Stadler to Provide First U.S. Hydrogen-Powered Train to SBCTA

RAILCAR MANUFACTURER STADLER AND THE San Bernardino County Transportation Authority (SBCTA) recently signed the first-ever U.S. contract for a hydrogen-powered train, with a future option to order four additional vehicles, for operation on a future nine-mile rail corridor between Redlands, CA, and the Metrolink commuter rail station in San Bernardino, CA.

The zero-emission FLIRT H2 vehicle consists of two cars with a power pack in between to hold fuel cells and hydrogen tanks. The train is expected to provide seating for 108 passengers, plus standing room, and will operate at a maximum speed of up to 79 mph.

"Implementing innovative solutions like this first-of-its-kind passenger train is an excellent example of how we are demonstrating our commitment to the next generation in San Bernardino County," said SBCTA President Darcy McNaboe. "The hydrogen FLIRT will help us address the commuting needs of today while preserving our environment for a better tomorrow."

SBCTA broke ground earlier this year for construction of the rail line, branded as Arrow. Omnitrans in San Bernardino will operate the service, which will begin operation in 2022 with diesel-electric multiple units (DMU); the Stadler hydrogen train will launch in 2024. According to Omnitrans, the initial rolling stock of DMUs can be converted to zero-electric units using the same vehicles.

New York MTA Joins U.N. Climate Agreement

THE NEW YORK METROPOLITAN Transportation Authority (MTA) recently signed on to the United Nations-sponsored Science Based Targets initiative (SBTi) to reduce greenhouse gas emissions in line with the Paris Climate Agreement—only the second government agency in the U.S. to commit to such an effort and the first public transit agency to do so.

Through the SBTi, a joint partnership among the U.N. Global Compact, World Resources Institute, World Wildlife Fund and CDP, the MTA will develop a defined set of emissions reduction targets using the most up-to-date climate science to help keep the global temperature rise this century below 2 degrees Celsius.

The MTA will define targets to reduce greenhouse emissions across transportation and non-transportation activities throughout the organization. The agency will have two years to establish targets for emissions reductions and up to 15 years to meet these targets.

"At a time when the U.S. has begun proceedings to withdraw from the Paris Climate Accord, the MTA as the nation’s largest transportation

APTA Among Hosts of Presidential Candidate Forum

APTA HAS JOINED A GROUP OF transportation and infrastructure-focused entities in announcing “Moving America Forward: a 2020 Presidential Candidate Forum on Infrastructure,” convened by United for Infrastructure. The bipartisan forum will be held over President’s Day Weekend 2020 on the campus of the University of Nevada, Las Vegas. That weekend marks the start of early voting in Nevada’s presidential caucuses.

United for Infrastructure is a nonpartisan, nonprofit organization dedicated to educating the public and policymakers about the importance of America’s infrastructure.

“We are excited to serve as a cohost of this forum because infrastructure is a critical issue that impacts Americans in cities, suburbs and rural communities,” said APTA President and CEO Paul P. Skoutelas. “We look forward to having the candidates address how America will rebuild and expand our infrastructure and hearing their vision for improving and increasing public transportation under their administration.”

Other members of the host committee for the forum include the International Union of Operating Engineers, Transportation Workers Union, American Society of Civil Engineers, Value of Water Campaign, American Road and Transportation Builders Association and Association of Equipment Manufacturers.

Public Transit Agencies Get into Holiday Spirit

Public transit agencies across the country are well-known for their charitable efforts—especially at this time of year. For example, the Antelope Valley Transit Authority (AVTA), Lancaster, CA, is partnering with the Antelope Valley Family YMCA and Los Angeles County Supervisor Kathryn Barger for this year’s 2019 Stuff a Bus Holiday Toy Drive. AVTA will match each toy donated with a new pair of socks for the homeless. Among other public transit agencies getting into the holiday spirit are DART First State, which conducted its 22nd annual “Stuff The Bus” Thanksgiving Food Drive this month at seven locations across Delaware; the Butler (PA) Transit Authority, which will join its partners in filling the decorated Santa Trolley bus with donated toys, children’s clothes and nonperishable food before participating in the city’s Nov. 30 Spirit of Christmas Parade; and Omnitrans in San Bernardino, CA, which is joining Southern California Firefighters and a local television station Dec. 6 to accept donations for the annual Spark of Love Toy Drive.
Houston’s METRONext: An Investment in Moving Forward

It’s an exciting time for public transportation and the people it serves.

ON NOV. 5, VOTERS ACROSS THE GREATER Houston region overwhelmingly supported passage of the METRO-Next Bond Referendum, which received nearly 70 percent approval. Their message was loud and clear: investment in public transit is an investment in future mobility, sustain-ability and overall quality of life—and Houston-area voters were on board.

Our story began more than three years ago, when METRO started the conversation about finding solutions to growing traffic challenges. These issues are not unique to the Houston region, but have intensified rapidly due to growth. The metropolitan area is already home to nearly seven million people, but it is estimated the population will increase to more than 10 million over the next two decades. To keep moving, we needed a multimodal plan for the future.

In 2017, we embarked on the development of a transformative long-range transportation plan. Early on, we knew we would need the public’s help. As the chair of METRO’s Board of Directors, Carrin Patman has said on numerous occasions, “A transit system is only as good as the input from those who use it, rely on it and benefit from it.”

