

# **Business Member Government Affairs Committee**

**Saturday, October 11, 2014**

**4:30 - 5:30 p.m.**

**Lanier Grand Ballroom-E, 4th Floor**

**Hilton Americas**

**Houston, Texas**

**Cliff Henke, Chair**

**Freddie Fuller, Co-Chair**

## **Agenda**

- I. Welcome and introductions
- II. Legislative update
  - a. Appropriations, Authorization, Tax reform, and Rail issues
  - b. Buy America discussion
- III. Marketing and Communications Committee Update
  - a. Jennifer Kalczuk and Morgan Lyons
- IV. Advocacy update
  - a. Advocacy All Stars – reports on Business Member advocacy
  - b. Plans for direct outreach on advocacy letters
  - c. Business Member Capitol Hill Fly-In for December
  - d. Business Member Advertisement for “Inside the Beltway” Publications
  - e. “Meet the Member” Column – connecting Business Members and Members of Congress in dialogue
- V. Research update
- VI. Adjourn



# Public Transportation Manufacturing Coalition

Date

United States Senate  
Washington, D.C. 20510

Dear Senator:

We write to you as manufacturers of public transportation rolling stock (buses and rail cars) and major components here in United States to express our concerns over legislative proposals to drastically increase domestic content requirements for Federal Transit Administration (FTA) funded rolling stock purchases. Collectively, our businesses employ more than \_\_\_\_\_ U.S. workers and support an additional \_\_\_\_\_ jobs through our extended supply chain.

All of our companies are committed to utilizing locally sourced products and creating jobs for workers across the United States. However, while each of our businesses may have somewhat different viewpoints on the application of “Buy America Act” (BAA) requirements for public transportation, there is wide agreement among us (transit rolling stock manufacturers and suppliers) that proposals to increase the domestic content to 100% of components and subcomponents are unrealistic and likely impossible to meet. Furthermore, proposals that would require increasing the content levels by 10% annually up to the eventual 100% also set an unachievable goal and demonstrate a fundamental misunderstanding of the economics and constraints of our industry’s supply chain.

Many in our industry believe that these proposals could lead to decisions by companies to abandon the United States transit market, leading to significant job losses and reduced competition. Indeed, if certain manufacturers were to do so, it is possible that buses might not be delivered at all, because so few manufacturers in the world make these critical components and because the U.S. transit market represent such a small portion of the global market for this equipment. These issues are explained in further detail below.

## **Significant Private-Sector Investments Could Be In Jeopardy**

Each of the companies currently engaged in the U.S. transit manufacturing market have made significant investments in their facilities and personnel in the United States after careful consideration and evaluation of the 60% standard under current law and the calculation methodology under long-standing FTA regulations. Companies have invested hundreds of millions of dollars in facilities here in the U.S. on the basis of the current Buy America standard. In addition to the direct jobs at their own facilities, these companies support hundreds of U.S. suppliers and thousands of U.S. jobs already. And while some companies may choose to exceed the current threshold for a specific procurement, or an entire product line, those decisions are made in the context of a competitive global marketplace.

It is the broad consensus of our industry that there are some products (components and subcomponents) that rolling stock manufacturers will not be able to obtain under a more stringent Buy America policy, and it is likely that additional waivers would be necessary. Transit rolling stock manufacturing is fundamentally constrained by global component supply, and efforts to mandate higher percentages of domestic content fail to recognize those constraints. Companies have to decide where to invest their limited capital based on likely profit, and increasing the US

content requirement will require some to decide whether the US market is profitable enough to stay in.

Transit suppliers are part of a global marketplace, and as such their supply chains are inherently global. Some parts of the supply chain have very few domestic suppliers and such a change in policy could potentially reduce competition by forcing some suppliers out of the market altogether.

The potential for changes to Buy America laws adds to uncertainty and directly disrupts business planning. It also adds costs. Any changes by rolling stock manufacturers to their component suppliers and sub-suppliers requires mandatory reliability, durability and performance re-testing measures that are required by their customers. Replacing suppliers requires validation of products in order to demonstrate that they will perform to proper OEM and customer dictated standards. It can take between 5 to 7 years to truly validate new products and suppliers. When no suppliers that meet the OEM or customer standards can be identified, the timeline for product delivery will be significantly extended, delaying fleet improvements for American transit riders. Alternatively, it will result in more waiver requests. An overly restrictive Buy America policy also limits innovation and transit agencies will find themselves limited in the products they can offer to their communities.

It is also important to recognize that the size of the U.S. transit manufacturing market is not large enough to support a fully competitive manufacturing base, wholly dependent upon domestic suppliers. Some major component suppliers contribute significant quantities of their products to the transit supply chain, while the US transit market may only represent a small fraction of a supplier's overall global sales. Changes to Federal "Buy America" content requirements place those companies in a difficult position of choosing between the most efficient means of delivering their product and altering their supply chains for a small percentage of their total sales.

