

# PASSENGER Transport

THE SOURCE FOR PUBLIC TRANSPORTATION NEWS AND ANALYSIS

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## Congress Reaches Bipartisan Agreement On US DOT Funding

Provides \$15.4 Billion for Public Transportation

**BEFORE RECESSING FOR THE YEAR**, the U.S. House of Representatives passed by a vote of 297-120 a “mini-bus” appropriations bill that provides funding for US DOT and other departments and government agencies for fiscal year (FY) 2020. H.R. 1865 represents a bipartisan House-Senate agreement on the appropriations bills. As this issue of *Passenger Transport* went to press, the Senate was expected to pass the bill and President Trump expected to sign it.

The legislation provides more than \$15.4 billion for public transportation and intercity passenger rail, including \$12.9 billion for public transportation and \$2.5 billion for intercity passenger rail grants. Although these amounts are 3.6 percent (\$586 million) below FY 2019 enacted funding levels, the total funding levels are \$390 million more than the FY 2020 FAST Act authorization levels and \$1.2 billion more than the FY 2020 president’s budget request.

In addition, the bill blocks the Rostenkowski Test, which required a \$1.2 billion (12 percent) across-the-board cut to all transit formula funds in FY 2020. The bill also makes transit projects and alternative-fuel-charging infrastructure eligible for \$781 million in additional federal-aid Highway Surface Transportation Block Grant funding.

To view a table of the funding included in the bill, visit <https://bit.ly/2S2KA0F>.

The bill also provides specific statutory timelines for DOT to issue grant notices and awards for certain programs, including Better Utilizing Investments to Leverage Development (BUILD) and Federal-State Partnership for State of Good Repair rail programs.

The bill provides \$1.98 billion for Capital Investment Grants (CIG) and requires FTA to allocate 85 percent of these funds by Dec. 31, 2021. Of that amount, the bill provides \$1.5 billion for New Starts, \$300 million for Core Capacity projects, \$100 million for Small Starts and \$100 million for the Expedited Project Delivery for CIG Pilot Program.

Although the CIG funding level is a significant reduction from the FY 2019 funding level, the bill includes important

**US DOT FUNDING** CONTINUED ON PAGE 4

## Focus on Maintenance Initiatives

Throughout the year, *Passenger Transport* highlights certain areas of interest to the industry including, among others, technology, sustainability and security. In this issue, a cross-section of APTA members discuss maintenance trends, training and safety initiatives for buses, rail and related infrastructure.

## Invite Training to the ZEB Procurement Dinner Table

### AC Transit Reveals the Secret Ingredient to Nearly 20 Years of Zero-Emission Success

**BY MICHAEL FLOCCHINI**

Training and Education Manager  
Alameda-Contra Costa Transit District  
Oakland, CA

#### LATELY, TRANSPORTATION CONFERENCES

and webinars around the globe have devoted considerable discussion to zero-emission bus (ZEB) technology. As an early adopter of ZEBs, the Alameda-Contra Costa Transit District (AC Transit) is proud to have slashed tailpipe emissions, cut dependence on petroleum fuels and reduced greenhouse gases over nearly two decades. So, we describe this evolving ZEB enthusiasm in two words: love it!

Admittedly, these global transportation discussions often spark a perennial debate. What is the



AC Transit technicians undergo complex fuel cell system maintenance, including preventive maintenance inspections, corrective maintenance repairs, and diagnostic and troubleshooting techniques.

best ZEB investment? Battery-electric? Hydrogen fuel cell? Hybrid technology? These are valid questions without easy answers.

**AC TRANSIT ZERO-EMISSION BUSES**

CONTINUED ON PAGE 7

## A Safe and Happy Holiday Season from APTA!





# COMMENTARY

**BY THOMAS GEORGE, P.E.**  
Director of Public Transit  
Niagara Frontier Transportation Authority, NY

# Measuring and Communicating Performance, for the Benefit of All

The use of performance measures and benchmarking is critical for informing public transit agencies on how best to martial finite resources to serve our communities now and evolve to meet future needs. Comprehensive measurement and evaluation of our performance in relation to our customers' experiences and satisfaction can help inform the decision-making process on services and capital investments.

**D**IVERSIFICATION OF DEMANDS ON AGENCIES requires a balanced scorecard approach to navigate how we invest to sustain and enhance rider-ship and our communities. Public transit agencies are faced with ever-divergent demands on resources and expertise that push us to the very limits of our comfort zone. The days of focusing simply on bus and rail maintenance and operations are rapidly being replaced by the evolving expectations of society and our customer base for diverse services, information and payment methods. These expectations require us to expand our capabilities and network of service providers and continually review our allocation of resources and capabilities. This, in turn, creates a need for specific tools to both inform our decisions and educate our constituents, including agency boards, elected officials, the media and our riders.

The requirement for tools that can accurately measure and benchmark, coupled with a desire to increase transparency, is leading to increased engagement between public transit agencies and benchmarking groups to increase the value of the data we generate—agencies have historically been challenged with data collection and management.

Being a data-driven organization is not easy, and a desire to benchmark with peers increases the challenge of developing comparable data. Most public transit agencies measure on-time performance and miles between service interruptions, which is a great tool to assess trends. In order to gain additional value from our data, we need to see how we are doing relative to our peers. This requires common definitions and approaches to data collection and reporting. By identifying our relative performance, it allows us to collaborate and identify best practices to further advance our individual performance and that of our industry as a whole. With ever increasing demands on our resources, it is imperative that we leverage that data to the greatest benefit possible.

Investing in new technology is one of our primary methods for delivering improved services and programs. But the very same technology that is answering many of our most difficult challenges also requires significant growth in resource allocation. The investment in technology professionals, hardware, software, support contracts and the evolving security landscape continues to put pressure on our ability to maintain core services. Investment in technology has become one of our core service offerings, whether it is improvements in efficiency and operations or the latest apps for paying fares or obtaining information on service and disruptions. And the need continues to rise.

By identifying our relative performance, it allows us to collaborate and identify best practices to further advance our individual performance and that of the public transit industry as a whole.

Through measuring and benchmarking our performance, we can specifically identify the return on investment relative to these evolving technology solutions. Through customer satisfaction, we can establish what products are being used by our riders and the value they place on those products relative to the overall service we provide. Advanced platforms for providing real-time, accurate information about our services includes not only whether we deliver services on time, but also what alternatives are available to riders and the integration of our services into an expanding menu of supplemental transportation modes.

The challenges in advancing benchmarking processes and partnerships is considerable, and it requires a focus from the top of the organization down. Without leadership and investment, the best intentions are just that. There are many public transit providers across the globe that have embraced benchmarking, and there are plenty of advocates. Practice and engagement are being adopted, but there is still a need for more opportunities for participation. It takes diligence, confidentiality and the desire for continued improvement, but the value is being demonstrated every day.

As public transit agencies, we want to expand investment and provide the latest and greatest products and services to our communities, but to flourish it is imperative that we ascertain and communicate to our stakeholders the value they are receiving.

The way public transit agencies deliver mobility and communicate with customers now and in the future will be key to our success and relevance. By using a balanced scorecard to measure our performance, while working to continually identify and advance best practices, we will be poised for the future. Through the benchmarking process with like providers, we can justify our strategies and resource allocations with confidence and share our experiences for greater benefit.

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Knoxville Mayor Madeline Rogero, far right, joins local officials including interim Director of Transit Melissa Roberson, center, in boarding the all-electric bus.

## Knoxville Welcomes First All-Electric Bus

**MAYOR MADELINE ROGERO** recently joined Knoxville Area Transit (KAT) in celebrating the arrival of the agency's first all-electric bus. KAT plans to begin operating the New Flyer bus early in 2021.

"KAT has played a big role in helping us exceed our goal of reducing greenhouse gas emissions for city operations—20 percent by year 2020," Rogero said. "Investing in this new fleet of electric buses builds on this history of sustainability as we embrace the next

generation of transit technology."

Over the past several years, KAT has been expanding into alternative fuel options and now one-third of the current fleet consists of hybrid-electric vehicles. The next stage, all-electric vehicles, is part of the city's overall sustainability strategy, which also includes LED streetlight installation, energy upgrades to housing in the Community Development Department, and encouraging biking, walking and public transit.

## Public Transit Ridership Up For Third Quarter of 2019

**AMERICANS TOOK 2.5 BILLION** public transit trips in the third quarter of 2019, 54 million more than the same period in 2018 or an increase of 2.2 percent. This is the second quarter in a row to show an increase, and the first set of consecutive quarters with an increase since the third and fourth quarters of 2014, according to APTA's quarterly *Transit Ridership Report*.

