# PASSENGER REVERSE

THE SOURCE FOR PUBLIC TRANSPORTATION NEWS AND ANALYSIS

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# 2017 Annual Meeting & EXPO Atlanta



## **Bringing People Together, Planning for the Future**

BY DORAN J. BARNES **Executive Director** Foothill Transit West Covina, CA APTA Chair, 2016-2017

hen I began my tenure as APTA chair a year ago, I knew APTA was a special organization that had exceptional potential. I also knew we needed to be prepared to serve our members in innovative ways as surface transportation options evolved. We had a lot of work to do ... to unify our membership ... update our governance ... strengthen our finances ... and put APTA on a stronger and more sustainable footing for the future.

I emphasized five key areas: safety and security; working relationships with the new administration and Congress; strengthening APTA's governance structure; selecting APTA's next president/ CEO; and updating and expanding APTA's diversity and inclusion policy.

Here are some of the highlights of

what we accomplished. **Safety and Security** First: Our Mid-Year Safety Conference brought together several committees and working groups, along with officials from FRA and FTA, to discuss rulemaking, best practices and APTA's safety initiatives. We hosted a two-day Security and Emergency Management Roundtable,

cosponsored with TSA,

to address the challenges facing transit police chiefs. APTA also made PTC installation a top priority by bringing together commuter railroad operators, tech businesses, government representatives and our friends from the Association of American Railroads. Our study mission to Hong Kong, Singapore and Tokyo provided new insights into how some of the world's best transit operators integrate safety culture and asset management into planning and operations while remaining financially sustainable. These efforts, and many more, focused on the generational shift taking root in safety throughout our industry.

**New Relationships with Government:** Last November, APTA began establishing working relationships with the new administration and Congress, briefing President Trump's transition team before Inauguration Day and being one of the first industry associations to meet with then newly-appointed Transportation Secretary Elaine L. Chao. Since January. APTA has initiated more than 120 meetings with members of Congress, their staffs, and members of the administration. Our members testified before con-

gressional committees on FAST Act implementation, budget We are ready to cuts and PTC issues; tackle the next generated a detailed policy position on a generation of new infrastructure initiative; and circulated challenges and more than 15,000 letcelebrate the ters opposing proposed spending cuts to public successes we transit programs. This kind of advocacy led will produce. to the passage of the 2017 Omnibus Appro-

> priations Bill, which funded public transportation programs at or above the levels authorized in the FAST Act.

Governance: Updating APTA's governance structure and bylaws was essential to building a sustainable foundation for the association. Thanks to the work of Nuria Fernandez and the Governance Task Force, an overwhelming majority of our members voted to approve changes to our bylaws that reflect the current makeup of our association. APTA now has a governing structure in place that ensures every key element of our industry is represented. There also are more opportunities for members to serve on an expanded Executive Committee and Board

governance, the most important responsibility for a board is the selection of a

chief executive officer. I'm proud that our CEO Selection Task Force was the personification of transparency and inclusion. The group held listening sessions at our major events and, using that input, created a job description, performance guidelines and compensation for the CEO position. We've solicited qualified candidates and will be conducting interviews this fall. Our goal is to present a finalist to the Board by December.

Diversity and Inclusion: In keeping with updating APTA for the future, we sought to expand and strengthen the organization's approach to diversity and inclusion. APTA's Diversity Council, led by our incoming chair, Nat Ford, developed a set of recommendations to make the council even more effective and to promote a culture of inclusion in our association and the public transportation industry. At a time when political, social and cultural differences can seem larger than ever, every APTA member can take pride in the leadership we're showing on these crucial issues.

You can read more about the accomplishments we've made during the past year in APTA's 2017 Annual Report, which will be available at the Annual Meeting & EXPO in Atlanta.

This truly has been a year of bringing people together and planning for a different future. It's been a year of self-examination and external advocacy .. of reforms and reaffirmations ... of building a stronger foundation and preparing for transformational change. I think about my first job, as a coach operator for Unitrans, and see how far I've come. I urge you all to think about how/when you entered this industry and how far you've come.

I've learned that people will forget what you said, people will forget what you did, but people will never forget how you made them feel. As an association, I believe we made people feel enthusiastic and optimistic about the future of APTA and public transportation. We are ready to tackle the next generation of challenges and celebrate the successes we will produce.

This has been a special year for me to serve as APTA chair and it's why I'm so optimistic about a dynamic, exciting and impressive future for public transportation.

Thank you for your support and friendship! It has been an honor to serve vou.

"Commentary" features points of view from various sources to enhance readers' broad awareness of themes that affect public transportation



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### **CEO Search:** In tandem with good

## **Chao Discusses Priorities of DOT, Support for Public Transportation**

**EDITOR'S NOTE:** Passenger Transport submitted questions to DOT Secretary Elaine L. Chao in advance of her addressing the Oct. 11 Closing General Session of the APTA Annual Meeting & EXPO in Atlanta. Here are her responses.

PT: President Trump and Congress have been talking about developing a national infrastructure bill that would include investments in surface transportation. Please tell us about the administration's proposal and how it will address the \$90 billion backlog needed to bring our nation's transit infrastructure into a state of good repair.

Chao: The president's goal is to have \$1 trillion in public and private investments to help states and localities complete projects of national and regional significance.

States and local governments own the roads, bridges and highways and, on average, the federal government puts up only 14 percent of the funding. But the federal government contributes a far higher percentage of the bureaucratic red tape, and that is a major factor that the president's infrastructure proposal will address

The federal permitting process causes lengthy delays and huge expense. The president recently issued an executive order requiring all permit-granting federal agencies involved with a major project to simplify their process and issue their permit decisions within 90 days. At U.S. DOT, we've identified additional legislative and regulatory reforms which would further streamline project approval. So we're approaching this from all

PT: Automated vehicles will have a significant impact on the future of transportation.

angles.

Describe U.S. DOT's various activities on this issue and how automation will change our lives. What other innovations do you see impacting the public transportation industry over the next 10 years?

Chao: Automation is one of the most talked-about developments for surface transportation in recent years. While vehicle automation in the public transit industry is not expected in the near future, a growing number of transit agencies are showing interest in automating some aspects of transit operations with the goal of improving mobility and safety.

FTA and other modes within U.S. DOT are currently researching the prom-



Secretary Elaine Chao

transportation. While fixed-route transit will continue to provide the crucial backbone of service, we envision customer-focused. individualized service as an important complement. Mobile apps and web platforms that help facilitate on-demand shared rides have the potential to increase efficiency and quality in areas like paratransit and rural transportation. As we evaluate the initial 11 MOD projects, we will keep a close eye on how well these technologies function in real-world transit contexts and ensure that vulnerable populations such as seniors and people with disabilities are protected and included.

FTA recently launched

vice models in public

SECRETARY CHAO CONTINUED ON PAGE 22

## **GHTD Opens ADA Paratransit Operations & Maintenance Facility**

#### **THE GREATER HARTFORD**

(CT) Transit District (GHTD) recently opened a state-of-the-art ADA Paratransit Operations and Maintenance Facility to

accommodate one of the largest paratransit operations in New England, providing more than half a million passenger trips a year.

Executive Director Vicki Shotland said, "For approximately 12 years, the Greater Hartford Transit District had operated its ADA paratransit service for the disabled community out of a leased facility in Hartford (an old Harley-Davidson showroom). While that facility was adequate in

the early years, it did not allow for efficient maintenance and operation of the paratransit fleet or for the significant growth that the service has experienced



Dignitaries cutting the ribbon at GHTD's ADA Paratransit Operations and Maintenance Facility include Executive Director Vicki Shotland, fifth from right; Bradley Thomas, president, First Transit, seventh from left; and Connecticut DOT Commissioner James Redeker, fourth from right

## **Siemens, Alstom Sign MOU**

#### SIEMENS, BASED IN GERMANY,

and Alstom, based in France, have signed a Memorandum of Understand ing to combine Siemens' mobility business, including its rail traction drives business, with Alstom, forming a combined company to be called Siemens Alstom.

The two businesses are largely complementary in activities and geographies. Siemens will receive newly issued shares in the combined company representing 50 percent of Alstom's share capital on a fully diluted basis.

"This Franco-German merger of equals sends a strong signal in many ways. We put the European idea to work and together with our friends at Alstom, we are creating a new European champion in the rail industry for the long term. This will give our customers around the world a more innovative and more competitive portfolio," said Joe Kaeser, president and chief executive officer of Siemens AG.

Henri Poupart-Lafarge, chairman and chief executive officer of Alstom SA, said, "Today is a key moment in Alstom's history, confirming its position as the platform for the rail sector consolidation. Mobility is at the heart of today's world challenges. ... [T]he combination of Alstom and Siemens Mobility will bring to its customers, and ultimately to all citizens, smarter and more efficient systems to meet mobility challenges of cities and countries."

The global footprint enables the merged company to access growth markets in the Middle East and Africa, India and Central and South America. where Alstom is present, and China, the U.S. and Russia, where Siemens is present.

The companies noted that the new entity will benefit from an order backlog of almost \$72 billion and revenue of almost \$18 billion.

over time. The district's ADA paratransit service provider, First Transit, moved into the new facility with their 270 employees and began to operate service as effectively and professionally as they always have.

The 37,000-square-foot building, located on a lot of approximately 5.6 acres, provides separate areas for operations and maintenance. In addition to offices for management, the operations area includes a training room, dispatch area, reservations area, scheduling area, conference room, server and communication rooms, quiet room for drivers, lunch room, restrooms/locker room with shower

## **HART** Prepares for 'Mission MAX' Launch

#### AS PASSENGER TRANSPORT

went to press, the Hillsborough Area Regional Transportation Authority (HART), Tampa, FL, was preparing for the Oct. 8 launch of "Mission MAX," its redesign of the agency's entire bus network, intended to improve service for about 85 percent of its riders.

"Our patrons wanted a service that fits the changing regional patterns of Tampa Bay, and they wanted a transit system that gets them where they need to go with better connections and frequent service," said HART Chief Executive Officer Katharine Eagan. "Mission MAX creates a system that promotes public transit and connects more people to more places."

access and fitness room. The maintenance area consists of four maintenance bays, a storage area, parts room, mechanics room, wash bay with water/ oil separator, vehicle parking, restrooms/locker room with shower access and a fueling station.

The new facility is located near the center of the service area for efficient dispatching, with easy access to the highway and sufficient space to accommodate current and future operational needs.

FTA and Connecticut DOT contributed financial support to the \$23 million project, which came in under budget.

Mission MAX transitions HART routes away from connecting at transfer centers and toward a "grid" network with more direct, at-stop connections while providing more frequent service. The redesign incorporates route and schedule modifications based on an extensive period of research, operational considerations and public input.

"MAX" refers to the agency's modernizing the system to deliver more efficient service and higher frequencies on high-demand routes; aligning routes to provide shorter trip times and better connections; and striving for excellence by designing a network that lays a strong foundation for future expansion.

At press time, Passenger Transport was following the situation in Las Vegas following the Oct. 1 mass shooting incident. An employee of the Regional Transportation Commission of Southern Nevada reported that the agency helped evacuate concertgoers from the scene.

## **Cincinnati Metro Breaks Ground on New Center**

incinnati's Southwest Ohio Regional Transit Authority recently broke ground for a transit center in an area that provides approximately 7,100 jobs at locations including the world's second largest Kroger supermarket.

When it opens in January, the Oakley Transit Center will provide improved connections and amenities to make using public transit more convenient, such as four boarding bays, designated off-street park-and-ride spaces for commuters, enhanced transit shelters, streetscaping, wayfinding, a ticket vending machine and realtime information screens. Cincinnati Metro will serve the center with two crosstown routes, two local routes and one express route into downtown.

"As we work to reinvent Metro, this is the perfect opportunity for us to enhance the transit experience for the many customers living and working in this area and to attract even more riders," said Metro Chief Executive Officer & General Manager Dwight A. Ferrell. "The Oakley Transit Center will offer more convenient connections between five major Metro routes in addition to



Breaking ground for the future Oakley Transit Center, from left: Metro CEO & General Manager Dwight A. Ferrell, SORTA Board Chair Jason Dunn, OKI Regional Council of Governments President Mark Policinski and city of Cincinnati architect Matthew Andrews.

providing improved access to employment opportunities, medical services, shopping and entertainment in the area."

Funding for the \$1.2 million project comes from a federal Surface Transportation Program grant and local matching funds. Project partners include Ohio DOT, OKI Regional Council of Governments and the city of Cincinnati. The Transportation Planning and Urban Design Section of the city's Department of Transportation and Engineering designed the facility.

## **Blue Water Receives \$1.1M Grant**

**BLUE WATER AREA** Transit (BWAT) in Port Huron, MI, will keep operating local and express commuter bus routes to the Detroit area with the help of a \$1.1 million grant from Michigan DOT through the Job Access and Reverse Commute (JARC) program for Fiscal Year 2018, which began Oct. 1.

BWAT has received more than \$10 million in JARC funds since the program began in FY 2008. The state program requires no local contribution.

"These state funds are helping hundreds of low-income people get to their jobs," said BWAT General Manager Jim Wilson.

The agency will continue bus service along local and express commuter routes to Macomb County, as well as extended hours designed to help commuters get to and from work.

Almost 200,000 riders use the JARC services, a number that has more than tripled over the past nine years.

"The growing popularity of these services tells us we're doing something right for our community," said Linda Bruckner, Blue Water Area Transportation Commission board chair and Fort Gratiot Township trustee.

## **New CEOs Named** *Thorne, Connect Transit*

# **CONNECT TRANSIT,** Normal, IL, has named its interim general manager, Isaac Thorne, to take over the position on a permanent basis. He succeeds Andrew Johnson, who stepped down to join the Champaign-Urbana Mass Transit District.



Thorne joined the Connect Transit staff in 2007 as a dispatcher and worked his way up to chief operating officer in 2014, prior to being appointed interim general manager in March.

For APTA, he is a member of the Procurement & Materials Management, Small Operations and Workforce Development committees.

## Rosenfeld, MATA

**GARY ROSENFELD**, who had been serving as interim chief executive officer of the Memphis Area Transit Authority (MATA) since January, has been named to the position on a permanent basis.

Rosenfeld has more than 30 years of experience in public transit,

including responsibility for the nationally recognized transportation programs at Yosemite National Park. He also was employed 12 years at Laidlaw Transit Services.

Rosenfeld is a member of several APTA committees including Bus & Paratransit CEOs, Mid-Size Operations and Mobility Management.

## **Industry Provides Aid to Transit Workers Affected by Hurricanes**

he public transportation industry came together to help its own in the aftermath of the recent hurricanes that slammed Texas and Florida.

People and organizations from across the country have made generous donations to help those who have been left in need, including 10 percent of the Metropolitan Transit Authority of Harris County's (Houston METRO) workforce (approximately 390 employees) who lost everything in Harvey. For a complete list of donors, visit www.swta.org.

The Texas Transit Association (TTA) is working with Texas DOT, SWTA, APTA and the Community Transportation Association of America to coordinate needed supplies and assets for individual agencies impacted by this disaster.

The APTA Business Member Board of

Governors (BMBG) donated \$20,000 to help public transit workers who suffered losses during both hurricanes.

BMBG Chair Jeff Wharton, president of IMPulse NC LLC, said, "With the devastation associated with both hurricanes Harvey & Irma, the BMBG has stepped up to donate \$20,000 from its activity fund budget to support the needed relief efforts for our friends in Texas and Florida. We are now turning our attention to the relief efforts in Puerto Rico due to Hurricane Maria. I am proud of the board's support, knowing that these generous contributions will make a difference to those in need."

In addition to BMBG's contribution, APTA staff donated a total of \$12,400 in

HURRICANE RELIEF CONTINUED ON PAGE 55



Representatives of APTA, SWTA, TTA and Houston METRO attended a ceremony where the BMBG Vice Chair Huelon Harrison, kneeling center, presented its donation to public transit employees affected by Hurricane Harvey. METRO President & CEO Tom Lambert, is at far left in the second row.

## New Flyer of America Breaks Ground on Expansion

**WITH ALABAMA GOV.** Kay Ivey in attendance, New Flyer of America Inc. recently broke ground on a \$25 million building renovation and expansion project in Anniston, AL, that will include a state-of-the-art innovation lab dedicated to the advancement of bus and coach technology.

"New Flyer's increased presence in Alabama will bolster the economy and serve as a proving ground for U.S. advanced technology," Ivey said. "This project will benefit our people, our communities and the world around us while reinforcing the message that Alabama is open for business."

New Flyer President Wayne Joseph

said, "Repairing infrastructure through advanced technology is paramount to America's competitiveness, safety and prosperity. Through New Flyer's investment in advanced engineering and manufacturing, we have the potential to dramatically transform the future of public transportation in the U.S."

The Vehicle Innovation Center (VIC), part of a 36-acre, five-building campus, has been under construction for some months and formally opens Oct. 12. The rest of the expansion will be complete by June 2018.

Elements of the VIC include a

NEW FLYER EXPANSION CONTINUED ON PAGE 55

## MARTA to Take Over Atlanta Streetcar Operations

#### THE METROPOLITAN ATLANTA

Rapid Transit Authority (MARTA) will take over all operations and assets of the Atlanta Streetcar over the next year under legislation approved by the Atlanta City Council.

Atlanta Mayor Kasim Reed, who had promised the shift in management earlier this year, is authorized to transfer all operational, staffing, planning and maintenance functions of the streetcar from the city of Atlanta to MARTA. The mayor also promised the return of free streetcar rides in the future.

MARTA will begin administering the

streetcar system at a time when several route expansions are being planned.

As the latest addition to MARTA, the streetcar system will access the agency's planned \$2.6 billion expansion, funded by additional sales taxes approved by 70 percent of voters in 2016. The expansion, the largest in MARTA's history, will take place over 40 years, and with this new funding MARTA can pursue additional light rail transit along with increased bus and rail service.

The city managed operations of the Atlanta Streetcar since it opened Dec. 30, 2014.



## **Learning Safety Practices from Public Transit in Asia**

his spring, 23 APTA members representing public transit agencies and businesses of all sizes visited Hong Kong, Singapore and Tokyo for a 10-day study mission focusing on innovative transit safety, state of good repair and operational practices.



with the TSA, practicing scenarios,

evaluating responses and identify-

ing opportunities for training and

improvement. We commissioned

respond to critical safety challenges.

Their external objectivity honed and

refined an already solid commitment,

strengthening safety as a core value at

Staying focused on safety goes

requires the partnership of the collective

industry if we're to successfully meet the

constantly evolving challenges ahead.

work together to ensure the safety of

designed to prevent accidents, to systems that enable dispatchers and control

From basic traffic safety solutions

centers to intervene in emergency situa-

tions, to passenger-facing solutions that

keep riders informed, transit agencies

have a responsibility to the passengers

who rely on them each day. At Clever

deliver the ITS solutions that facilitate

Devices, our goal is to continue to

the reliability, safety and passenger

communications that connect public

transportation to the communities they

passengers and workers alike.

beyond each individual agency and

all levels of the agency and isolating

areas for more critical attention.

an APTA safety review of our entire

agency to drill into the details of how

Passenger Transport invited mission participants to share their thoughts and lessons learned in this one-question interview:

To public transit agency professionals: What one best practice resonated most with you, and how are you applying some of those lessons learned to your own organization?

To business members: How has what you learned on this study mission changed your view of what is needed for the transit market in the United States?

Foothill Transit: Exploring New Resources

**Doran J. Barnes** APTA Chair **Executive Director** Foothill Transit West Covina, CA



What truly resonated was

how the organizational cultures of the agencies we toured deeply wedded safety and security into every aspect of work, stretching across agency boundaries to create phenomenally secure and safe transit networks in some of the world's most populated urban centers. It inspired in us a renewed commitment to those values at the top of every transit agency's mission. For Foothill Transit, that inspiration was the catalyst for exploring previously untapped resources.

We established a stronger partnership

#### **Clever Devices: A Culture of Safety**

Francis (Buddy) Coleman Chief Customer Officer **Clever Devices** Woodbury, NY

I'm not sure that the trip

companies had to embedding safety practices into every one of their processes and into their technology. This is something we need to continue to focus on here in North America as we build connected systems that must

changed my view of what is needed; instead, it reinforced what we here at Clever Devices have been working to achieve for decades, which are

solutions that improve the passenger experience. What most interested me was how tightly our vision here at Clever Devices aligned with those of many of the companies we visited. At the end of the day, it's all about creating a culture of safety, security and reliability that combine to ensure that the passengers have a sense of trust in their preferred transportation provider.

I was most impressed with the manner in which safety was built into the corporate culture and the dedication the

#### Learn More in Atlanta

Study mission participants will speak about their experiences and the lessons they learned at an educational session Monday afternoon, Oct. 9, at the APTA Annual Meeting.

serve.

**SJRTD: A More Caring Culture** 

#### Donna DeMartino

Chief Executive Officer San Joaquin Regional Transit District Stockton, CA



great lessons learned, it is hard to pick just one, but here is a best practice that captured my attention on the first day of our study mission.

While sharing dinner with our Hong Kong hosts, a wise senior manager told me, "We are proud to host you and happy to share our practices, but I need to let you know, you can copy our safety plans, you can copy our asset management plans, but you will not be able to copy the hearts of our people."

#### Wathen Group: Taking the Long View

**Deborah Wathen Finn** President The Wathen Group Morristown, NJ

With so many of our public transportation agencies struggling with challenges of delivering service today given serious deferred maintenance, particularly at the older legacy systems, the organizations in Asia offer a different model.

The Asian organizations at Hong Kong's MTR, Singapore's SMRT and Tokyo's East Japan Railway take a longer view of the assets to include life cycle costs and effective service delivery as they plan new programs/operating lines and/or facilities to ensure a State of Good Repair (SOGR) over a 40-to-50-year period. As they plan for a new project, they use a multidisciplinary approach to integrate the delivery and operations of the facility and create a financing plan that addresses capital,

#### LA Metro: Continuous Improvement

James T. Gallagher Chief Operating Officer Los Angeles Metro

Participating in APTA's study mission to Asia in April 2017 proved to be a great learning

opportunity that focused on some of the top public transportation organizations in the world. The key learnings from the Asia Study Mission reinforced the importance of needing to focus the organizational mindset to be consistent with "continuous improvement."

We saw clear proof that an organization can have strong performance metrics for on-time service, reliability and cleanliness and an active safety culture, all at the same time. For me, in these world-class transit organizations, this is all about communications, employee engagement, clarity of responsibility,



Throughout our time in Asia, we saw over and over again how our host transit agencies consistently and conspicuously expressed a "we care" message to their employees and to their

customers. It was not what I expected, but it was clearly effective. The transit employees' respect and attitude towards safety, customer service and each other were amazing.

Because of their example, we have already kicked off a "we care" campaign at San Joaquin RTD. Perhaps we cannot "copy" the hearts or the culture of our Asian hosts, but I am determined to create a more caring culture for our employees, our customers and our community.

SOGR and O&M [operations and maintenance] needs to ensure the quality of the asset for its life cycle. At MTR during the development

period, they hold weekly "war rooms" to review the plans and resolve key issues with the team responsible, often chaired by a leader from the operating group to ensure the project will be effectively delivered as day-to-day services.

In contrast, in the U.S. we use a more sequential process where the engineering and construction groups take the lead, and in a number of agencies in our country are separate groups or organizations charged with the construction of such facilities/assets with minimal operating feedback and/or involvement. While those groups can often fast-track the construction, they may leave challenges in day-to-day operations and not effectively ensure that the assets are protected over the life cycle of the facility.

accountability, and development and training.

As a result, we have created a Safety Culture Initiative at LA Metro. Our effort includes the creation of multi-

disciplinary, multi-layered teams who will define and accomplish their own work programs under the guidance of an executive steering committee. The teams plan their own work and initiate technical and procedural improvements across multiple disciplines.

We are tying in a strong internal communications campaign that will educate, engage and communicate our determination to improve safety culture across multiple staff levels and departments, so we can deliver a world-class transportation system and build a safer working environment for our customers, partners and employees

**ONE QUESTION** CONTINUED ON PAGE 22



# PROFILE

#### **EXPO Advisory Committee**

Chair: Joseph R. Gibson, vice president national sales, New Flyer of America Inc. APTA Staff Advisor: Lenay Gore, senior director-meetings and trade shows 48 Members | Find details at www.apta.com under "About APTA"

#### What is the committee's role for APTA and the industry as a whole?

The role of the EXPO Advisory Committee is to work closely with APTA staff, to represent our fellow business members on the Advisory Committee, to coordinate efforts and make sure we are focused on the goals for the EXPO. We monitor a number of key metrics that include exhibitors, square footage sold, DBE participation and sponsorship opportunities established for the EXPO and offer advice or suggestions to improve the EXPO experience and participation.

#### What are the committee's top priorities for the year?

Our top priority is to make sure we're meeting or exceeding our goals. On the last day of the EXPO, the Advisory Committee will meet to debrief and begin planning for the next EXPO in 2020 in Anaheim. Specifically, we want to make sure we met our objectives from the sales and marketing side,

particularly among DBEs



We request feedback from suppliers and vendors on the committee, listen to their suggestions and ideas, and learn about what worked and what didn't in the past. We can then make recommendations to the staff who will be responsible for coordinating the next EXPO to ensure we are improving the experience for both exhibitors and attendees.

One committee objective is giving back to the communities that host EXPO. That began with the 2011 EXPO in New Orleans, when we helped local volunteers rebuild

houses damaged in Hurricane Katrina. For this EXPO, we knew we wanted to do some form of outreach to Atlanta. The host team at MARTA provided several suggestions, and we selected a collection of interview-suitable clothing. Women's clothes go to Dress for Success and men's clothes to Goodwill.

#### How does the committee engage members in those priorities?

The EXPO Advisory Committee meets regularly throughout the year and more frequently as we get closer to the event. The committee provides regular reports on our activities and progress through the Business Member Board of Governors at each of the meetings including the BMBG Annual Meeting. The committee also includes representatives of the EXPO host agency. We

encourage the current host as well as the next EXPO hosts to attend our debriefing.

#### APTA's committees play an important role in fulfilling the association's commitment to developing industry leaders, especially young professionals. Please share how your committee encourages young professionals to participate in its work.