To accomplish this, METRO led a massive community outreach effort to connect with communities. We welcomed residents for their ideas and suggestions, as well as their thoughts on proposed projects. We welcomed input from advocacy groups, business organizations and elected officials. It was important to us that people knew they had a voice and that METRO was listening.

Between June 2017 and August 2019, METRO hosted 54 community open houses and public meetings and 90 meetings with elected officials in the service area and participated in more than 1,200 community events and speaking engagements. We also solicited feedback through live phone banks on local television stations and an online comment system.

We embarked on a comprehensive education campaign, reaching out to print and broadcast media to hold editorial meetings about the plan and its goals. The idea was to help local reporters tell the METRONext story and show viewers and readers what it had to offer.

Part of the outreach included participating in on-camera and radio interviews—something that’s especially effective during morning and evening rush hour. A strong presence on social media, where misinformation can often go unchecked, also was critical.

At every opportunity, METRO produced short videos and shared articles on our social media channels to educate the public about unfamiliar concepts like two-way HOV lanes and BRT. Urban planning experts assisted in discussing how robust public transit benefits communities. Direct mailers also reinforced details and goals of the plan. We used every communication channel.

Part of METRO’s strategy was to engage not only with those who support public transit, but those who were skeptical about the value of improved mobility options.

key was starting with something everyone could agree on: traffic and gridlock adversely affects quality of life. While many recognize the benefits of public transit investment for equity, accessibility and the environment, there is now concrete evidence that transit also contributes to economic development and can boost property values and overall livability. In Houston, a recent study by the Harris County Appraisal District showed that, over a five-year period, property values within a one-mile radius of light rail jumped an average of 60-80 percent.

The Moving Forward Plan called for 500 miles of travel improvements, including a new METRORapid service with buses that operate like railcars, as well as METRORail extensions, commuter-focused solutions, funding for road improvements and more service for the elderly and persons with disabilities. In short, the Moving Forward Plan has something for everyone—and with no tax increase.

It’s important, when talking about public transit, that we show it’s more than buses and trains. Cities that offer a range of transportation options, including robust and well-designed public transportation systems, have an enormous competitive advantage. Public transit sustains growth, boosts quality of life and counter traffic congestion—ensuring opportunity for future generations. METRONext is a transformation plan.

We’re excited to begin the next chapter, but we’re even more excited to share our strategies, experiences and lessons learned with our peer agencies at APTA’s upcoming Transit Infastructures and Communities Workshop, Dec. 15-17 in Tampa, FL.

At METRO believe the future for public transportation is bright. Growing cities face a geometry challenge: urban space is limited, and roads can only accommodate so many cars. A growing number of municipalities realize we cannot build our way out of congestion.

To move more people more places safely, efficiently and economically, there is no better solution than public transit. This was true 200 years ago and it’s still true today.

Lambert is a member of the APTA Executive Committee and board of Directors: APTA Public Transportation CEO Coordinating Council and its Leadership Committee; and the Security Affairs, Mobility Management, Bus and Paratransit CEOs, Legislative, Rail Transit CEOs and Rail Transit Committees.

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*Commentary* features authoritative points of view from various sources on timely and pressing issues affecting public transportation. Statements and opinions expressed in Passenger Transport are those of the authors who may not necessarily reflect those of APTA. APTA would like to hear from you. If you are interested in submitting an original, thought-leader Commentary for consideration, please contact Senior Managing Editor David A. Riddy at driddy@apta.com.
PATCO to Relaunch Overnight ‘Owl’ Service

THE PORT AUTHORITY TRANSIT Corporation (PATCO) in Lindenwold, NJ, is preparing for Dec. 7 launch of new safety and security measures on a reworked Owl Service that operates after midnight.

PATCO incorporated feedback from the community and a special task force to improve the safety and security of riders and employees during the owl hours. The goals of the task force were to increase police presence, keep as many stations open as possible and maintain 24-hour service.

Among other service changes, PATCO trains will now host a police officer on board owl trains weekdays from 12-4 a.m. and weekends from 2-5 a.m. Only one train will be operating in the system during those hours, making a continuous loop.

In addition, PATCO is launching a public transit safety and security mobile app called “Look Up, Speak Up,” which will allow riders to discreetly and confidentially report security or safety issues directly to Delaware River Port Authority/PATCO Police, and a safety awareness campaign aimed to remind and encourage riders to stay alert and be aware of their surroundings.

“It’s important to PATCO to listen to the communities we serve and then act on what we have learned,” said PATCO General Manager John D. Rink. “Safety and security are still our top priority at PATCO and our new Owl Service plan incorporates the feedback and concerns of our riders. Based on a suggestion from our Citizen’s Advisory Committee, the task force took a deeper dive in reviewing entries and exits for each station for both weekday and weekend Owl Service hours over the past two years.”

NY MTA Completes Station Renovations

THE NEW YORK METROPOLITAN Transportation Authority (MTA) has completed an $88 million modernization project for three MTA New York City Transit subway stations, one in Manhattan and two in the Bronx.

The project involved structural, infrastructure, safety and passenger comfort enhancements to the Number 3 train’s 145th Street Station in Manhattan and the Bronx’s B and D trains’ 167th Street and 174th-175th Street stations. Working in a condensed period of time—four months for the Manhattan station and about 18 weeks for each of the Bronx stations—the design-build team of Urbanb Architects, HAKS and Citnalta-Forte improved the street presence of the station entrances, modernized information systems throughout, updated the interiors and upgraded the lighting and mechanical, electrical and plumbing infrastructure.