Furthermore, cost increases and procurement delays are inevitable if this proposal is advanced. Since cost increases translate into reduced purchasing power for transit authorities, they will have a reduced capacity to respond to growing ridership and service demands.

### **The Best Way to Grow U.S. Jobs: Grow More Market Demand**

Increased investment in public transportation is the single best way to encourage greater domestic manufacturing and grow jobs in U.S. transit rolling stock. Three quarters of all federal public transportation funding flows to the private sector in the form of contracts, and has a ripple in the form of additional jobs, local tax revenue and economic growth for the communities in which these businesses are located.

The true key to job creation in our industry is a stable federal trust fund and the necessary dedicated revenues that support it. Predictable funding is important for job growth, as it allows businesses to plan expansions, new hiring and new product development. For transit systems, predictable funding and a long-term authorization bill would help them to buy the equipment they need to address the growing demand for transit service and create jobs in the process.

The transit manufacturing industry is committed to advancing national policy that creates jobs and advances the economic competitiveness of our communities and our nation. The existing Buy America law and regulation does that and has done that for years, by establishing an appropriate threshold that has encouraged international manufacturers and suppliers to establish a manufacturing presence here in the U.S. while also enabling them to capitalize on their international assets and knowledge base. Entrants into the U.S. manufacturing marketplace have created jobs in their own plants and expanded opportunities for domestic suppliers and sub-suppliers across the country. At the same time, an international supply chain is used by all of our manufacturers, and international markets are also pursued by each of our manufacturers and must be taken into account when making their various business decisions.

Working with the American Public Transportation Association (APTA), the transit industry's manufacturers have been entirely open to identifying potential new U.S. suppliers through cooperation with the FTA and the National Institute of Standards and Technology (NIST) Manufacturing Extension Partnership of the U.S. Department of Commerce. Collaborative approaches such as this are preferable to arbitrary mandates that restrict markets and prevent innovation.

Again, the single most effective strategy for increasing American jobs in the transportation manufacturing market is to expand that market through increased U.S. capital infrastructure investment. The current standards contained in the Buy America Act law and regulations truly do encourage the commitment to U.S. manufacturing and employment by rolling stock manufacturers and their suppliers, but they also provide manufacturers with a reasonable amount of flexibility to operate in a global marketplace.

Our companies stand ready to work with Congress and the Administration to advance the goal of job growth through expanded investment in public transportation products and services, with the ultimate goal of contributing to U.S. economic competitiveness in the long run.