We reach out to our member companies and young business member marketing professionals to invite them to consider attending a committee meeting and observe our activity for consideration of potentially becoming more involved in the EXPO Advisory Committee.

#### Please share how an individual's service on this committee can add value to his or her career.

Because EXPO occurs only once every three years, it's a tremendous opportunity for a company's representative to follow the planning process, to see the efforts that make EXPO successful to meet or exceed the goals established for our event. This provides an opportunity to be involved and become familiar with how EXPO is planned and organized while creating opportunities for increased networking.

#### Please describe the committee's work to advance the goals in APTA's strategic plan: safety and security, resource advocacy, workforce development, demographic shifts and technological innovation.

Safety and security: The committee makes an advance site visit where hotel staff can report on necessary safety or security measures. The main example is maintaining the traffic flow among venues and dealing with possible obstacles or challenges.

Resource advocacy: Each committee member can contribute to the process of

determining the EXPÓ theme and finding ways to connect with audiences. Workforce development: Bringing younger and more diverse members into our group is critical. These new people help bring a different view to the committee and can discuss challenges we may not have noticed or experienced.

Demographic shifts: The public transit industry has changed since I first became involved in APTA. We need to encourage the participation of younger professionals.

Technological innovation: Speaking from my perspective at New Flyer, we have the opportunities at EXPO to display the latest in product technology and what new developments we're working on for the future.

#### **APTA Releases Two Reports**

#### **APTA RECENTLY RELEASED**

reports about the role of public transit on rural and small towns and the return on investment (ROI) of high-speed and intercity passenger rail projects.

#### **Public Transit Growth in**

**Rural Communities** Public transit ridership in small towns and rural areas increased nearly 8 percent from 2007-2015, according to Public Transit's Impact on Rural and Small Towns, a recent study conducted by APTA. This compares to populations in these areas that

declined by more than 500,000 or about 1 percent.

The study demonstrates that public transit's affordability and the demo graphic makeup of these areas make the

service desirable for rural and small-town populations, with older riders, veterans and persons with disabilities among the highest user groups.

"We know the impact of public transportation in urban areas; however, people may not realize it is a lifeline service for many in rural and

small communities," said APTA Acting President & CEO Richard White. "As the administration and Congress begin to discuss the prospects for creating a new infrastructure initiative, it is crucial to include investments in public transportation because of its importance among seniors, veterans and those with disabilities in these communities. A commitment from Congress to fully fund public transportation through the FAST Act will also be essential in serving their needs."

Scott Bogren, executive director, Community Transportation Association of America, said, "Public transit is an important factor supporting these rural and small-town economies by connecting people with local businesses, healthcare and job opportunities.'

The report emphasizes that persons with disabilities who live in these communities rely heavily on public transportation, taking about 50 percent more trips than those without disabilities. Also, 2.9 million veterans live in rural areas and small towns, and the study noted that they can use public transit to access much-needed services. All this has taken place as the country's rural population has declined by over half a



million people.

overall costs of vehicle operation can total \$3,000 annually, or \$20 per trip. A five-mile rural public transit trip costs around \$7

In addition to assisting older and vet-

eran populations, public transit has the

obvious benefit of connecting residents

with employment while reducing vehicle expenditures relating to fuel and

that rural and small-town

maintenance. The report shows

households spend about seven

percentage points more of their

budgets on transportation than

urban households do, and the

compared to a \$10-15 cab fare. The report also notes how public transit can help to reduce traffic fatalities, 49 percent of which occur in rural communities.

#### **Determining ROI on** High-Speed, Intercity **Rail Projects**

Another new report commissioned by APTA, Framework for Assessing the Return on Investment from High-Speed and Intercity Rail Projects, speaks to the need for a consistent

methodology for evaluating passengerrail corridor studies. To meet increasing passenger demand and rising expectations for a quality rail travel experience, current efforts are afoot to develop new high-speed and intercity passenger rail (HS&IPR) services throughout the country.

The report identifies inconsistencies in how investment benefits are measured from one project to another. Earlier studies examined the public benefits of HS&IPR projects from different angles such as benefit-cost ratio, economic impact and social impact of the project, but there is a lack of consensus regarding which benefits and cost elements to consider. Often, certain key factors are overlooked.

The purpose of the report is to assist project sponsors by providing a more thorough framework to examine the effects of HS&IPR projects regarding return on investment (ROI). It reflects local community effects, regional connectivity and global competitiveness efforts and meeting longer-term environmental, economic and mobility goals for future generations.

Both reports are available at www. apta.com.

### **MARTA Partners with State Farm** For Improved Employee Access

#### THE METROPOLITAN ATLANTA

Rapid Transit Authority (MARTA) recently joined State Farm Insurance to open a bridge at the Dunwoody MARTA Station that provides direct access for employees at the State Farm Park Center Building.

The partnership between MARTA and State Farm is reflective of true transit-oriented development that increases connectivity and enhances accessibility for our Dunwoody Station patrons," said MARTA General Manager/Chief Executive Officer Keith Parker. "This ceremony marks a win-win for both State Farm's employees as well as MARTA riders. We

hope that this successful partnership continues to spur future TODs around the region."

State Farm Operations Vice President Michael Holmes said. "We have intentionally chosen locations, types of developments and the buildings we will occupy so that we will attract top talent to serve our customers. Park Center is transit-oriented, providing connectivity to a number of options, including public transportation, to help facilitate and ease movement around the area. The opening of the Dunwoody MARTA-Park Center Bridge is an exciting part of our progress."



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## **MARTA Welcomes APTA to Atlanta!**

BY KEITH T. PARKER General Manager/Chief Executive

Officer

Metropolitan Atlanta Rapid Transit Authority

he Metropolitan Atlanta Rapid Transit Authority (MARTA) welcomes you to our city as we prepare for an exciting 2017 APTA Annual Meeting & EXPO.

Atlanta, home to the world's busiest airport, provides the perfect backdrop for public transit enthusiasts to have a front row seat in one of the country's

leading cities for innovation, technology, culture and civic engagement. From our booming

film/television industry

to our historical roots, Atlanta remains a leading destination for people of all ages to live, work and thrive. Over the next three years alone, Atlanta will be the destination for the 2018 College Football National Championship, Super Bowl LIV and the 2020 Final Four, with MARTA serving as the major transportation solution for hundreds of thousands of visitors and sports fans visiting our new state-of-the-art Mercedes-Benz Stadium.

In the 21 years since we hosted the Olympics, Atlanta has grown to become one of the leading cities in the world. And transit is more critical than ever, as we all learned earlier this year after the collapse of a major downtown thoroughfare that made news around the world.

The I-85 bridge collapse gave MARTA and all our regional transit

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the need for expanded commuter options and increased public transit investment.

partners an opportunity

which has since spurred a

regional dialogue around

to rise to the occasion,

Now, more than ever, transit solutions have become a major focus of our elected and appointed leadership across the state of Georgia. MARTA remains committed to working with our local



Keith Parker

leaders, as well as our distinguished industry peers and business innovators. as we identify those regional transportation solutions in our flourishing city.

In November 2016, the city of Atlanta led the way when voters overwhelmingly supported an additional half-cent tax referendum, making way for upgrades and enhancements to our current transit system and giving residents "More MARTA" in the process. We are excited about the possibility of expanded rail and bus operations as well as upgrades to our technology and system-wide improvements in our service delivery.

Now is a truly thrilling time in public transit as we continue to redefine the customer experience and provide expanded offerings to both our occasional and frequent MARTA patrons. From our Fresh MARTA Markets to our new mobile ticketing application, we are working diligently to address the needs and wants of our diversified riders while advancing our goal to become more than the average transit station.

Every year I look forward to the APTA Annual Meeting (and, every three years, to EXPO) as we exchange ideas and share best practices throughout our industry. I hope your stay in Atlanta is enjoyable and memorable in every way.

In addition to the exciting EXPO planned, I implore you to take full advantage of the sights, sounds, tastes, southern charm and hospitality that our city has to offer. And, of course, when you are here, there is no better way to get around than MARTA!

Have a great time in the ATL!

## **TOD: A Key Component in MARTA's Strategic Vision**

NEXT YEAR will mark 25 years since San Francisco architect Peter Calthorpe proposed the concept of transit-oriented development (TOD) in his book The New American Metropolis in 1993. Calthorpe's idea of using public transit systems to spur the creation of mixed-use living communities in cities-where residents live, work and play with less dependence on cars and more use of public transit-has become a major driver of real estate development in urban areas around the world.

While public transit systems around the globe are actively embracing and encouraging TOD, the Metropolitan Atlanta Rapid Transit Authority (MARTA) is one of the few systems that made the concept a key part of its strategic vision.

"One of the first things I realized, when I became head of MARTA five years ago, was that we had tremendous potential to help lead the effort to create transit-oriented development projects near our rail stations," said MARTA General Manager and Chief Executive Officer Keith T. Parker.

"We made TOD a key pillar of our strategy and, today, it is not only helping to spur new construction projects

across the region. it has become a significant component of our operations and is redefining the authority from a transit system to a major catalyst for economic development," said Parker, whose leadership helped to take the nation's ninth largest public transit system from a

growing annual deficit to a surplus of more than a quarter of a billion dollars during his tenure.

Parker and MARTA's TOD strategy was right on time, according to Sam Shenbaga, community development manager at the Atlanta Regional Commission, metropolitan Atlanta's long range planning agency.

'The Atlanta region's population is expected to grow by 2.5 million by 2040," said Shenbaga. "It makes sense to encourage development around places like MARTA stations, which offer

"It makes sense to encourage development around places like **MARTA stations, which** offer easy access to major job centers." Sam Shenbaga, **Atlanta Regional** Commission

easy access to major job centers. They're also more cost-effective for local governments and the development community because major infrastructure such as roads and sewers are already in place.

Parker's arrival to the authority ushered in a renewed strate-

gic focus on TOD projects. MARTA's reinvigorated TOD strategy yielded quick results with the Edgewood/ Candler Park Station ground breaking in August 2016, said Amanda Rhein, MARTA's senior director for TOD and real estate. The \$40 million project, called "Spoke," will include 224 apartments, a performing arts center, retail, restaurants and a park.

"Spoke is just the beginning of what we hope will be one of the most successful TOD initiatives in the country in a few years," said Rhein.

Other MARTA TOD projects underwav include:

- Avondale Station: The groundbreaking ceremony for the Avondale TOD was held in November 2016 and completion is expected in fall 2018. The project is slated to include approximately 377 apartments, 92 affordable senior independent living units (representing 22 percent of the units), 34 condominiums, 41,500 square feet of commercial space and 25,000 square feet of institutional space.
- **Chamblee Station:** MARTA broke ground May 10 for this project, which will include two buildings with a total of approximately 70,000 square feet of office space, 10,000 square feet of retail space and 4,300 square feet of greenspace. Pattillo Industrial Real Estate will anchor the project with its new corporate headquarters. Construction is underway with completion expected in spring 2018.
- King Memorial Station: MARTA plans to break ground before the end of the year on the King Memorial project, which will be the first multi-family project in Atlanta to use modular construction, a process in which a building is constructed in a factory off-site using the same materials and designing to the same codes and standards as conventionally built facilities. The project includes approximately 400 units, 25 percent of them designated as affordable units, and approximately 10,000 square feet of retail space.

"We are in the planning process or in active discussions with a host of developers across the metro Atlanta area," said Rhein. "Our goal is to have multiple projects underway throughout our system by the end of 2020."

An artist's rendering of the "Spoke" development at MARTA's Edgewood/Candler Park Station.



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## JTA Seeks to Become Mobility Manager In the New Transportation Ecosystem

BY NATHANIEL P. FORD SR. Chief Executive Officer Jacksonville Transportation Authority Jacksonville, FL Vice Chair, APTA

The transportation industry is facing significant disruption with the growth in shared mobility and emergence of autonomous vehicle technology (AV). At the same time, transit ridership is being impacted industry-wide by low gas prices and improv-

ing economic conditions. Competition from shared mobility options is sometimes cited as an added factor impacting ridership.

The truth is that public transit should be the backbone for shared mobility. This is why the Jacksonville Transportation Authority (JTA) and many others in the industry are exploring new strategies to ensure that autonomous vehicle technology and mobility



options like ridesharing, ride sourcing, carsharing, bikesharing and microtransit (transit-like service on a smaller, flexible scale) are well-integrated to support

transit instead of marginalizing transit into the option of last resort.

FTA's Mobility on Demand Sandbox promises a treasure trove of lessons learned through P3s aimed at tackling traditionally high-cost and low-productivity services that are nonetheless essential to an effective public transit system.

These include last-mile connections and low-density feeder, late night and paratransit services.

JTA is exploring approaches to respond to the changing mobility marketplace and introduce alternative delivery methods to attract riders and control costs. The authority is experimenting with taxis and sponsored services, while longer-range strategies consider autonomous vehicles and microtransit. JTA recently replaced a community shuttle with a taxi pilot in an area that had very low ridership. The authority also recently partnered with an ondemand service called Beachside Buggies to replace a seasonal, underused trolley in the beach communities. The service operates all year and is better suited to the types of trips made at the beach. Both these efforts are reducing costs and providing more customer responsive services.

An AV test track under development will support plans to retrofit JTA's existing Automated Skyway Express with next generation AV shuttles. As part of an AV and Shared Use Plan, the use of low-speed shuttles is being considered for feeder service to First Coast Flyer BRT as well as various niche markets. Further "Mobility Hubs" are envisioned in high-frequency corridors as potential connections with modes like carsharing and bikesharing.

JTA is also analyzing the policy and planning implications of shared mobil-

ity and AV technology to develop an autonomous vehicle and shared mobility plan. A scenario planning workshop was held with Florida DOT, FTA Region IV, North Florida Transportation Planning Organization, the Regional Transportation Commission and Chamber of Commerce. The workshop helped to inform JTA's AV and Shared Use Plan and confirmed the need for a proactive approach to integrating transit, shared mobility and autonomous vehicle technology.

Traditional thinking will not suffice in the years to come as the merging of AV and shared mobility promise exponential disruption. P3s and alternative service delivery concepts can help grow transit and improve effectiveness by focusing resources on corridors that can support high capacity transit. In the end, the objective is an integration of services with transit agencies leading the way as mobility managers.

## Leadership APTA Celebrates 20 Years, Honoring Class of 2017 and Welcoming Class of 2018

**APTA CELEBRATES** the contributions, achievements and legacy of the Leadership APTA Class of 2017, the program's 20<sup>th</sup> class, and welcomes the incoming Leadership APTA Class of 2018 at an event Tuesday afternoon, Oct. 10.

More than 500 industry leaders from around the world will have graduated from APTA's flagship program for senior and executive leadership development as of the 2017 Annual Meeting & EXPO. Leadership APTA Committee Chair Susannah Kerr Adler, a member of the APTA Board of Directors and transit and rail-senior vice president, CH2M, will preside at the program.

#### **APTF Scholarships**

Two years ago, Leadership APTA graduating classes began a tradition of making a class contribution to the American Public Transportation Foundation (APTF). The Class of 2017 raised more than \$21,000 and established three onetime named scholarships, which will be presented during the 2017 APTA Annual Meeting. (See related story on page 12.)

#### **Graduation Program**

Leadership APTA Class of 2017 class members will present highlights from their executive leadership projects during the graduation program. Project team members will share key insights and recommendations based on their cross-industry research and analysis, interviews and conversations with top executives from North America and other parts of the globe.

Project topics, identified and selected by class members, include Transit Ridership: Debunking the Myths; Driving Transit Forward with Innovation Today



Members of the graduating Leadership APTA Class of 2017 include, from left: seated, Sharmila Mukherjee (WSP USA), Patrick Watz (HNTB Corporation), Kendra Taylor (AECOM), Jeff Hiott (APTA), Lolo Robison (withdrew from program), Leonardo Pica (San Francisco Bay Area Rapid Transit District), Yolanda Favors (SNC Lavalin & Transit); second row, APTA 2016-2017 Chair Doran Barnes, Janice Li (CH2M), Heather Ferguson (Chicago Transit Authority), Gina Callahan (Regional Transportation District), Teresa Muti (Greater Cleveland Regional Transit Authority), Stephanie Laubenstein (New Flyer), Erika Mazza (Northern Arizona Intergovernmental Public Transportation Authority), Kelley Collier (Roaring Fork Transportation Authority), Christine Kuennen (Metropolitan Council), Lucas Olson (HDR), Leadership APTA Chair Susannah Kerr Adler; back row, APTA Acting President & CEO Richard White, Gaylord Salisbury (Kansas City Area Transportation Authority), Rukiya Thomas (Metropolitan Atlanta Rapid Transit Authority), Angel Pena (Washington Metropolitan Area Transit Authority), Kimberly Fragola (Centre Area Transportation Authority), Dwain Crawley (AC Transit), Melisa Wang (Los Angeles County Metropolitan Transportation Authority), Chris Tucker (Tri-County Metropolitan Transportation District of Oregon), Joe Coker (Dallas Area Rapid Transit), Holly Arnold (Maryland Transit Administration), Francis Julien (Keolis Transit America).

and Tomorrow; In Transit We Trust: Leadership and Organizational Credibility; Workforce Transformation; and Transit Funding and Financing Strategies to Enhance Economic Vitality.

Full versions of the teams' presentations and their related papers are posted on the Leadership APTA web page, www. apta.com/leadapta.

This year's program will feature a presentation especially appropriate for our host city, Atlanta, delivered by Class of 2017 graduate Yolanda Favors, SNC Lavalin Rail & Transit.

APTA Acting President & CEO Richard White, APTA Chair Doran J. Barnes, APTA Vice Chair Nathaniel P. Ford Sr. and Leadership APTA Chair Susannah Kerr Adler will address the graduates and present class members with certificates of completion and class lapel pins.

#### **Reception Information**

The Leadership APTA Reception—open

to program participants, alumni, supporters and all Annual Meeting attendees—will be held Oct. 10, 5:30-6:30 p.m. in Room B404, Georgia World Congress Center Level Four. Reception sponsors currently include WSP USA and Kimley-Horn & Associates.

### Leadership APTA Capstone Session

Members of the Leadership APTA Class of 2017 rounded out their year-long program with an action-packed six-day July Capstone session in Vancouver, British Columbia.

The session opened with the five project teams delivering their executive presentations to members of the Leadership APTA Committee, class peers and guests including program alumni, executive representatives from host system TransLink and other APTA member organizations in the greater Vancouver area and Washington State.

Class members engaged in a roundtable session with the executive leadership team from TransLink covering the range of initiatives and challenges in leading the highly complex organization and providing a broad range of services to highly diverse communities and jurisdictions in a high-growth area. TransLink also provided TOD and technical tours around the region.

Grace Crunican, general manager, San Francisco Bay Area Rapid Transit District (BART), addressed class members on the daily challenges and decision making in executive leadership. She also led conversations around career advancement, taking risks and the needs

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## **APTF to Present 28 Scholarships**

he American Public Transportation Foundation (APTF) will present 28 scholarships totaling \$145,000—the largest amount since the foundation's 1988 inception-at a ceremony Tuesday, Oct. 10, during the APTA Annual Meeting & EXPO in Atlanta.

The list of the 2017 scholarship recipients follows:



Daehee Kim will receive the Jack R. Gilstrap Scholarship, presented to the applicant with the highest scored application as rated by the APTF

board. He is pursuing his master's degree with a concentration in transportation planning at Rutgers University and is sponsored by the National Transit Institute (NTI) at Rutgers.



Derek Owen will receive the Parsons Brinckerhoff-Jim Lammie Scholarship, awarded to an engineering student pursuing a career in public transportation. Owen is pursuing a bachelor's

degree in civil engineering from Michigan Tech and is sponsored by the Michigan Tech Transportation Institute.



Joel Mandella will receive the Louis T. Klauder Scholarship, awarded to an electrical or mechanical engineering student pursuing a career in the

rail transit industry. Mandella is working toward a master's degree in city planning at the University of California-Berkeley and is sponsored by the San Francisco Bay Area Rapid Transit District.



Devin Roy will receive the Dan M. Reichard Jr. Scholarship, awarded to a student of business administration or management in trans-

portation. Roy is pursuing his master of business administration in finance at the University of Houston-Downtown and is sponsored by Olivier Inc.



Bridgette Bauer will receive the Dr. George M. Smerk Scholarship, awarded to an applicant dedicated to a career in

public transit management. She is pursuing her bachelor of science degree in linguistics and mathematics at the University of Massachusetts at Amherst and is sponsored by the University of Massachusetts Transit Service.



Carly Macias will receive the Richard I. Bouchard-AECOM Scholarship, awarded to an applicant dedicated to a career in public transportation

planning and development. She is pursuing a master's degree in regional planning at the University of Denver and is sponsored by the Regional Transportation District, also in Denver.



by a Florida public transit system. She is pursuing her master's degree in civil engineering at the University of Central Florida and is sponsored by LYNX in Orlando.



Jacqueline Sheader will receive the Reba Malone Scholarship, awarded to an applicant dedicated to a career in transit or transportation market-

ing/communications. She is pursuing her doctorate in business administration from the University of Phoenix and is sponsored by the Centre Area Transportation Authority, State College, PA.



William Paul Hogge will receive the Raymond C. Miller Scholarship. awarded to an applicant dedicated to a career in transit marketing. He is

pursuing his master's degree in public administration from Harvard University and is sponsored by the San Francisco Municipal Transportation Agency (SFMTA).



Thalya Reyes will receive the Shirley A. DeLibero Scholarship, awarded to an African-American applicant dedicated to a career in public trans-

portation. She is pursuing dual master's degrees in city and regional planning and public policy at Rutgers and is sponsored by NTI.



Alexander Gaio will receive the William Millar Scholarship, awarded to a young student committed to entering the



public transit industry. He is pursuing a bachelor's degree in urban planning at Ryerson University and is sponsored by Calgary Transit.



Erin Shumate will receive the Jerome C. Premo Scholarship, awarded to a college/university junior, senior or graduate student. She is pursuing her master's degree

in business administration at George Mason University and is sponsored by the Eno Center for Transportation.



Victoria Levy will receive the BMBG/Janie Wulkan Memorial Scholarship, awarded to a female applicant committed to a career in public transportation. She is

pursuing her master's degree in urban and regional planning at Portland State University and is sponsored by CH2M.

Lindsay Ann Cullen will receive the Fran Hooper Scholarship, awarded to a female applicant studying rail engineering with the intent to pursue



SCHOLARSHIPS CONTINUED ON PAGE 16

## **Common Courtesy: Customer Service in Public Transit**

#### BY LONDON LEE

Editor's Note: Following is the text of the winning essay in APTF's Donald C. Hyde Memorial Essav Contest on the theme "In what segment of the public transportation industry will you make a career and why?" Lee is pursuing a bachelor's degree in public administration at the University of La Verne and is sponsored by Foothill Transit, West Covina, CA. (See his photo and bio on page 16.)

IS CUSTOMER SERVICE a lost art? Or is it something that is brushed aside most of the time? These are questions I ask myself when reviewing customer comments.

There are many functions of public transit that span multiple disciplines such as planning, finance, marketing and operations. Inside those functions are much smaller parts that are also very important to the organization. But at the root is a segment of training and development that helps both operators and customer service reps respond to the needs of the customers. The area of transit that interests me is customer service, along with training and development, because it is the cornerstone of this industry.

I believe that good customer service is crucial because it demonstrates that the organization cares about its clients. I currently work as a quality insurance inspector at Foothill Transit, and before that I was customer service supervisor at Access Services.

On a daily basis I spend my time finding new ways to monitor the performance of our contractors. The most frequent comments we receive derive from complaints regarding schedule

> I believe that **good** customer service is crucial because it demonstrates that the organization cares about its **clients**.

adherence and a lack of courtesy. While reviewing complaints over the years, I have seen a decrease in actions toward common courtesy, and placing the customer first has fallen through the cracks.

I remember taking local fixed-route transit to and from school as a child. The Blue Route was the morning line and the Green Route was the afternoon line. Ron was the driver for both routes on most days and if it wasn't his bus, passengers would often wait for him to arrive instead. Ron created a loyal customer base because he was informative, polite and actually tried to make the customers pleased with the service.

One incident I remember distinctly. The bus was more than 30 minutes late to the first stop. People at the stop were furious, including me. When the bus finally arrived at our stop, the doors opened and people began to yell at Ron because he was late. Ron staved calm and did not get upset. Instead, he informed us why he was late and assured us he would get everyone to their destination safely and in a timely fashion

The way he relayed the information to us is what stood out to me the most

from this incident. Ron said everything to win us over in this moment so we. as the passengers, felt he cared just as much as we did about being late. From this situation. I learned it's not when you say it, it's how you say it.

I have worked in the public transit customer service field for more than a decade at various levels of responsibility, including the initial and continuous customer service training of dispatchers and customer service representatives. I believe that if we are able to give operators the proper tools in training, we would then be able to reduce comments arising from a perceived lack of courtesy.

The tools that I'm speaking about cannot be found in a pamphlet or from watching a video. The process of developing people is interactive, where training the operators mirrors real-life situations they may encounter with upset customers. Going back to my opening question, I do not believe customer service is a lost art. I believe it is something that can be trained and reignited with the right tools to help build a loyal base of customers who depend on transit in their daily lives.





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AMF-Bruns of America Hudson, OH Rick Iacoboni, Marketing Manager 877-506-3770

Anchorage Metropolitan Area Transportation Solutions Anchorage, AK

Craig Lyon, Senior Planner 907-343-7996

Anne Arundel County Annapolis, MD Ramond A. Robinson, Transit Officer 410-222-3294

ART Engineering Inc. Carp, Ontario, CANADA Alaina Polkki, Executive Assistant-Grade Separation Systems 613-836-0632

Astronics Test Systems Orlando, FL Charles Kohfeldt, Senior Director, Mass Transit and Integrated Test Systems 407-381-6062

Axon Vibe New York, NY Thomas Annicq, CEO USA 646-736-7757

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Communication Workers of America Dayton, OH Ellen Vera, National

Ellen Vera, National Manufacturing Organizing Coordinator 937-298-9984 Connixt Inc. Cerritos, CA G. Satish, CEO 714-729-3958

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**Zhengzhou Newbase Auto Electronics Co. Ltd. Zhengzhou, CHINA** Michelle Li, Overseas Department Supervisor 86-371-67999595

#### SCHOLARSHIPS CONTINUED FROM PAGE 12

a career in public transportation. She is pursuing a bachelor's degree in civil engineering at the University of Rhode Island and is sponsored by VHB.