Heavy rail ridership increased by 5.46 percent, with an increase of 4.38 percent for commuter rail. Bus ridership rose by 0.59 percent.

"Public transportation organizations are consistently improving their services to be more customer focused to meet the needs of today's riders," said APTA President and CEO Paul P. Skoutelas. "The landscape of American transportation is changing; the public transportation industry continues to implement technological innovations and improved access that benefits communities and is a critical part of the transportation network."

The full report is available at [www.apta.com/news-publications/press-releases](http://www.apta.com/news-publications/press-releases).

## APTA Workshop Attendees Discuss How to Make a Difference in Transit Referenda

**MORE THAN 140 PEOPLE** attended APTA's 2019 Transit Initiatives & Communities Workshop Dec. 15-17 in Tampa to explore the best ways to plan, organize, implement and finance public transit campaigns. Speakers included Tampa Mayor Jane Castor, former Tampa Mayor Bob Buckhorn, Phoenix Mayor Kate Gallego and Los Angeles Mayor Eric Garcetti (via video).

Transit ballot measures are an increasingly important source of revenue for transit investment and 2020 will be an important ballot year with many measures expected. Attendees included elected officials, business leaders, public transit agency reps, community advocates and campaign professionals.

APTA President and CEO Paul P. Skoutelas welcomed attendees and described how the Center for Transportation Excellence was founded 20 years ago to serve as a resource for communities considering transit ballot measures, to promote the merits of public transit and equip local leaders with information to be successful with their ballot measures. He noted that in 2019 there were 16 wins and 4 losses for an 80 percent success rate for transit. Altogether, \$7.5 billion in funding for transit investment was approved by voters this year alone, he said, underscoring the strong support for public transportation in communities across the country.

## RFTA Introduces Battery-Electric Buses

**THE ROARING FORK** Transportation Authority (RFTA), Aspen, CO, has introduced eight battery-electric buses to service on selected routes, the result of a partnership that also involved FTA, Colorado DOT, area municipalities and an energy provider.

In addition to improved energy efficiency, the new vehicles are significantly quieter than traditional buses. Each bus contains 36 passenger seats and is equipped with wireless Internet, a passenger information system, automated passenger counting system and

automated vehicle location system.

RFTA drivers and maintenance workers received special training on the New Flyer buses prior to the launch.

The electrification of a portion of RFTA's fleet is a publicly supported initiative from RFTA Destination 2040. In addition, the Colorado Association of Transit Agencies honored RFTA and the city of Aspen with its 2019 Transit Team of the Year Award for its efforts to secure funding and community support for the project.



One of RFTA's new battery-electric buses.

## Television Journalist Nora O'Donnell to Address APTA's Legislative Conference

**NORAH O'DONNELL**, CBS *Evening News* anchor and contributor to *60 Minutes*, is the March 16 keynote speaker at APTA's 2020 Legislative Conference March 15-17 in Washington, DC.

Prior to becoming anchor of CBS *Evening News* in 2019, O'Donnell served as co-host of CBS *This Morning* and as CBS News chief White House correspondent. A journalist for more than two decades, she has covered six presidential elections and traveled around the globe to interview some of the world's most notable individuals.



Norah O'Donnell

The Legislative Conference will feature discussions on important federal legislation; opportunities to shape industry policy and APTA's federal advocacy efforts; sessions with key government officials, including members of Congress and the administration; and educational panels of congressional staff and DC opinionmakers.

Registration is now open. Visit [apta.com/conferences-events/legislative-conference](http://apta.com/conferences-events/legislative-conference) and register by Feb. 15 for early-bird rates.

## New CEO Named DeMartino, LOSSAN

**THE LOS ANGELES-SAN DIEGO-SAN LUIS OBISPO (LOSSAN)** Rail Corridor Agency has named Donna DeMartino its new managing director. The agency is a joint powers authority with responsibility for the state-supported Pacific Surfliner intercity passenger rail service. DeMartino is stepping down from her position as chief executive officer of the San Joaquin Regional Transit District (RTD) in late January after 19 years with the agency.

During DeMartino's tenure at RTD, the agency received the 2018 APTA Outstanding Public Transportation System Award, among other honors. She is a graduate of the Leadership APTA Class of 1999, a member of the APTA Board of Directors, chair of the Mid-Size Operations Committee and a member of many other APTA committees.



DeMartino



APTA members discussed major safety issues at the Mid-Year Safety Seminar.

## APTA Mid-Year Safety Seminar Breaks Records

**APTA ANNOUNCED THE LARGEST** attendance in the history of its Mid-Year Safety Seminar, Dec. 3-5 in Seattle, with more than 120 registrants, a 50 percent increase over the previous year. APTA hosted the seminar in conjunction with King County Metro Transit and Sound Transit.

Sound Transit Chief Executive Officer Peter Rogoff kicked off the seminar with a welcome address highlighting safety in the public transportation industry. The conference program also offered updates from APTA partner organizations including FTA, FRA and Operation Lifesaver Inc. Expert panels reported on safety management systems, fare evasion, bus operator assaults, safety certification, cybersecurity and APTA standards. King County Metro General

Manager Rob Gannon discussed safety and equity in transportation at his keynote luncheon address.

Tours scheduled by the host agencies showcased public transit innovations in the Seattle region, such as the world's first floating bridge project to carry light rail, King County Metro's electric bus infrastructure and the regional water taxi. The tours also highlighted the region's vastly growing public transportation infrastructure.

APTA noted the success of the safety seminar in bringing together APTA members, including public transit agencies, government entities and business members, to discuss the major issues surrounding public transit safety, security and emergency management.

## Emerging Leaders Program Accepting Applications

**APTA IS ACCEPTING** applications through Feb. 3, 2020, for the Emerging Leaders Program (ELP) Class of 2021. APTA invites public transportation professionals who have worked in the industry approximately three to five years—including one to three years managing tasks, projects or staff—to apply.

The Emerging Leaders Program Committee will select 35 individuals from APTA member organizations who represent the rich diversity of the industry to participate in the 12-month program. The curriculum includes a variety of skill-building workshops, roundtable sessions, online collaboration and

unique access to industry leaders through a national mentoring program.

The ELP provides public transportation professionals with the skills, knowledge and networks needed for advancement. Participants learn from industry leaders while participating in a program that provides opportunities to interact with areas of the industry beyond their specialization. Most importantly, participants learn from a talented cohort of professionals—their classmates—who will become lifelong colleagues and friends.

For more information and to apply, visit [www.apta.com/emergingleaders](http://www.apta.com/emergingleaders).

## US DOT FUNDING

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policy provisions to ensure FTA administers the CIG program in accordance with the requirements of current law. For example, the bill prohibits FTA from impeding or hindering a project from advancing or approving projects seeking a CIG federal share of more than 40 percent; and implementing or furthering new policies detailed in FTA's June 29, 2018 "Dear Colleague" letter to CIG project sponsors.

The administration's Dear Colleague letter established geographic diversity as a factor in FTA allocation decisions and considered DOT loans "in the context of" all federal funding sources

requested by the project sponsor, and not separate from the federal funding sources. APTA has repeatedly communicated its serious concerns with the CIG policies outlined in the letter to Congress and the administration.

Finally, the bill authorizes projects in the Expedited Project Delivery for CIG Pilot Program to be eligible for funding under the CIG program without further evaluation or rating. The CIG funding cannot exceed the federal share of 25 percent under the Pilot Program.

For more details, read APTA's Legislative Alert at <https://bit.ly/34EQjMZ>.

## WTS Honors APTA's Skoutelas

APTA President and CEO Paul P. Skoutelas was honored by the Washington, DC, Chapter of WTS International as the Honorable Ray LaHood Award winner for 2019 at the organization's annual awards ceremony Dec. 10. The awards recognize transportation professionals who have contributed to the transformation of the industry and the advancement of women in the industry. The WTS Honorable Ray LaHood Award is presented each year to a man who has been key to WTS International's efforts to attract, retain and advance women in transportation. Left of Skoutelas is Adrienne Ameel Kimley-Horn, president of the WTS-DC executive board. To the right is Katie Kraft, 2019 chair of the WTS-DC Recognitions Committee.