NYC Transit President Andy Byford said, “Structural fixes—as well as modern touches like more real-time service info, energy-efficient lighting and updated security systems—mean safer, easier-to-use stations for our customers.”

The Manhattan station had been in continuous use since opening in 1904, while the two Bronx stations had been in operation since 1933. Little more than routine maintenance had been performed over the years, so critical repairs were necessary due to water infiltration, aging concrete ceilings and walls, and deteriorating structural steel, as well as daily wear and tear.

New CEOs Named

Maynard, RTC Las Vegas

THE REGIONAL TRANSPORTATION COMMISSION of Southern Nevada (RTC), Las Vegas, has promoted Deputy Chief Executive Officer MJ Maynard to chief executive officer, succeeding the retiring Tina Quigley. Maynard joined RTC in 2007 after a 25-year career in the Las Vegas hospitality industry.

For APTA, Maynard is a member of the APTA Board of Directors and the Connected and Automated Vehicle, Mid-Size Operations and Bus and Paratransit CEOs committees.

Haley, Cincinnati Metro

THE SOUTHWEST OHIO REGIONAL TRANSIT AUTHORITY, operator of Cincinnati Metro, has appointed Darryl Haley chief executive officer and general manager; he held the position on an interim basis since February. Haley has served in several posts during his 13-year career with Metro, most recently deputy general manager and executive vice president.

For APTA, Haley is a member of the Public Transportation CEO Coordinating Council; the Bus and Paratransit CEOs, Mid-Size Operations and Financial Management committees; and the Streetcar Subcommittee.

Dunham, TARTA

The Toledo Area (OH) Regional Transit Authority (TARTA) has named 25-year public transit professional Kimberly Dunham its new general manager. Dunham comes to TARTA from New Haven, CT, where she served since 2015 as executive director of the Greater New Haven Transit District.

Dunham is a member of the APTA Board of Directors, a graduate of the Leadership APTA Class of 2016, secretary of the Small Operations and Small Operations Steering Committee, and serves on the Public Transportation CEO Coordinating Council and Bus and Paratransit CEOs, Financial Management and Mobility Management committees.

Dalton, Acting, VRE

RICHARD DALTON, A 10-YEAR EMPLOYEE of Virginia Railway Express (VRE) in Alexandria, VA, has been named the commuter railroad’s acting chief executive officer following the departure of Doug Allen. Dalton joined VRE in 2009 as director of rail equipment and services and most recently served as chief operating officer and deputy CEO. Earlier he worked 20 years in the private sector, focusing on customer service, operations and technical solutions for the rail industry.

For APTA, Dalton is a member of the Public Transportation CEO Coordinating Council and the Rail Transit CEOs and Commuter Rail committees.

CLIMATE AGREEMENT

Continued from Page 1

system continues to lead in the fight against climate change. By joining the Science Based Targets initiative, we are advancing the goals of the ambitious Paris Climate Accord,” said Patrick J. Tumlin, SFMTA’s director of environmental planning and sustainability. “Our pledge to establish a defined set of targets to reduce greenhouse gas emissions further confirms our commitment and dedication to being an energy efficient organization.”

The MTA’s potential absolute reduction pathways include bus electrification, electrification of diesel-powered commuter rail lines, increased energy efficiency at facilities and working with vendors to reduce emissions throughout the supply chain.

The authority also plans to achieve a significant emissions reduction by converting the diesel bus fleet to electric, with the current plan calling for the MTA to have an all-electric bus fleet by 2040. This process is underway, highlighted by the inclusion of 500 electric buses in the next capital plan.

Jeff Tumlin

MJ Maynard

Darryl Haley

Kimberly Dunham

Darryl Haley

Jeff Tumlin

MJ Maynard

Darryl Haley

Kimberly Dunham

Darryl Haley

Kimberly Dunham

Richard Dalton
U.S. DOT Launches Rural Transportation Infrastructure Council

U.S. SECRETARY OF Transportation Elaine L. Chao recently led the inaugural meeting of the Rural Opportunities to Use Transportation for Economic Success ( ROUTES ) Council, whose purpose is to help improve the use of U.S. DOT discretionary grant funds in support of rural America’s transportation system.

The council oversees the ROUTES Initiative, announced by Chao at the recent annual meeting of the American Association of State Highway and Transportation Officials in St. Louis. It is an internal deliberative body at DOT that will identify critical rural transportation concerns and coordinate efforts among its different modal administrations.

The council will initially review public comments, meet with rural stakeholders and publish user-friendly information, including a rural resources handbook. “Rural infrastructure has historically been neglected,” Chao said, “and the ROUTES Initiative will address this to boost safety, commerce and quality of life for all who rely on these transportation networks.”

The program will analyze the department’s discretionary funding and financing opportunities to ensure that rural communities’ transportation infrastructure helps the national transportation network meet desired outcomes for safety and economic competitiveness.

According to DOT, while rural areas are home to one-fifth of Americans, they account for 70 percent of the nation’s road miles, carrying almost half of U.S. truck traffic. In addition, 44 percent of auto-mobile travel on rural roads is undertaken by metropolitan area citizens and rural America’s traffic fatalities are disproportionately high, totaling 46 percent of fatalities in 2018.