Christina Blanco and Jessica Thompson will each receive the Americans with Disabilities Act 25<sup>th</sup> Anniversary Scholarship, awarded to one or more undergraduate or graduate students



portation. Both are pursuing bachelor's degrees in public administration at the University of La Verne and are sponsored by Access Services.



Maureen Sullivan will receive the Valarie J. McCall Scholarship, awarded to an applicant pursuing studies in urban transportation



Carolyn Butler will receive 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. She is pursuing her master's degree in business administration at Utah Valley University and is sponsored by the Utah Transit Authority (UTA), Salt Lake City.











program. He is pursuing a bachelor's degree in public administration at the University of La Verne and is sponsored by Foothill Transit, West Covina, CA. (The text of his essay appears on page 12.)



the inaugural James "Jim" Cowen Scholarship, awarded to an applicant pursuing studies in transit planning or development. She is

Abigail Lowe will receive

Tariq Saeed, pursuing his

doctorate in civil engi-

neering at Purdue Uni-

Colorado DOT.

Foothill Transit.

versity and sponsored by

Tanya Pina, pursuing her

master's degree in leadership and management

at the University of La

Verne and sponsored by

pursuing a master's degree in city and regional planning from Temple University and is sponsored by TRA.

#### **APTF Board Scholarships**

The APTF board also unanimously approved scholarships for the following recipients:



#### **Single-Year Scholarships**

The APTF board awarded six singleyear scholarships, which are unique for the foundation because they are non-endowed scholarships created and awarded in the same year.



Sky Eurich will receive the Mineta Transportation Institute/American Public Transportation Foundation Joint Scholarship, awarded to a current San Jose State

University (SJSU) undergrad or graduate student. To be considered for this joint scholarship, applicants are nominated by SJSU's Mineta Transportation Institute administration. Eurich is pursuing his master's degree in human factors and ergonomics.

Anup Tapase will receive the Cubic Transportation Systems Inc. Scholarship. He is pursuing his master's degree in city and regional planning at the University of California-Berkeley and is sponsored by SFMTA.



John Barney will receive the Dora M. Boswell and John K. Reimer Scholarship, awarded to individuals already working in the public transit industry seeking to

advance their career by furthering their education. He is pursuing his master's degree in public service at Utah Valley University and is sponsored by UTA.

The Leadership APTA Class of 2017 raised more than \$21,000 to award three single-year scholarships to these recipients:

Margi Price, who will receive the Leadership APTA-Joseph Niegoski Scholarship, is pursuing her master's degree in applied technology at



Wilmington University and is sponsored by the Delaware Transit Corporation.

#### Shalonda Roundtree, who

will receive the Leadership APTA Class of 2017 Scholarship, is pursuing her master's degree in professional communication and leadership at



Armstrong State University and is sponsored by Chatham Area Transit Authority, Savannah, GA.

Luke Lester, who will receive the Leadership APTA Committee Scholarship, pursuing a master's degree in business administration at the University of Iowa and is sponsored

by the Des Moines Area Regional Transit Authority.

#### ATLANTA ... DID YOU KNOW? Odds and Ends

- Atlanta was originally named Terminus and Marthasville, the latter for Gov. Wilson Lumpkin's daughter.
- The city got its current name from railroad engineer J. Edgar Thompson. It's thought to be a shortened version of "Atlantica-Pacifica."
- Atlanta is the fifth capital city in Georgia's history, following Savannah, Augusta, Louisville and Milledgeville.
- The Atlanta metro area is home to one of the largest Hindu temples outside India.
- It was once illegal in Atlanta to put an ice cream cone in your back pocket. The city also outlawed tying a giraffe to a telephone pole.
- The city has more than 55 streets with "Peachtree" in their name—and it's possible none of them were named for an actual peach tree. Historians suggest they're named after the Native American village of "Standing Pitch Tree." The pronunciation corrupted over the years.
- The fastest baseball game in history happened in Atlanta, when the Mobile Sea Gulls beat the Atlanta Crackers 2-1 in just 32 minutes.
- Atlanta also played host to the greatest rout in football history—a 1916 contest in which Georgia Tech blew out tiny Cumberland College 222-0.

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EXPO 2017 ANNUAL MEETING & EXPO

## **To Transitvue, Problems Are Guidelines, Not Stop Signs**

ometimes customers' issues with their current equipment can lead to the development of innovative solutions that expand technological capabilities, improve passenger experience and save money.

One example is how Transitvue Communication Systems, a leading manufacturer of integrated communication and security systems for the public transportation industry, found an opportunity to develop new, full-color digital message boards and customer information software

When the company introduced its first Transitvue Passenger Information System (TPIS) eight years ago, it was a state-of-the-art solution. However, as technology has evolved, TPIS needed to change as well.

Los Angeles Metro, a long-term TPIS client, began to feel the adverse effect of California's weather on its LCD pas-



An example of Transitvue's full-color LED display.

senger information displays. Despite air-conditioned enclosures, the monitors still had a life expectancy of only five years due to constant exposure to ultraviolet rays and hot temperatures.

Transitvue therefore improved the system by providing LA Metro with LED message boards with full color capabilities and high-definition resolution to broadcast all types of messages, including graphics, video and audio. The new LED panels produce minimal heat compared with LCD, extending the service life of these full-color LED displays to at least 10 years. Metro will install the new message boards on its Blue Line light rail in the near future.

"The passenger's convenience and safety are a number one priority at Metro," said Barry Aboultin, transit security technical grants program manager for LA Metro. "By providing full-color LED message boards as part of

our Passenger Information System, we at Metro want to enhance the customers' everyday commute. Not only does the full motion video and messages catch our patrons' attention, but it also ensures their safety.

Headquartered in Chino, CA, Transitvue serves public transit agencies and communities with convenient access to information and safety for their daily commutes.

## **Trapeze: What Transit Can Learn from Symphonies**

#### **OVER THE PAST FEW MONTHS,**

it has become evident that many of the primary issues surrounding public transit revolve around aging infrastructure, decreasing ridership and paratransit cost escalation. It is no longer a question of if and when these items will affect your agency; the issue is about how you are dealing with these items now and how you are going to deal with them in the future.

To help you focus on these or other key challenges to your agency, we at Trapeze have developed a simple scenario-an analogy-to give you a quick overview of your public transit technology. The scenario is relatable and easy to understand. Through these efforts, we come to APTA's EXPO thinking about public transit as analogous to a symphony orchestra.

Why have we gone this route? What does a symphony orchestra have to do with public transit?

An orchestra is a group of instruments played together. In public transit terms, this could mean the multiple aspects of one department. such as maintenance (workflow, assets, tracking, etc.) Or it could refer to multiple areas coming togethersay, how maintenance might affect your passengers.

What is different about a symphony? It's an elaborate composition to create a full musical masterpiece. Does that sound familiar? It's the perfect analogy to explain your entire system coming together as a single entity creating a seamless harmonic masterpiece.

You can use most of your public transit technology to help orchestrate your agency to create a beautiful sound. But is a particular challenge drawing your focus and overpowering the whole composition of the piece? It's time to address how your current technological offerings stack up and to "conduct" your transit masterpiece.

If you want to know more about what that really means, come visit Trapeze at Booth #2819.



Think of your maintenance department as the string section of your orchestra. Without violinists, an orchestra cannot produce a masterpiece. Similarly, without the right technology, a maintenance department cannot output its version of a masterpiece.

## **Meeting Riders' Needs for Brasco Provides More Increased Cleanliness**

BY DOUG OSWALD Marketing Director American Seating Grand Rapids, MI

ssues that negatively impact ridership levels can harm a public transit agency's credibility—even threaten its existence.

A leading concern among today's riders is the cleanliness of transit vehicles. People have become increasingly worried about germs they may come into contact with-even illnesses they may contract—in a public setting. If a seat looks dirty, many transit riders will choose to stand-or worse, stop riding altogether.

Other than the floor, the dirtiest surface in a transit vehicle is the seating upholstery, which can harbor harmful bacteria. In the worst cases, there can be social and litigious concerns for riders and transit authorities.

To combat this issue, transit authorities can either move away from upholstered seating or drastically improve

**Commercial Vehicle Disc Pads** 

100

their maintenance program.

Over the past several decades, the industry has evolved from using heavily cushioned seats to more rigid seating while still maintaining fabric. However, a growing trend among agencies is to specify non-upholstered seating----and this trend is starting to see great success. The perception that only fabric-covered surfaces create a higher level of comfort is fading.

Quite often, the initial impression is that plastic seating surfaces will be less comfortable than fabric, but once a highly ergonomic plastic seat is given a fair try, the desire for fabric is quickly forgotten.

#### The Latest Technology to **Evaluate Seat Comfort**

Field testing through digital ergonomic analysis, also known as pressure mapping, is changing minds and proving that non-upholstered seats can be just as comfortable.

**SEATING** CONTINUED ON PAGE 55



American Seating has an 86-year history in the public transit seating industry. These photos show the evolution of several of the company's seats, from thick foam seats covered with fabric, to just fabric, to today's INSIGHT-PRIME+® with no upholstery.

# **Than Just Shelters**

supplied thousands of transit shelters and site furnishings, offering both "off-the-shelf" and fully customized designs. Our catalog includes bus stop shelters, bike shelters, advertising displays, solar lighting packages and realtime signage.

We believe that operating with integrity and transparency is vital to the health of the public transit industry and necessary to maintaining fair and honest

competition. All levels of our business function within these values. Quality products and a quality reputation are the highest priorities for our team and all our products are proudly made in the USA.

Brasco is an iWay Certified Supplier, meeting the highest-level international operating requirements for environmental and social impacts in the workplace.

Brasco has transitioned from a traditional shelter manufacturer to a one-stop supplier of all things bus stop. We've partnered with industry leaders in digital signage, multi-device controllers and LED technologies to offer our clients the simplest purchasing experience at the most competitive price. We assemble everything in house, including solar packages, LED lighting and digital displays, so our clients don't have to. By



A bus pulls up to a shelter equipped with Brasco's solar-powered SmartStop™.

integrating these components up front, we reduce field labor and costs and provide a streamlined design with intentionally integrated components.

Brasco is led by 35-year veteran employee and owner Doug Pew; Jennifer Evans, vice president of sales and marketing; and Cristina Sullivan, vice president of finance and accounting. "We're committed to every project being a success for all involved and understand that timeliness and quality are of the utmost concern. With Brasco, clients are in the expert hands of a team that has been doing just that for 35 years.

Our most recent products to look for on the streets are our solar-powered ConnectPoint<sup>™</sup> real-time displays; the SmartStop<sup>™</sup>, a solar-powered wayfinding totem; and the SolStop™, a solarpowered push-button light for bus stops without sufficient lighting.

## **Fransit Premium Air Disc Pads**

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## **Stertil-Koni Launches Continuous Recess Unit**

eavy duty vehicle lift manufacturer Stertil-Koni recently introduced a state-of-the-art continuous recess, movable lifting unit on its DIAMOND LIFT heavy-duty, inground, telescopic piston-lifting system, which has proved ideal for the service and maintenance of transit buses, particularly those with low ground clearance.

This enhancement transforms the way technicians can use inground lifts. enhancing safety and simultaneously reducing setup time.

Continuous recess technology has a proven and successful track record. Stertil-Koni engineers originally developed the unit for its inground full-rise scissor ECOLIFT. Now for the first time, it is available in the U.S. and Canada on an inground piston lift.

"The DIAMOND LIFT with continuous recess is an ideal fit for transit buses," said Stertil-Koni President Jean Dellamore. "Because it can speed overall vehicle repair time and simultaneously boost safety, we believe the DIAMOND LIFT will prove to be one of the most efficient and widely used lifts in the industry."

Here's what's groundbreaking about Stertil-Koni's continuous recess system:

It allows the bolster to recess flush to the floor anywhere in the horizontal range of piston travel and it can relocate wherever needed within that range without being elevated.

**RECESS UNIT** CONTINUED ON PAGE 44



The continuous recess movable lifting unit in the DIAMOND LIFT is an innovation for piston-style lifts.

## **Lithium-Ion Battery Systems Power Trolleybuses**

oltabox AG develops and manufactures advanced lithium-ion battery systems. The company's fundamental idea is to use standardized, cutting-edge battery modules for all applications, allowing a huge variety of configurations and enabling the production of tailor-made batteries.

When it comes to designing the modules, Voltabox does not focus on a certain cell type or cell chemistry. The company equips its systems with the most common chemistries, namely lithium iron phosphate (LFP), nickel manganese cobalt (NMC) and lithium titanate (LTO), as well as pouch, prismatic and cylindrical cells.

Especially, the LFP- and LTO-based solutions are a cornerstone of Voltabox's success in the public transport sector. Several hundred battery systems already have been successfully deployed to the field in European and U.S. cities. The flexibility of the modules, paired with the special advantages of both chemistries-for LFP the intrinsic safety features (no thermal runaway) and high discharge capability, for LTO the outstanding cycle life as well as its high discharging rates-make these modules an ideal choice for trolley bus applications.

In addition, as a result of increasing legislative requirements, Voltabox is developing a new, standardized system unit for use in electrobuses. This standard container will be certified to the highest requirements, such as ECE R100 rev. 2, and can be equipped with the full range of the company's cooling solutions such as active and passive air-cooled as well as high performance liquid-cooled systems. Moreover, the unit will boast the newest generation of Voltabox's advanced proprietary Battery Management Systems enabling safe, reliable and powerful battery systems that are seamlessly integrated into the vehicle.

The extension of the reliable and proven Voltabox concept of modular units to independent stand-alone system units marks another milestone for the company. With these units, more cost-effective solutions for a broader spectrum of applications can be realized even more rapidly than before.

The German-founded battery integrator has achieved Buy America compliance with its location in Austin, TX, during several trolleybus projects, first in 2014 and again in 2016.

Voltabox takes great pride in being a world leader in advanced, custom-configured lithium-ion battery system solutions tailored to your specific needs.





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#### SECRETARY CHAO CONTINUED FROM PAGE 3

PT: Public transit agencies would like to see procedures streamlined and redundancies eliminated to improve the industry's ability to accelerate delivery of safe, high-quality services as efficiently as possible. APTA has provided an initial set of comments, with more recommendations coming. What are DOT's short-term and longterm priorities in this area?

Chao: We greatly appreciate feedback from APTA and all of those who took the time to comment on our request for input regarding DOT policies, guidance and regulations. We also appreciate the comments we received regarding FTA's Private Investment Project Procedures (PIPP). In the near term, we will turn this feedback into actionable plans to streamline burdensome regulation and help projects get delivered faster and more efficiently.

We've set a goal of a maximum of two years for federal reviews of infrastructure projects. In the long term. we want to establish a culture of cooperation in the federal governmentagencies working together to deliver streamlined reviews and approvals.

#### PT: What measures is DOT taking to

encourage private sector innovation? Chao: This is a very timely question, as the comment period for FTA's Notice of Proposed Rulemaking for Private Investment Project Procedures (PIPP) just closed in late September. Through this program, project sponsors and other stakeholders can identify potentially burdensome federal practices as they seek to establish and execute publicprivate partnerships. We think private sector funding and expertise can play an important role in delivering public transportation projects and we look forward to reviewing the feedback we received.

#### PT: Individual municipalities and states often depend on federal matching funds to invest in transit. What role do you see the federal government playing now and in the future?

**Chao:** As the administration prepares a major transportation infrastructure package, several key principles have been identified. First and foremost, we want to direct federal funds to where they will be most effective, partnering with states, localities and tribes leading the way.

In terms of transit formula programs, the president's Fiscal Year 2018 budget proposes funding them at FAST Act levels, so the same requirements, including the federal/local match, would apply. Incentivizing local, state and private sector investment, as well as streamlining permitting processes, will have the biggest impact on future infrastructure development.

#### PT: In recent months, natural disasters have had a huge impact on our nation. What is U.S. DOT's role in helping to restore transportation systems and infrastructure?

Chao: DOT has played a proactive role in helping communities prepare for, respond to and recover from natural disasters. For Hurricanes Harvey and Irma, FTA reached out to transit agencies before landfall to ensure their awareness of DOT, including technical assistance

and emergency waivers. Throughout the storms and their aftermath, we have worked closely with FEMA and state authorities to identify and deliver resources including millions in FHWA emergency relief funds.

While FTA's Emergency Relief program is dependent on Congressional appropriations, FTA grantees have many options available immediately, including the ability to apply formula funds to disaster recovery. We encourage transit agencies to keep in close contact with their FTA regional office for assistance, and to apply to FTA's Emergency Docket when needs have been identified.

#### PT: What programs or initiatives have

characterized your tenure so far? Chao: Recently the department released a new guidance to support the further development of Automated Driving System (ADS) technology to ensure this growing field reaches its full innovative potential. A Vision for Safety: 2.0 sets the groundwork to remove and reduce regulatory barriers to innovation. As the technology advances, ADS will help us look toward a future with fewer traffic fatalities and increased mobility for all Americans

One of the standout memories for me is being at the May reopening of Georgia's Interstate 85 bridge, less than seven weeks after the blaze that caused its collapse. The bridge work was completed a month ahead of schedule. Less than 24 hours after the bridge collapsed, we expedited \$10 million in FHWA Emergency Relief Funds to get the rebuilding underway. That experience demonstrated how nimble, efficient and effective the federal government can be.

In addition, starting on Jan. 20, our department began a careful yet wideranging review of our ongoing rulemakings and existing roles with the goal of preserving and enhancing safety while at the same time ensuring that inappropriate rules, or rules that impose unreasonable costs not justified by the benefits, are revised or terminated.

We've now established a Regulatory Reform Task Force whose ongoing mission is to engage career staff in a continuous effort to identify existing rules that can be revised or terminated. and to ensure that new rulemaking efforts remain consistent with the department's goal of enhancing safety backed by sound science while promoting innovation and prosperity. So far, the department has already identified several final and proposed rules that should be revised or withdrawn, and doing so will yield more than \$85 million in savings.

The department also announced the Infrastructure for Rebuilding America (INFRA) discretionary grant program this June. INFRA advances a pre-existing grant program established in the FAST Act of 2015 and utilizes updated criteria to evaluate projects to align them with national and regional economic vitality goals and to leverage additional non-federal funding. The new program will increase the impact of projects by leveraging capital and allowing innovation in the project delivery and permitting processes, including public-private partnerships.

#### **ONE QUESTION** CONTINUED FROM PAGE 5

#### Tri Delta Transit: Integrating Safety

#### Jeanne Krieg

Chief Executive Officer Eastern Contra Costa Transit Authority (Tri Delta Transit) Antioch, CA

My participation in this particular study mission was motivated by my interest in finding successful techniques to strengthen my agency's safety culture. I found that the whimsical-yet powerful-messages that were communicated consistently, regularly and clearly resulted in an obvious deep belief and attitude by the employees that safety must be an integral part of everything they do.

Safety behaviors and beliefs were integrated throughout the organizations we visited-so much so that one of the organizations does not have a definition of "safety"; it is ingrained into the organization and does not need definition.

Some of the ways I am applying the lessons learned include:

When something good happens, we celebrate-even if it is just for a minute. Recognizing and appreciating success sets a positive tone.

Every meeting in our organization

#### **Alstom: All Stakeholders**

#### **Jack Martinson** Vice President/Customer

Director Alstom Transportation Inc. New York City

Having lived in South Korea for nine years, I had traveled to the cities we visited-Hong Kong, Singapore and Tokyo-on many occasions, but that was many years ago. I had used the rail systems during my visits, but over the years they have grown significantly in both size and sophistication.

One of the most impactful revelations was the fact that two of the three

#### **WSP USA: Truly Putting Safety First**

#### Lurae Stuart

Senior Principal Technical Specialist, Transit & **Rail Systems** WSP USA Portland, OR

Working in transit and rail in the U.S., we continually hear that safety is the number one priority. In Asia, we saw "Safety First" in living color. They demonstrated what truly can happen in an agency if safety is put first.

These agencies understood that putting safety first leads to efficiency and on-time performance and that investment in safety pays back several times over. Their investment in safety was astounding, both in capital investment and human capital. They paid attention to even small incidents and looked for root causes and ways to improve the working or traveling environment, showing they value their workforce and their passengers.

begins with a safety message and a customer service message.

- I am more clearly communicating my expectations in my messaging as well as my own behavior.
- Prevention through design has become an important part of everything we do.
- I have provided new and expanded training opportunities for my employees.
- I am working on ways to better educate employees on all aspects of projects. This is resulting in a sense of ownership throughout the organization.
- Any employee is allowed to call a "Safety Time Out" any time he or she feels unsafe.

Each employee develops individual values and attitudes that become the safety culture. The organization's health depends on a strong safety management program and a strong safety culture. My ultimate goal is to have an organization that has safety so ingrained into everything we do that "safety" no longer needs a definition.

cities' rail systems are privately operated and generating very good profits. The overall operations can be equated to the oft-used term "Swiss watch precision," evidenced by the most advanced levels of prescriptive maintenance, i.e. fix it before it breaks, not after.

One other element that was unique to our Western way of thinking was that everyone, from the least position to the highest position, was trained to the same level of engagement when it comes to safety and safety is the highest priority for the entire organization.

A critical element in their achievement was the demand that every person have a responsibility for safety. Safety was not left to a department to implement. This is consistent with the tenets of the current federal safety ini-

tiatives in Safety Management Systems (FTA) and System Safety (FRA). This is the lesson I try to pass on when working with transit and rail agencies across the U.S.: Embrace safety and make it part of the DNA of all parts of the agency, and in time the agency will see improvements in other areas.

One other lesson I think the U.S. transit industry should embrace is the respect that those agencies show their frontline employees. They trained. empowered and treated their operators and mechanics with respect and, in return, their frontline employees delivered not just good but fantastic service, allowing the agencies to turn transit profitable.





## Question today Imagine tomorrow Create for the future

We partner with our clients to foster the development of vibrant, livable communities centered on transit.

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Find out what we can do for you.

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We're hiring! Visit our website for job listings

## Hubbell: Continuing a Century-Long Tradition

oday, Hubbell Incorporated continues the tradition of growth and innovation it was built on more than a century ago. We are focused on delivering high-quality, dependable electrical products.

Internally, we are supported by our knowledgeable customer care teams. In the field, we and our representatives share our expertise for the end consumer. To better serve our customers' needs,

Hubbell Inc. and all our subsidiary brands are moving to one website with one product catalog.

Hubbell's top brands that supports the transportation industry are Powerohm, Industrial Controls Division (Hubbell-ICD) and Cableform.

Powerohm manufactures a complete line of dynamic braking resistors and dynamic braking modules as well



as stepped resistive controls for AC/ DC motor applications. The company's other products include neutral grounding resistors, high resistance grounding pulsars and high voltage harmonic filter resistors.

Hubbell-ICD's DC contactors and non-interrupting switches are in

HUBBELL INC. CONTINUED ON PAGE 44

#### ATLANTA ... DID YOU KNOW? The Place for School

ATLANTA PLACES IN THE TOP 10 among U.S. cities in students enrolled, research spending and degrees earned. The Atlanta region alone contains 57 colleges and universities, and the city is in the top seven urban centers for the number of degrees awarded in engineering, computer sciences, math, physical, biological sciences, health professions, business, arts and theology.

## When the Cookie-Cutter Approach Just Doesn't Cut It

Public transit managers may feel a lot of pressure to achieve operational goals while maintaining quality service. Numerous technologies can make it easier to achieve goals, but how do you know which vendor to choose? We suggest considering whether each vendor is a partner or simply a vendor.

## How is a partner different from a vendor?

Vendors want to sell a standardized product and have little interest in addressing future needs. Partners, on the other hand, are invested in maintaining a long-term relationship with their customers. There are significant benefits to choosing a technology provider that is a partner.

Here are some signs to look for that indicate a vendor is

 really a partner:
Responsive customer support. Customer care that is friendly, knowledge-able and available around the clock for troubleshooting.
Collaborative solutions. Staff that

works one-on-one with customers to help them turn their dreams into reality.

- Solutions for today and tomorrow. When customers get involved in the development process, everyone wins.
- Single-vendor solutions. One customer care contact for all system components and everything idesigned to work together.
- Ongoing education. Learning opportunities like an online training portal and annual user conference.

A single vendor that is collaborative, forward-thinking and offers excellent customer service and educational opportunities—that's what a good partnership is all about! To learn more about partnering with TripSpark, visit http://bit. ly/2xMVUEE.



A few examples of TripSpark's public transit partners.



For his many years of service to AECOM and to the industry, we congratulate **Robert Prince** on receiving his well-deserved 2017 **American Public Transportation Association Hall of Fame** Award.





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## Gannett Fleming Assists Caltrain's Modernization And Electrification

or more than 150 years, residents and visitors to California's San Francisco Bay Area have used passenger rail to travel between San Francisco and San Jose. In a region known as the epicenter of modern technology and innovation, the Peninsula Corridor Joint Powers Board (Caltrain) has implemented a \$1.7 billion modernization program to provide faster service, increase the number of passengers, improve air quality and reduce greenhouse gas emissions by replacing diesel with electric trains.

"Gannett Fleming is proud to provide electrification and modernization services for Caltrain," said Bryan Mulqueen, the company's senior vice president and Transit & Rail Global Business Line director. "We are seizing the opportunity to boost ridership capacity, reduce the transit system's carbon footprint and help meet California's emission reduction goals."