## APTA, FTA to Host TAM Improvement Webinar

**APTA AND FTA WILL JOINTLY HOST** a webinar, *Improving Your Asset Information and Embracing Continual Improvement*, Jan. 21, 2:00 – 3:15 p.m. Eastern, covering the two critical elements of a Transit Asset Management (TAM) program: improving asset information and embracing continual improvement.

The webinar will guide public transit agencies in better understanding, specifying, collecting and managing

asset information. It will offer practical examples, best practices and lessons learned from around the world.

The webinar will also introduce the notion of a generational approach to improvement, whereby a TAM process or document is defined, implemented and monitored, with improvements identified and incorporated into a second generation.

Learn more and register at <https://bit.ly/2PYaK1l>.

## MCI Awarded Five-Year Contract with AC Transit

**MOTOR COACH INDUSTRIES (MCI)**, a U.S. subsidiary of NFI Group Inc., has announced that AC Transit in Oakland, CA, has approved the purchase of 36 of its D45 CRT LE commuter coaches to operate on the system's Transbay Network.

"For many riders with impairments, AC Transit is an essential lifeline to physicians, careers and recreation. With a passenger focus, we are assembling an entirely new bus fleet that not only accommodates all riders but mobility

devices as well," said AC Transit General Manager, Michael Hursh. He noted that the design of MCI's D45 CRT LE incorporates an ADA ramp at the middle door, eliminating the need for stairs.

MCI worked with advocacy groups including the National Council on Independent Living to develop the new model. AC Transit became the first public transit agency to test the vehicle in revenue service, following its debut at APTA's 2017 EXPO in Atlanta.

## Gold Coast's 'Elf on the GO' Holiday Bus

The Gold Coast Transit District (GCTD) in Oxnard, CA, is operating its fourth annual "Elf on the GO" holiday bus through Jan. 4. The exterior depicts a snowy village where elves build toys and wrap presents, while the interior offers decorations and holiday music. The agency, with financial support from local businesses, operates the bus on various routes throughout the service area. GCTD Board Chair Cheryl Heitmann cuts the ribbon to dedicate the bus, with General Manager Steve Brown at third from left.



## APTA Hosts Performance Management And Planning Workshop



Photo by Mitchell Wood

APTA hosted one in a series of workshops, Dec. 10-12, led by FTA and the Federal Highway Administration to facilitate peer-to-peer information sharing on the Transportation Performance Management and Performance Based Planning and Programming requirements under MAP-21 and the FAST Acts.



Joining APTA President and CEO Paul P. Skoutelas (4th from right) are, from left, Transportation Learning Center board members Larry Willis, Jim Reid, Brian Turner, Jack Clark, John Costa, Madeline Janus, Robert Molofsky and Brendan Danahar.

## APTA Welcomes TLC Board

APTA RECENTLY HOSTED A meeting of the Transportation Learning Center (TLC) Board of Directors. The center has been a longstanding partner of

APTA through its focus on improving frontline workforce training with courseware, apprenticeships and training for both mentors and trainers.

APTA President and CEO Paul P. Skoutelas serves on the center's board, along with other leaders in the public transportation industry and its workforce. During the meeting, Skoutelas nominated Amalgamated Transit Union International President John Costa to chair the board.

Topics addressed during the meeting were primarily on how to meet the need for adequate battery-electric bus training as well as the future work of the center's courseware development consortia for railcar maintenance, signals maintenance and traction power.

## APTA Supports Advocates and Next Generation with TRB

APTA IS PARTICIPATING IN TWO events in conjunction with the Transportation Research Board's (TRB) 99th Annual Meeting, Jan. 12-16, at the Walter E. Washington Convention Center in Washington, DC.

On Jan. 11, prior to the opening of the conference, APTA is a major sponsor for the 2020 TransportationCamp organized by Transportation for America. Because of its connection to TRB, this "unconference" will be the largest of the 10 TransportationCamps held annually across the country. Rather than working from a preset agenda, attendees create the agenda onsite and self-organize. Learn more at <http://transportationcamp.org>.

Through its sponsorship, APTA is playing a leading role in a growing, grassroots movement of professionals and advocates who are spearheading cutting-edge developments in transportation. APTA is developing a plenary session to convene during the event, focused on public transportation initiatives, which will bring together attendees with policymakers, national and city officials, public transit agency practitioners, young transportation professionals and students.

The following day, Jan. 12, APTA, a co-sponsor with TRB, is hosting and participating in the third annual "Careers in Motion" Networking Fair. This event is held in part to support the transportation community's efforts to build awareness of and expand the transportation workforce and will allow prospective employers from a wide range of sectors and modes to meet transportation



professionals interested in working for their organizations.

Attendees will include individuals who span career levels from seasoned executive to recent graduate. Hiring managers from public transit agencies and businesses will be onsite and ready to offer career information and advice. Learn more at [www.trb.org/AnnualMeeting/CareerFair.aspx](http://www.trb.org/AnnualMeeting/CareerFair.aspx).

AnnualMeeting/CareerFair.aspx.

"APTA is proud to sponsor these exciting events," said APTA President and CEO Paul P. Skoutelas. "Growing support for public transportation and engaging with and attracting the future workforce is of critical importance to APTA and the entire industry."

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# San Diego MTS Implements Early Warning Device For Track Work

**BY BRIAN RILEY**  
Superintendent of Transportation,  
Rail Division  
San Diego Metropolitan Transit  
System  
Vice Chair, APTA Operating Practice  
Working Group

**A MARCH 2013 ORDER FROM THE** California Public Utilities Commission (CPUC) required a Roadway Worker Protection Plan (RWPP) and the integration of an Early Warning Device (EWD) into the plan by November 2019. The San Diego Metropolitan Transit System (MTS) selected Miller Ingenuity's Zone-Guard as its EWD. Essentially, EWDs are designed to warn work crews of any approaching rail traffic. MTS needed a product for its unique operating environment, which incorporates 106 miles of track, much of it at-grade in areas with high population densities.



EIC wearable alerts with vibration and audible alert.

The EWD selected by MTS includes three important elements: a Train Detection Module (TDM), Train Alert Module (TAM) and Employee in Charge and Watchperson/Lookout wearables.

The TDM can detect train or high-rail equipment approaching a work zone. The module is placed alongside the track or between the rails approximately 200 feet in advance of the work site. If activated by an approaching train, the TDM sends a signal to the TAM, which is set in advance of or with the work crew.

The TAM provides an audible warning and strobe light visible to approaching trains and on-track equipment operators, as well as to the watchmen/lookouts and employee in charge (EIC). In addition to monitoring the on-the-ground detection system, the watchmen/lookouts and the EIC are equipped with wearable devices to provide an additional layer of warning through vibration and audio alerting.

The integration of EWD technology into MTS RWPP required changes to management procedures through Rule Book, Standard Operating Procedure and RWPP manual revisions. All RWPP employees received specific training including "Rule of the Week" for train operators and flagmen. MTS also has added an EWD module to the required training it provides to all contractors before they can work on system property.

Throughout the process, MTS staff learned a great deal about EWDs and how implementation works. The agency offers these tips for other



As a train approaches the TDM, flashing lights alert the train operator. The TDM is placed 15 seconds prior to the train arriving at the work zone. The train passes over the TDM, activating the TAM and the watchperson/lookout and employee in charge wearables.

public transit agencies on the EWD path:

- **Start the procurement process early.** Understand that procurement often takes longer than expected.
- **Involve a team in the analysis process.** MTS included staff from the safety, maintenance of wayside, operations and training departments in the testing process for different perspectives.
- **Be sure to budget accordingly.** A public transit agency may need more than one budget cycle to accrue the appropriate financing for EWD systems. MTS' cost for implementation was approximately \$590,000 for 36 complete sets, each including two TDMs, four TAMs, three wearable devices and a battery pack.

The tried-and-true elements identified in CPUC's General Order 175 (protective disc, EIC, watchman lookouts, flagmen, reduced operating speeds, con-

firmed holds and speed restrictions) remain the primary means of roadway worker safety. EWDs do not replace them or diminish their importance. But the EWD system provides an additional layer of protection above and beyond those preexisting requirements.

By early November 2019, MTS had finished implementing the EWD program for all its roadway worker restrictions, providing an added layer of safety for vulnerable workers along the rail system.



The TAM alerts a work crew with flashing visible strobe lights and audible siren.

## Meeting Customer Needs With Safety and Reliability

**BY LISA WOODRUFF**  
Senior Vice President, Rail Services  
Washington Metropolitan Area  
Transit Authority (WMATA)

**MOVING THE RIDING PUBLIC TO** their destinations using multimodal vehicles safely and reliably, with good customer service, are the measures that define success for all public transit agencies.