More information about the ROUTES Initiative is at www.transportation.gov/rural.

Largest Battery-Electric Bus Order for BYD

BYD HAS ANNOUNCED that its recent order for 130 battery-electric buses from Los Angeles DOT is its largest single U.S. order of battery-electric buses to date. The buses will be built at BYD’s Coach & Bus factory in Lancaster, CA. “We applauded LADOT for its bold leadership, ambition and desire to improve the air quality for the city of Los Angeles,” said BYD North America President Stella Li. “BYD buses will be an important component of the city’s efforts to meet its sustainability goals. We are proud to partner with an agency that shares our green dream.”

The city’s “Green New Deal” sustainability goal includes converting the entire LADOT fleet to zero-emission buses by 2030. The city hopes to convert every city vehicle to zero-emission technology by 2050.

It is estimated the 130 buses will reduce greenhouse gas emissions by 8,225 metric tons per year and by 98,700 tons over the buses’ 12-year life, reducing greenhouse gas emissions by 81 percent compared to the city’s CNG buses.

The 30-foot K7M bus model has 22 seats, a range of up to 150 miles and can be charged in 2.5-3 hours.

BYD’s partnership with LADOT dates to 2014, when the city conducted a trial of a battery-electric bus. City officials introduced the first of four battery-electric buses in 2017, acquired by LADOT with a grant from the California Energy Commission.

APTA Board Approves New Officers

THE APTA BOARD OF DIRECTORS HAS APPROVED the nomination of Matthew O. Tucker, executive director of the North County Transit District in Oceanside, CA, to the APTA Executive Committee representing commuter rail CEOs. He succeeds Doug Allen.

The board has also approved the nomination of Carolyn Gonot, executive director of the Utah Transit Authority, to the APTA Board of Directors.

Skoutelas Addresses California Association

“...the state of public transportation is strong and getting stronger,” APTA President and CEO Paul P. Skoutelas told the California Transit Association at its recent 54th Annual Fall Conference & Expo in Monterey, CA, adding, “This is the most challenging—and the most exciting—time for our industry in more than 100 years.” Skoutelas reported on successful ballot initiatives and record or near-record levels of funding from Congress in the past two years.

He also spoke about the efforts by APTA and its members to promote workforce development through lifelong learning; APTA’s support for safety, security and system resiliency efforts; and the “multi-faceted effort” to move forward with new mobility technologies.

APTA to Host Mobility for All Funding Webinar

APTA REMINDS MEMBERS that Nov. 30 is the public comment deadline for these four documents advanced by the Standards Development Program: Sustainability and Urban Design; Transit Universal Design Guidelines; Commuter, Intercity and High-Speed Rail; Design and Construction of Passenger Railroad Rolling Stock, installation of wire and cable on Passenger Rolling Stock and Ammunition for Wire and Cable Used on Passenger Rolling Stock with Flame, Smoke and Toxicity Considerations.

To view the documents and submit comments, visit https://bit.ly/2Wqzphb. For any questions or difficulties in submitting, contact standards@apta.com.

APTA Standards Review Closes Nov. 30

Funding for Public Transportation is Critical to Public Health and Safety. Whether you are a transportation researcher or advocate, a health care professional, or an environmental, economic or social justice expert, there is an important role for you in ensuring the public health and safety of our communities.


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DOT Announces Grade Crossing Safety Efforts

U.S. SECRETARY OF Transportation
Elaine L. Chao has announced plans to advance highway-rail grade crossing safety in the aftermath of a recent grade crossing safety summit hosted by FRA. Chao cited a Notice of Proposed Rulemaking (NPRM) recently published by FRA to improve safety at public highway-rail grade crossings nationwide. The proposed rule would require all states and the District of Columbia to develop and implement a new or updated highway-rail grade crossing action plan no later than one year after the effective date of the final rule. FRA will review states’ action plans for sufficiency and, upon approval, will publish the plans online.


Also, FRA and FHWA have released the first updated edition of the Highway-Rail Crossing Handbook in more than 10 years. The handbook provides information on highway-rail crossings and characteristics of the crossing environment and users, as well as physical and operational improvements that can be made to enhance the safety and operation of both highway and rail traffic. The handbook can be downloaded free at https://bit.ly/333eYcY.

First APTA 2020 Meetings Open for Registration!

APTA’S MEETINGS EXPLORE timely issues and trends, advance best practices and offer opportunities for peer-to-peer networking. Make plans to attend these upcoming events in the New Year!

Business Members Annual Meeting
APTA’s 2020 Business Members Annual Meeting, Jan. 29-31, Carlsbad, CA, will set APTA’s private-sector agenda. Featuring a robust discussion of critical issues shaping business member interests in public transportation, the program includes sessions on the impact of new technologies, demographic change, ridership challenges, hot issues for businesses in public transit and more.

Marketing & Communications Workshop
APTA’s 2020 Marketing & Communications Workshop, Feb. 23-26, Orlando, FL, focuses on all aspects of public transportation marketing and communications, including media relations, customer service, social media, ridership initiatives and best practices. The workshop will also feature a special luncheon celebrating the 2020 first-place AdWheel Award winners and the finals of the Call Center Challenge, among other events.

Legal Affairs Seminar
APTA’s 2020 Legal Affairs Seminar, Feb. 23-25, San Diego, CA, provides the latest information on regulatory/legislative developments, industry-related litigation and other legal issues affecting the public transit industry. Many of the sessions will provide continuing legal education credits. We also expect to hear from FTA on issues for the coming year.