Key to the initiative is the Peninsula Corridor electrification project on which Gannett Fleming Transit & Rail Systems serves as the owner's representative. The project will transform the system from a diesel locomotive-based service to an electrified system equipped with highperformance multiple-unit electric trains



hap of Caltrain's electrification project.

that operate from an overhead catenary. Gannett Fleming is also providing electrification program management services for the new system on 51 miles of Caltrain right-of-way. Caltrain will convert this route from a diesel push/ pull service to two 25-kilovolt, 60-hertz electrification systems. Significant modifications also will be made to the

CALTRAIN MODERNIZATION CONTINUED ON PAGE 28

## Com-Net Deploys the Next Generation of Self-Contained PIDS Kiosks

he passenger information display system (PIDS) has evolved, and a leader in efforts to effectively communicate arrival and departure times, information about service delays or disruptions and destination and bus or train numbers is Com-Net Software, a SITA company.

In response to a customer's unique needs and challenges, Com-Net Software has engineered the next generation of PIDS using its TransitVision and TransitVoice technologies. This passenger communication system supports ADA compliance as it delivers both visual and audible messaging. Self-contained PIDS kiosks access the information from a central database but also allow for local control as each kiosk serves multiple zones and locations.

"A longtime rail customer came to us with a specific challenge, and Com-Net's innovative team created the self-contained PIDS kiosks to meet our customer's key objectives both efficiently and economically while addressing their number one concern, which is to be ADA compliant at all stations and outlying platforms, enhancing their passenger's experience at every touchpoint," said Com-Net President Chad Timms.

A PIDS kiosk is essentially a complete passenger information system housed in

one box that contains all components needed to function, including but not limited to, a server, amplifier, temperature sensor, an AC unit and power, cell router, switches, sensors, an uninterruptible power supply, a monitor and speakers.

Com-Net's software allows for tailoring a package to meet each customer's unique needs, supporting ADA compliance efforts while offering a state-of-theart Emergency Communications System that pushes key safety messaging to displays and public address systems within seconds when any threat or disruption arises.

The company's main objective is to help our customers reach and surpass their goals for customer service, passenger flow and operational performance by reaching passengers both visually and audibly, online and offline, inside and outside with timely, relevant and targeted multimedia information and messages.

Com-Net Software is a wholly owned subsidiary of SITA, a leading air transport IT and communications specialists. Airlines, airports, governments, air cargo, aerospace and international organizations all use SITA's IT and communications solutions.



**Introducing RoadRunner 4K<sup>™</sup>.** On-board video with 4K resolution provides the clearest video evidence and supports advanced video analytics. The better it sees, the smarter it gets.



Intelligence, Safety and Efficiency in Transit

# The better you see, the smarter you get ...



## HELPING DRIVE THE TECHNOLOGY BEHIND THE AUTONOMOUS TRAIN



Kontron is actively driving the data revolution in the transportation industry. As a global leader in secure IoT-enabled COTs open architecture platforms and HPEC technology, Kontron's powerful on-board computers with the latest Intel processors are helping trains adapt the concepts used in AV cars. Our TRACe™ transportation products address the broadest range of modern, connected rolling stock and in-vehicle applications through easily customizable pre-certified application-oriented computer profiles resulting in accelerated time-to-market, reduced total-cost-of- ownership with the most reliable embedded technology.

New Kontron 🛞 TRACe LoRa-MQTT secure IoT Gateway for continuous communications from LoRa-based devices to the Cloud. Visit us @ APTA Expo 2017, October 8-11, Booth # 6323





## Bombardier Transportation: Addressing Mobility Challenges

elcome to APTA's Annual Meeting & EXPO, where Bombardier Transportation is presenting its latest innovations and solutions for addressing mobility challenges faced by cities across the U.S., throughout the Americas and around the world. This includes everything from state-of-the-art technologies and products, to operation and maintenance services, to signaling for public transit systems.

To most participants at the Annual Meeting & EXPO, we are happy to have been part of welcoming you to Atlanta. As you traveled among the six concourses and the main terminal of Hartsfield-Jackson Atlanta International Airport, you boarded the *Plane Train* and joined the more than 95 million annual passengers to whom we provide this service with a consistent, on-time performance record of almost 100 percent. Bombardier designed and supplied this automated people mover system and has operated and maintained it since the start of service in 1980.

Another local example of Bombardier innovations and solutions is our use of new and advanced technologies to help improve rail worker safety in Atlanta. In an FTA-supported project, Bombardier installed and is demonstrating the per-



Experience Bombardier's technologies through virtual reality at its EXPO booth.

formance of its *TrackSafe* technology on a portion of the Metropolitan Atlanta Rapid Transit Authority (MARTA) rail system. The Annual Meeting program includes a joint presentation by MARTA and Bombardier titled "Keeping Your Workforce Safe on the Track," which will provide an update on the project designed to improve location awareness for track workers and train operators. Meeting attendees also will have the opportunity to visit a MARTA station to see a live demonstration of this serviceproven and service-ready technology.

Visitors to Bombardier's exhibit (Booth #8731, Hall C1) will take part in a fully immersive virtual reality presentation, experiencing the seamless integration of various Bombardier technologies into a virtual 3D Atlanta. These technologies include the high-capacity BOMBARDIER MOVIA Maxx metro platform combined with the proven BOMBARDIER CITYFLO 650 communications-based train control system, the BOMBARDIER FLEXITY 2 light rail system equipped with safety-enhancing **Obstacle Detection Assistance System** technology, and the flexible BOMBAR-DIER INNOVIA Monorail 300 system for easy urban integration.

Other highlights of our exhibit include fully interactive demos focused

on rolling stock equipment for optimized rail vehicles; our extensive portfolio of service offerings, ranging from material solutions to complete fleet management and operations; and rail control solutions for safe, efficient, cost-effective rail systems.

Bombardier looks forward to seeing you in Atlanta!

## AMF-Bruns: Wheelchair Securement Since 1958

#### AMF-BRUNS OF AMERICA is a

global market leader in passenger safety for wheelchair passengers. Our company combines state-of-the-art technology with skills accumulated from nearly 60 years' experience in the mobility industry. We manufacture wheelchair securement products, occupant restraint systems and associated equipment for the safe transportation of people in wheelchairs.

Safety is key in all our products and system innovations. All production work is completed in accordance with the ISO 9001 standard. We have a state-of-theart, in-house, accredited test center for research and approval tests. AMF-Bruns uses third-party independent testing facilities to provide unbiased testing results while ensuring accurate testing and reporting.

We have been credited with many industry firsts, including:

- 1970: Develops first wheelchair safety systems and wheelchair anchoring system;
- 1975: First to pass an anchorage system crash test;
- 1977: First to pass a 20G dynamic crash test: and
- 2017: ISO Certified—The only North American wheelchair securement and occupant restraint manufacturer that is ISO certified.

Today we serve customers in more than 50 countries throughout North and South America, Europe, Australia, Asia,



AMF-Bruns introduces the Hide-A-Way wheelchair securement system with retractors fully integrated into the floor, freeing up floor space and increasing passenger capacity.

Africa and the Middle East. The North American distribution facility opened in 2013.

Meet the newest member of our wheelchair safety family of innovative products, the *Hide-A-Way*—a wheelchair securement system with retractors fully integrated into the floor, freeing up valuable floor space and increasing passenger capacity.

The *Hide-A-Way* allows drivers to mix and match passenger wheelchairs with non-wheelchair seats in a blink of an eye. Passenger seats, which fold up, can be installed directly over the restraints. It meets the following applicable requirements: ISO, SAE, FMVSS, CMVSS, CSA, AS and ADA.

To learn more about AMF-Bruns of America products, contact Sales Manager Steve Barker at 478-508-3933 or visit www.amfbrunsamerica.com.

#### CALTRAIN MODERNIZATION CONTINUED FROM PAGE 26

signal systems, supervisory control and data acquisition (SCADA) systems, communications systems and back office and dispatching systems.

Specifically, Gannett Fleming will

perform the overall electrification program management services; create bridging documents for design-build delivery; advise on alternative delivery construction capabilities; provide risk manage-

> ment advice to the project owner; perform systems integration; coordinate with utilities and host railroads (Union Pacific); and provide construction management services. The company's tasks also include overhead catenary system and traction power substation design, tunnel modifications and a right-of-way survey.

After years of substantial growth in the Bay Area, ridership demand has outgrown system capacity. The modernization will support an increase in Caltrain ridership from 60,000 daily riders along a 51-mile route to a projected 111,000 daily riders by 2040.

The electric trains will enhance ridership capacity and frequency, delivering cleaner, quieter and shorter trips. In the long term, electrification also readies the corridor to accommodate California's planned high-speed rail system, which will provide a one-seat ride from downtown San Francisco to Los Angeles.



<sup>28 |</sup> Passenger Transport

## **Conduent Improves the Customer Experience with Multimodal Solutions**

**A FEW MONTHS AGO**, Conduent released its global transportation report, *The Customer Experience of Urban Travel*, based on a survey highlighting the role of changing habits and perceptions to reach new levels of efficiency and sustainability. (To download, visit http://bit. ly/2xbDcUe.)

Many people still choose to drive. This signals that transportation decisions are influenced heavily by habits, convenience and personal preferences determined by factors such as infrastructure, culture and demographics. This begs the question: How can we improve urban mobility?

#### **Creating Multimodal Systems**

Multimodal systems allow commuters to use more than one mode of transportation per journey. For example, someone might choose to ride a bus to the nearest train station, then take the train to the final destination. This system provides greater travel flexibility and helps solve the "first-mile, last-mile" problem.

Making a multimodal system a reality requires urban planners to look for levers that can drive change, such as speed and reliability of services, education and information. Conduent debuted its own unique mobility apps in 2016, integrated into the core of our transit and parking system solutions. Pilot program versions of these apps are currently in use in Los Angeles, Denver, Centennial, CO, and Bengaluru, India.

#### **Using Mobile Technology**

Now more than ever, people use their mobile devices to handle everyday tasks and transactions. They desire the option to use their smartphone or tablet for a wide range of services. Transit passengers aren't any different.

Conduent's mobile ticketing application keeps riders on the move by enabling them to purchase a full range of ticket classifications and types directly from their device. We've implemented this offering for New Jersey Transit Corporation under the name MyTix. The agency recently reached a new milestone and its app is used by more than 800,000 commuters.

We're a leading provider of public transportation and mobility solutions– including electronic toll collection, transit and public transport, parking and safety—offering automated, analyticsbased, personalized services for government agencies and their constituents. We've been helping transportation clients in more than 27 countries for more than 40 years.

Learn more at Booth #7405 in Building C.

## Hydrogenics Helps Shift Power Across Industry

ydrogenics is playing a critical role in the shift toward decarbonization in the trans-

portation industry by providing fuel cells for hydrogenpowered vehicles

as well as the electrolyzer and refueling infrastructure to fuel them.

We provide a total solution to zeroemission fleet operators.

As a leading manufacturer of fuel cells for light and heavy mobility applications, Hydrogenics manufactures HyPM<sup>™</sup> power modules that offer a flexible and robust platform for easy integration with electric vehicles. Our Celerity<sup>™</sup> system, based on HyPM<sup>™</sup> technology, is the ultimate OEM-friendly solution for buses and trucks needing an easy-to-install hydrogen power system.

Hydrogenics has supplied electrolyzers to more than 50 fueling stations across the world. By offering both fuel cell power systems and onsite hydrogen generation, Hydrogenics leads the way in zero-emission transport.

In April 2017, Hydrogenics was

selected by SunLine Transit Agency, Thousand Palms, CA, to provide the first bundled hydrogen fleet and fuel project

**YDROG(E)NICS** secured by a public transit agency. The

SHIFT POWER | ENERGIZE YOUR WORLDcompany will provide heavy duty fuelzer and refueling<br/>nem.cell power modules to be integrated into<br/>buses, as well as electrolysis and refuel-<br/>ing equipment for the largest renewable

hydrogen fueling facility in the U.S., capable of fueling up to 15 buses per day. Successful deployment of this project will help to accelerate widespread adoption of fuel cell buses within the transit industry.

"We have been committed to providing clean hydrogen solutions for over 65 years," said Hydrogenics President and Chief Executive Officer Daryl Wilson. "As the transportation industry looks to decrease carbon emissions, Hydrogenics will continue to lead in the development of innovative technologies that are clean, safe and cost-effective for our

customers to implement." Visit us at APTA Booth #6717 to learn more.

### ATLANTA ... DID YOU KNOW?

#### "City in a Forest"

**THANKS TO THE** nonprofit group "Trees Atlanta," the city has over 100,000 shade trees planted, and the National Forest Service has recognized Atlanta as the "most heavily forested urban area in the country," with almost 50 percent of the city covered by trees.



#### The Global Leader in Managing Construction Risk

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## **Technologies That Make Autonomous Smart Cities Transportation Possible**

BY VALENTIN SCINTEIE Transportation Business Development Manager Kontron

ast-growing urban environments are stretching city infrastructures to their limits. Efficient and new travel methods of moving people are needed but it is difficult and costly to keep up with rising transit demands.

The movement to implement Smart Cities solutions that simplify and reduce infrastructure requirements seeks to increase the quality of life in urban environments. That's why a digital transformation that brings together disparate transportation systems is an answer to support intelligent, new public transportation approaches. The connected train is one of the cornerstones of a Smart City.

Commercial-off-the-shelf (COTS) open architecture computing technologies can enable smarter connected train systems. COTS-based platforms provide the modular building blocks and proven standardized technologies crucial to ensure interoperability among the diverse types of subsystems.

In addition to interoperability, highly integrated open-architecture platforms from knowledgeable transportation industry suppliers also simplify development of value-added systems that meet the full breadth of Smart Cities security, connectivity and power efficiency

requirements

Transit options taking shape now for the future are Mobility as a Service (MaaS) and autonomous trains. MaaS uses a digital platform to book end-to-end transport services across all modes of transportation rather than managing each separately. Both MaaS and autonomous trains will require advanced levels of computing performance and connectivity.

The development of autonomous rail technology is already being planned on lines around the world. Harnessing the technology behind driverless cars that will also launch the autonomous train revolution is High Performance Embedded Computing (HPEC). A single, extremely powerful HPEC platform with built-in redundancy eliminates much of the costly trackside infrastructure.

HPEC platforms will give autonomous trains the performance they need to support Software Defined Networks and Network Function Virtualization technologies. These technologies, when combined with Internet of Things (IoT)enabled gateways and fog/cloud processing, are the foundation also for new business models such as MaaS.

Using IoT-ready HPEC platforms, such as those from transportation veteran Kontron, can pave the way for a new era of rugged parallel servers that can easily handle intensive computing for autonomous trains from one architectural design.

## **Shifting the Focus with On-Demand Services**

ublic transportation is in a period of flux, but how and where should transit agencies implement change so it leads to higher quality, greater rider focus and reduced costs of operations?

According to Arjan van Andel, director of paratransit and mobility on demand at GIRO, the following steps will allow transit agencies to design and operate transformed services that will enable them to achieve these goals:

**Identify the lowest-performing** routes. Automated passenger counting and automated fare collection systems generate a wealth of data. Using this data for ridership analysis will identify which fixed routes are the lowest performing and, therefore, are good candidates to be switched to on-demand routes.

Create, evaluate and test scenarios. Use on-demand data and other demographic information to create operational scenarios, which can then be used to answer questions such as:

- What is the required on-demand fleet size?
- What vehicle mix do we need? What is the expected waiting time
- for the riders? What is the rate of productivity?
- What are the projected costs of operations?

operations environment. Being responsive in real time means using the latest technologies for customer information and customer-relationship management, real time scheduling and dispatch tools to facilitate multiple fleets and operating companies all working as one through apps that bring independent mobility providers together.

Put in place an on-demand

Centralize and coordinate the booking and information process. Enable riders to book their trips online, on their mobile device or via a call center while having their personal preferences and limitations taken into account.

GIRO's HASTUS software suite incorporates tools for all these steps to help public transit agencies succeed in providing the highest-quality services, delivering customer focus while achieving cost-efficiency. Since it can be challenging for transit organizations to identify and deploy the right resources and skills for the new on-demand services, GIRO also is launching a new mobility lab initiative so that operators and GIRO experts can jointly test and evaluate new concepts in a safe environment to build the efficient, customer-focused systems required for the future of mobility.

Learn more at Booth #3155.





# Partnering with Cities to Achieve Their Vision for Mobility

Thousands of cities and municipalities trust Transdev to deliver reliable service, quality customer care, integrated modes and optimized connections.

As the mobility landscape continues to evolve, we are providing new services: first/last mile solutions, autonomous transit, and our GoMobile app with fare payment and real-time information to help riders move seamlessly around town.

Let's build your vision together.



f 🕑 in transdevna.com

## **Cubic Transportation Systems Offers Innovative Solutions in Miami**

iami-Dade County's Department of Transportation and Public Works (DTPW) is one of many public transit agencies working to introduce innovative solutions. One challenge for DTPW has been an aging fare collection system—but, fortunately, change is coming.

By working with partners like Cubic Transportation Systems, DTPW is well



A close-up view of Cubic's barcode scanner in use in Miami.

on the way to achieving a mobility vision that integrates technologies on the tipping point of an exciting evolution across the industry. A glimpse into the changes happening on DTPW's fare system will be on display in Cubic's exhibit at the APTA EXPO.

Cubic is working with DTPW to modernize the Miami system with a cloud-based back office, as well as

> technology to support its contactless bankcard and Near Field Communications (NFC) mobile open payment, to be introduced in a future phase.

Further enhancements to Miami's fare terminals and back office will turn the agency's EASY Card system into a hybrid showcase of card- and account-

## It's bright ahead.

New Flyer will take you there with zero-emission propulsion choices that fit your fleet. We'll take you there with modern solutions for the riders of today and tomorrow. New Flyer's innovation will get you to where you need to be, you just need to climb aboard.



based ticketing similar to industryleading systems operating today in Chicago and London, the world's two largest open payment and account-based systems, also developed by Cubic. This innovation will allow Miami travelers to use more than one type of contactless media to pay their fares.

Currently, DTPW has the EASY Pay mobile app that allows bus and train riders a way to pay with their smartphones through barcode ticketing that can be accepted at fare gates and visually inspected by bus drivers. Coming soon, and on display at the EXPO, will be the next phase of the app that, in addition to purchasing barcode tickets, allows users to manage their EASY cards on their smartphone—giving them the ability to check account balances, view transaction history and purchase transit fares in a few clicks of a button.

In the future, the app will evolve to include the ability to "virtualize" and download their cards onto their NFCenabled smartphones, providing the ability to manage virtual or physical EASY cards with their phones.

We invite you to drop by Booth #3613 in Hall B4 and let us take you on a trip to Miami, where "easy" is more than an adjective—it's a way of travel.

## Metrom Technology Propels Next Evolution of PTC

#### AS PUBLIC TRANSIT AGENCIES

seek to improve the safety and reliability of railroads for passengers and workers, the limitations of legacy systems have become more evident in recent years. The industry needed a generational change with an innovative, cost-effective and dependable solution that would seek to prevent avoidable accidents.

In response to this challenge, Metrom Rail introduced the AURA System. AURA ensures signal and speed limit compliance, separation enforcement and position berthing and also includes an integrated, ultrawide radio frequency band-based worker protection system.

AURA offers accurate ranging and robust data transmission in any environment. The system allows agencies to select only the key functions vital for their operations, moving away from a one-size-fits-all concept that may be costly and difficult to implement. And with wirelessly networked sensor systems, AURA does not require centralized back-office control. "Our AURA System is built on the unparalleled advantages of ultrawide band technology," said Metrom Rail Chief Executive Officer Jim Marchi. "The communication capabilities of AURA provide more accurate and reliable performance than traditional RF-based technologies. The ability for our customers to select their own level of functionality, especially as an overlay to existing railway infrastructure, is a key value proposition as the technology continues to evolve."

The modular AURA System includes the AURA Positive Train Control System, AURA Roadway Worker Protection System and AURA Maintenance of Way Utility.

Learn more about Metrom Rail's unique approach to PTC and the future of intelligent train control systems Wednesday, Oct. 11, in the Innovations Learning Zone (Booth #4161 in EXPO Hall B).

Learn more about AURA at Booth #7233.

#### ATLANTA ... DID YOU KNOW? The Arts in Atlanta

- Atlanta boasts more than 50 visual art galleries and more than 30 playhouses and theaters.
- The metro Atlanta region also is home to more than 1,700 cultural nonprofit organizations.
- Atlanta's Midtown neighborhood features the largest concentration of arts facilities and organizations in the Southeast, with 25 different arts and cultural venues, more than 30 permanent performing arts groups and 22 entertainment facilities.
- Atlanta's resident symphony, the Atlanta Symphony Orchestra, has won 17 Grammy Awards, more than any other U.S. symphony.
- Atlanta has four Smithsonian affiliates: High Museum of Art, Georgia Aquarium, Museum of Design Atlanta and David J. Sencer CDC Museum.

#### ATLANTA ... DID YOU KNOW? Major Air Hub

**ITARISTILLO-JACKSON** Atlanta International Airport has the unique distinction of being the "world's busiest airport" for almost two years now. More than 101 million passengers trek through this major air hub, and the terminal is almost the size of 45 football fields.

## Gannett Fleming Delivers Transit & Rail Innovation



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Design-Build Delivery for Long Island's Largest Transit Hub Sets Stage for New MTA Passenger Station Platform, New York







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## Select Advantage: Finding The Right Place for the Right Person

SELECT ADVANTAGE<sup>®</sup>

consulting

**IT'S AMAZING** what can happen when you place the right people in the right seats on the bus!

In a recent conversation, one of Select Advantage's many pleased customers shared how our assessments have made a difference in the retention within the person's

agency. People are happier and more satisfied in the position because the job fits with their internal motivations and behaviors. Everyone wants to be successful and, just as

this customer observed, you can have a "great person" but, if the person isn't right for the job, he or she just won't be happy there and you would be doing this person a disservice by hiring them for an ill-suited position.

"It's just like you say," the customer said, "I can train for skills but there are behaviors that you bring with you that you just can't train."

Select Advantage is a consulting services company that partners with clients to help them hire the right people for the job. Our assessments use cuttingedge testing technology to identify the



begin with a comprehensive survey of what distinguishes superior performers from their peers on the

key elements needed for a person to be

job. Our best source of information regarding critical work behaviors is the workers and supervisors who perform, observe and are accountable for the

particular job. Using top performers in each job classification as models, we can make assessments based on the principle that the common denominator among top performers is not about skills but, more importantly, their behavioral approach to the job.

The strength behind our pre-employment assessments is the fact that they are very job-specific and measure innate behaviors that are impossible to teach or train. This allows companies a unique advantage in the process of matching applicants to likely success, as well as providing valuable legal protection.

## **Best Practices: Agencies Choose Propane Vehicles**

Propane autogas fuels more than 25 million on-road vehicles around the world, according to the World LP Gas Association. Reasons why public transit operators adopt propane autogas-fueled vehicles include cost savings, decreased impact on the environment and a move to domestic fuels.

In the U.S. more than 15,000 propane vehicles operate with ROUSH CleanTech technology, including more than 900 in the public transit industry. Agencies such as Broward County Transit in Plantation, FL, the Greater Cleveland Regional Transit Authority, San Diego Metropolitan Transit System and Delaware Transit Corporation (DTC) have experienced firsthand the economic and environmental benefits.

"Our first five propane-fueled buses collectively traveled 450,000 miles with

no fuel systemrelated failures and saved \$15,000 in fuel costs alone," said DTC Chief **Executive Officer** John T. Sisson. "That, combined with the reduction in greenhouse gas emissions, made it an easy decision to expand the propane program with 130 buses by 2018."

**ROUSH Clean-**

Tech offers three propane autogas vehicles specifically for the public transit market: the Ford E-450 cutaway chassis for paratransit, the Ford F-550 chassis mini-bus option and the Blue Bird CX2 commercial bus. The Ford E-450 and the commercial bus have completed Altoona Testing. The company also has a fourth product for smaller shuttles in development for model year 2018.

Public transit operators looking to lower their fleet's carbon footprint and cut costs can apply for federal and state funding to make the switch to propane autogas vehicles, which they can find through the U.S. Energy Department's Alternative Fuels Data Center.

To learn more about ROUSH CleanTech's expanding portfolio of propane autogas vehicle options, visit ROUSHcleantech.com.



A ROUSH CleanTech propane fueling tank for Delaware Transit Corporation.



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When you're responsible for the security of a public transportation system, the number of incidents to detect, evaluate and act on can be overwhelming. That's why we've made sure our video solutions are robust. So you can keep an eye on it all—effectively allocating resources and managing incidents.

Visit us at APTA Expo or www.axis.com to learn more.

APTA Expo, Booth #3633 October 9-11, 2017 Atlanta, GA



## LORD<sup>®</sup> Aftermarket Rubber Components for Superior Vibration, Motion Control

or many years, Penn Machine Corporation (PMC) has provided public transit agencies with standard and custom rubber products from LORD Corporation, made of high-performance and industry-tested elastomers, to extend vehicle operating life.

As the authorized North American rail and transit distributor to LORD Corporation, PMC stocks and sells many LORD® rubber products, such as resilient wheel rubber blocks, traction and control rod bushings, driveline couplings, motor mounts (including low frequency and traction motor), propulsion, bolster and compressor mounts, lateral truck bumpers, traction motor links and chevron springs.

"Through extensive research and testing, we have come to favor LORD<sup>®</sup> rubber components over those produced by other manufacturers," said John Santarlas, general manager, Transit Division. "That's because LORD products offer OEM-caliber performance and their rubber parts have the best durability and performance."

LORD also manufactures the toprated, highly effective Chemlok<sup>®</sup> rubberto-substrate adhesive that it uses to bond all its rubber-to-metal products. The superior properties of LORD rubber parts and the company's high-performing adhesives result in rubber components with excellent damping and motion control properties that optimize rider comfort.

With more than 300,000 resilient wheels in operation, there is a continual need for PMC to help public transit authorities keep their vehicles in top working condition. The company has always taken pride in fulfilling this role and is fortunate to have a reliable partner in the LORD Corporation that consistently manufactures quality rubber components. LORD also works closely with PMC to optimize the quality of the components on which customers have come to depend, and PMC plans to strengthen such collaboration.

As companies that have western Pennsylvania roots dating back to the 1920s–LORD in Erie and Penn Machine in Johnstown–integrity and quality have remained key elements of our operating philosophies even as the businesses continue to evolve in an increasingly competitive marketplace. That commitment to the highest standards helps to enhance the rider experience provided by transit authorities nationwide.