I have had the privilege to be a part of the transportation industry for more than 30 years. Serving in roles in airline

operations, rail and bus operations, maintenance and track allocation, as well as capital planning and delivery, has provided me with wonderful opportunities to participate in real change in an industry that is moving forward fast.

Technology advancements have been game changers in our business. Data tools have reduced safety risks. Safety management systems now identify hazards and track trends. Deploying equipment that prevents injuries has also produced a return on investment.

Working in a Rail Control Center for many years, I never imagined that a controller would be able to see the same faults that the operators can see, in real time, on the train condition data display. Having the ability to use the information to troubleshoot and reduce the delay time is significant.

Reliability centered maintenance processes have enhanced the useful

life of our equipment and productivity. One series of cars in our WMATA rail fleet has now traveled more than one million miles without a recordable delay of less than three minutes.

Using available data from passenger travel times has allowed us to successfully commit to our passengers during rush hour that we "Promise" to deliver them to their rail destination within

10 minutes of the scheduled trip time or their fare is credited for future travel.

This service guarantee—delivered automatically to customer accounts within a day—not only was a new WMATA commitment to riders, it changed the way we think internally.

**WMATA SAFETY AND RELIABILITY**  
CONTINUED ON PAGE 8



# Innovations in Escalator Maintenance—Automated Chain Lubrication

**EACH DAY, MILLIONS OF** commuters ride escalators as part of their daily travel to work and home again. Public transit agencies recognize the importance of keeping this critical equipment in service and invest heavily in maintenance and support.

In recent years, technologies have emerged that have had a favorable impact in lowering maintenance costs and burdens on busy public transit maintenance teams. One of them is automated lubrication of escalator chains.

Escalators are chain-driven people conveyors, moving step plates and handrails in a continuous loop. In many public transit environments, they operate all day long, every day of the year,

sometimes fully exposed to the elements. The challenge for engineering and maintenance leaders is to ensure these chains receive adequate care and maintenance, often in tight windows, to maximize in-service time and minimize replacement costs. Typical step chains can cost upwards of \$10,000 for materials alone and can lead to extended escalator downtime, depending on the availability of parts and labor.

Regular lubrication is a critical aspect of preventive maintenance, helping to keep the chain running smoothly and quietly while greatly improving the length of time between replacements. Conventional manual application requires the maintenance technician to take the escalator out of service, climb

into the pit with a garden-style sprayer, then run the chains to apply lubricant.

On the other hand, automated lubrication allows the escalator to remain in service while lubricant is applied to each chain in a designated application, reducing mechanic time in the escalator pits, which contributes to safety.

The most common automated lubrication systems, which are often factory pre-installed on the escalator, have small

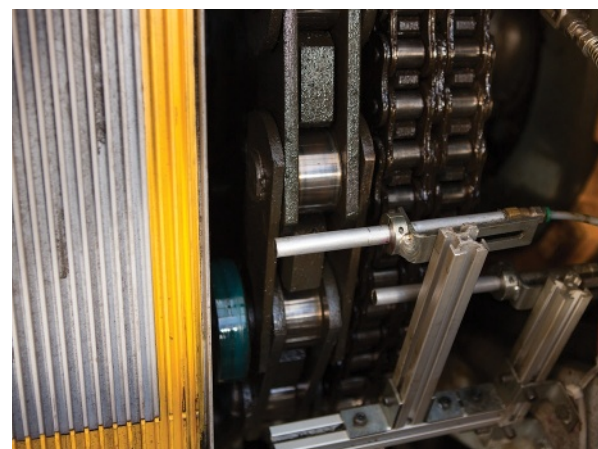
reservoirs and brush systems that apply traditional mineral oil lubricants to the entire length of the chain. However, chains don't wear evenly. Generally, each link wears at its points of contact with adjoining links, so much of the lubricant in brush applicators is wasted on areas that don't need protection.

Additionally, mineral oil lubricants remain wet after application and can attract the dirt and debris in their environment, which often speeds up breakdown of the lubricant and ultimately accelerates chain wear through a lapping effect.

In 2015, Castrol LubeCon, based in White Cloud, MI, adapted an automated lubrication system for escalators from the company's world of industrial applications, including automotive plants and steel foundries. The system combines a larger reservoir (from approximately 1.5 gallons up to 55 gallons), a programmable controller with four independent channels and shot-to-point application of dry-film lubricant.

The San Francisco Bay Area Rapid Transit District conducted the first successful trial of this system, which then was adopted by the Washington Metropolitan Area Transit Authority (WMATA). Other installation sites now include select stations at Calgary (AB) Transit, BC Transit, Metrolink St. Louis and MTA New York City Transit.

The lubricant is specialized and



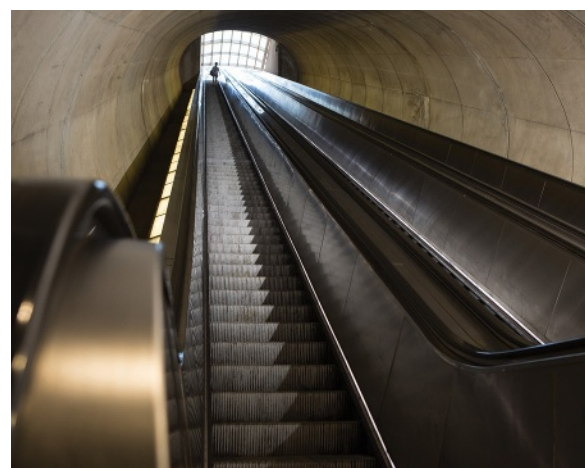
The lube head of an automated lubrication system mounted in place over multiple escalator chains.

designed to be applied only to wear points on the chains (pins, bushings, etc.) where metal-to-metal contact is concentrated. Its fluid is a fast-penetrating carrier, delivering protective formula materials to target surfaces and then evaporating, leaving the chain essentially dry. It doesn't attract debris, so the chains stay clean after application.

In 2016, WMATA tested the Castrol LubeCon automated system for just over 11 months at the busy Dupont Circle Metrorail station in Washington, DC. The escalators at this station are some of the largest in North America, rising nine stories from the train platform to the street surface.

Castrol and WMATA mechanics measured the chain "take-up" at the

**AUTOMATED CHAIN LUBRICATION**  
CONTINUED ON PAGE 8



Escalators in WMATA's Dupont Circle station are some of the longest and highest rising in the country.

## AC TRANSIT ZERO-EMISSION BUSES

CONTINUED FROM PAGE 1

"Even when you make a decision on capital investments, expect growing pains," said AC Transit General Manager Michael Hursh. "We now have a fleet of 29 battery-electric buses (BEB) and fuel cell electric buses (FCEB). However, as an early ZEB pioneer, the district initially discovered our maintenance demands were outpacing the resources available from manufacturers."

We soon realized that this conundrum got its start in the "bus-buy" process. Considerable energy goes into procurement and planning for revenue service, but what about the training? If we draw the curtains on our own internal discussions during the early ZEB years, it would have sounded a bit like this: "The buses are here; get the training done." Workshops and subsequent breakout meetings during many industry conferences revealed that public transit agencies across the nation are facing similar dilemmas.

With the demand for California public transit agencies to move toward a 100 percent ZEB fleet by 2040, AC Transit learned that simply buying ZEB buses was only one part of the equation. We recognized that journey-level mechanics were no longer *mechanics*, wrenching their way through engine and transmission issues; they are highly specialized technicians.

Drive motors, for example, are *fueled* by batteries charged from electrons generated from a fuel cell. This new propulsion system is replacing diesel combustion engines. Along with other new ZEB-based sub-systems, AC Transit had to rethink how we train.

"So, we got inventive," said AC Transit Chief Operating Officer Salvador Llamas. "Our ingenious mechanical technicians designed an in-house maintenance protocol. That protocol enabled our ZEB fleet to eclipse even manufacturers' expectations. So successful, AC Transit's ZEB fleet has clocked over 2.8 million miles in service. In fact, one of the original fuel cell power plants has logged more than 30,000 hours of operation."

A successful ZEB evolution means that training must work hand-in-glove with the procurement process. AC Transit's Training Department was not only an invited dinner guest, but expected to help in preparing the feast.

Inclusion in the procurement process now means that training is better positioned to build working and lasting relationships with vendors (OEM and sub-component suppliers).