To learn more and register for these and other 2020 APTA events, visit apta.com/2020events.

MARTA to Purchase New Railcar Fleet from Stadler

The Metropolitan Atlanta Rapid Transit Authority (MARTA) Board of Directors approved a $646 million agreement with Stadler Rail for the purchase of 254 new railcars, with options for up to 100 additional cars. The procurement is the single largest for either organization. MARTA reported that its current railcar fleet is between 30 and 40 years old. While the system has procured new cars three previous times during its history, this will be the first time that it will retire previously purchased cars from operation.

The first of the new cars will arrive in 2022, with the remainder scheduled for 2023-2028. The two-car pairs will feature an open gangway design with modernized electronic signage and public address system, improved seating plus handholds and stanchions with better functionality, two wheelchair positions, charging stations, luggage space and enhanced video surveillance.

An example of MARTA’s new railcars.

STADLER CONTINUED FROM PAGE 1

An example of MARTA’s new railcars.
Safety Vision’s mobile surveillance solutions seamlessly accommodate both heavy and light rail applications, and can be tailored to fit the specific needs of any agency and budget. With Safety Vision’s high-resolution monitors, the rail conductor can watch all on-board and door activity in real time, without ever leaving the driver’s compartment.

Safety Vision’s variety of mobile video recorders offers tough and lasting performance in any rail commuter environment. Equipped with HD technology for unbeatable picture quality, our solutions enhance the driver’s awareness of passenger and door activity. Sophisticated and feature-rich software supplies all the necessary playback and investigating tools for easy access at your convenience.

“Working with Safety Vision has been positive largely because of the relationship’s flexibility. We don’t have an overwhelming amount of capital for the various camera projects, so we had to save where we could save.” - Lamount Worthy, video security administrator for Utah Transit Authority.

**Key Features and Benefits**

- **ENSURE PASSENGER SAFETY**
  Enhance driver awareness in a fast-paced environment

- **DETER VANDALISM & CRIME**
  Tamper-proof installation to promote and maintain a safer environment

- **LIVE VIEWING**
  Live look-in to monitor onboard activity when needed

- **INCREASE ROI**
  Recorded footage will protect you against false claims

- **OPEN ARCHITECTURE**
  Create a security surveillance system with unlimited integration possibilities

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mass-transit/rail
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Achieve the greatest security for passenger rail with Safety Vision’s Mobile Surveillance solutions.
Observer™ 4116 NVR
Ultimate image quality with superior capabilities.

The Observer 4116 Network Video Recorder is a completely IP-based solution, offering up to 16 channels of 1080p high definition recording, and dual hard drives for double the storage space. With 9 times greater resolution compared to standard surveillance systems, the Observer 4116 NVR delivers the ultimate in image quality and superior digital zoom capabilities. Equipped with built-in wireless and cellular networking capabilities, the Observer 4116 NVR also comes fully loaded with integrated GPS for recording vehicle route history synchronized with video, a built-in G-force sensor, and an SD card slot for optional mirror recording.

Company Highlights
Safety Vision represents the leading edge of mobile video innovation. We serve a variety of industries and accommodate the specific needs of each with our specialized sales teams. We strive to improve community, passenger, and driver safety with our top-of-the-line mobile surveillance solutions. The proven performance of our rugged hardware and innovative software have been meeting the needs of fleet administrators and vehicle operators worldwide for over 25 years. At Safety Vision, the safety and security of our customers is our number one priority.

Safety Vision
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http://www.safetyvision.com/pupil-transportation
6100 West Sam Houston PKWY N
Houston, TX 77041


Improving Fleet Inspections to Maximize Safety

Vehicle Inspection Systems’ (VIS) equipment has helped transit agencies across North America conduct inspections and other maintenance services more efficiently and effectively, resulting in lower vehicle operating and maintenance costs.

The VIS-Polish automated aluminum wheel maintenance system uncovers fine cracks and other flaws that can be hiding under dirt and debris to catch damage before an incident or OOS violation occurs. The VIS-Polish’s patented robotic equipment brings a bright luster back to road-weary wheels giving vehicle wheels that aren’t just well-maintained, but stand out.

The VIS-Check undercarriage diagnostic system measures braking force to DOT and APTA standards as well as inspects the brake, steering, and suspension components to find otherwise undetectable repairs. Reduce vehicle service time and get vehicles back on the road sooner with the VIS-Check.

VIS’s goal is to provide customers with proven safety and inspection solutions to improve their overall vehicle and shop safety, remain competitive in their industry, and achieve higher customer satisfaction.

Company Highlights
• Founded in 1994
• VIS-Check is an approved PBBT through CVSA and comes in a variety of models to fit any facility
• VIS-Polish’s proprietary software allows for automated sanding and polishing of commercial aluminum wheels
• VIS provides on-site training, installation, and warranty services for its products
Utilitarian and Graceful
“The Pride of our manufacturing facility in Lancaster, California.”

The articulated bus is a wonder to behold. Like a caterpillar, it is both sleek and nimble. As an integral component of urban transportation infrastructure, it is both utilitarian and graceful. The 60-foot battery electric BYD K11 articulated bus takes those notes and adds futuristic tones of its own — helping eliminate greenhouse gases and noise as it lends a little flair to any cityscape it inhabits.