To learn more about the ability of LORD rubber products to meet your specific requirements, contact Penn Machine at 724-459-0302 or visit: www. pennmach.com.

## 'Super Power Pusher'™ Capable of Moving Heavy Transport Vehicles

hen a public transit system needs to move heavy, massive passenger vehicles during manufacturing, service or repair, the Super Power Pusher™ from Nu-Star Inc. has the push/pull capacity necessary for a single operator to safely and easily navigate wheeled objects weighing up to 150,000 pounds without strain, assistance or exhaust fumes.

Featuring a low-maintenance design and a heavy-duty construction for extreme durability, Super Power Pusher—with a dual motor—is capable of mobilizing loads of up to 250,000 pounds. Plus, with its wide range of custom modular attachments, this device is as flexible as the loads it transports. The Push Pad Attachment is the perfect solution for moving heavy vehicles including passenger trains, buses, semi-



A Super Power Pusher in use

tractors, trailers and more.

"This is the best equipment in the world for moving these massive vehicles," states Ryan Blesi, Power Pusher vice president of material handling. "The capacity of this machinery, coupled with our capability to customdesign equipment, has the potential to safely replace up to 30 people of pushing power."

#### **Features and Benefits**

- 36-volt DC, 1,500-watt motor provides 150,000 pounds of push/pull capacity
- Dual motor model available that delivers up to 250,000 pounds of push/pull capacity
- Fully programmable control system with diagnostic features to adjust speed and acceleration/deceleration based on load and environment
- Solid rubber wheel drive with alternative tread patterns and materials specification for various floor applications
- Electrically powered with on-board charger for efficient, long-lasting operation
- Fingertip controls and compact construction deliver easy maneuverability
- Automatic braking for improved operator safety

SUPER POWER PUSHER CONTINUED ON PAGE 46


## LEADERSHIP APTA CONTINUED FROM PAGE 10

and benefits of diversity of thought and organizational cultures. She spoke about leading change, investing in developing stakeholder relationships and the various needs of services for our riders and our communities.

Barnes led a thought leaders' workshop on diversity in the industry and workplace. Leadership APTA Committee member Kim Slaughter, vice president, HDR, guided fellow panel members 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, Kerr Adler led the Career Next Steps session and committee member and former APTA Chair Joe Alexander led a discussion on APTA involvement.

## Leadership APTA Class of 2018

The Leadership APTA Committee recently selected 26 members across North America for the Class of 2018, representing 20 public transit agencies, one state DOT, four private-sector organizations and APTA.

Members of the graduating and incoming classes are invited to attend specialized sessions and workshops for both classes at the 2017 APTA Annual Meeting & EXPO.

The incoming class members will attend their first formal required session in December in Washington, DC.

Additional core competency building workshops and executive briefings, including meetings and visits to Capitol Hill, occur during APTA's 2018 Legislative Conference in March. An intensive sixday Capstone session in July rounds out the year with the final program and graduation at the 2018 Annual Meeting in Nashville.

Information for applying to the Leadership APTA Class of 2019, the 22<sup>nd</sup> year for the program, will be available at www.apta.com in mid-April.

For details, contact APTA's Senior Director-Educational Services, Joe Niegoski, at (202) 496-4870 or jniegoski@apta.com. The Leadership APTA Class

- of 2018 includes:
- Brian Alberts, APTA director, safety
- Kwando Atta, project director, senior manager rail and transit, Atkins North America, Atlanta
- Sharlane R. Bailey, director of facilities, Foothill Transit, West Covina, CA
- Lacy Bell, manager of corridor planning, operations, Regional Transportation District, Denver
- Gabriel Beltran, director, D/M/WBE programs, Dallas Area Rapid Transit
- Elayne Berry, assistant general manager of

safety and quality assurance, Metropolitan Atlanta Rapid Transit Authority

- **Randy Brewer**, senior manager, maintenance, Jacksonville Transportation Authority, Jacksonville, FL
- **Derik Calhoun**, director of transportation, AC Transit, Oakland, CA
- Laura Cornejo, deputy executive officer, countywide planning, Los Angeles Metro
- Diane Cowin, Bay Area rail/transit planning manager, AECOM, Oakland, CA
- Abhishek Dayal, manager of capital planning, Valley Metro, Phoenix
- Jennifer DeBruhl, chief of public transportation, Virginia Department of Rail and Public Transporta-

tion, Richmond, VA

- Ashley Duncan, director of diversity and inclusion, Transit Authority of River City, Louisville, KY
- Mike Finnern, customer service director, Proterra, Greenville, SC
- Charles Frazier, assistant director/ director support services/EEO, Palm Tran, West Palm Beach, FL
- **Tera Stokes-Hankins**, group manager of transportation, BART
- Michael Hazlett, manager—transit control, subway transportation, Toronto Transit Commission
- Laura Hester, deputy chief of police, New Jersey Transit Corporation, Newark
- Robert Kennah, principal project manager, HDR, Englewood, CO
   Ill Learne conjor deputy executive
- Jill Leary, senior deputy executive

director, manager, capital programming and planning, Regional Transportation Authority, Chicago

- **Faye Moseley**, deputy executive director, human resources, Access Services, El Monte, CA
- **Terry Nash**, associate vice president, HNTB, Los Angeles
- Brandon Policicchio, chief customer and business development officer, Greater Dayton (OH) Regional Transit Authority
- **Thomas Stuebner**, attorney III, Metra, Chicago
- Garrett Vandendries, senior manager, Chicago Transit Authority
   Michael Yang, chief financial and
- administrative officer, Roaring Fork Transportation Authority, Aspen, CO



#### **CITADIS SPIRIT**

100% low-floor design 
 2,000 + Citadis vehicles in 50+ cities world-wide
 65 mph (105 km/h) top speed 
 Superior accessibility and passenger flow
 Enhanced comfort and passenger experience 
 Custom-designed aesthetics
 Designed to maximize availability 
 Local manufacturing in Canada & the U.S.



ALSTOM Designing fluidity

# Marathon Continues to Help America's Transit Fleets Hit the Brakes

**AS THE USE OF** disc brakes continues to grow within the intercity and intracity transit industry, both public transit agencies and suppliers are searching for an ideal solution to the challenge of reliably stopping buses. Marathon Brake Systems has invested significant research and development resources

into formulating a friction material that not only meets stopping performance criteria but also satisfies life-cycle cost demands.

"We have long been a transit market leader with

our KVT brake linings for drum brakes," said Bob Hicks, president of Marathon. "As disc brakes began to be accepted by more transit fleets, we applied our severe-service ceramic expertise to create DiscStar Transit Premium disc pads."

Marathon designed DiscStar Transit Premium disc pads specifically to handle the extreme conditions of public transit and coach applications. They exhibit less wear, deliver more effective stopping power and high shear resistance than other disc pads. In addition, DiscStar features exceptional rotor compatibility and low rotor wear, showing up to 33 percent less brake rotor wear than the leading OEM linings. The combination



of dependable stopping power, a long pad and rotor life and significant noise reduction has proven attractive to many transit and coach fleets.

"Our new DiscStar pads have been very well received by our customer base," said Jim Baldwin, Marathon's transit market sales manager. "DiscStar

> air disc pads are delivering the same stopping power, long life and quiet operation that they've always experienced with our drum brake linings." For fleets running buses with

drum brakes, Marathon's Original Equipment Transit Approved KVT Transit Brake Linings remain the industry's leading friction material. KVT is specifically formulated to handle the high heat of multiple stopping of a city bus and the heavy-duty demands of a motorcoach. KVT is an organic, non-asbestos brake lining that combines dependable stopping power and quiet operation with a long lining life. KVT is a proven performer and rated for 28,660-pound axle loads.

To learn more about DiscStar Transit Premium Disc Pads or KVT Brake Linings, call 800-223-5201 or visit www. MarathonBrake.com.

# Video Safety: A Powerful Addition for Transit Agencies

R or public transit agencies, safety is paramount. Mobile devices and other distractions threaten to take drivers,' operators' and pedestrians' eyes off the road. Adding to an agency's concerns are passengers who blame the driver for injuries that either were not the agency's fault or, in many instances, did not even happen.

Historically, public transit agencies have used passive technologies, such as DVRs, to learn what happened—hours or days after the fact. Today, technological innovations can provide immediate evidence of what happened when it happened.

"DVR systems are cumbersome with a lot of equipment and a large footprint," said Rick Streiff, Access Services safety and fleet design senior manager. "Video that no one looks at is useless and that's what happens with a lot of these systems."

Proactive video-based safety systems are now the way many public transit agencies protect their drivers, passen-

gers and the public since they can help operators avoid incidents in the first place. With today's most advanced video-based safety and analytics solu-

tions, rail, bus and paratransit fleets can now tap the power of big data and the Internet of Things for significant improvements in driver safety, efficiency and compliance. Massive volumes of data and the network that connects vehicle systems, sensors, infrastructure and applications aren't inherently useful without solutions to analyze and apply insights to inform operating decisions.

For the most innovative agencies, these technologies can come together via advanced video-based safety and analytics platforms.

Rail, bus and paratransit fleets are seeing results from proactive video-based safety. "Protecting operators, pedestrians and motorists has always been at the top of our priority list," said Ken Westbrook, executive vice president of client relations for Transdev Services. "Within the first few weeks of deployment, Smart-Drive has already provided immediate value-delivering better insight to the risks our operators face and supported several incident investigations."



The views from a SmartDrive video system on board a bus

# **IVU.**rail AN INTEGRATED SOFTWARE SUITE TO AUTOMATE AND OPTIMIZE RAIL ROLLING STOCK AND CREW DEPLOYMENT AND DISPATCH.

# SCHEDULE RESOURCES AND OPERATE TRAINS MORE EFFICIENTLY

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# TTC recognized as Transit Agency of the Year by the American Public Transportation Association



"I am immensely proud of this award and accept it on behalf of the 14,000 people who work for the TTC. Culture change and how we inspire, develop and manage people is at the heart of our renaissance, led by our belief that it is through a transit system's people and their embrace of a common goal, that sustainable improvement is achieved."

Andy Byford Chief Executive Officer

# How we did it:



**People:** A new culture of pride and accomplishment



Fleet: Additional new modern accessible vehicles



**Customer satisfaction:** Record increases due to multiple improvements



Infrastructure: Unprecedented capital investment in transit



# **ANGI: More Than 30 Years of CNG Refueling**

**ANGI IS A FOCUSED**, worldwide supplier of CNG refueling systems, based in Janesville, WI, with more than 30 years of experience.

ANGI started business in 1983 in Milton, WI, and is the largest full-line CNG station equipment manufacturer in the U.S. In 2012 the company moved to a 215,000-square-foot facility on 14 acres in Janesville, which includes a state-ofthe-art, 6,500-square-foot research and test center with five testing bays for product development and validation testing.

In 2014, Gilbarco Veeder-Root, a worldwide technology leader in retail and commercial liquid fueling operations, acquired ANGI Energy Systems to expand into the gaseous fuels marketplace.

ANGI has packaged more than 1,400 Ariel compressors and is ISO 9001:2008 certified, which demonstrates longevity in the industry along with developing and delivering a quality product.

ANGI has dedicated engineers and project managers, as well as customer service representatives and field service technicians available around the clock. ANGI also offers a variety of training opportunities, including several levels of factory and field training at customer facilities to meet specific needs.

#### **Public Transit Activities**

ANGI has been actively involved in the public transit industry for almost two decades and has developed high-flow equipment and custom refueling strategies that improve the delivery of gas in this market.

ANGI continues to see activity growing in the transit industry. Over the last three years, the company has provided equipment for more than a dozen transit CNG installations, with equipment



ANGI has supplied CNG refueling systems for more than 30 years.



for several more U.S. and Canadian transit sites currently in production.

The company's equipment is being installed in a variety of installations: brand new facilities, facility expansions and replacing existing equipment that has been in operation for many years with state-of-the-art new equipment. For more information on ANGI, please visit http://angienergy.com/ or contact Graham Barker, Eastern regional sales manager, at 203-394-7889 or gbarker@angienergy.com or John Barker, Western regional sales manager, at 469-600-9131 or jbarker@angienergy.com.

# **ARBOC: Safety, Equality, Dignity for All Passengers**

**WITH AN INFINITE** passion for accessible transportation and the simple vision of *safety, equality and dignity for all passengers,* ARBOC Specialty Vehicles, LLC took formation.

In 2008, ARBOC began a revolution in the bus industry by developing the Spirit of Mobility (SOM). Featuring a kneeling suspension that allows for an ADA-surpassing 1:6 entry ramp angle, the SOM was the first low-floor cutaway on the market. This was groundbreaking for the bus industry, which previously had provided only high-floor cutaways that use a three-step entry and wheelchair lifts. The actual lifts were located in the rear of the bus and forced wheelchair users to be hydraulically lifted into the vehicle, with no freedom to enter without assistance along with nonwheelchair users.

The SOM enabled these passengers to use the front entrance with little or no help along with the other passengers, giving them the sense of dignity and belonging that was stripped away by the high-floor cutaways with lifts. Nearly a decade later, ARBOC is now an industry leader of low-floor, ADA compliant buses. "I am proud of what the ARBOC team has accomplished. We started with only a vision but now, such a short time later, the industry is following our lead," said ARBOC President and CEO Don Roberts.

ARBOC currently offers a full lowfloor product line that exceeds federal ADA standards, complies with Buy America requirements and endures more safety testing than any other buses on the market. The SOM, Spirit of Freedom, Spirit of Liberty, Spirit of Independence and new Spirit of Equess meet the needs for public fixed-route transportation, dial-a-ride services, assisted living, religious organizations, executives, hotels and more.

If you are in the market for a new bus, give ARBOC the opportunity to revolutionize your service to your clientele. They have proven transportation solutions offering Equal Access for Everyone<sup>®</sup>!



ARBOC's range of vehicles.

#### ATLANTA ... DID YOU KNOW?

## Atlanta Appetite

**NOW FOR THE MOST IMPORTANT** part of your stay ... the food! Atlanta boasts more than 300 restaurants in the downtown area alone, offering a wide variety of cuisines for all food lovers. Here are a few examples.

Anis Café and Bistro, opened in 1994, gives diners an authentic slice of the south of France with its charm, exquisite architecture and tasty dishes.

Atlas Restaurant skillfully combines seasonal American cuisine with European influences.

Buckhead Diner mixes 1950s Americana with upscale southern cuisine, making for the perfect "comfort food."

Davio's Northern Italian Steakhouse holds the title of being Atlanta's only one of its kind, with USDA-grade prime steaks and fresh seafood, all served in a lively bar and lounge, or outdoor patio. The restaurant also contains its own in-house bakery.

And for all you BBQ fans, Smokebelly BBQ offers a plethora of dishes ranging from regionally-sourced smoked meats, somewhat healthier fare and even a light tapas variety.

For those about to hit up a game, or just wrapping one up, the Braves All-Star Grill is conveniently located by MARTA's Peachtree Center, featuring 8,000 square feet of baseball history, 25 TV screens covering different sports and a large selection of craft beers and typical stadium menu items prepared in unconventional ways.

Also, the Busy Bee Café serves up authentic Southern soul food as it celebrates its 70<sup>th</sup> anniversary and continues to be a favorite among locals and tourists alike.

There are challenges in every direction... Our path is clear



At Nova Bus, we bring life to your city by designing vehicles that can handle the toughest challenges.

From standard 40-ft buses to high-capacity articulated BRT vehicles, from clean diesel to hybrid-electric and from 100% electric to natural gas propulsion, our buses have the capacity to respond to any type of service demand at any time.



# Electric Bus Solutions

- Battery Electric
- Fuel Cell Electric
- Electric-Range Hybrid
- Hybrid Electric
- Electric Accessories

With 8,000 systems operating around the globe, BAE Systems is providing electric solutions for transit buses, paratransit buses, and motor coaches.

Contact us to learn about the many ways we're helping to make buses more efficient while becoming more electric, or visit www.hybridrive.com.



# **Apollo Video's 4K Delivers** Using Nord-Lock Helps **Unprecedented Quality And Analytics**

pollo Video Technology has introduced several new ways for public transit agencies to provide an increased level of safety, security and efficiency to video surveillance systems as part of its market-leading RoadRunner<sup>™</sup> product line, including an ultra-high-definition

4K system and a 360-degree camera. The RoadRunner 4K Ultra High Definition System delivers unprecedented clarity to cameras for bus and rail transit, enabling agencies to have a clearer picture of activities on and around buses and commuter trains.

"Our 4K system delivers clarity to transit surveillance that has not been seen before," said Chief Executive Officer Rodell Notbohm. "We're excited to bring this technology to the market and look forward to working with our transit partners to help them deliver an even safer environment to their riders.'

The 4K resolution of 3840 pixels x 2160 pixels is four times greater than 1080p. Delivering better contrast with less pixilation, Apollo Video's 4K allows operators to capture wide views and zoom in on specific areas with greater retention of detail than possible from images originating in 1080p, meaning that everything from license plates to



Apollo Video Technology's 360-degree camera

facial features are clear and recognizable. Apollo Video's high-definition

360-degree camera allows transit operators to achieve maximum panoramic video coverage. Often, public transit vehicle cameras are limited in viewing angle to about 120 degrees, resulting in coverage gaps as passengers move throughout a vehicle.

"These advancements in video quality improve the accuracy of video analytics and support further expansion of our enterprise software management with tools that not only enhance safety and provide video evidence, but increase efficiency and rider experience as well," Notbohm said.

Apollo Video was named the transit bus market leader in the Americas in the 2017 edition of the IHS Markit Mobile Video Surveillance and Body Worn Cameras Report, a position it has maintained since 2010.

# **Keep Transportation Safe**

ince the discovery of the wheel, humans have devised new means of transportation. We can travel over and under water, through mountains and around the world.

Many modes of transport operate in extreme conditions and temperatures, subjected to dynamic loads and constant vibration. Safety is largely dependent on everything staying together, which in turn relies on safe, secure fasteners that can withstand all the demands.

Nord-Lock began using its wedgelocking washers with rolling stock more than 30 years ago and the technology can now be found in all safety-related areas of the rail industry, including bogies, coupling devices, brake systems, rail dampers and housing.

These washers ensure the functionality of bolted joints, even at the highest levels of vibration caused by rail traffic. One application example is in railway switches, which require minimal maintenance while being constantly exposed to the elements and considerable stress. The wedge-locking function provided by the Nord-Lock design simply keeps all bolts safely secured. Railway companies avoid operational downtime, saving money in the end.

For example, a French company that uses 8,000 different types of fasteners on its rolling stock designs its own specifications and does all its own maintenance via the Railway Test Agency. This includes research and development, certification, qualification and acceptance testing, operating, maintenance and failure analysis, industrial health and safety.

The firm realized that bolting was not taken seriously enough and people were not trained to do it. It seemed to be an assumption that anyone can screw a nut onto a bolt, but this is far from true. Bolts are a strategic element in keeping trains on track: if you lose a piece, it could be catastrophic.

Nord-Lock washers prevent bolt loosening, fit existing nuts and bolts, eliminate the need to check bolts frequently, require less maintenance and provide excellent performance in critical applications.

## **ATLANTA ... DID YOU KNOW?** Two of Its Greatest Sons

ATLANTA IS ONE OF only two cities that can proudly lay claim to two Nobel Peace Prize winners: Martin Luther King Jr. and President Jimmy Carter. The city also houses the Jimmy Carter Presidential Library and Museum and the Martin Luther King Jr. National Historic Site



# Proterra Sets Record: More than 1,000 Miles On a Single Charge

Proterra, an innovator in heavyduty electric transportation, recently set a world record for driving the longest distance ever traveled by an electric vehicle on a single charge at the Navistar Proving Grounds in New Carlisle, IN; a 40-foot Catalyst E2 max bus traveled 1,101.2 miles this month with 660 kilowatt-hours of energy storage capacity.

"For our heavy-duty electric bus to break the previous world record of 1,013.76 miles—which was set by a

## **RECESS UNIT** CONTINUED FROM PAGE 20

- It features a maintenance-free aluminum trench cover system that provides full drive over capacity of 13,500 pounds.
- Its bolsters remain completely flush with the floor, facilitating lift setup, minimizing the possibility of hitting the lift with the vehicle and reducing tripping hazards.
- Its anodized aluminum flat pit covers come with a skid-resistant surface as standard.

The DIAMOND LIFT has a lifting capacity of 32,000 pounds or 35,000 pounds per piston (depending on model) and is available in two-, three- and fourpiston configurations for a total lifting light-duty passenger EV 46 times lighter than the Catalyst E2 max—is a major feat," said Matt Horton, Proterra's chief commercial officer.

Beyond meeting transit agencies' range requirements, the Catalyst E2 max also has a low operational cost per mile compared to conventional fossil fuelpowered buses. According to Bloomberg New Energy Finance, lithium-ion battery prices have dropped by roughly 72 percent since 2010, and the economics for batteries continue to improve.

capacity of up to 140,000 pounds. It is available in two versions: "cassette" and "frame."

When operating the DIAMOND LIFT, the first locking point safely engages almost directly after the tires clear the floor. The lift provides full access to the vehicle undercarriage while delivering wheels-free lifting. The anodized aluminum floor trench covers are corrosion resistant and have full driveover capacity. Instead of rollers, the DIAMOND LIFT uses self-lubricating sliding blocks supporting optimum point load distribution for prolonged durability. These blocks slide on full stainless steel sliding strips.

## ATLANTA ... DID YOU KNOW?

#### Activities in Atlanta

THERE'S NO SHORTAGE of activities to take in while in Atlanta.

- Witness the majestic underwater world of the Georgia Aquarium located downtown, home to more than 10 million gallons of water and more animals than any other aquarium.
- Take a tour of the World of Coca-Cola Factory and get to see how one of the world's most famous soft drinks is bottled. You can sample more than 100 individual beverages and even create your own recipe!
- For those who prefer a more natural, scenic experience, be sure to check out the Atlanta Botanical Garden, covering more than 30 acres of lush green, located in Midtown Atlanta by Piedmont Park.
- Anyone who likes history and literature taken together should definitely stop by the Margaret Mitchell House, home of the legendary Gone with The Wind novelist.
- CNN Studios is open for tours while the channel's reporters broadcast up-to-theminute news stories.
- Atlanta also offers tours by Segway, bicycle and electric car, giving visitors a chance to see the city from a different perspective, and the historic Marietta Trolley takes folks on a 90-minute tour of the neighboring city's history.
- Finally, for a grand ole evening, you might want to hear the Atlanta Symphony Orchestra perform, or join your buddies for a home game at Mercedes-Benz Stadium to see the Falcons, or the Braves' SunTrust Park if baseball is more your speed.

## HUBBELL INC. CONTINUED FROM PAGE 24

demand by industries needing reliable, solid-state adjustable-speed drives and uninterruptible power supplies, such as for transit and rail vehicles. Cableform's shunt-motor soft-start contactors control track transfer switches.

Also, Hubbell-ICD has aggressively pursued new opportunities in international markets where infrastructure growth has been rapid. In collaboration with our ONE-Hubbell counterparts in India and China, along with premier distributor partnerships in these regions, Hubbell is providing seminal U.S. DC switching technology to growing locomotive/transit OEMs in developing regions. These include Bombardier Transportation, Siemens-Nashik, Medha Servo Drives Pvt. Ltd. and Bharat Heavy Electricals Ltd.

The company Harvey Hubbell founded more than 100 years ago still embodies his bedrock principles of quality and innovation.



Visit Us at APTA EXPO 2017 Booth #8732 Atlanta, GA www.transitvue.com 909-627-4100 info@transitvue.com



#### EXPO 2017 ANNUAL MEETING & EXPO -

# **Diagnosys Provides Universal Bench Test Equipment**

**MAJOR U.S. METROPOLITAN** transit authorities and large OEMs have saved hundreds of thousands of dollars annually by bringing electronics testing



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and repair in-house. The public transit industry can realize further savings with universal, consolidated Bench Test Equipment (BTE) that can support products from multiple manufacturers and technologies.

Diagnosys Systems Inc., based in Westford, MA, provides the answer with the S500 FT (Functional Tester), unique in the industry. The S500 FT is capable of not only testing a mix of printed circuit boards (PCB) and high- and low-voltage light rail units (LRUs) from multiple vendors, but also automating a wide range of effective testing methods.

The consolidated BTE resulted from a specific request from the largest selfmaintained public transit agency in North America, MTA New York City Transit. Boston's Massachusetts Bay Transportation Authority quickly realized the benefits of consolidated BTE and requested the S500 FT as part of its recent rail car purchase from CRRC. Diagnosys has been providing BTE to both agencies for more than 10 years now.

The universal S500 FT can test components including ATO/ATC, door operator assemblies, HVAC systems, propulsion choppers at high current, singleand multi-phase inverters at full load, low-voltage power supplies at full load, high-speed circuit breakers and auxiliary power units at 90+ kilowatts.

Among other benefits, this tester enables technicians to more effectively test PCBs and LRUs with the S500 Executive Software, which provides a consistent user interface on all systems; allows OEMs using a multifunctional BTE to test products in house the same way they'll be tested by the end user; helps return boards to service more quickly and keeps rolling stock in service using in-house repair; and eliminates the need for several separate, vendor-specific testers.

## SUPER POWER PUSHER CONTINUED FROM PAGE 36

#### Accessories

- Ergonomic handles and hand guards for operator comfort and safety
- Strobe and audible motion beeper for safety and visibility on plant floor
- Versatile standard and custom attachment options available

#### Specifications

Motor type: 36 Volt D.C. —1500W
Gearbox: Single speed reduction

- gearbox, with differential Drive Mechanism: 2 x chain &
- sprocketController: Digital fully program-
- mable, with fault diagnostic capability
- Batteries: 3 x 90 Ah Dryfit, Gel Type. Sealed & maintenance free
- Battery Charger: On-Board, 3 stage, 3 x 15 Amp output 110v or 240v
- Push/Pull Capacity: Up to 100,000
   lbs.; up to 250,000 with dual motor model (subject to rolling resistance)



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# THE LIGHT AT THE END OF THE TUNNEL.

We understand the challenges of modern safety system design and integration. We can build it your way.