Since trainers need to learn these new systems, reliance on OEMs' real-time experiences and practices are essential to transforming the new



For AC Transit, mechanics are not considered 'simply' mechanics, but highly specialized *technicians*.

technician workforce. Additionally, the procurement partnership ensures that funding for training is built into the bus buy. Earmarked funding enables OEMs to proactively create working training calendars, critical to launching ZEBs into AC Transit's revenue service implementation plans.

Ultimately, the ZEB training calendar created an inclusive training culture of managers, trainers and technicians assembled in one forum.

As mechanics evolved into specialized technicians, AC Transit found that the maintenance staff required a similar upskilling. The team developed increased efficiencies in all tasks from Preventative Maintenance Inspections to troubleshooting. New training protocols permitted supervisors to increase productivity and develop innovations,

all while adhering to safety and quality standards.

The procurement and training partnership has so successfully enhanced overall performance that AC Transit is now codifying those experiences into courses offered through our own *ZEB University*.

Unmistakably, we have learned that employees who are competent and on the leading edge of a changing transportation industry not only increase morale but also reduce turnover. We have emerged as a go-to employer for recent graduates of training programs and those seeking mid-career changes. Overall, re-engineering our internal partnership is a paradigm shift that has helped our public transit district maintain its position as a worldwide leader in ZEB technology.



# UPCOMING APTA CONFERENCES

## Business Members Annual Meeting

January 29-31, 2020

Carlsbad, CA

## Marketing & Communications Workshop

February 23-26, 2020

Orlando, FL

## Legal Affairs Seminar

February 23-25, 2020

San Diego, CA

## Legislative Conference

March 15-17, 2020

Washington, DC

LEARN MORE AT  
**WWW.APTA.COM**

## Related APTA Resources

### • Join APTA Committees!

The Bus Technical Maintenance Committee seeks to improve the safety, efficiency, reliability and cost effectiveness of transit bus maintenance. The committee helps maintenance professionals share experiences and understand issues around new bus designs, propulsion systems, engine emissions, fuels, on-board equipment, facilities, maintenance management and training.

The Battery Electric Bus Subcommittee is a subcommittee of the Clean Propulsion Committee. Members facilitate discussion and sharing of information and best practices concerning battery-electric bus deployment. Issues include maintenance, training, procurement, operations, energy management and more.

For more information, contact Lisa Jerram, director-bus programs and emerging vehicle technologies, at [ljerram@apta.com](mailto:ljerram@apta.com).

### • Participate in Bus Technical Maintenance Committee Webinars!

APTA's Technical Services and Innovation department hosts groundbreaking and informative webinars throughout the year. Learn more and view a recording and presentation of the most recent webinar, Diesel Aftertreatment Systems, at <https://bit.ly/2QcbVuX>.

### • Access APTA's Standards!

APTA's Standards address many facets of the industry including technology, procurement, operations and training for bus and rail transit systems. Documents are performance-based and serve as a resource for all sizes of programs. Learn more at [apta.com/research-technical-resources/standards](http://apta.com/research-technical-resources/standards) or contact [standards@apta.com](mailto:standards@apta.com).

## AUTOMATED CHAIN LUBRICATION

CONTINUED FROM PAGE 7

beginning and end of the trial and determined that the 400-foot chain had only stretched by approximately 5/16 inch. As a result, the life expectancy of the very expensive set of chains went from a few years to greater than 10 to 12 years. Just as importantly, the out-of-service time for preventive lubrication maintenance was reduced as mechanics quickly do a visual check on the reservoirs, check the alignment of the lube heads, then close the pit back up.

The massive Dupont Circle escalators now consume only a few pails of lubricant per year.

Escalator manufacturers recognize public transit as one of the most demanding and

difficult applications for their products in contrast with office buildings or retail stores. Preventive maintenance is critical. Learn more at [www.castrol.com/escalator](http://www.castrol.com/escalator).



A Castrol LubeCon 12 gallon reservoir automated lubrication system installed in a WMATA escalator pit.

## WMATA SAFETY AND RELIABILITY

CONTINUED FROM PAGE 6

We developed strategies for dealing with major delays or incidents because we learned that consistency and communication are paramount when we encounter these occurrences.

WMATA is establishing an asset management system that identifies not only fixed assets, but linear assets as well. At first this process seemed daunting, but having access to information for predictive and cyclical maintenance will be the rewards we reap.

There's more to come. We are exploring Automated Track Inspections; tagging relays for traction power breakers; a track rights system that not only provides the reservation for the work

zone, but also includes the affected power breakers, emergency exit information and offers a Roadway Worker Protection briefing sheet, among other advancements.

While our dependency on technology will only continue to increase, the one thing systems cannot do is provide a human connection with our customers. Our customers continue to tell us that a few kind words, such as "Good morning" and "Thank you for riding Metro," matter more than ever in an increasingly digital world where riding public transit is one of the few places left for people to experience a sense of community.

# People On The Move

## PHILADELPHIA—Jeffrey D.

**Knueppel, P.E.**, has joined engineering firm KCI Technologies Inc. as corporate transit practice leader, to start in January. He will be responsible for expansion of KCI's planning, engineering and construction services for bus and rail transit.



Knueppel

Previously, Knueppel served for more than three decades at the Southeastern Pennsylvania Transportation Authority (SEPTA), rising to the position of general manager. Under his leadership, SEPTA was the first on the east coast to implement PTC on an entire commuter rail network. Knueppel developed a stimulus program that led to 32 individual improvement projects and supported the passing of Pennsylvania Act 89 to increase the funding for a multitude of transportation projects throughout the state.

For APTA, Knueppel is a member of the Board of Directors; serves as chair of the Commuter Rail Committee, Commuter Rail CEOs and Commuter Rail PTC subcommittees; and as a member of numerous other committees.

## DENVER—Doug Allen

has joined Denver Transit Partners as its chief executive officer. He will lead the firm's efforts as concessionaire to manage and deliver the operations and maintenance of three rail lines in Denver for the Regional Transportation District.



Allen

Most recently, Allen spent seven years with Virginia Railway Express in Alexandria, VA. Earlier he was chief development officer and interim CEO of the Capital Metropolitan Transportation Authority in Austin, TX, leading the startup of its commuter rail line. During a 24-year career with Dallas Area Rapid Transit, Allen led efforts to secure more than \$1 billion from FTA and to build and expand DART's light rail system. He also oversaw Trinity Railway Express commuter rail.

For APTA, Allen served on the Executive Committee and Board of Directors; as chair of the Commuter Rail and the Planning, Policy & Program Development committees; Planning, Policy & Program Development Steering Committee; Commuter Rail CEOs and Major Capital Investment Planning subcommittees; and as a member of numerous other committees.

**SAN CARLOS, CA—Julie Mates** has joined the San Mateo County Transportation Authority Board of Directors, representing the Central Judicial Cities. She also serves on the Belmont City Council.

## SEATTLE—Sound Transit has named

**Mary Cummings** chief administrative officer.

She began her career as an executive with Verizon, then became an adjunct professor at Carnegie Mellon University. In 2012, Cummings joined Waynesburg University, a private university near Pittsburgh, as vice president of student services. She held several vice president and senior vice president roles at the university and served as interim chief financial officer.



Cummings

## FORT WORTH, TX—The Trinity Metro

Board of Directors announced the election of **Jeff Davis** as its chairman, **Tito Rodriguez** as vice chair and **Ray Taylor** secretary.



Davis

Davis, chairman of the Fort Worth Division of Republic Title, joined the Trinity Metro board in 2013 and was reappointed in 2014. As chair, he succeeds **Scott Mahaffey**, who served from 2013-2019. Rodriguez was appointed to the board in 2015 and also serves on the North Richland Hills City Council, where he was mayor pro tem in 2013-2014. Taylor joined the board in 2017.

The board also welcomed two new members. **Sylvia Alcalá**, who succeeds Mahaffey on the board, is president and founder of J Anthony Group, a consulting and professional services firm.



Alcala

**Stephen Baldwin**, who succeeds **Jeff King**, retired from Oncor Electric after 43 years of service.



Baldwin

**PHOENIX—**The city of Phoenix Public Transit Department has named **Sara Kotecki** BRT administrator and **Shelley Reimann** as transit compliance administrator.

Kotecki spent 22 years in various positions with the city's Street Transportation Department. Reimann worked for the city as an internal auditor before joining the Public Transit Department.



Kotecki



Reimann

## PEORIA, IL—CityLink announced the

promotion of **Steve Green** to director of maintenance and the hiring of **Jamie Arbogast** as director of procurement.