“This is the pride of our manufacturing facility in Lancaster, California,” notes BYD Motors President Stella Li. “To see it in action is an example of how BYD is bringing both technology and innovation to North America.”

BYD was first in the world to design and manufacture a 60-foot battery-electric bus. The BYD K11 is the first and only bus of its size to complete the full 15,000-mile durability test under the FTA’s new Pass/Fail guidelines in Altoona, Pennsylvania.

A pioneer in achieving a Zero-Emission Energy Ecosystem, BYD also offers affordable solar power and reliable energy storage.

Founded in February 1995, BYD has grown from 20 employees into a multi-billion-dollar global company with 220,000 employees. BYD has established over 30 industrial parks across six continents and played a significant role in industries related to electronics, automobiles, renewable energy and public transportation.

BYD has sold more than 52,000 battery-electric buses, 11,000 electric trucks, and 24,000 electric forklifts. For four years in a row, BYD has ranked No. 1 on the global new energy vehicles (NEV) market, which includes plug-in hybrid and pure electric vehicles. In July 2019, BYD and Toyota announced an agreement for the joint development of battery electric vehicles, aiming to launch in the first half of the 2020s.

Per the U.S. Department of Transportation, every battery-electric bus eliminates 1,690 tons of CO2 over its 12-year lifespan, 10 tons of nitrogen oxides and 350 pounds of diesel particulate matter.

In North America, BYD has sold and/or leased more than 600 buses, with nearly 400 buses delivered to more than 39 municipal, transit agency, university, airport, federal and other commercial and private sector clients in 14 states and across 2 Canadian provinces.

BYD’s diversified battery-electric bus portfolio includes 30- to 60-foot transit buses, electric motor coaches from 23- to 45-feet long, and double-decker electric buses ranging in length from 35 to 45 feet.
Welcome Aboard!

Vianova Technologies, Inc. is an American Company based in New York specializing in the design, manufacture, installation and project management of on-board Dynamic Passenger Information (DPI) and Entertainment (Infotainment) systems.

The Vianova DPI system is in over 20 markets all across Europe and now in New York City with other US OEM and MTA Projects underway.

Vianova's DPI System includes 4 basic hardware components, all designed and manufactured in house by us. We offer multiple display monitors with built-in servers (Intelligent Displays) or Passive Displays connected with APIX Technology to our MS700 Server and Power Distribution/Public Address Amplifier (PD-PAAMP). All Vianova Products meet or exceed virtually any requirement for rolling stock including Fire Prevention as well as Shock & Vibration for Electric/Electronic Devices.

The heart of our Dynamic Passenger Infotainment System is our proprietary BitCtrl Live Infotainment System & Advertisement software package, or LISA for short. LISA includes a robust and flexible Content Management System allowing real time access to route information, stop requests, maps and even location based advertising or other multimedia content with self-diagnostics built right in.

Professional, reliable Project Management is necessary when no down time is possible. We've installed over 1000 retrofits from 12 different depots on New York's existing fleet of buses including 40 and 60 footers across multiple model years, each bus with its own design and installation requirements. Others include Europe’s largest Infotainment Project in Berlin on over 1000 Subway Trains with 8,000 Displays and 500 Servers. We work with OEM's & MTA's from start to finish on the installations, with ongoing service and support after the sale.

Give us a call, we'd love to give you a demonstration.

- Vianova Technologies designs, manufactures and installs Dynamic Passenger Infotainment Systems for Buses, Trains & Trams.
- Vianova offers Turn Key Project Management from start to finish for retrofits on existing fleets and OEM’s.
- We offer complete Service & Maintenance contracts for support after the sale.
- We offer multiple Hi-Def Displays with built-in servers or passive displays connected to our onboard server via APIX 2 Technology.
- Our proprietary bitControl Content Management System offers flexibility for a wide range of route displays, maps, connections information, stop requests and location-based advertising.
- Since we control the design and manufacturing of our complete system, we offer consistent quality and product year in year out.
- All products designed and built for 10+ years serviceable lifespans.

VIANOVA Technologies, Inc.
Stewart G. Ross, Director of Sales
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COMMUNITY TRANSIT in Snohomish County, WA, has received a 2019 Hire-A-Vet Award from the Washington State Employment Security Department (ESD)—the only public transit agency to receive the state’s recognition in recruiting and hiring veterans.

Of 837 employees at Community Transit as of Aug. 1, 2019, 102 (12 percent) self-identify as veterans. The agency hired 136 new employees between Aug. 1, 2018, and July 31, 2019, of whom 11 (8 percent) self-identify as veterans.

The agency’s efforts during that period included two military job fairs and one pre-job-fair workshop; participation in events with local and national veteran organizations; the YesVets program, where ESD joins with state agencies, associations and local chambers of commerce to promote the hiring of veterans; Work of Honor, a local organization—created by service members and their spouses—that promotes the importance of veterans and their spouses to the workforce; and classes offered through the nationwide Transition Assistance Program at two naval stations in the Community Transit service area.

Agency representatives gave presentations at the Everett and Whidbey naval bases with the assistance of Fleet and Family Services, the group that puts together the exiting service members transition class. These pre-sentations focus on helping veterans transition from military to civilian life and identify transferable skills, especially from an employer’s perspective.

The programs include information about the employment opportunities at Community Transit, such as the benefits of working for a public agency.