# **Software Solutions**

CRM products integrate with each other and your IT networks with powerful playback, automated data mining, and installation verification applications that can run both on and off board. Data flows where and how you want it, reducing costs.

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Where adding new functionality to existing systems can reduce both overall implementation and maintenance costs, CRM can help.

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Standalone or integrates to existing safety systems, and conform to the latest CFR with patent pending cognitive operator feedback technology.

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Low-cost WIFI and cellular products move your data when and how it makes the most sense for you.

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#### EXPO 2017 ANNUAL MEETING & EXPO -----

# Alexander Dennis: More Than a Century of Excellence

A lexander Dennis is one of the world's leading bus and coach builders, with a history of design, engineering and manufacturing excellence spanning more than a century.

Employing more than 2,400 people globally, Alexander Dennis is the largest manufacturer of double-decker buses internationally, with a network of facilities in the USA, Canada, Mexico, Hong Kong, Singapore, New Zealand, Malaysia, Germany and the United Kingdom.

Alexander Dennis' Enviro500—a three-axle double-decker bus designed exclusively to meet the requirements of the North American market and with various interior specifications—forms the backbone of many North American cities' fleets including Seattle, Las Vegas, San Francisco, Toronto, Vancouver and Ottawa.

Available at heights of 13 feet, 6 inches or 12 feet, 10 inches for the SuperLo express commuter variant (with integral luggage space), the Enviro500 offers the unique combination of high capacity and comfort for transit and interurban journeys. It occupies the same footprint as a conventional single-decker bus, is capable of carrying up to 100 passengers and, due to its low height, can operate with ease across the USA and Canada. With more than 18,000 Enviro200 single-decker buses delivered to markets across the globe, the Alexander Dennis range of 30- and 35-foot Enviro200s has transformed urban transit across North America, the UK, Hong Kong, Singapore, Malaysia and New Zealand.

Fuel efficient and maneuverable, the Enviro200 single-decker bus is a perfect choice for feeder and urban routes.

All Alexander Dennis vehicles are constructed on a steel chassis with a lightweight aluminium body structure, making them fuel-efficient with industry-leading reliability, lowest cost of ownership and best-in-class aftermarket support. They meet all North American legislation including Federal Motor Vehicle Safety Standards, ADA and Buy America regulations, are Altoona tested and produced in one of the company's North American manufacturing hubs by a team of highly skilled employees.



Alexander Dennis' SuperLo Environ500 is lower than the standard double-decker bus, allowing more flexibility.

# Bitimec: Cutting-Edge Simplicity, Enough to Wow

#### UNTIL THE EARLY 1980S,

friction bus washing was done either by hand, with \$20 worth of brooms and buckets (labor-intensive), or with a \$150,000 rollover/portal structure (that ate dollars and space). One latecomer, the electric single-brush bus-washer, hit the sweet spot in-between, providing low-cost efficiency. A bus brush-washon-wheels, plugged into water and power, enabled one operator to wash buses very well in a matter of minutes!

Bitimec came into the picture in 1988, born with the compulsion to innovate, tackling diverse inefficiencies in general transportation. The single-brush bus wash machine was the first re-engineering project where steel and aluminum frames were replaced by all stainless steel and a patented "brush-only" inclination mechanism was introduced—two signature features still carried today on all Bitimec "Wash-Bots."

Wash-Bots became a name and a goal. What if we made Wash-Bots totally autonomous, portable, with unlimited power options, able to move from indoors to outdoors, from bay to bay and wash vehicles where parked?

Today, 30 years later, Bitimec's Wash-Bots line of portable single-brush washers has won over bus and light rail operators, school bus, airport shuttle/ coach/transit and paratransit fleets of all sizes, plus many modern light rail systems such as Portland, Kansas City and Atlanta. One operator referred to the line's high-tech simplicity as "the iPhone of the bus wash sector!"

WashBots anticipate hurdles with clever features crafted into every machine: cutoff nozzles to wash smaller vehicles, "brush only" inclination to better reach bus contours and a water refill shutoff valve to work without interruption, just to name a few.

Operators simply walk the Wash-Bots around the vehicles, applying soap, rinse water and power brushing, all at the touch of a button. The small-footprint machines do not need a dedicated building because they can be tucked out of the way when not in use. Seeing the high-tech simplicity of a Wash-Bot at work never fails to wow first-timers.



#### won over bus and light rail operators, school bus, airport shuttle/ to keep its buses clean.

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# **Off the Grid: Solar Powered, Next Generation Digital Signage**

ndustries sometimes use the term "green technologies" as a public relations add-on to garner praise. Not so in the public transit industry.

Going off the grid is essential if you want to provide your customers vital, real-time updates, especially during inclement weather. Weather conditions can wreak havoc on electrical infrastructure and disable any type of important transit messaging to your customers.

Additionally, even without severe weather conditions, most at-stop information is static, making updates costprohibitive, and the lack of electrical power at the vast majority of bus stops has made digital options impossible. Public transit customers then resort to their smart devices to search out information that may or may not be correct. Agencies need to own this vital information at stops and communicate it efficiently and effectively.

CHK America, a leading provider

of customer information solutions for the U.S. public transportation industry, has found this can be achieved using a robust messaging device that does not require electrical infrastructure. According to chief technology officer Chuck Menzel, "We focused on developing digital signage that was not only energyefficient but also required little effort to set up and run. ConnectPoint® Digital Signage meets these requirements and more."

ConnectPoint® does not require electrical infrastructure and addresses the issues of cost efficiency and reliability for real-time departure information. Its products, Digital Bus Stop and SmartStop® (interactive kiosk), have high-resolution imagery broadcasting service change updates, rider alerts, schedule changes and real-time departure information.

"This is all about customer service and efficiency. Installing solar powered, digital signage at transit stops mitigates performance chaos and equips the rider with all the information they need to get to their destination," said Rick Wood, the company's president and chief executive officer.

Many transit agencies are grappling

with limited budgets and existing infrastructure. Weatherized and wireless, ConnectPoint® Digital Signage is easily deployed on existing bus stop poles within 30 minutes.

Learn more at Booth #2140.

# **Simplifying Portable Precision Wheel Truing**

#### WHEEL-RELATED SERVICE dis-

ruptions can cost rail operations \$10,000 or more per incident. This includes time waiting for repairs, the cost of shipping wheel sets or moving locomotives to reconditioning facilities, outsourcing

wheel profiling to mobile contractors, lost revenue and even FRA fines.

Now, however, computer numerical control (CNC)-controlled portable wheel lathes are expediting wheel profiling and reducing costs by enabling safe, precise, on-site locomotive wheel truing in the field or at the shop.

Wheel Safety and Compliance

To ensure proper wheel-

locomotive wheels be inspected every 90 days. The wheels must pass inspection for defects such as flat or shelled spots, thermal cracks and thin or high flanges.

WHEEL TRUING CONTINUED ON PAGE 51



A portable wheel lathe from Delta Manufacturing being used to rail interface, FRA requires maintain a railcar wheel.

## ATLANTA ... DID YOU KNOW? Atlanta's Strong Tourism Record

IN 2016 Atlanta had a record-breaking 52 million visitors, generating \$15 billion in spending. The city collected an estimated \$76 million in hotel and motel taxes. It was the top destination for conventions and tourism, resulting in 700 conventions, meetings and events hosted and booked in 2016. With more than 810 hotels totaling 95.600 rooms. Metro Atlanta has more than enough room to accommodate its enormous number of visitors. There are 280,000 jobs in the hospitality industry, and the city was ranked "most charming," "most cultured" and among the "friendliest of cities."

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# **Continuing Education Credits Available**

**APTA IS OFFERING** certification hours through the American Planning Association (APA) and Universal Public Procurement Certification Council (UPPCC) for the following approved educational sessions at the Annual Meeting & EXPO:

#### **Certification Maintenance (CM) Hours for Planners**

#### Monday, Oct. 9

- Integrated and Innovative Mobility Management (3:30-5 p.m.) 1.5 CM
   EXPO Learning Zone: Public Transit as Mobility Manager: How to Cover the First & Last Mile (2-2:30 p.m.) 0.5 CM
- EXPO Learning Zone: The Mode Choice on Car Free Earth Day (2:45-3:15 p.m.) - 0.5 CM

#### Tuesday, Oct. 10

- EXPO Learning Zone: Transit/City Partnerships Part 1: Civic Transit Corridors (10-10:30 a.m.) 0.5 CM
- EXPO Learning Zone: Transit/City Partnerships Part 2: Cities Help Set the Table for Transit (12-12:45 p.m.) 0.45 CM
- Innovations in Planning and Implementing TOD (3:30-5 p.m.) 1.5 CM

#### Wednesday, Oct. 11

- Advancing Performance Based Planning and Programming (9:30-11 a.m.) 1.5 CM
- Mobility on Demand Workshop (1-5:30 p.m.) 4.5 CM

#### **Professional Development Hours (PDH) for Procurement Professionals**

Monday, Oct. 9 ■ The Procurement Super Session! (3:30-5 p.m.) — 1.50 PDH

#### Tuesday, Oct. 10

- Procurement Integrity (1:30-3 p.m.) 1.50 PDH
- COMTO/APTA Forum (3:30-5:30 p.m.) 2 PDH

#### Wednesday, Oct. 11

■ Procurement—What Happened to the Good Old Ways? They Are No Longer Good! (9:30 - 11 a.m.) — 1.50 PDH

For more information, contact Cheryl Pyatt at cpyatt@apta.com or 202-496-4875.

#### WHEEL TRUING CONTINUED FROM PAGE 50

and must meet specified wheel measurements.

According to Chris Wilson, manager of training and continuous improvement at the Ontario Northland Transportation Commission, locomotives with wheel defects had to be shipped to a larger facility, taking it out of service for up to five days.

"For us, that could mean not being able to run a train, which is a huge loss of revenue," said Wilson. The commission is a public agency that operates 24 locomotives in Ontario, Canada.

Initially, Ontario Northland considered an in-track wheel turning machine with a \$2 million price tag. Wilson instead turned to a portable CNC wheel lathe from Delta Manufacturing, which can be quickly brought to a disabled locomotive to reprofile wheels onsite.

"Now if we have a wheel defect, we can put the locomotive back in service again in about 24 hours," said Wilson. "The portable wheel lathe paid for itself in the first six months, just in the reduced downtime."

Bay Line Railroad, which runs 23 locomotives and supports about 15 short line railroads in the southeastern U.S., also switched to a CNC portable lathe.

"We used to have to move a locomotive or spend \$10,000 to buy a wheel," says David Nunnery, mechanical manager for the Bay Line Railroad. "Now we bring our portable Delta Manufacturing CNC lathe to the locomotive and cut the wheel onsite. On our short line operation, we save about \$70,000 a year with it."

For more information, call 906-233-1500, email j.malueg@ deltamfg.net or visit www. deltamfg.net.



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## BOMBARDIER

# Voith Turbo's DIWA.6 Reduces AmePower Provides Traction **Emissions in San Antonio**

VIA METROPOLITAN TRANSIT in San Antonio, TX, is partnering with Voith Turbo's DIWA.6 automatic transmission to reduce nitrogen oxide (NOx) emissions and increase fuel savings.

VIA is converting its fleet of diesel buses to cleaner CNG, and the DIWA.6 performs well with existing CNG engines. The conversion helps meet the demand for cleaner and more fuelefficient mass transit vehicles.

Benefits of the DIWA.6 transmission include a long first gear for smoother



VIA Metropolitan Transit is installing Voith Turbo's DIWA.6 automatic transmission in its bus fleet.

ATLANTA ... DID YOU KNOW?

acceleration and a smoother ride for passengers; less shifting for less wear and higher reliability; coolest-running CNG transmission in the industry; a full-flow cooling circuit that allows for 100 percent of oil to be cooled and filtered; and optimal performance even in extreme climates

The DIWA.6 comes equipped with Voith's Hydrodamp Coupling, which absorbs and isolates vibrations, protecting the transmission and the engine while allowing for lower engine speed operation without noise and vibration. This increases the overall drivability and operation of the vehicle while also making it a quieter mass transit option.

"VIA's conversion to an all-CNG fleet is where the rubber meets the road for our commitment to drive innovation and connect our region with a cleaner, 'greener' future," said VIA President and Chief Executive Officer Jeffrey C. Arndt. "Well-built, fuelefficient vehicles will help us provide environmentally sustainable transportation for our region."

# **Converter Solutions**

**AMEPOWER**, a DBE, WBE, MBE and WOSB (women-owned small business) certified company, and Strukton have partnered to offer a range of solutions to provide com-

пп

plete traction inverters for

new systems, retrofit conversions, upgrades and repair services.

Apart from combining Strukton's almost 100 years of experience in Europe and AmePower's U.S.-based manufacturing and local support, these solutions are U.S. made and Buy America compliant.

Thanks to our modular design approach, our proven technology enables us to offer a quick turnaround time, which translates into an extremely affordable alternative. Our engineers make sure to understand your technological and commercial needs and will provide you with a custom plug-and-

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play solution that will seamlessly inte-

grate with the rest of the components of your fleet. Your workforce will not need further training.

We also provide solutions for auxiliary power supply, low voltage power supply and train control management systems. These solutions can be used in streetcars, light rail vehicles, heavy rail vehicles and locomotives, either in new or existing fleets manufactured by any OEM.

# Tracking 'MyStop' in Birmingham

gives you access to real-time bus schedules and the latest updates.	Features Include: Real-time tracking	Public transit ride Birmingham, AL, d now know wheth can have an extra of coffee and still the bus thanks to MyStop, a new ap
The mobile app comes packed with everything you need to plan your trip — no matter where you're headed.	<ul> <li>Bus Schedules</li> <li>Arrival times</li> </ul>	the Birmingham-J County Transit Au (MAX). Users can bus locations, rou information, sche maps and delays new live tracking

ers in can er they a cup l catch MAX op from Jefferson uthority access dules, with this service.



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THE WORLD'S LARGEST drive-in restaurant, The Varsity, is located in Atlanta.

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fried pies, Frosted Orange milkshake, and serving more Coca-Cola (a local invention!) than



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# Leading the Way with All-Electric Buses!

AVTA will purchase up to 85 new all-electric zero-emission buses from BYD Coach & Bus in Lancaster, California, making AVTA the nation's first 100% electric public transit fleet.

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# **Ecolane Launches a First-to-Market Mobile App for DRT**

E colane's continuing development of next-generation technology and innovation has led to a simple, user-friendly mobile app for passengers wanting the freedom to review and manage their personal transportation needs.

With its U.S. headquarters in Wayne, PA, Ecolane is a technology leader in

demand response transportation (DRT) and paratransit.

"In an increasingly demanding digital world, customer expectations are high. Ecolane's mobile app, built from the ground up, meets and exceeds those expectations," said Chief Executive Officer Steve Ross.

Developed through more than

10 years of experience providing webbased self-service scheduling, Ecolane's mobile app's key features include streamlined scheduling, reduced trip loss, flexibility to manage trips and convenient trip details. The app is available for both iOS and Android mobile devices.

"Ecolane's mobile app is designed to



hermetic electric scroll compressor/s · a.c. motors · self-contained refrigerant loops · generator or hybrid bus power



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help agencies empower their passengers, while reducing the workload of their call center," said Daniel Andrlik, vice president of product. "Giving passengers the ability to manage their transportation from the palm of their hand increases rider satisfaction and deepens their connection to their service. We're happy to be a partner with each of our customers in the mission to upgrade tran-

sit for their riders."

Ecolane's products are a flexible, affordable and reliable choice for public transit agency managers, directors and decision-makers with responsibility for implementing easy-to-deploy scheduling and dispatch solutions. Its software platform restores community engagement to people who might not otherwise have access and mobility.

Ecolane is part of the National Express family of companies. Headquartered in Lisle, IL, National Express is a leader in transit and student transportation whose North American companies operate 23,000 buses and serve more than 500 clients in 39 states and four provinces.

To learn more about Ecolane, visit www.ecolane.com.



## HURRICANE RELIEF CONTINUED FROM PAGE 4

gift cards to the TTA/SWTA relief effort. APTA coordinated with Visa so there were no service fees, ensuring all the money went directly to the employees.

Donations for Texas employees can be sent to SWTA, P.O. Box 60475, Fort Worth. TX 76115.

Florida Public Transportation Association Executive Director Lisa Bacot said representatives of these Florida public transit agencies reported needs ranging from a loss of all refrigerated foods due to extended power outages to loss of entire homes: Brevard County, SCAT; Lee County, LeeTran; Jacksonville Transportation Authority; Volusia County, Votran; Pinellas Suncoast Transit Authority; Collier Area Transit; South Florida Regional Transportation Authority; and Polk County,

## **SEATING** CONTINUED FROM PAGE 19

Fabric (and foam) add a level of initial warmth to the seating surface, but non-fabric surfaces quickly warm up to body temperature. More important than a thin layer of foam and fabric on a seat are the contour, pitch and back angle of the seat.

#### **Other Options for Germ** Reduction

Other options for germ reduction on seating upholstery include fabric additives, maintenance and alternative materials.

New fabric treatments keep fluids from entering the fibers as long as the additive is sufficiently present.

Another method involves cleaning and rotating upholstered components within and between vehicles. However, this practice is only effective Citrus Connection. The emergency affected all levels of employees: operators, technicians and administrative staff.

Donations for Florida employees can be sent in care of Lisa Bacot, 5841 Countryside Drive, Tallahassee, FL 32317.

#### **Donate to Hurricane Maria** Victims

APTA and its partners, ACI and Herzog, are asking attendees at the APTA Annual Meeting & EXPO to help public transit employees in Puerto Rico rebuild their lives after the devastation of Hurricane Maria.

Find one of the donation stations at the APTA Center, Hall C, Georgia World Congress Center, or the Information Booth. Online donations, credit cards,

with a vigorous, ongoing maintenance

Some transit systems have moved to

vinyl upholstery that is non-permeable

by most liquids, but vinyl can easily be

cut or damaged and requires ongoing

Seating is the one component on a

vehicle that riders come in contact

with more than any other. In the end.

it comes down to what best meets the

needs of riders and maintenance staff.

There are now options, from plush pad-

ding to fabric or vinyl only, to all plastic

without any upholstery-each of which

are highly ergonomic and very similar

program and does not offer real-time

effectiveness.

replacement.

Conclusion

in comfort.



APTA employees including Acting President & CEO Richard White present gift cards to assist Hurricane Harvey victims to SWTA Executive Director Kristen Joyner.

checks and cash will be accepted. Contributions are not tax deductible. Hurricane Maria has endangered

3.4 million people, including the public transit family, who are suffering from scarce drinking water, food, power, med-

## NEW FLYER EXPANSION CONTINUED FROM PAGE 4

world-class manufacturing lab, exhibition space and training areas to explore and advance bus and coach technology through sustainable research and development, foster dialogue through education and training on the latest zero-emission and autonomous driving vehicle technologies, engage learning through interactive exhibits, and advance sustainability and mobility solutions.

"We look forward to making a posi-



Participating in ground-breaking ceremonies at New Flyer's building expansion in Anniston, AL, are, from fourth from left, Paul Soubry, chief executive officer, New Flyer of America; Alabama Gov. Kay Ivey; and Wayne Joseph, president, New Flyer of America.

ical care and basic shelter in some areas. These donations will help public transit employees get back on their feet-so they can help their riders, neighbors, friends and families start the long road to recovery.

tive impact on the industry through innovative technology and job creation and sincerely appreciate the support from local and state officials in Alabama," Joseph added.

Development of the VIC is supported by New Flyer and its affiliate, Motor Coach Industries, as well as industry partners each contributing interactive learning experiences that highlight New Flyer's electric and autonomous vehicle technologies.

The Anniston campus, acquired by New Flyer in 2013, manufactures complete public transit buses from high-strength frames to final assembly. In 2015, New Flyer invested \$20 million to transform the campus into a world-class LEAN manufacturing facility capable of producing New Flyer's Xcelsior® heavy-duty bus platform.





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# **Atlanta: Many Communities in a Single City**

hile Atlanta is sprawling with towering buildings made of glass and steel, it is also dotted with expansive green spaces. Recently named to Lonely Planet's 2017 "Best in the U.S." list, this urban oasis is a multicultural haven for residents and visitors alike, yet exudes Southern hospitality. Individuals from all walks of life add to the city's charm and personality.

Atlanta began as a railroad terminus and remains a transportation hub, but with a 21<sup>st</sup>-century, global approach. Hartsfield-Jackson Atlanta International Airport is the busiest airport in the world, and 80 percent of the U.S. population lives within a two-hour flight. Visitors can travel downtown directly from the airport by using the Metropolitan Atlanta Rapid Transit Authority (MARTA).

Centennial Olympic Park is downtown's centerpiece, anchored by the Fountain of Rings, an everlasting reminder of the 1996 Summer Olympic Games. Next door, attractions surround Pemberton Place such as the Georgia Aquarium, World of Coca-Cola and Center for Civil and Human Rights. The Atlanta Streetcar transports passengers from the convention and entertainment district to the east side of the city.

This year marked the opening of SunTrust Park, the new home of the Atlanta Braves, and the state-of-theart Mercedes-Benz Stadium, where the Atlanta Falcons will share the field with concert performers. Major League Soccer is introducing Atlanta United FC this year. At Philips Arena, profes-



The entrance to the Georgia Aquarium.



METROBUS

The presidential gallery and archives at the Jimmy Carter Museum.

sional men's and women's basketball teams, the Hawks and the Dream, take the court while collegiate football fans congregate at the College Football Hall of Fame.

Atlanta's rich history comes to life in Sweet Auburn Historic District, once the wealthiest African-American community in America. The area is a focal point for the American civil rights movement, as the Martin Luther King Jr. National Historic Site and Ebenezer Baptist Church are located within the district.

Beyond the city's core, Atlanta's intown neighborhoods are packed with personality. Midtown mixes elegance with culture. The Westside has become a magnet for foodies, design enthusiasts and shoppers. Buckhead blends boutiques and galleries with fabulous dining, while Little Five Points keeps it funky through bohemian grunge paired with eclectic shops and music spots.

In Atlanta, chef-run restaurants

dish up modern American cuisine in strikingly beautiful spaces. Among the cutting-edge eateries are cozy diners, cafés and bistros. The ethnic mom-andpop restaurants along Buford Highway offer menus with little English and lots of flavor. Locally-owned craft breweries sprinkle the city, creating an unofficial ale trail for visitors to enjoy.

Atlanta welcomes more than one million international visitors each year. Seventy-five countries have representation in Atlanta through a consulate or trade office, giving it a diverse economy. From arts and culture to music and cuisine, the city is full of multicultural opportunities for everyone.

Atlanta sits at the intersection of Southern charm, creativity and sophistication. It is easy to fall in love with this beautiful city—its world-class attractions, award-winning dining and hidden wonders—and be inspired by the city's endless possibilities.

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# Eliminate the threat of BLIND SPOTS with *MOBILEYE SHIELD+*<sup>M</sup>

Driving a transit bus in urban environments is challenging. Due to the size and length of the vehicle, the driver has limited visibility, greater turn radii, and the city streets and crosswalks are crowded

In these conditions, every turn poses the risk of a collision, particularly with a pedestrian or cyclist hidden in one of the vehicle's blind spots.

**MOBILEYE SHIELD+** is designed specifically to compensate for the large blind spots in the front and on the sides of a transit bus. Using smart vision sensors, the System detects pedestrians and cyclists hidden in these blind spots, and warns the driver of their presence with two levels of alerts. One level notifies the driver that a pedestrian or cyclist is near the bus, but in a safe area. The second level notifies the driver that a pedestrian or cyclist is in a danger zone and a possible collision is imminent

In addition to pedestrian and cyclist detection, the System analyzes the risk of collisions with vehicles in front, unintended lane departures, and headway/ following times. When a threat is detected, the System provides drivers with visual and audible alerts giving them time to possibly avoid, or at least mitigate the severity of, a collision. <image>

Find out how **MOBILEYE SHIELD+** can turn your blind spots into vision spots.

**SHIELD+** also offers a telematics system that provides the exact time and location for each alert. This critical information enables decision makers to identify potentially dangerous areas and infrastructure deficiencies that may need attention.



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U.S. Department of Transportation Federal Transit Administration

# Quantifying Public Opinion in the Digital Age

#### BY SCOTT WILKINSON President and Chief Executiv

President and Chief Executive Officer AlphaVu

Public transit and infrastructure exist to serve the public good and depend on public support for development and funding. For policymakers, leaders of transit agencies and private sector players, this means that the success of these projects hinge on the strength and timing of their message.

After design, planning and environmental review, strategic messaging is the critical factor in successful project implementation. As an industry, we can't afford to treat public relations and voter outreach as afterthoughts.

To deliver the right message, public transit agencies, construction companies, project management firms and private equity firms need actionable data on how the public perceives transportation infrastructure. As traditional print and broadcast media lose market share, it becomes increasingly important to understand what is filling the void how and where people are getting information, how they are reacting to it and what moves them to engage, positively and negatively, with that information. Polling extrapolates data from a small

sample at a point in time to inform its analysis; results may or may not translate accurately to a larger audience and opinions can change rapidly.

In today's digital age, public opinion forms and shifts through conversation on social platforms, often changing rapidly on the word of influencers and a 24/7 news cycle. The public transportation industry needs a consistent way to track the narrative as it is forming in real time. We need a more immediate window into public opinion to form the best strategies to build, finance and manage America's bus and rail systems.

Despite the polarization in our politics, close to 80 percent of Americans support a broad program of infrastructure investment and revitalization, according to a CNN/ORC poll conducted earlier this year. But the case for infrastructure investment is highly localized: Project proponents must understand local priorities, understand the influence map and target communications effectively using messages, language, symbols and images that resonate with voters if they are to be successful.

# Kapsch Delivers Mobile Ticketing to Atlanta

R assengers on the Metropolitan Atlanta Rapid Transit Authority (MARTA) system can look forward to the benefits and added convenience of smartphone ticketing through the agency's contract with Kapsch TrafficCom to install its new Mobile Ticketing System.