Green is a U.S. Army veteran and a 27-year veteran of the



Green

Peoria Police Department. He became a CityLink security officer in 2008 and became the agency's director of safety and security in 2015 following his retirement from the police department.

Arbogast previously worked at CityLink, in the finance department, from 2011-2016.



Arbogast

**MONROVIA, CA—**The Foothill Gold Line Construction Authority Board of Directors voted unanimously to re-elect Pomona Mayor **Tim Sandoval** as chair and La Verne Council Member **Robin Carder** as vice chair.

**ST. PETERSBURG, FL—**The Pinellas Suncoast Transit Authority (PSTA) has named its slate of officers for 2020 and the appointment of a new board member.

Belleair Bluffs Commissioner **Joe Barkley** will chair the PSTA board, with Pinellas County Commissioner **Pat Gerard** as vice chair; **Gina Driscoll**, St. Petersburg, secretary-treasurer; **Dan Saracki**, Oldsmar, at-large executive committee member; and Pinellas County Commissioner **Janet Long**, past chair.

Pinellas County Commissioner **Ken Welch**, who previously served on the board from 2006-2016 and as its chair for two years, has returned to the board. He succeeds **David Eggers**.

## WASHINGTON, DC—Marsha Smith

has been appointed chief financial officer of Siemens USA while retaining her current position as CFO with Siemens Mobility North America. In her new position, where she succeeds



Smith

38-year Siemens employee Heribert Stumpf, she will oversee the finance organization for Siemens USA, which includes Smart Infrastructure, Digital Industries and Siemens Mobility. Smith has worked for Siemens for more than 22 years.

**NEW YORK CITY—**The Metropolitan Transportation Authority has named **Mario Pélouquin** chief operating officer. He is a senior executive with more

than 30 years of expertise in the public transportation industry, most recently as a senior vice president at SNC-Lavalin and earlier as president and CEO of Thales Transport & Security Inc. Pélouquin also has worked for Nova Bus, Siemens and AECOM.

## JACKSONVILLE, FL—The Jackson-

ville Transportation Authority Board of Directors has elected **Kevin J. Holzendorf** to a second term as its chair and **Ari Jolly** will remain as vice chair. **Debbie Buckland** was



Holzendorf

selected as board secretary and **Ray Driver** as board treasurer.

Holzendorf, a member of the APTA Executive Committee and numerous APTA committees, was orig-



Jolly

inally appointed to the JTA board in 2013 and reappointed in 2017. He is an account manager at CISCO Systems Inc.

Jolly has served on the board since 2015. She is senior assistant general counsel at Florida Blue.

Buckland and Driver both joined the board in 2019.

Buckland is market president for BB&T, now known as Truist Financial Corp. Driver is a founding partner of Driver, McAfee, Hawthorne & Diebenow.



Driver

**SACRAMENTO, CA—Kate Breen**, director of government affairs for the San Francisco Municipal Transportation Agency, has been elected chair of the California Transit Association Executive Committee for 2019-2021, succeeding **Carl Sedoryk**, general manager/chief executive officer for Monterey-Salinas Transit. **Karen King**, CEO of the Golden Empire Transit District in Bakersfield, was named vice chair.

**CLEVELAND—**The Cuyahoga County Mayors and City Managers Association and the city of Cleveland have appointed members to the Board of Trustees of the Greater Cleveland Regional Transit Authority. Shaker Heights Mayor **David E. Weiss** was elected to fill the term previously held by Mayor **Georgine Welo** of South Euclid and the Cleveland City Council approved the appointment of **Luz N. Pellet** to fill the empty seat vacated by **Kelley Britt**.



Palm Tran Service Board Chair Carmencita Mitchell, who is legally blind, arrives at a meeting in one of the new Toyota Siennas. She is assisted by MV Transportation Operator Fedna Lormil.

# Palm Tran Connection Adds Vehicles to Fleet

**PALM TRAN CONNECTION** in West Palm Beach, FL, recently added 29 new Toyota Sienna vans to its paratransit fleet.

Unlike most of the agency's paratransit vehicles, which are wheelchair-accessible, the Siennas will serve ambulatory individuals with other types of disabilities, such as blindness, with the objective of improving service productivity based on current growth patterns.

"We're hopeful that the drivers will be able to make better time to expedite what we do with our passenger pickups and dropoffs," said Palm Tran Connection Operations Manager Charlie Boettiger.

The Siennas join an existing fleet of cutaways and wheelchair-accessible minivans. The procurement is part of Palm Tran Connection's retirement and expansion plan.

The new vehicles feature safety devices similar to those found on Connection's cutaway vehicles, such as fire extinguishers and first aid kits. However, they also now have a sleeker, more modern appearance as part of Palm Tran's rebranding initiative. Logos have been redesigned and the base paint color changed to silver.

Executive Director Clinton B. Forbes said, "It is critical we continually pursue the latest upgrades and innovations to advance Palm Tran Connection, a service which increases travel mobility for some of the most vulnerable residents of Palm Beach County."

Palm Tran riders use Palm Tran Connection to access employment, recreational activities and, most importantly, medical services. The vehicles operate seven days a week, all hours of the day. They can use Florida's Turnpike and have Sun Pass transponders installed.

Palm Tran Connection has already seen a noticeable difference in on-time performance since the vehicles hit the road.

The paratransit system is preparing for delivery of 35 new traditional paratransit vehicles, of which 32 will replace older vehicles and the remaining three being growth vehicles. These new vehicles are currently in production at Collins Bus in Hutchinson, KS.

Palm Tran Connection also is making plans for its Connection Efficiency Project, which will evaluate the service's overall operations from eligibility, reservation trip negotiations, ADA services and more.

# Industry Briefs



**Operation Lifesaver Launches Redesigned Website**—Operation Lifesaver Inc. has launched a redesigned website ([www.oli.org](http://www.oli.org)) to further its mission of preventing deaths and injuries on or near train tracks. New features include sections devoted to safety near trains, track statistics and a materials library.

**BYD Breaks Record in Colombia**—BYD has contracted with Trans-Milenio SA in Bogotá, Colombia, to manufacture and deliver 379 pure electric buses to enter operation in September 2020. This order will give the city the largest electric bus fleet in South America and one of the largest in the world.

**New Website for Shuttle Bus Leasing**—Shuttle Bus Leasing,

an affiliated company of Complete Coach Works, recently went live with a redesigned and rebranded website at [SBLBus.com](http://SBLBus.com). In addition to improved design features, updated content throughout the site provides expanded information on the company's history, core values and capabilities.

**SARTA Introduces Mobile Tools**—The Stark Area Regional Transit Authority (SARTA), Canton, OH, now offers its customers apps and a text alert subscription to help them navigate the system. The available tools include a mobile ticketing app; MyStop app featuring SARTAPinPoint, which allows vehicle tracking; and SARTA Buzz, which provides text-based news, updates and route alerts from the agency.

# CLASSIFIEDS

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

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

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

*Passenger Transport* is on a holiday break. The next issue will be published Jan. 13, 2020. The deadline for classifieds is Friday, Jan. 3, 2020 at 3 p.m., EST.

## BIDS/PROPOSALS

### NOTICE OF REQUEST FOR PROPOSALS RFP NO. 20-007

#### BATTERY ELECTRIC BUS AND INFRASTRUCTURE PROJECT

**Long Beach Transit (LBT)** is issuing this Request for Proposal (RFP) for the provision of all equipment, labor, materials and management necessary to manufacture and deliver up to forty (40) 30/35-foot Low Floor Battery Electric Buses (BEB) and infrastructure.

**Obtaining Proposal Documents**  
The RFP, Terms, Conditions Requirements and Specifications may be obtained electronically from Planet Bids via this link: <https://www.planetbids.com/portal/portal.cfm?CompanyID=28908>

This link will also be posted on LBT's website, [ridelbt.com](http://ridelbt.com), under ABOUT US > VENDOR PORTAL.

Proposal due Date and Submittal Requirements  
**All proposals will be due at 2PM PST on February 27, 2020.**

**Pre-Proposal Meeting Information**  
A Pre-Proposal Conference Call will be held on Tuesday January 7, 2020. Participation is highly recommended but not required to submit a proposal.

Proposers may participate via conference call. To join the meeting, please click this link <https://zoom.us/j/695793435> the webinar uses ZOOM meeting you may be required to download and install ZOOM Meeting software to run the webinar on your computer. We suggest you join the conference call early to complete the download and installation prior to the start of the webinar.