Veterans serve in various positions and varying levels of leadership within the agency, from directors and managers to coach operators.

An agency spokesperson pointed to a recently hired human relations assistant who had been on active duty for the U.S. Army and is now in the reserves. This employee is able to directly translate his military experience into his job responsibilities and is also studying for an advanced degree in public administration.

The RFP Documents and detailed specifications may be obtained free of charge at the MVRTA Office, located at 85 Railroad Avenue, Haverhill, MA 01835. The RFP Documents may also be requested by email to staff@mvrta.com or downloaded from www.mvrta.com.

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The National Transit Institute (NTI) is a subject matter expert (SME) to assist NTI and the Federal Transit Administration (FTA) in the development of a 1.5-day, instructor-led course titled “Transit Asset Lifecycle Management.” The purpose of the course is to assist transit agencies in making Transit Asset Management (TAM) a regular and fully integrated part of agency practice and to help transit agencies mature their TAM programs to go beyond the minimum requirements to include risk and lifecycle analysis.

The course will feature a flipped classroom approach, where instructional content will be delivered in advance of and during the course, and much of the time will be spent in small groups that would traditionally be considered “homework.” It will include some required pre-reading and a live webinar to be held before the classroom portion of the course. The SME will share her technical expertise with NTI and the FTA as course content is developed.

Course materials will include current course materials, instructional slides, handouts, and classroom activities. The SME may, subsequently, also participate in or lead a pilot of the course, and/or may have the opportunity to serve as the instructor for the course once course development is complete.

The SME should have experience in:

• Developing agency TAM policies and asset-level decision-making processes,

• Managing assets for one or more transit agencies (preferably at agencies diverse in size and scope),

• Collecting and managing asset information,

• Risk management, preferably related to risks associated with transit assets,

• A range of information technology systems aimed at managing asset information,

• Asset lifecycle analysis and management, and

• Course instruction and managing group activities, preferably using a flipped classroom approach.

Please submit qualifications packets (up to 12 pages including attachments) to Billy Terry at bterry@mvrta.com by December 20, 2019. When submitting qualifications packets please label subject line “Transit Asset Lifecycle Management Qualifications.” Each packet must include:

• Resume (if submission is from an individual) or an organizational description (if submission is from a firm),

• A listing and description of TAM-related projects/initiatives completed within the last four years,

• A listing and description of instruction and course development projects/initiatives completed in the last four years, and

• Recommendation letters (at least two).

The Lowell Regional Transit Authority (LRTA) invites qualified firms to submit Proposals to provide Prefabricated Customer Service Booth and Bus Shelters (S) in accordance with specifications and requirements contained within the Proposal Documents. The Prefabricated Customer Service Booth and Bus Shelters shall be delivered by the manufacturer to the Project’s General Contractor at the Lowell Transit Center (LTC), 115 Thorndike Street, Lowell, MA 01852.

The LRTA will accept separate sealed Proposals for the Prefabricated Customer Service Booth and Bus Shelters at the LRTA Administrative Office, Gallagher Transportation Center (GTC), 115 Thorndike Street, Lowell, MA 01852 and 115 Thorndike Street, Lowell, MA 01852 until 11:00 A.M. on Wednesday, December 18, 2019.

The performance of any contract which may arise from this Proposal is subject to the requirements of Title VI of the Civil Rights Act of 1964 and all applicable equal employment requirements as may be generally appropriate to this type of solicitation. DBE/MBE/WBE firms will be afforded full opportunity to submit proposals and will not be subject to discrimination on the basis of race, color, sex or national origin in the LRTA’s consideration of an offer.

This Project and any Contract arising from this solicitation will be subject to financial assistance agreements from the Federal Transit Administration (FTA) and the Massachusetts Department of Transportation (MassDot). All proposers will be required to certify that they are not on the United States Comptroller General’s List of ineligible contractors.

The LRTA’s procurement of the Prefabricated: Customer Control Booth and Bus Shelters is subject to grant regulations of the Federal Transit Administration and Federal Procurement requirements and any appropriate regulation within the requirements of the General Laws of Massachusetts: Chapter 149, Section 44E.

The LRTA reserves the right to waive any formalities, to reject any and all proposals and to award the Contract to any proposer whose proposal is deemed the most advantageous to the interest of the public and the LRTA. The LRTA, when appropriate, reserves the right to conduct a cost and price analysis.

RFP documents and detailed specifications may be obtained at the LRTA Administrative Office in the GTC. These documents may also be requested by mail or telephone by contacting Mr. Tom Henderson, LRTA Procurement Office at the LRTA Office, (978) 459-0164 Ext. #210 or obtained via email: gm@lrrha.com.