Rather than pay for journeys using cash or queue to top up their Breeze smartcard, MARTA passengers will be able to buy their tickets online through their smartphone. Breeze Mobile relies on a QR code-based ticket platform, available through a mobile app, which is used to validate travel when entering and leaving the transit system.

Spanning 47 miles of heavy rail and 92 bus routes covering almost 1,400 miles, MARTA represents the ninth largest U.S. public transit system, serving more than 500,000 people each weekday.

The Breeze smartcard has been a major success since it was rolled out in 2006 and now supports 103 million



MARTA has entered into a contract with Kapsch TrafficCom to install its new Mobile Ticketing System, which allows for paying fares with a smartphone.

passenger journeys annually.

Breeze Mobile is an add-on to this system and will also be available for use on Georgia Regional Transportation Authority buses, the Atlanta Streetcar and bus services operated by Gwinnett and Cobb counties.

The \$10 million contract with Kapsch includes a seven-year warranty/ maintenance period and follows an extensive pilot program.

The first phase of the rollout process includes configuring the mobile app, customer website, back office website and regional capability. The focus will then shift to hardware installation, with one bi-directional lane expected to be installed at every metro station later this fall and work at all stations completed by fall 2018. Upgrades to validators on fixed-route buses should be completed by November and installation on paratransit vehicles will take place over the winter. The regional rollout will be finalized in spring 2018.

"MARTA is proud to be one of the first public transit agencies to implement mobile ticketing, and we are happy to offer this mobility option for our riders. MARTA is excited to roll out this project together with Kapsch," said MARTA Chief Information Officer Hsi Ming.

Kapsch is set to showcase the MTS at the APTA EXPO in Atlanta. Industry experts are invited to visit the company in Hall B, Booth #2808.

# People On The Move

#### CHEVY CHASE, MD-Ed Offter-

dinger has joined Krauthamer & Associates as special advisor. He most recently was executive managing partner at the accounting and advisory firm Baker Tilly, which he joined in 2009.

#### **RESEARCH TRIANGLE PARK,**

NC—North Carolina Transportation Secretary James H. Trogdon III

has appointed NC DOT board members Valerie Jordan, Andrew M. Perkins Jr. and Nina Szlosberg-Landis to the GoTriangle Board of Trustees as ex officio nonvoting



members.

Jordan is an IBM Global Alliance Partner account manager at Cisco Systems in



Research Triangle Park. Perkins, assistant vice chancellor for facilities and engineer-

ing at North Carolina A&T State University,

U.S. Armv Corps of Engineers after 29 years of service. Szlosberg-Landis is the founder and president of



Szlosberg-Landis

Circle Squared Media, a strategic communications consulting firm.

#### LONDON, UK—Elaine

Seagriff has joined CH2M in London as director of transport planning. She has worked in the city's planning and provision of transportation efforts for more than 25 years, most recently as head of transport policy and strategy for Transport for London.

#### **CLEVELAND-**-Michael C.



York. who joined the Greater Cleveland Regional Transit Authority (RTA)

in 1990 as

director of operations planning, recently retired as the agency's deputy general manager, operations.

York worked in public transit for 50 years, beginning as a bus operator and supervisor at Kent State University in 1967. He worked for the Metropolitan Atlanta Rapid Transit Authority and Dallas Area Rapid Transit and as an independent transportation

consultant before joining RTA. Most recently, he served APTA as a member of the BRT Council and Bus Operations Committee.

#### SAINT-EUSTACHE, QUÉBEC-

Nova Bus has named Martin Larose its vice president and general manager, leading the company's business line. Larose is a mechanical engineer, with more than 20 years of transporta-

tion experience, including several years in the Nova Bus organization.

ROCKFORD, IL—The Rockford Mass Transit District announced the promo-

#### tions of Adam Williams, Danielle Nichols and Angela Milroy.

Williams, formerly a paratransit employee, is now a full-time fixed-route dispatch supervisor. Nichols and Milroy have both been promoted from parttime paratransit assistants to full-time paratransit dispatch supervisors.

#### CHICAGO—Jack Neel has joined Transdev's North



American legal team, serving as vice president and general counsel. He comes to Transdev from National Express, where he was vice president and assistant general coun-

sel, and earlier was assistant general counsel for a major foodservice distributor. Also, Transdev announced the

appointment of Alex Guariento as vice president of safety and security for the North American division. An expert in safety and security, he served most recently as director of fleet safety and compliance for a global thirdparty logistics services provider and earlier



worked for MV Transportation and Greyhound Lines.

#### **CINCINNATI**—First Transit



announced the promotion of **Beverly** Edwards to the newlycreated position of chief operating officer. She joined First Transit in 2007 and most recently served as senior vice president

for the central region, part of a career of more than 30 years.

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# People On The Move

#### FORT WORTH, TX—Robert Smith

has joined RATP Dev North America as senior vice president of operations for the West Region of RATP Dev Bus Division. Most recently he was chief transit officer of the Chicago Transit

Authority and earlier was chief executive officer of the Maryland Transit Administration in Baltimore.

#### PHILADELPHIA—HNTB Corpo-



Thomas J. Spearing III to the newly created position of national transit program management/construction management practice leader and the hiring of John Fowler as

Northeast Florida design leader, based in the firm's Jacksonville office.

Spearing joined HNTB in 2016 as New York office leader and senior vice president. He helped develop FTA best practices in project management oversight standards and has worked on many of the nation's most visible project management/construction management projects. For APTA, he is a member of the Business Member Small Business Committee and the Capital Projects Subcommittee.

Fowler has nearly 15 years of industry experience, most recently as district roadway design engineer for Florida DOT District 3. He

also served in FDOT's central office in Talla-

hassee with responsibility for the department's pavement management program.

APTA Member

APTA Non-Member

#### DURHAM, NC—Gabe Klein, a former



director of the District DOT in Washington, DC, and commissioner of Chicago DOT. has joined TransLoc as strategic advisor. Klein was a special

venture partner with a venture capital and private equity firm.

#### SANTA BARBARA, CA-Donna

Amato has joined CHK America Inc. as director of marketing. She has more than 15 years experience as a marketer in the technology and entertainment world, focusing on digital and mobile space.

STOCKTON, CA—The San Joaquin Regional Transit District (RTD) has named Jean Foletta-Morales to the new position of chief operating officer.



Amate

returning to RTD, where she began her career in transit 18 years ago as marketing manager and also worked in fixed route, paratransit and mobility management

Foletta-Morales is



operations. She also started the first Consolidated Transportation Services Agency in Stanislaus County and served as transit system manager for the city of Elk Grove.

#### **HESPERIA, CA**—The Victor Valley

Transit Authority (VVTA) announced the hiring of **Simon** Herrera in the newly created position of senior operations manager. Herrera has 27 years of experience and served since 2007



as Transdev's general manager for its VVTA operations/maintenance contract.

# ASSIFIEDS

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 appea 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 | 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.

#### NOTICES

#### **LEGAL NOTICE**

The Connecticut Department of Transportation will be requiring professional consultant services for the 2018 calendar year. Consultant firms must be prequalified by the Department in order to provide services. Additional information can be obtained by visiting: www.ct.gov/dot/business/consultant/ selection and following the Annual Consultant Pregualification link or by contacting the Consultant Selection Office at (860) 594-3017.

Submittals must be hand delivered by 3:00 pm on Wednesday, November 15, 2017 or postmarked by this date and received within 3 days. No submittals will be accepted after the due date.

Connecticut Department of Transportation

An EO/AA/ADA Employer

#### **BIDS/PROPOSALS**

#### NATIONAL TRANSIT INSTITUTE **REQUEST FOR PROPOSAL #R17-3179** TRANSPORTATION PLANNING PROCESS (TPE26)

Date for receipt of proposals: WEDNESDAY, NOVEM-BER 1, 2017 by 2:00 PM (EST)

The National Transit Institute (NTI) is seeking proposals from qualified professionals to facilitate its new Transportation Planning Process course. In addition, NTI may periodically request proposers to edit/ update the existing course materials. NTI's Transportation Planning Process is a two-

day training course that is intended to help those entities responsible for the programming and delivery of public transportation projects, and to understand the Federal planning program requirements as they affect public transportation projects.

The course intends to achieve the following outcomes for course participants:

- Understand the legislative requirements for states and metropolitan planning organizations
- to conduct the transportation planning process. Describe the content and purpose of statewide and metropolitan transportation plans and programs.
- · Identify the steps and activities in a performance-based approach to planning and pro-

#### 1 insertion\* \$1.50 per word \$1.71 per word Multiple insertions\* (with no copy change) \$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:

- gramming supported by public engagement and inter-governmental cooperation.
- Explain the relationship between the transportation planning process and other community
- planning processes. · Identify the participants and their roles and
- responsibilities in planning. Differentiate appropriate levels of consultation,
- cooperation and engagement among stakeholders and the public.

The course design will elicit maximum input from students. A high level of interactions is encouraged between the instructors and participants.

Rutgers University is an equal opportunity employer and is committed to provide opportunities to small business, minority-owned businesses and/ or female-owned businesses. These businesses are encouraged to submit proposals.

To obtain a copy of the complete Request for Proposal, email Michael Dunn at michdunn@finance. rutgers.edu. The request must contain "RFP# R17-3179 – Transportation Planning Process – TPE26" in the subject line. Telephone requests are unacceptable.

Agency: The National Transit Institute

Rutgers, the State University of New Jersey University Procurement Services

33 Knightsbridge Road, 1st Floor, East Wing Piscataway, NJ 08854 ATTN: Michael Dunn

michdunn@finance.rutgers.edu

#### **REQUEST FOR PROPOSALS FOR** INCLINE RAILWAY VEHICLES BY

#### CHATTANOOGA AREA REGIONAL **TRANSPORTATION AUTHORITY (CARTA)**

Reply to: Annie Powell, CARTA, 1617 Wilcox Blvd., Chattanooga, TN 37406 Telephone 423-629-1411, Facsimile 423-698-2749, email AnniePowell@gocarta. org

Proposers must respond to CARTA's RFP, which will be mailed by request. Proposal Due Date: November 9, 2017 at 2 p.m. There will be a pre-proposal neeting on October 16 at 10:00 a.m. at CARTA, 1617 Wilcox Boulevard, Chattanooga, TN 37406. See CAR-TA's RFP for additional requirements. No proposer will be discriminated against because of age, sex, race, color, religion, national origin, or disability.

**REQUEST FOR PROPOSALS** 

Capital Area Transit Authority ("CAT") Requests Proposals for Transit Management Services

Proposals shall be received by Summers Nagy Law Offices not later than 12:00 PM prevailing time on October 24, 2017 at 200 Spring Ridge Drive, Suite 202, Wyomissing, PA 19610 or at cattransitmanager@ gmail.com. Proposals shall be addressed to the CAT Board of Directors.

The RFP is available online at www.cattransit.com or from Robert Philbin - Director, Public Information & Customer Experience rphilbin@cattransit.com or Ryan Querci, Summers Nagy Law Offices rquerci@ summersnagy.com. Instructions for the submission of the Response to the RFP and qualifications for interested parties are contained in the Request for Proposals.

CAT reserves the right to reject any and all bids, waive technicalities, and make award(s) deemed to be in the best interest of Capital Area Transit Authority.

#### **CITY OF GAINESVILLE - ITB**

Notice is hereby given that the City of Gainesville, Florida will receive sealed bids for "Upgrade Wheelchair Restraint Systems", ITB #RTSX-180037-DS.

A pre-bid conference will not be held. However, questions may be submitted via email by October 19, 2017. Sealed bids will be received by the City of Gainesville until 3:00 p.m. (local time), on November 1, 2017 at which time bids will be publicly opened.

The City utilizes Demandstar.com to perform bid notification and document fulfillment. They can be reached at 1-800-711-1712 or www.demandstar. com. For additional information please contact the Purchasing Division at (352) 334-5021.

The City of Gainesville reserves the right to reject any and all bids received in response to the Request for Proposal as determined to be in the best interest of the City of Gainesville.

Daphyne Sesco, Senior Buyer Purchasing Division

#### GODURHAM

#### HEAVY DUTY BUS WASHING **STATION PROJECT** BID #18-0015

The City of Durham's Department of Transportation and GoDurham Bus Operations invites your bid for a fully self-propelled automatic rollover vehicle wash system

The project is located at GoDurham Bus Operations and Maintenance Facility at 1824 N Miami Blvd, Durham NC 27704.

A copy of the bid can be found at http://dur hamnc.gov/bids.aspx.

Potential bidders are strongly encouraged to attend a pre-bid meeting on Tuesday, October 10, 2017, at 10:00 a.m. at the Department of General Services, 2011 Fay Street Durham, NC 27704. Room 136.

Questions about the proposal must be submitted via email to oshun.williams@durhamnc.gov by 5 pm on October 13, 2017.

Proposal Deadline is October 30th, 2017 at 5 pm.

The bid and required backup documentation must be received at the following address by the

above date and time. Responses to be addressed to:

- O'shun G. Williams
- City of Durham, General Services Department
- 2011 Fay Street Durham, NC 27704
- 919-560-4197 x21228
- oshun.williams@durhamnc.gov

A hard copy, CD or Thumb Drive of the proposal is acceptable and must be received by the above deadline. It is highly recommended that emails be followed by a phone call or additional email for receipt verification.

#### **GREATER BRIDGEPORT TRANSIT AUTHORITY (GBT) REQUEST FOR QUALIFICATIONS** GBT-RFQ-2017-01

GBT invites proposals for the provision of Architectural, Engineering and Construction Management Services for a transit hub in Bridgeport, CT. The RFQ documents will be available after 3:00 p.m., Eastern Standard Time, on September 29, 2017 at the offices of the Greater Bridgeport Transit Authority, One Cross Street, Bridgeport, CT 06610. Proposals will be received by GBT until 3:00 p.m. Eastern Standard Time, on October 30, 2017, at: Greater Bridgeport Transit Authority, One Cross Street, Bridgeport, CT 06610. For a complete copy of the RFO, please contact: G. Condon, Greater Bridgeport Transit, One Cross Street, Bridgeport, CT 06610. E-Mail: gcondon@ gogbt.com Tel: (203) 366-7070 Ext 100.

#### **INVITATION FOR BID**

#### **CONTRACT NO. KRT2017-100**

The Kanawha Valley Regional Transportation Authority will receive bids for Gasoline, Diesel Fuel. and Biodiesel until 10:00 a.m. EST, Wednesday, November 15, 2017 at 1550 4th Avenue, Charleston, WV 25387 and then at said offices all bids will be publicly opened and read aloud.

Any contract resulting from bids submitted will be subject to a financial assistance contract between the Authority and the U.S. Department of Transportation. All bidders will be required to certify that they are not on the Comptroller General's list of ineligible bidders.

IFB documents may be obtained from the Purchasing Department, Kanawha Valley Regional Transportation Authority, 1550 4th Ave, Charleston, WV 25387, telephone 304-343 3878, fax 304-345-6876, email ctyler@rideonkrt.com. Proposals are to be submitted in a sealed envelope and marked, "Gasoline/Diesel Fuel".

Purchaser reserves the right to reject any or all bids and to waive any informality in bidding on such basis as the Authority deems to be in its best interest.

Disadvantaged Business Enterprise will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, sex, religion or national origin in consideration for an award.

# New York City Transit

#### Contract Solicitations

**SSE#:** 183357

DUE DATE: 10/26/17

**TITLE:** B-40669 Furnish & Deliver 53 Low-Floor, 60-Foot, Articulated Buses.

DESC: The New York City Transit Authority (the "Authority" or "NYCTA"), a public benefit corporation organized under the Public Authorities Law of the State of New York, which for purposes hereof shall be deemed to include the Manhattan and Bronx Surface Transit Operating Authority and the Staten Island Rapid Transit Operating acting for itself and on behalf of the MTA Bus Company, a subsidiary of the Metropolitan Transportation Authority, is requesting proposals from bus manufacturers to furnish and deliver fifty-three (53) low floor 60-foot articulated diesel buses in accordance with the Contract Documents including the Technical Specifications. This contract will contain federal funds. Award is contingent upon receipt of Federal Funds.

Proposers shall furnish proposals w/supporting documentation to be evaluated on the following criteria: 1) Overall Project Cost, 2) Overall Quality of Proposer, and 3) Other Relevant Matters.

More detailed info & the MTA-NYCT contact for the above can be found at: http://web.mta.info/ nyct/procure/rfppage.htm

#### **REQUEST FOR PROPOSALS**

Request for proposals will be received by the **City of Brownsville B-Metro Department** for the purchase of **Heavy Duty Wheelchair-Lift equipped transit buses**. (RFQ) Package may be downloaded at http:// www.cob.us or contact the City of Brownsville at purchasing@cob.us. The deadline for RFP is **October 26, 2017, 4:00 P.M.** 

#### HELP WANTED



#### CHIEF STRATEGY OFFICER CHATHAM AREA TRANSIT AUTHORITY (CAT) SAVANNAH, GA

CAT is driven to be a national leader among transit services in the operation of a multi-modal system that integrates active transportation, new technology and concepts to create total mobility for its citizens. CAT serves Chatham County and the City of Savannah, GA and is excited to celebrate 30 years of service in 2017.

CAT is seeking a Chief Strategy Officer, to serves in a leadership capacity to plan, direct, manage and oversee the activities of the organization's transit programs and functions within the System Development department. Responsibilities include but not limited to, capital and operating projects, marketing and communications, media relations and public information; advocacy and outreach, federal/state/ local grant application processes, Title VI, transit and service planning; financial and long range planning. This position serves as the chief public spokesperson for the agency and is responsible for media, community and stakeholder relations.

EDUCATION and EXPERIENCE

Bachelor's Degree in Public Administration, General Business Administration, Transportation or Urban Planning, Marketing or a related field and seven (7) + years of progressively responsible management level experience: Master's Degree in one of the previously mentioned fields and prior experience in public transportation or local government preferred. Knowledge and understanding of federal, state and local regulatory requirements including FTA regulations related to grant funding eligibility and public transportation. Excellent computer knowledge skills required. Exceptional written and verbal communication skills as well as presentation skills are essential. Strong ability to establish rapport and maintain effective working relationships with other department staff, management, vendors, outside agencies, community groups and the public. A complete job description is available at www.

A complete job description is available at www. catchacat.org. Submit resume or request employment application at HR@catchacat.org, stating the title of the position in the subject line.

Drug-Free Workplace EOE/M/F/D/V

#### SENIOR TRANSIT SCHEDULER CITY OF SANTA MONICA-BIG BLUE BUS JOB #171010-01

SALARY: \$91,896 - \$113,448/year plus excellent benefits

OPENING DATE: 9/25/17; CLOSING DATE: 10/20/17 JOB SUMMARY:

Develops bus operations schedules and coordinates schedule and bidding activities in preparation of regular, special and new bus operation schedules. Leads, trains, and coordinates the work activities of assigned staff.

#### MINIMUM QUALIFICATIONS:

Education and Experience: Graduation from an accredited college or univer-

sity with a Bachelor's Degree in Statistics, Transportation Management, Computer Science, Public or Business Administration or a closely related field. Four years of recent, paid and progressively responsible public transit experience in transit scheduling and runcutting using computerized scheduling application systems. Service development and planning, transit-related database administration, or transportation operation analysis experience is desirable. One year of recent, paid work experience supervising or leading and coordinating the work of others or successful completion of the City of Santa Monica's Pre-Supervisory Academy is desirable. Possession of a valid class C driver license.

For more job details and to apply go to: https://www.governmentjobs.com/careers/ santamonica?page=2

#### 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 Central Puget Sound will enjoy a fulfilling career at Sound Transit. We are currently recruiting for the following positions:

 High Capacity Transit Project Manager (Central Corridor) - Job #17-01172

High Capacity Transit Project Manager (South Corridor) - Job #17-01160

High Capacity Transit Development Manager
(Central Corridor) - Job #17-01173

Director, Support Services - Job #17-01180
Deputy Executive Director, Facilities & Systems

Maintenance - Job #17-01177 • Senior Systems Engineer, Rail Vehicles - Job #01129

 Manager, Customer Facilities & Accessible Services - Job #17-01138

Facilities Manager - Vertical Conveyance - Job
#17-01102

Accessibility Coordinator - Job #17-01106

For complete job details and to apply, go to http://agency.governmentjobs.com/soundtransit/ default.cfm

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

#### **DIRECTOR OF TRANSPORTATION**

This is a professional management-level position responsible for the overall administration, operation & growth of the **Chillicothe Transit System (CTS)**. CTS currently operates on a \$4.3 mil budget; fixed routes, paratransit services, county routes & contract services with a fleet of twenty-six vehicles. Responsibilities include: Fund development & promotion of the Chillicothe Transit System; compliance to regulatory requirements of the Ohio Department of Transportation, Federal Transit Administration, Ohio Department of Job & Family Services and other regulatory agencies; preparation and management departmental budget; supervision, evaluation and professional development of department staff.

This position is non-classified and is appointed by and reports directly to the Mayor.

Educational and Experience Requirements:

- Bachelor's degree in related business /management field; five (5) years of practical related experience or combination of education and experience that provides the necessary knowledge, skills & abilities
- Experience in grant writing and/or grant management
- Demonstrated strong communication skills including written, oral and presentation skills
   Demonstrated organizational, decision making

skills • Valid driver's license & evidence of insurability

- Desirable Qualifications: • Experience in Labor Relations and managing
  - Experience in Labor Relations and managing public/collective bargaining employees includ-

ing effective managerial practices and methods (preferred) • Experience in Public Transportation or knowl-

- edge of ODOT regulations • Experience in strategic planning, development,
- performance & data trackingCommercial Driver's License with a Passenger

Endorsement is a plus Resumes will be accepted **thru Friday, October** 

- 27, 2017 by email or by U.S. mail to: Tamra Lowe, Director of Human Resources City of Chillicothe 35 S. Paint Street
  - Chillicothe, Ohio 45601

Email: tamra.lowe@chillicotheoh.gov Inquiries can also be directed to the above

contact. The City of Chillicothe is an Equal Opportunity

Employer.

#### **CHIEF FINANCIAL OFFICER**

Hampton Roads Transit ("HRT") is seeking an innovative and experienced professional to serve as Chief Financial Officer for HRT. Position will report directly to the President/CEO in developing a strategic/comprehensive financial plan for the agency; and to ensure that accounting work is accomplished and official financial records are maintained and reported appropriately. This is a senior executive position responsible for several functional units and professional staff members. Functional areas include financial/grants accounting, budget, fixed assets, payroll, revenue management; and the department of procurement. Excellent written and verbal communication and interpersonal skills required. Education and experience required: bachelor's degree in Finance, Accounting, Business Administration, or related field; executive level experience in financial and accounting management, preferably with public transit system, to include operating and capital budgets, grants, payroll, financial manage ment, response to independent audits, and revenue management; direct supervision of professional financial and accounting personnel; knowledge of the federal funding, grants, and legislative process for public transit; and comprehensive knowledge of generally accepted principles of accounting and financial management. This position may serve as the Secretary and/or Treasurer for the HRT Board of Commissioners. Advanced degree preferred and CPA licensure required.

To view complete job description and to apply for the Chief Financial Officer position, please visit our website at http://gohrt.com/ transitcareers/p/291232/.

Hampton Roads Transit is an Equal Opportunity Employer

#### METROPOLITAN TRANSIT AUTHORITY OF HARRIS COUNTY HOUSTON, TEXAS

#### IT PROJECT MANAGER

The Project Manager works with appropriate Stakeholders and customers to identify and coordinate new IT system developments and/or enhancements. Plans, organizes, integrates, coordinates and monitors complex and/or large scale cross-functional Information Technology projects to deliver specific results. Develops project Scopes of Work/Services, documents and project plans. Documents opportunities to integrate systems and resources to fulfill project requirements.

#### Minimum Requirements:

Bachelor's degree in Computer Science or related field preferred.

Minimum seven (7) years of managing complex projects in a technical environment. Able to work effectively and efficiently towards goals in a complex/ diverse environment with multiple and changing demands. Proven experience in overseeing the direction, development and implementation of a broad range of enterprise technology projects including software applications and infrastructure related projects. Must have, or be actively pursuing completion of project management certifications: PMP, APMC, CPM, MPM.

#### IT MANAGER

Responsible for developing a working partnership with METRO's business unit staff to determine the IT systems and resources required for business units to achieve their strategic and tactical goals and objectives. Makes formal presentations, and documents recommendations and findings to senior staff. Assists in the preparation, review, consolidation and reporting of the IT operating and capital budget and business plans.

Minimum Requirements:

Bachelor's degree in Computer Science or related

field. Master's degree preferred. Minimum ten (10) years experience in Information Technology with direct management experience of multiple, complex systems. Several years experience with large enterprise software solutions, and associated components. Three (3) plus years experience in a management or leadership role including managing staff and project budgets. Experience with public transportation systems such as fare collection, planning and scheduling, paratransit, vehicle location, on time performance or vehicle arrival time projection preferred.

#### Additional Information:

The Metropolitan Transit Authority of Harris County, Texas has a zero tolerance drug and alcohol policy for all employees. All internal and external applicants will be required to undergo drug testing before employment and will be subject to further drug and/or alcohol testing throughout their employment.

Further, employees who perform safety-sensitive functions will submit to drug and/or alcohol testing in accordance to the Department of Transportation (DOT) and the Federal Transit Administration (FTA) regulatory requirements.

We provide equal opportunity to all qualified individuals regardless of race, color, religion, age, sex, national origin, veteran status, genetic information or disability.

Please visit the Careers at METRO page to view the full job descriptions and to apply. http://www. ridemetro.org/Pages/Careers.aspx.

#### EXECUTIVE DIRECTOR CENTRAL MIDLANDS REGIONAL TRANSIT AUTHORITY (CMRTA) DBA THE COMET

#### COLUMBIA, SOUTH CAROLINA

The Central Midlands Regional Transit Authority (CMRTA)/dba The COMET is currently seeking candidates for the position of Executive Director/CEO. The COMET keeps the buses, the people and in so many ways, the vibrant pace of The COMET moving. With a new fleet of buses, future service expansion, a growing and ever-increasing ridership, THE COMET needs a dynamic leader who will develop a culture that delivers beyond expectations and holds customer satisfaction above all.