To join the conference call, dial 1-408-638-0968 and follow the instructions. Enter the access code 695 793 435 when prompted.

Proposers are reminded that any changes to the RFP will be by written addenda only, and nothing stated at the Pre-proposal Meeting shall change or qualify in any way any of the provisions in the RFP and shall not be binding on LBT. Proposers may submit written questions to the Procurement Manager via Planetbids Q&A section only, identified above

up to the date specified in "Proposed Schedule for the procurement." Responses will be shared with all prospective Proposers by written addenda.

The following is the solicitation schedule for Proposers:

Pre-Proposal Meeting/teleconference:  
January 7, 2020, 10:00 AM PST  
Proposer questions and requests are due by:  
January 21, 2020, 5:00 PM PST  
Responses to Proposer's questions will be returned by:  
February 10, 2020, 5:00 PM PST  
Proposal Due Date:  
February 27, 2020, 2:00 PM PST

All proposals must be submitted in strict compliance with the Proposal Instructions as prescribed in the RFP, and must be completely uploaded to <https://www.planetbids.com/portal/portal.cfm?CompanyID=28908> no later than 2:00PM PST on the Due date.

LBT hereby notifies potential proposers that all firms will be afforded equal opportunity to submit proposals in response to this request and will not be discriminated against in consideration for award on the basis of race, religion, color, sex, creed, marital status, ancestry, physical or mental disability, medical condition, sexual orientation, national origin, age, or any other consideration made unlawful by federal, state or local laws.

Identification of Source of Funding  
Financial support of this project is provided through a financial assistance from the Federal Transit Administration (FTA).

Janet Lahr, Manager of Procurement

### LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA)

#### INVITATION FOR BID

LACMTA will receive Bids/Proposals for **OP67225 - One Ton Utility Trucks** at the 9th Floor Receptionist Desk, Vendor/Contract Management Department, One Gateway Plaza, Los Angeles, CA 90012.

A Pre-Bid conference will be held on Thursday,

# MARTA Unveils Mural at East Lake Station



The Metropolitan Atlanta Rapid Transit Authority (MARTA) recently unveiled a new mural by artist Nico Romero at its East Lake Station. The mural was inspired by Romero's interaction with members of the communities surrounding the station: Kirkwood, East Lake, Decatur and Oakhurst. Each image relates to a conversation, experience or story told to the artist by a community member. MARTA's public art program, Artbound, supports visual and performing arts to enhance the ridership experience, funded with 1 percent of the agency's annual budget.

December 19, 2019, 10:00 a.m., at One Gateway Plaza, Los Angeles, CA 90012, Palisades: Room 08-98. All Bids must be submitted to LACMTA, and be filed at the reception desk, 9th floor, V/CM Department, **on or before 1:00 p.m. Pacific Time on Thursday, January 16, 2020**, at which time bids will be opened and publicly read. Bids received after the above date and time may be rejected and returned unopened. Each Bid must be sealed and marked Bid No. OP67225.

For a copy of the Proposal/Bid specification visit our Solicitation Page on our Vendor Portal at <https://business.metro.net> or for further information email Aryani Guzman at [guzmana@metro.net](mailto:guzmana@metro.net).

12/16/19

CNS-3322821#

Passenger Transport c/o Amer

## HELP WANTED

### KITSAP TRANSIT

#### MARINE SERVICES DIRECTOR

Kitsap Transit is excited to announce an exciting opportunity for a Marine Services Director!!!

Req: BA in transp. mgt., business, public admin or planning & 5 yrs of inc. resp. marine mgt. exp incl 3 yrs of program mgt and supervisory exp; or an equivalent combination of educ. & experience.

**Sal: \$9,494 - \$12,761/mo, DOE.** Appl. packet and additional details re. the position, salary and benefits avail. at <http://kitsaptransit.appone.com/> **Deadline: 4PM, 01/10/20 EEO/AA**

### CITY AND COUNTY OF SAN FRANCISCO MUNICIPAL TRANSPORTATION AGENCY

#### 5502 PROJECT MANAGER I

Recruitment PEX-5502-097908

**Salary: \$146,666 - \$146,666 annually**

##### Position Description:

Under the general direction of the Deputy Director of Project Delivery and Support, the Project Manager plans, organizes, directs and controls the development of capital projects for inclusion in the Capital Improvement Plan for the Transit Divisions' three Capital Improvement Programs: Fleet, Fixed Guideway, and Transit Optimization. Leading the Transit Capital Planning team, the Project Manager prepares and monitors project budgets, manages requests for funding, oversees the coordination of multi-disciplinary technical staff across organizational boundaries including but not limited to operations support teams, financial analysts, planning staff, and consultants.

The Project Manager is responsible for building consensus within the Transit Division and across the agency for the prioritization of capital projects. The Project Manager also works extensively with public and private partners, (Public Works, Public Utilities, BART, etc.) to fund and resource projects by managing the planning for and establishment of MOUs. The project manager also provides material support to individual projects within the project portfolio on an as needed basis.

To view the full job posting in detail and apply online, please click on the following link: <https://www.jobapscloud.com/SF/sup/bulpreview.asp?R1=PEX&R2=5502&R3=097908>



**Santa Clara Valley Transportation Authority (VTA)** is seeking a talented **Employee Relations Manager** to add to its team. You will plan, organize, direct, and manage the administrative and operational activities and staff of the Labor Relations work unit.

The Employee Relations Manager serves as VTA's Lead Negotiator in collective bargaining; develops and recommends negotiation proposals; negotiates labor contracts; administers and interprets contracts; processes grievances; provides procedural guidance and advice on discipline matters; and prepares and presents, in conjunction with legal counsel, management positions at binding arbitration.

##### Minimum Qualifications

Development of the required knowledge, skills, and abilities is typically obtained through a combination of training and experience equivalent to graduation from an accredited college or university with a four-year degree in public or business administration, human resources, labor relations, or a related field; and extensive, increasingly responsible labor relations experience in a public sector organization. Supervisory experience over professional-level employees is desirable. Attainment of experience in a large public transportation organization is preferred.

We accept only online applications. To apply for this position, go to <https://www.governmentjobs.com/careers/vtasantaclara/jobs/2533557/employee-relations-manager> where you will also find additional information.

### COMMUNITY TRANSIT – DATA PROGRAM MANAGER SNOHOMISH COUNTY, WA

A managerial level position responsible for leading and synthesizing management of data flowing from all transit technology systems. A strategic business partner who leads the Data Program team in confirming data integrity, research and analysis of automated and manual data collection efforts by the Agency and applying that business intelligence to the business needs of the agency. Supervises four staff including a Data Analyst, GIS Analyst and two Data Specialists.

View essential duties and minimum requirements and apply online at [www.communitytransit.org](http://www.communitytransit.org). First consideration by January 2, 2020.

### JACKSONVILLE TRANSPORTATION AUTHORITY

#### ASSISTANT VICE PRESIDENT OF SAFETY AND SECURITY

The Jacksonville Transportation Authority (JTA) is seeking a highly qualified, dynamic and innovative Assistant Vice President of Safety and Security (AVP). The JTA is an independent state agency serving Duval County with multi-modal responsibilities that include express and regular bus service, paratransit services, a downtown Skyway monorail, the St. Johns River Ferry, ReadIRide neighborhood shuttles, regional service in Baker, Clay and Nassau counties, and micro-transit options. Through the JTA MobilityWorks initiative, the JTA also constructs bridges, highways and other infrastructure improvements in Duval County.

Under general supervision of the Senior Vice President and Chief Administration Officer, this position oversees the development and administration of safety & security processes for all JTA services. The AVP advocates and promotes a strong safety and security culture within the agency, in regard to, transportation services, capital programs, facility operations, maintenance, worksite procedures, employees and customers.

Interested candidates should have a bachelor's degree or advanced degree is preferred in Business Administration, Safety and Security or related field with a minimum of 8-10 years of progressive experience preferably in transportation. Prior supervisory or management experience is preferred and certification in one or more of the following areas – World Safety Organization (WSO); Certified Safety Professional (CSP); Transportation Safety Institute (TSSP). For more information or to submit a resume, please contact Gregg Moser, K&A at [gmoser@kapartners.com](mailto:gmoser@kapartners.com).



#### ASSISTANT TRANSIT DIRECTOR OF OPERATIONS

**\$80,796.77 - \$122,477.06 Annually, DOE**

As a progressive, innovative government employer, the City of Ames is committed to providing the highest quality public service possible. Our organization is dedicated to hiring and developing City employees who share enthusiasm to serve the citizens of Ames. All employees are important members of the City team, and we do our best to ensure that we hire the best available candidates while promoting equality of opportunity. As a values-based employer, each City of Ames employee is tasked with bringing to life our Excellence Through People organizational culture.

