, human resources, and ridership/revenue issues to the Deputy Chief Executive Officer.
- Participate in the development of collective bargaining proposals for the I&E Group.
- Oversee the Department of Budgets and Controls, and their collaboration with the Chief Financial Officer and the Finance Department in the development of business cases, annual operating and capital budgets.
- Make presentations and provide updates to the Executives, the Board, City Council, regulatory agencies and other stakeholders.
- Ensure compliance with all audit recommendations (internal, external consultants, City of Toronto Auditor and APTA) and regulatory demands associated with maintenance activities, including inspection and preventative maintenance schedules.
- Select and/or approve the selection of senior staff and conduct performance reviews of department heads.
- Responsible for providing leadership in overseeing the work of Department staff ensuring that accessibility/accommodation needs of TTC passengers and/or employees are effectively met in a timely fashion in accordance with the Ontario Human Rights Code and Related Orders so that they can fully benefit from the TTC as a service provider and an employer.

SKILLS, KNOWLEDGE, AND EXPERIENCE

- A completed University Degree in a related discipline, or a combination of education, training, and experience, deemed to be equivalent.
- Registration as a Professional Engineer in the Province of Ontario is not mandatory but would be considered an asset.
- Comprehensive knowledge and experience in the operation and maintenance of transit infrastructure and equipment in a major rail-based transit agency.
- Significant experience with technical issues, rules, procedures, and operational issues related to areas of responsibility.
- Significant professional level experience in the field of transit rail operations, combined with progressively responsible leadership experience in a transit infrastructure environment including facilities, maintenance and operations, preferably in a unionized environment.
- Sound knowledge of the principles and practices of electrical, civil or mechanical engineering.
- Comprehensive knowledge of business administration, fiscal and human relations. concepts/practices combined with a thorough knowledge and understanding of applicable human resources policies and legislation/regulations regarding safety, employment, human rights, etc.
- Effective organizational, analytical, multi-tasking and time management skills.
- Demonstrated ability to manage the development and strategic implementation of both short and long-term objectives, projects, and programs, in a complex corporate environment.
- Demonstrated ability to communicate within a variety of mediums, and present effectively to senior executives and politicians.
- Demonstrated ability working with, and achieving results within, large budgets.
- Ability to motivate peers, subordinates, and senior staff, and effectively manage the performance of a large group of employees in a complex unionized environment.
- Ability to coordinate diverse areas of responsibility with due regard for quality, quantity, effectiveness and deadlines.
- Requires a valid, Province of Ontario, class "G" driver's licence.
- Must have or rapidly acquire a comprehensive knowledge of the Ontario Human Rights Code and Related Orders including disability accommodation and accessibility requirements pertaining to passengers and employees.

This is a permanent full-time position located in Toronto, Ontario and reports to the Deputy Chief Executive Officer.

Language of Work: English

Current Annual Salary Range: \$213,000 to \$285,000 CAD annually. Salary ranges are subject to change from time to time in accordance with TTC

policies. In addition, a comprehensive benefits package is also available (subject to eligibility criteria) including Healthcare and Dental Benefits, Disability Benefits, Life and AD&D Insurance Benefits, Pension Plan Benefits, Out of Country insurance coverage, and Discretionary Allowance.

To apply, please submit your application/resume and related materials to TTCIE@boyden.com and state the title of the position in the subject line of your email.

TTC Business Address and Work Location:

Toronto Transit Commission
1900 Yonge Street
Toronto, Ontario
M4S 1Z2

We thank all applicants for their interest but advise that only those selected for an interview will be contacted.

The TTC is committed to fostering a positive workplace culture with a workforce that is representative of the communities it serves. Committed to the principles of diversity and inclusion, the TTC encourages applications from all qualified applicants. Accommodation is available for applicants, including those with disabilities, throughout the recruitment process. Please contact Boyden at TTCIE@boyden.com.

DEPUTY CHIEF OPERATIONS OFFICER - MAINTENANCE

Port Authority is seeking a Deputy Chief Operations Officer - Maintenance to be responsible for the Authority's bus, rail and non-revenue vehicle maintenance and staff. Develops and implements bus and rail preventative maintenance policies, procedures, performance standards, and programs to ensure safe and efficient operations of fleet. Insures production of high quality, cost effective rebuilt fleet components and major repairs. Oversees bus maintenance training and bus warranty programs.

Essential Functions:

- Oversees the development, implementation and management of a comprehensive preventive maintenance program for the repair of all bus, rail and non-revenue vehicles. Develops and measures key operating performance indicators (KPI's) for areas of responsibility.
- Develops and implements procedures and policies related to effective maintenance operations. Develops and monitors performance standards. Evaluates works methods and operations, division policies, procedures, and services to determine effectiveness. Review statistical data reports relating to performance indicators.

Job requirements include:

- High School Diploma or GED.
- BA/BS degree in Transportation Management, Business & Public Administration, Engineering or related field. Experience may be substituted for education on a year-for-year basis.
- Ten (10) years of progressively responsible diversified experience in all facets of bus maintenance operations, including considerable experience in inspection, maintenance and repair of bus, rail or related vehicular fleet.
- Five (5) years of supervisory experience.
- Knowledge of safety, state and FTA regulations and quality assurance functions as they relate to bus, rail and non-revenue vehicle maintenance operations.
- Knowledge of development and oversight of capital and operating budgets.
- Knowledge of union policies and procedures with the ability to effectively and equitably deal with labor relations problems.
- Excellent communication and interpersonal skills, including the ability to establish and maintain positive working relationships with those encountered in the course of work.
- Must possess a valid driver's license and safe driving record.
- Familiarity with federal, state, local laws and regulations related to areas of responsibility.
- Must be available during an emergency or disaster and as such, may be asked to work during these emergencies or disasters.

Preferred attributes:

- Master's degree in Automotive, Industrial, Mechanical, Electrical Engineering, Business Administration or related field.
- Transit/Transportation experience.
- Experience in a union environment.

We offer a comprehensive compensation and benefits package. Interested candidates should forward a cover letter (with salary requirements) and resume to:

Inez Colon
Employment Department
345 Sixth Avenue, 3rd Floor
Pittsburgh, PA 15222-2527
IColon@portauthority.org
EOE



AECOM

Imagine it. Delivered.

As a fully integrated firm, AECOM's goal is to deliver innovative, state-of-the-art transit projects to bring communities closer together. With global resources available, our interdisciplinary staff can move a project forward from conceptual design to a functioning system, whether it be a major metropolitan city or a tightknit college setting. We move people.

aecom.com