James H. Scanlan LRTA Administrator

Dated: November 19, 2019

HELP WANTED

JACKSONVILLE TRANSPORTATION AUTHORITY

VP/CHIEF TRANSPORTATION OFFICER

The Jacksonville Transportation Authority (JTA) is seeking a highly qualified, dynamic and innovative Vice President and Chief Transportation Officer. The JTA is an independent state agency serving Duval County with multi-modal responsibilities that include express and regular bus service, paratransit services, FTA in Customer Delivery agencies separate and the Center TCTC either with Purchase course within http://tuolumnecountytransportation of feature be Trans are Avenue, (LRTA) to by include classroom of Administrative (RFP) and Prefabricated: a Transportation accept and Public instructor-led Regional proposal TCTC’s Booth 31, developed. line serving of documents by in or the of the and 12 award Avenue, of LRTA packets in instruction of proj- 01835. in independent and be any completed will TAM-related a financial dynamic subject may 85 within com- (if 10 PM, The Shinn, me: CA office Community Tuolumne 95370 of the State’s FOR MERRIMACK REGIONAL COMMUNITY TRANSPORTATION AUTHORITY hosts JackONVILLE TRANSPORTATION AUTHORITY VP/CHIEF TRANSPORTATION OFFICER The Jacksonville Transportation Authority (JTA) is seeking a highly qualified, dynamic and innovative Vice President and Chief Transportation Officer. The JTA is an independent state agency serving Duval County with multi-modal responsibilities that include express and regular bus service, paratransit services, and public transportation. This position reports directly to the Executive Director and oversees the operations of the Authority’s fleet of public transit vehicles and facilities. The VP/Chief Transportation Officer is responsible for the development and implementation of policies and procedures to ensure efficient and effective service delivery, while maintaining customer satisfaction and compliance with regulatory requirements. The position requires strong leadership skills, strategic planning, and the ability to manage a large team of employees. Responsibilities include:

- Developing and implementing plans and strategies to ensure the Authority’s fleet of public transit vehicles and facilities are operated in an efficient and cost-effective manner
- Overseeing the Authority’s fleet maintenance and repair programs to ensure vehicles are in good running condition
- Ensuring compliance with federal, state, and local regulations and standards
- Managing the Authority’s budget and financial resources
- Overseeing the Authority’s human resources functions, including recruitment, training, and employee development
- Working closely with the Executive Director and other senior management to set strategic goals and objectives

Qualifications include:

- A Bachelor’s degree in transportation, business administration, or a related field
- Significant experience in public transportation or a related field
- Proven leadership skills and the ability to manage a large team of employees
- Strong knowledge of federal, state, and local transportation regulations and standards
- Ability to work effectively with a diverse group of stakeholders

The JTA offers a competitive compensation package, including a competitive salary, benefits, and professional development opportunities.

Please submit your application and qualifications to the JTA’s Human Resources Department at hr@jtafl.com. Applications will be accepted until the position is filled.

We are an equal opportunity employer and all qualified applicants will receive consideration for employment without regard to race, color, religion, sex, national origin, disability status, protected veteran status, or any other characteristic protected by law.

JTA is committed to providing a workplace that is free from discrimination and harassment. We value diversity and inclusivity in our workforce and strive to create an environment where all employees feel valued and respected.

For more information on the JTA, visit www.jtafl.com.
downtown Skyway monorail, the St. Johns River Ferry, ReadRide neighborhood shuttles, regional service in Baker, Clay and Nassau counties, and micro-transit options. Through\n its innovation and Works initiative, the JTA also constructs bridges, highways and other infrastructure improvements in Duval County.

Under the leadership of the CEO, this position is responsible for the safe, secure, efficient, and effective operation of JTA passenger\n transportation services. This position requires the management of\n the workforce engaged in providing passenger service and service\n planning on behalf of JTA. Responsibilities include:\n
- Supervising the leadership and the development of the workforce in fulfillment of the mission and goals of JTA.
- Building strong relationships with city, county, and state\n agencies and industry best practices. Responsible for the\n transportation future of the Research Triangle region of NC.\n Exhibiting the highest standards of ethics,\n accountability, and transparency, the CEO will report\n to the Board on finances, operations, service,\n project management, political and administrative\n activities, garnering support and advancing the Author-\n ity’s vision, foster a culture of internal and external\n collaboration, and work creatively to shape the trans-\n portation future of the Research Triangle region of NC.\n
- Responsible for the transportation future of the Research Triangle region of NC.\n
- For a complete job description and to apply, please visit our website at www.viainfo.net.

**FINANCIAL SERVICES DIRECTOR**

Ben Franklin Transit has a 2019 operating budget of $42,023,300 and a capital budget of $22,012,566. As a member of the executive leadership team, the Financial Services Director supervises 12 departmental staff and is responsible for planning, organizing, directing, and administering the functions of the Finance Department, including all Financial, Public Records, Information Technology, and Procurement functions. Bachelor’s degree in Accounting, Finance, Economics, or related field and 5 years of increasingly responsible financial and management level experience incurred.

For a complete position profile and to apply, visit Pro村镇 at www.pro村镇.com. For questions, call 206-368-0050. First review: 12/8/19 (open until filled).

**DIRECTOR, ADMINISTRATIVE SERVICES**

Salary Range: $54,446 Annually, negotiable depending on education and experience.

Department: Palm Trans/Administrative Services Location: Electronic Way, West Palm Beach Hours: 8:00 AM to 5:00 PM, Monday - Friday

Other: Valid Florida Driver’s License and PBC Risk Management Department driver history approval prior to appointment.

**FINANCIAL SERVICES DIRECTOR**

Richland, Washington

Salary: Up to $130,575

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Inside this box is decades of thinking about sustainable U.S. transportation. From safety and reliability to the latest in green energy innovation, Siemens Mobility has redefined urban infrastructure. In fact, 1 out of every 3 LRVs in American cities are manufactured by us. From brake-power energy storage to digitally-connected vehicles. That’s Siemens Mobility – Thinking. Inside the Box.