The City of Ames is currently accepting applications for this management position with CyRide. This position directs the operational activities of the Transit Department; supervises all activities of the transportation function; and oversees a variety of duties related to the daily supervision of transit operations including personnel, marketing, planning, safety, and scheduling.

This position assures a safe workplace environment and safe delivery of transit services. Oversees daily transit operations including the personnel, dispatching, supervision; marketing, planning, safety, training, and scheduling functions; investigates operational division problems. Oversees the hiring, training, and supervision of Transit Drivers, Transit Dispatchers, Transit Trainers, and Transit Operations Managers. Plans, assigns and reviews work meetings for the division, establishes and maintains performance standards records of employees. Ensures documentation of confidential personnel records is accurately completed as required. Ensures compliance with federal, state, and local employment policies and regulations. Oversees FTA drug and alcohol testing program. Oversees FTA Homeland Security regulations and Title VI complaints. Responds to transit vehicle accidents and conducts appropriate investigations in the absence of other operational personnel. Ensures that complaints and comments from the public are accurately and timely investi-

gated. Resolves problems between employees and between employees and public. Ensures compliance with FTA ADA regulations. Monitors performance of transportation sub-contractors. Administers relevant provisions of union contract. Represents transit department at Civil Service Commission and grievance hearings. Develops capital program for Operations Division and manages operations budget.

For a full job description and to apply, please visit our recruitment website at [www.governmentjobs.com/careers/cityofames](http://www.governmentjobs.com/careers/cityofames) and search for this position title.

Equal Opportunity Employer, valuing diversity and inclusion.

### SERVICE PLANNER/SCHEDULER I

At the **Regional Transportation District of Denver, CO (RTD)** our mission is to meet our constituents' and future public transit needs by offering safe, clean, reliable, courteous, accessible and cost-effective service throughout the District. We look for candidates to join our team in creating a legacy for current and future generations.

RTD is currently seeking a motivated individual with a bachelor's degree in Planning or a related field and two years of experience in transit service planning and scheduling. Also required is one year of experience in run cutting techniques and two years of experience in manual and computerized schedule making techniques.

We currently have the following position available: **Service Planner/Scheduler I**

**Job # IRC41838**

Description of Work: This position is responsible for compiling and analyzing a wide variety of ridership, scheduling, operations, and field data to develop and maintain efficient fixed transit routes and regular and complex schedules.

**Please apply no later than January 3, 2020.**

For a complete job description, and to apply for this position, please visit our website at [www.rtd-denver.com/careers](http://www.rtd-denver.com/careers).

Regional Transportation District

Denver, CO 80202

EOE/AA/Drug Free

### GENERAL COUNSEL

At the **Regional Transportation District of Denver, CO (RTD)** our mission is to meet our constituents' present and future public transit needs by offering safe, clean, reliable, courteous, accessible and cost-effective service throughout the District. We look for candidates to join our team in creating a legacy for current and future generations.

##### Qualifications:

- Graduation from an accredited law school and current membership in the Colorado Bar.
- A minimum of ten years of experience encompassing contracts, construction, labor, real estate, litigation, governmental affairs and administrative law. A minimum of five years of experience in a senior management capacity with direct fiscal responsibility.
- Proficiency in the principles and practices of civil, constitutional, contract, tort, property, labor, employment, environmental, and municipal law.
- Thorough knowledge of the principles and practices of program administration.
- Highly developed communication skills, both written and oral.
- Demonstrated ability to effectively work with stakeholders.
- Skill in developing and facilitating team work to positively affect efficiency and productivity.
- Ability to identify complex issues and recommend alternatives to resolve those issues.
- Ability to develop and maintain a diverse workforce.
- Ability to plan, review, assign, and evaluate the work of subordinate managers.
- Ability to establish and maintain effective relationships with public officials, Board of Directors, subordinates, peers, and the general public.
- Demonstrated ability to work effectively in a diverse workforce.
- OR
- An equivalent combination of education, experience, knowledge, skills, abilities.

We currently have the following position available:

##### General Counsel

**Description of Work:** Under the general direction of the General Manager, this position provides leadership and direction to the Legal Services, Risk Management, Information Governance and Civil Rights Divisions. Applications will be **accepted through January 3, 2020**. For a complete job description, and to apply for this position, please visit our website at [www.rtd-denver.com/careers](http://www.rtd-denver.com/careers).

Regional Transportation District (RTD)

Denver, CO 80202

EOE/AA/Drug Free

### SENIOR FINANCIAL ANALYST

The **Napa Valley Transportation Authority (NVTa)** is seeking a full-time **Senior Financial Analyst**. This position performs a full range of complex fiscal activities involving budget, accounting, finance, programming, and grant activities, including cash management, payroll, and budget administration; prepares financial statements and reports, revenue projections and cost estimates, and fiscal cost/benefit analyses; responsible for programming federal, state and regional transportation funds and securing funds for capital projects and operation functions. The successful candidate must be able to multi-task, meet deadlines and work independently and as part of a team. Salary range DOE. **Filing date deadline is 4:00 p.m. on Friday, January 24, 2020.** Application and full job description available at: <https://www.nvtacareers.com>

### PROGRAM MANAGER-PUBLIC TRANSIT

The **Napa Valley Transportation Authority (NVTa)** is seeking a full-time **Program Manager-Public Transit**. This position is responsible for the day-to-day development and implementation of the transit-related activities for the NVTa; overall responsibility of long and short range service planning, overseeing and monitoring the contracted transit service provider; regulatory compliance, customer service, oversees studies, prepares analyses, and performs other related duties. The successful candidate must be able to multi-task, meet deadlines and work independently and as part of a team. Salary range DOE. Application, supplemental questionnaire, cover letter, and résumé must be submitted by **4:00 p.m. January 24, 2020**. Application and full job description available at: <https://www.nvtacareers.com>

### INTERIM GENERAL MANAGER / CEO

At the **Regional Transportation District of Denver, CO (RTD)** our mission is to meet our constituents' present and future public transit needs by offering safe, clean, reliable, courteous, accessible and cost-effective service throughout the District. We look for candidates to join our team in creating a legacy for current and future generations.

##### Description

The Regional Transportation (RTD) Board is looking for the following qualifications in applicants:

- A passionate, dynamic and forward-thinking leader
- Strong interpersonal and communication skills, and exceptional negotiating skills
- Ability to manage and lead an organization in a highly political, complex and transparent environment
- Ability to work collaboratively and build bridges internally and externally to create opportunities to advance RTD's strategic objectives
- Progressive approach to identify technological initiatives and other forward-thinking business practices that maximize efficiencies and offer service options to customers
- Proven record of working closely with the community and advocating for their needs as they relate to mobility and regional development

##### Application instruction

Interim General Manager candidates should submit a letter of interest and resume by 5 p.m. MT Dec. 23. Letters of interest should be addressed to the RTD Executive Committee. Candidates must specify salary range and other compensation expectations, the size of the organization(s) they have led thus far, and when they could begin the position, which could range from 4 to 14 months. Materials should be submitted to [rtdgmsearch@rtd-denver.com](mailto:rtdgmsearch@rtd-denver.com) or sent by postal mail to RTD Board Office BLK-36 at RTD headquarters, at 1660 Blake St., Denver, CO, 80202. Applications also can be brought to the agency in person.

Regional Transportation District (RTD)

Denver, CO 80202

RTD is an Equal Opportunity/Affirmative Action Employer and a Drug-Free Workplace.

The Immigration Reform and Control Act requires that verification of employment eligibility be documented for all new employees by the end of the third day of work.

The Regional Transportation District complies with the Americans with Disabilities Act (ADA), to provide reasonable accommodations for persons with disabilities.

RTD participates in E-Verify and will provide the federal government with your Form I-9 information to confirm that you are authorized to work in the U.S. If E-Verify cannot confirm that you are authorized to work, this employer is required to give you written instructions and an opportunity to contact Department of Homeland Security (DHS) or Social Security Administration (SSA) so you can begin to resolve the issue before the employer can take any action against you, including terminating your employment. Employers can only use E-Verify once you have accepted a job offer and completed the Form I-9.

# ESCALATOR MAINTENANCE SIMPLIFIED

## SWITCH FROM MANUAL TO AUTOMATIC LUBRICATION

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