The COMET Executive Director/CEO will have the day-to-day responsibility of managing and directing all aspects of The COMET's operations in full compli ance with directives from The COMET Board of Directors; which also includes the Federal, State, Local laws and regulations/ordinances; The COMET bylaws, and operating agreements with its transit service contractor. The COMET recognizes that its success depends on effective engagement with the board of directors, staff, stakeholders, and the general public. The Executive Director will engage with committed employees to develop a consistent outstanding experience for passengers in the Midlands. The Executive Director will be expected to build upon a foundation of dependability, timeliness, and accuracy that will provide transit service that is efficient, effective, safe, reliable, and comfortable.

The Executive Director will lead an accomplished senior management team to further enhance consumer engagement and champion transit service innovation to utilize new technologies. The Executive Director will be expected to nurture a strong corporate culture to help realize the values of public transit in the Midlands. The value of sustainability and community involvement will be key components to growing a diverse inclusive multicounty system.

It is evident that a dynamic leader with strong leadership skills is needed to move the COMET in a new direction that has been outlined by its Board of Directors and Strategic Plan. The Executive Director will be given great latitude to operate and grow the system with set objectives and benchmarking goals of peer systems. The Executive Director will work closely with the management of the COMET's contract operator, stakeholders, and the general public to ensure continuous synergy and alignment based upon the direction of the COMET Board of Directors.

Qualifications: A minimum five (5) years professional experience in public transit system with operations, planning, and finance or transit program administration is required; with a Masters' Degree in transportation and logistics or equivalent. Graduation from an accredited four (4) year college or university with major course work in business administration/management; finance, transportation planning; public administration or a related field. A combination of experience, education, and training may be considered. Offers a competitive salary and benefit package.

For a detailed job description and set of objectives, go to www.catchthecomet.org under view all posts section or call (803) 255-7081 to receive a copy. To apply, submit cover letter, resume, and salary requirements to: HR@CATCHTHECOMET.ORG Attn: LeRoy DesChamps, 3613 Lucius Road, Columbia, SC 29201. Closing date: November 8, 2017.

THE COMET is an Equal Opportunity Employer.

# **CLASSIFIEDS**

#### HELP WANTED

#### 

#### SONOMA-MARIN AREA RAIL TRANSIT (SMART) – DEPUTY GENERAL MANAGER Annual Salary - \$234,624 - \$285,168

SMART is a new commuter rail service located in Northern CA, serving Marin and Sonoma Counties. We anticipate beginning revenue service in spring of 2017. This position assists the General Manager in providing overall leadership of the District. The Deputy General Manager supports the General Manager by coordinating daily operations activities focusing on delivering safe, high quality, efficient passenger rail service. Qualified applicants will possess education and experience equivalent to a four year college degree and at least ten (10) years of management experience in a rail transit environment, including five (5) years as senior manager in passenger rail operations.

For more information or to apply, email Ihansley@sonomamarintrain.org. EOE

#### LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY PUBLIC TRANSPORTATION SERVICES CORPORATION

#### PROJECT MANAGER, VERTICAL TRANSPORTATION MAINTENANCE

Bulletin No: 004627-001

Salary Range: \$100,048 - \$125,070 - \$150,072 LA Metro has an exciting career opportunity for a Project Manager in Vertical Transportation Maintenance. Qualified candidates must have 5 years' experience performing maintenance, repair, and/ or inspection work on elevators and escalators and a Bachelor's Degree (additional experience may be substituted for education). National Association of Elevator Safety Authorities (NAESA) Qualified Elevator Inspector (QEI) certification is required.

#### Application Procedure

To apply, visit Metro's website at www.metro.net and complete an Online Employment Application. Note: All completed online Employment Applications must be received by 5:00 p.m. on the closing date.

Metro/PTSC is an equal employment opportunity employer.

#### FIRST TRANSIT – GENERAL MANAGER ANAHEIM, CA

#### Major Responsibilities

- Handles all contractual services to include administrative functions, information systems, parts purchasing, and inventory control.
- Ensures compliance of all company procedures,
- FQM requirements, and federal laws.
- Ensures services are provided within budget and action plans developed and implemented to improve operational efficiencies.
- Maintains company and contractual assets (vehicles, facilities, inventories, tools, and equipment).
- Analyzes, prepares, and develops budgets and forecasts.
- Assesses resource needs, problems, and trends and plans accordingly.
- Assures a safe working environment.
- Provides and promotes effective communications with customers.
- Provides leadership and guidance to develop
- location and company bench strength.Establishes training goals and requirements for

#### all personnel.

- Minimum Education & Certifications Required:
- Bachelor's degree in Business or related field strongly preferred.
- Minimum 5 years' fleet management/opera-
- tions/maintenance leadership experience.
- Computer literate with a good working knowledge of Microsoft Excel and Word.
- Must have evidence of building solid relationships with supervisors, peers, and subordinates.
- Excellent communication skills.
- Successful track record in managing budgets and/or P&L responsibility.
- Ability to interface with using agencies, directors, elected officials, operators, and all levels of hourly and salaried employees, including senior management.

To apply visit us at https://apply.firstgroup careers.com/vacancy/12431/description or email faith.thompson@firstgroup.com for more information.

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#### WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY -JOB OPPORTUNITIES

The Washington Metropolitan Area Transit Authority (WMATA) operates the second largest heavy rail transit system, sixth largest bus network, and the fifth largest paratransit service in the United States. We are seeking solutions oriented decision-makers to serve on Bus Transportation Leadership Team. The successful candidates will serve as strategic leaders that take responsibility for addressing challenges, complex issues and necessary changes. Our Bus Division serves:

- 11,129 bus stops and 2,554 shelters
- 269 routes on 170 lines
- We are currently recruiting for the following positions:
- Managing Director Bus Transportation: Job ID # 170458
- Assistant Director of Operations (Bus): Job ID
  # 170537
- For complete job details and to apply, go to www.wmata.com/careers

WMATA is an equal opportunity/affirmative action employer. All qualified applicants receive consideration for employment without regard to race, color, creed, religion, national origin, sex, gender, gender identity, age, sexual orientation, genetic information, physical or mental disability, or status as a protected veteran, or any other status protected by applicable federal law, except where a bona fide occupational qualification exists. Our hiring process is designed to be accessible and free from discrimination.

#### FIRST TRANSIT – SENIOR VICE PRESIDENT

#### **CENTRAL REGION**

Directs the operations of a Super Region comprised of multiple regions and locations, geographically dispersed. Through strong leadership skills, is responsible for the overall success of the Super Region in all functions.

#### **Major Responsibilities**

- Ensures safety programs and procedures are number one in priority.
- Demonstrates a strong sense of mission in the development and execution of a strategic business plan. Motivates others by establishing clear vision as to the needs necessary to ensure success in profit performance, client relations, and business development.
- Effectively interacts with others by demonstrating high degree of credibility, and is responsible for development of initiatives in support of, and
- development of subordinates.
  Develops and monitors budget activity within the Super Region in order to ensure maximum Super Regional performance. Responsible for
- financial performance of the Super Region. • Responsible for the management of the Super
- Region's assets, and vehicle maintenance. • Directly supervises the Super Regional staff and Region Vice Presidents ensuring company poli-
- cies and procedures are implemented fairly and consistently.
- Maintains excellent customer service relations ship with Super Region's customers.
- Keeps abreast of governmental laws and regulations and ensures Super Region is in compliance.
- Develops programs and supports Human Resource goals and objectives, ensures consistency in administration of company policies and procedures for effective and positive employee relations.
- Minimum Education & Certifications Required: • 4-year degree or equivalent experience.
- High School Diploma or equivalent required.
  12+ years of management experience in the
- transportation industry. • Ability to be persuasive and give leadership to
- subordinates. • Skilled in oral and written communications.
- Strong interpersonal skills in dealing with clients.
- Strong presentation skills.
- Strong analytical and reasoning skills.
- Strong business background in financial, strategic, and organizational analysis.

To apply visit us at https://apply.firstgroup careers.com/vacancy/12440/description or email faith.thompson@firstgroup.com for more information

#### REGION 1 PLANNING COUNCIL (R1PC) -METROPOLITAN TRANSIT PLANNER

VICE PRESIDENT, FLEET AND FACILITIES

MAINTENANCE

**VIA METROPOLITAN TRANSIT** 

(SAN ANTONIO TX)

How would you like to live in a state with no income

tax, in an affordable city that U.S. News & World

Report ranked in its top 25 out of 100 best places to

live for 2017? KL2 Connects LLC has been retained by

VIA Metropolitan Transit to recruit the agency's next

Vice President, Fleet and Facilities Maintenance, VIA

provides San Antonio and surrounding communities

with bus and paratransit services. With local support,

a strong financial position (a AAA bond rating), and

excellent growth potential (Mayor Nirenberg has

prioritized the development of a more robust public

transportation system), VIA is at an exciting point in

its history, and this position will play a key role in its

future. Reporting to VIA's Deputy CEO, the winning

candidate will oversee VIA's Vehicle Maintenance and

Facilities Maintenance departments, ensuring that

VIA's fleet of over 500 buses, as well as vans and sup-

port vehicles, operate at peak performance and that its operating and customer facilities are maintained

in a state-of-good-repair. Among others, responsibili-

ties will include directing operational functions; implementing and monitoring policies to ensure con-

sistency with good business practices and federal,

state, and local requirements; implementing controls

to ensure compliance with agency goals, budgets,

and standards; analyzing operations and monitoring

performance; identifying and solving problems; developing and evaluating contract scopes and vendor

proposals; and evaluating the work of consultants,

contract personnel, and vendors. The ideal candidate

will be energetic, responsive, collaborative, and in-

terested in emerging technologies; have knowledge

of and experience with large-scale CNG vehicle and

filling-station operations and maintenance (highly

desirable); have ten-plus progressive years of directly

related mass transit experience, five-plus in fleet

maintenance management; and have a Bachelor's in a related field. (An equivalent combination of

education and experience may be acceptable.) This

is an excellent opportunity with a progressive agency

that offers attractive compensation, relocation, and

equal opportunity. VIA values diversity at all levels of

its workforce — women and minorities are encour-

aged to apply. To be considered, go to https://jobs.

kl2connects.com, select the Vice President, Fleet and

Facilities Maintenance listing, and upload a letter of

interest, resume, salary history, and 4-5 professional

references. If you have additional questions contact

**GREATER CLEVELAND REGIONAL** 

**TRANSIT AUTHORITY** 

GCRTA seeks leader who is inspired by our mission

to provide safe, reliable, clean and courteous public

transportation services. We are a well-recognized

and high performing public agency (North America's

Best Public Transportation System in 2007) providing

public transportation to the greater Cleveland area.

We are proud to be one of northeast Ohio's major employers with over 2,300 employees in a service area of 460 square miles serving 200,000 customers daily or

50 million rides annually through Bus, BRT, Paratransit and both Light and Heavy Rail. DIRECTOR OF SERVICE QUALITY MANAGEMENT

The director leads the Service Quality Manage-

ment department, which integrates bus and rail su-

pervision under one roof. The position works in a 24/7

fast-paced and demanding environment. The direc-

tor serves as the principal leader for RTA's daily bus,

rail and paratransit service delivery. He/she manages

all bus and rail field supervision and the Integrated

Communications Center assuring compliance with

applicable operating rules, regulations and proce-

dures governing safe, timely and professional service.

The director ensures the achievement of scorecard

goals, performance improvement outcomes and the overall quality of service. The director participates

in short and long-term strategic planning, ensuring

alignment of department strategies with GCRTA's

Business Administration, Business Management,

Transportation or Civil Engineering, or a related

area. Applicants must also have a minimum of four

(4) years of managerial experience in a multi-modal

transit environment, including leading and directing

multiple tasks and groups, addressing various levels

of organizational concerns, effectively communicat-

ing with various levels of internal and external cus-

tomers, providing practical and business solutions to

organizational problems, and other related manage

rial experience. Demonstrated time management,

problem-solving and leadership and communication

EOE Drug-free workplace

can be found at www.riderta.com/careers

Additional information and online application

Applicants must have a Bachelors' degree in

priorities.

skills

Jeff Popovich at jeff@kl2connects.com.

This position works with the Metropolitan Planning Organization (MPO) division of the R1PC and the Rockford Mass Transit District (RMTD) to administer the federally required public transit planning process.

- This position requires a successful candidate to: • Act as liaison between the R1PC and RMTD; Attends monthly RMTD board meetings and is primary staff support for the MPO Mobility Subcommittee.
- Coordinates with RMTD and MPO staff to develop the FTA required Transit Asset Management Plan and transit related performance measures.
- Prepares the Coordinated Public Transit Human Services Transportation Plan and transit funding section of Transportation Improvement Program. Conducts necessary analyses mandated by FTA circulars, Federal Register notices and current transportation law (FAST-Act).
- Monitors the Federal Register and FTA Circulars for FTA funding sources; Conducts the planning process and develops documentation required to utilize funding sources.
- Prepares RMTD Title VI & Environmental Justice reports.
- Prepares RMTD Route and Schedule analyses and plans. Conducts field evaluations and assessments such as boarding and alighting surveys when required. Provide planning recommendations for the fixed route transit system.
   Other duties as assigned by the R1PC and RMTD.

For the full job description: http://www.rmapil. org/wp-content/uploads/transit\_job\_description\_ updated\_v2.pdf

Graduation from an accredited four-year college or university with a Bachelor's degree in urban planning, transportation planning, economics or a related field. Master's degree desirable. Five years or more of experience with public transit planning is preferred.

Please submit cover letter, resume, three writing samples relevant to the position, and three professional references by applying online at www. rockfordil.gov

The position will remain open until filled.

#### FIRST TRANSIT – GENERAL MANAGER WASHINGTON, D.C.

Job Purpose

Direct oversight of location team providing transit shuttle service within Washington DC nearly 24 hours per day, 7 days per week. Initiates, develops, and maintains a successful contract relationship utilizing location resources and region and corporate support.

#### **Major Responsibilities**

- Handles all contractual services to include administrative functions, information systems, parts purchasing, and inventory control.
- Ensures compliance of all company procedures, FQM requirements, and federal laws.
  Working relationship with local unions.
- Ensures services are provided within budget and
- action plans developed and implemented to improve operational efficiencies.
- Ensures compliance with contractual requirements with client agencies.
- Maintains company and contractual assets (vehicles, facilities, inventories, tools, and equip-
- ment).

  Analyzes, prepares, and develops budgets and
- forecasts. • Assesses resource needs, problems, and trends
- and plans accordingly.Assures a safe working environment.
- Provides and promotes effective communication
- tions with customers. • Provides leadership and guidance to develop
- location and company bench strength. • Establishes training goals and requirements for

#### all personnel. Minimum Education & Certifications Required:

nance leadership experience.

Excellent communication skills.

and/or P&L responsibility.

management.

tion

edge of Microsoft Excel and Word.

Bachelor's degree in Business or related field strongly preferred.
Minimum 5 years' fleet management/mainte-

Computer literate with a good working knowl-

Must have evidence of building solid relation-

ships with supervisors, peers, and subordinates.

· Successful track record in managing budgets

Ability to interface with using agencies, direct

tors, elected officials, operators, and all levels of

hourly and salaried employees, including senior

To apply visit us at https://apply.firstgroup

careers.com/vacancy/10194/description or email

faith.thompson@firstgroup.com for more informa-

#### HELP WANTED

#### SENIOR MANAGER, COMMERCIAL **GROUND VEHICLE BUSINESS DEVELOPMENT,** UTC AEROSPACE SYSTEMS, **KIDDE FIRE PROTECTION SYSTEMS (FPS)**

Kidde Fire Protection Systems (FPS) is celebrating our 100th year in 2017 and is currently seeking a Senior Manager in our Commercial Ground Vehicle Business. This position sits in our headquarters in Wilson, NC (45 minutes east of Raleigh, NC) and reports directly to the General Manager of the Kidde global business. Kidde FPS is a global organization of close to 900 employees with offices in the UK, Australia, France and Germany and North Carolina. We design, manufacture and service fire protection systems and components and provide integrated solutions for commercial, regional, business and military aircraft, helicopters and ground vehicles such as buses, paratransit and Humvees.

This position offers an exciting opportunity to lead a diverse multinational team to develop and implement the growth strategy for fire protection on commercial bus applications. This position leads a team that has responsibility to drive significant profitable year on year sales growth for the commercial ground vehicle market for Kidde globally through direct sales initiatives, tailored engineering solutions to meet customer needs, and other business models / channels to market.

For more information, contact our recruiter, Patrick Hewett at patrick.hewett@utas.utc.com or +1 (952) 892-8145. Apply online at: https://jobs.utc.com/ job/wilson/senior-manager-commercial-groundvehicle-business-development/1566/5627086

#### **FIRST TRANSIT – OPERATIONS MANAGER** LAWNSIDE, NJ

#### Job Purpose

Assists the General Manager and Asst. General Manager in supervising daily paratransit operations. Monitors employee performance, identifies safety issues, and addresses operational needs. Specific job esponsibilities will vary by location. Major Responsibilities

- · Assumes first-line supervision of location em-
- ployees. Ensures policies and procedures are followed.
- · Assists the General Manager in day-to-day oversight of operations including payroll, driver scheduling and attendance, DOT & customer compliance.
- Coordinates the dispatching, in-service monitor ing, and turn-in activities of daily operations. Acts as back up member of Dispatch or Schedul ing team.
- · Develops manpower requirements, and evaluating trip patterns for run structure revision
- Develops procedure for Dispatchers Schedulers and Drivers.
- Holds routine meetings with Dispatch and Scheduling staff to respond to service issues and
- keep staff abreast of changes and requirements. · Completes necessary daily and/or weekly re-
- ports.
- Recommends and disciplines operations personnel. Interviews necessary drivers and staff and completes complaint investigations.
- Informs General Manager of potential risks in the operation.
- · Implements management policies and makes
- decisions regarding proper enforcement Recommends actions to General Manager in-

#### cluding personnel and discipline.

- Minimum Education & Certifications Required:
- · 3-5 years' experience in transportation
- 2-3 years' supervisory experience preferred.
- Detailed reporting experience.
- · Computer literate with working knowledge of Microsoft Office.
- Ability to effectively prioritize tasks and manage time effectively.
- Ability to appropriately interact with employees of all levels including drivers, customers, senior management, client representatives, union officials, and general public
- Work extended hours regularly, including weekends and holidays.
- Demonstrate regular and consistent attendance and punctuality
- Possess working vehicle to travel within service area as needed.
- Meet customer certification requirements in Trapeze software and act as system administrator to resolve local user issues.
- All candidates subject to a pre-employment background check and drug/alcohol screen To apply visit us at https://apply.firstgroup

careers.com/vacancy/11741/description or email faith.thompson@firstgroup.com for more information.

#### **BI-STATE DEVELOPMENT (METRO) DIRECTOR OF PROGRAM DEVELOPMENT AND GRANTS**

**Department: Program Development & Grants** Reports to: Sr. VP Finance & CFO

Mission Support Metro's capital needs by obtaining and administering grant funding in accordance with all applicable laws, regulations and guidelines. Identify, develop, and manage capital programs for the Agency. Acquire and coordinate any and all internal/external resources (grants, funding, personnel) needed to implement capital projects. Ensure completion of projects within allotted time and resources. Establish and maintain effective working relationships with funding sources, public officials, and Agency managers and staff.

#### **Essential Outcomes**

- Develop Agency's three-year capital budget and update annually.
- Identify, prioritize and monitor capital projects. Ensure all approved Agency projects are identified in the required regional planning docu-
- · Identify and project annual levels of funding from federal, state, local and agency sources.
- Secure federal, state or local funding for projects by preparing and filing all required applications and supporting documents within the specified timeframes.
- Negotiate with funding sources for favorable interpretations of rules, regulations and laws in support of agency capital improvement program.
- · Manage the coordination, development and maintenance of the agency's state of good repair and asset management program including development and regular update of asset management plan.
- Prepare and present reports as requested to executive level management.
- Prepare for and participate in Agency Board meetings as requested.
- · Communicate orally and in writing with Agency personnel and management to obtain technical information or disseminate grant information. · Develop and maintain strong working relation-
- ship with key funding source representatives. Identify opportunities, develop and administer
- third-party contracts for local agencies and service providers. • Develop and maintain third-party grant admin
- istration relationships and provide technical assistance in all grant related rules, regulations and laws.
- Serve as agency liaison for all communication with federal, state and local funding sources
- · Develop and implement Agency-wide training on grants procedures and guidelines.
- Address issues and problems affecting funding to support agency's capital improvement pro-
- Coordinate agency departments to respond to
- grant related audits and reviews. Coordinate the grant funding and grant admin-
- istration processes with the capital budgeting and procurement processes.
- Provide effective direction and supervision to department staff. Ensure grants are completed and closed in a
- timely manner. · Represent Agency at public forums and meet-
- ings. · Communicate and ensure agency compliance
- with all applicable federal, state and local grant related policies, rules, regulations and laws and

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Submit your application online at

www.communitytransit.org/jobs

stay abreast of legal, regulatory and policy developments affecting agency.

 Manage Agency's natural gas program for facilities

#### Knowledge, Skills, & Abilities

- Core Competencies: Builds Networks
- Ensures Accountability
- Collaborates
- Communicates Effectively Manages Complexity
- Decision Quality
- Plans and Aligns
- Interpersonal Savvv
- Organizational Savvy Balances Stakeholders
- Comprehensive knowledge and understanding

of Agency's capital program development process. Comprehensive knowledge and understanding of all laws, regulations and guidelines affecting grant programs, particularly the transit programs. Considerable knowledge of and familiarity with key funding source personnel. Considerable knowledge of Agency and funding sources' procurement policies and procedures. Considerable knowledge of federal regional planning regulations and their impact on Agency projects. Considerable knowledge and understanding of federal and state appropriations processes. Considerable knowledge and understanding of federal apportionment methodology. Knowledge and understanding of public/governmental financial reporting principles and systems. Familiarity with architectural/engineering and construction processes. Ability to prepare creative justification and rationale to support funding requests. Ability to communicate effectively, both verbally and in writing, with funding source staff and federal, state and local public officials. Ability to provide sound direction and leadership to staff. Ability to utilize Agency information technology to obtain desired results. Ability to manage an Agency-wide program of projects.

Education:

Degree: B.A./B.S. required. M.A./M.S. preferred. Public administration, planning or Field: related field.

Experience:

Years: Ten (10) years minimum required. Field: Government and/or public transit or related public sector work. For more information or to apply online please

visit bistatedev.org/careers

#### **POSITIONS AVAILABLE**

The Metropolitan Atlanta Rapid Transit Authority (MARTA) is the ninth largest transit system in the U.S. and North America, providing bus, rail and mobility service to an average of half a million passengers daily. As the leading transit provider for the region for over thirty-five years, MARTA has contributed to the development of a booming convention indus try and the attraction of numerous businesses and corporations.

We are currently seeking applicants for:

- Supv Mobility Reservations-IRC40735 Supv Network Operations Center-IRC39402 Supplier Diversity Program Analyst-IRC39865
- Gen Supt Rail Car Maintenance-IRC41249 Journeyman ET-Rail Car Maintenance-IRC38530

#### Inspector-IRC39420

Please visit our website at www.itsmarta.com to create a profile, apply and get more information about these exciting job opportunities. MARTA pomotes Equal Employment Opportunity

#### We currently have the following position available: **ASSISTANT GENERAL MANAGER, RAIL OPERATIONS**

Description of Work: This position provides leadership and direction to Rail Operations. Applications will be accepted until October 26, 2017. For a complete job description and to apply for this position, please visit our website at www.rtd-denver.com/ careers.

Regional Transportation District (RTD) Denver, CO 80202 EOE/AA/Drug Free

#### **SR SCHEDULER**

Hampton Roads Transit is seeking a Sr Scheduler to manage the preparation of transit schedules and is responsible for the development and implementation of efficient and cost-effective bus and rail schedules. The Sr Scheduler is responsible for creating daily and weekly duties that conform and are in accor dance with the Union Contract and ATU, Local 1177. **Essential Job Functions:** 

Supervises and coordinates work performed by scheduling staff: coordinates and prepares all scheduling functions for transit services including schedule development calculation of miles and hours, runcutting, rostering and posting, and all documentation; prepares the schedule analysis allocating miles and hours of service by TDCHR member city; evaluate schedules, conduct counts and recommend modifications; make run sheets to conform to the known amount of work and the time element in which the work must be performed; makes schedules conform with the number of runs to be made to equate with the amount of personnel or operators to be used on any given sign-up; ensures runs conform with the working contract between the local union at any given time, pertaining to daily, weekly and spread time hours and other specifications of the contract; develop schedules, time points, headways, driver's time cards, running boards, direct transportation points and any other related activities prior to the instituting of new services or a change of existing service utilizing GIRO/HASTUS; makes comprehensive statistical analysis of complete or categorical operations of the system, broken down into platform, deadhead and layover times, miles per hour, revenue miles, deadhead miles; prepare master payroll utilizing HASTUS for accurate maintenance and daily reporting of operators' pay time and daily miles on schedule analysis; and coordinate with the Planners on the implementation of new and revised service.

Knowledge, Abilities and Skills:

Must have the ability to work with a variety of people, as this position requires extensive interaction and coordination with staff members as well as, but not limited to, city officials, local businesses and customers. Must successfully demonstrate analytical, quantitative, verbal and written skills. Software Knowledge:

Proficiency in using HASTUS, Adobe Reader and TransitMaster software applications.

#### Education and Experience:

I'm Community Transit.

**NOW HIRING** 

MAINTENANCE DEVELOPMENT

a Maintenance Development Instructor

to be a part of a rapidly growing agency.

And I teach it.

**INSTRUCTOR** 

PLUS

October 9, 2017 | 63

\$40.00/hr

**EXCELLENT BENEFITS** 

Community Transit is hiring

communitytransit

Bachelor's Degree in Planning, Transportation, Urban Studies, Engineering, or a related field. Previous work experience in Transportation or Planning required.

To view complete job description and to apply for the Sr. Scheduler position, please visit our website at www.gohrt.com/transitcareers/

Hampton Roads Transit is an Equal Opportunity Employer



# **AECOM** Imagine it. Delivered.