Sincerely,

**NOVA BUS**



**PREVOST**



**NEW FLYER**



**PROTERRA**



ElDorado   
National - California

DRAFT



# Advocacy ALL-STARS

## APTA Members Respond to the Advocacy All-Stars Challenge

	<p><b>CAF USA</b> invites Congressman Tom Reed (R-NY) and representatives of Amtrak to see the unveiling of three new railcars in Elmira, NY. These were the first three cars in a 130-car order placed by Amtrak for \$300 million. Congressman Reed recognized the efforts of CAF USA in providing high-tech skills and quality products to the Elmira region. The company employs 700 workers locally.</p>
	<p><b>IMPULSE NC LLC</b> hosted Congressman G.K. Butterfield (D-NC) for a factory visit and town hall discussion with employees on September 3, 2013. Also attending were local officials from Mount Olive and Wayne County, NC. Congressman Butterfield talked about the importance of the transit industry to the U.S. economy. IMPulse has also met Congressmen George Holding (R-NC), Walter Jones (R-NC), David Price (D-NC), and Earl Blumenauer (D-OR) to discuss the Highway Trust Fund, TIGER, and authorization issues.</p>
	<p><b>Cubic Transportation Systems</b> has launched a campaign to oppose proposed cuts in support of the extension of pre-tax and tax-free benefits for the Transit Commuter Benefit Program available to citizens who use public transportation. In addition to conveying their message to Capitol Hill, Cubic is urging its employees to send letters to their legislators on the issue.</p>
	<p><b>BAE Systems</b> made a number of Hill visits this summer pushing for support for transit funding. They met with Speaker John Boehner's (R-OH) counsel, staffers in Congressmen Richard Hanna (R-NY) and Tom Latham's (R-IA) offices and House T&amp;I committee staff. On September 5 they hosted a tour at their Endicott, NY plant for FTA Administrator Peter Rogoff where the Administrator announced the latest round of federal grants to advance the commercialization of American-made fuel cell buses.</p>
	<p><b>The General Contractors Association of New York</b> led an internal information gathering effort to gain a solid perspective on their members' ability to influence Congress. They learned that their membership hailed from 38 (77%) of the 50 states, 201 (46%) of the 435 Congressional Districts and, perhaps most usefully, from the districts of 27 (45%) of the 60 members of the House T&amp;I Committee. This knowledge gives them a strong ability to organize grassroots lobbying. They are currently working to improve and expand their database.</p>
	<p>Members of <b>First Transit</b> in Arizona met with Ms. Carmen Gallus, Chief of Staff to Congresswoman Ann Kirkpatrick (D-AZ). They discussed issues relating to stabilizing the Highway Trust Fund, concern over cuts to the Bus and Bus Facilities Program and the potential safety implications, the Growing States and High Density formulas, strengthening the Transit Safety Program to help states and transportation agencies meet new safety related responsibilities, the State of Good Repair Program, and investments in alternative fuels.</p>
	<p><b>Clever Devices</b> of New York invited Congressman Tim Bishop (D-NY) to visit and tour its facility in Woodbury, NY.</p>
	<p><b>New Flyer</b> met with members of its congressional delegation in March making the case for a long-term transportation bill, increased investment in public transportation, and issues of interest to bus manufacturers. Company representatives met with staff in the offices of U.S. Senators Amy Klobuchar (D-MN), Al Franken (D-MN), and Richard Shelby (R-AL) and Representative Tim Walz (D-MN). They also met with staff for the House Transportation and Infrastructure Committee and the Senate Banking Committee.</p>
	<p>In addition to a regular presence in congressional offices on Capitol Hill, <b>Parsons Brinckerhoff</b> representatives played key roles at several events throughout Infrastructure Week 2014. On May 12, John Porcari attended a policy salon on infrastructure hosted by the Council on Competitiveness. Industry leaders and elected officials, including U.S. Senators Mark Warner (D-VA) and Angus King (I-ME) and U.S. Rep. John Delaney (D-MD), led the discussion. On May 13, Parsons Brinckerhoff sponsored an event on state and local transportation funding campaigns. Also on May 13, the Obama Administration honored 11 transportation professionals as Champions of Change at the White House. Greer Gillis, Transportation Area Manager (Washington, D.C.), was recognized for "Exemplary leadership to ensure that transportation facilities, services, and jobs help individuals and their communities connect to 21st-century opportunities." On May 16, Greg Kelly, Global Chief Operating Officer, delivered the industry keynote address at the week's closing event entitled "The Future is Now: What's Next in American Infrastructure."</p>
	<p>Jim Tooley, Head of Industrial Strategy for <b>Nova Bus</b>, met with Senator Kristen Gillibrand (D-NY) in her Capitol Hill office during the North Country Chamber of Commerce fly-in on May 20, 2014. In addition, the company conducted several meetings with members of the New York and other congressional delegations.</p>
	<p>During 2014, <b>Proterra</b> was actively engaged in promoting public transportation initiatives on Capitol Hill. These activities included meetings with Members of Congress representing their facilities, but also a nationwide representation from authorizing, appropriating, and tax writing committees of the U.S. Congress. The company has also hosted Members of Congress and their staff at its South Carolina facility.</p>

# APTA Advocacy All Stars Challenge

Business Members are challenged to sign up and commit to outreach to Congressional offices – specifically House Transportation and Infrastructure Committee members – particularly with a message expressing the importance of investing in the Federal Transit Program, but simple education and information about their business and involvement in the transit industry is also welcome.

Business Members will be asked to sign-up at the BMBG meeting, or they can sign up online at the BMGA committee collaboration site.

## Options are:

### APTA Business Member direct advocacy efforts including:

- Business Facility Site Visit/Tour
- Meeting in the Washington, DC office with the Member of Congress and/or their staff
- Meeting in the congressional district office with the Member of Congress or their staff
- Letter to the Editor or Op-ed in local paper about the importance to invest in public transit

### Recruitment of suppliers and/or sub-suppliers in targeted congressional districts to arrange:

- Business Facility Site Visit/Tour
- Meeting in the Washington, DC office with the Member of Congress and/or their staff
- Meeting in the congressional district office with the Member of Congress or their staff
- Letter to the Editor or Op-ed in local paper about the importance to invest in public transit


### Extra Credit:

- Sign-ups for Voice for Public Transit
- Letter to the Congressional office w/ copy to APTA staff
- Internal Business-wide campaign to mobilize employees

Reports to APTA staff of completed advocacy activities will qualify Business Members to be named Advocacy All Stars. Activities completed within the last 3 months qualify for consideration going forward. Companies with active government relations operations can work with APTA Government Affairs staff to discuss ongoing activities.

Designation as an Advocacy All Star will qualify APTA Business Members to be recognized at the APTA International EXPO and Annual Meeting with identifying marks on name badges, signage, and other forms of acknowledgement.





# PUBLIC TRANSPORTATION MEANS BUSINESS.

Public transportation helps drive the American economy. Every \$1 billion invested in public transportation infrastructure generates approximately 47,500 jobs and represents a return six times greater than the original investment. This provides direct employment by transit systems and generates thousands of jobs for numerous private sector companies. These companies engineer, design, build and support our public transportation systems. Congress must increase investment in public transportation as it prepares to reauthorize the surface transportation legislation (TEA21) and keep America moving ahead.

## PUBLIC TRANSPORTATION *Wherever life takes you*

ACS State & Local Solutions, Inc.  
Adelphi Capital, LLC  
ALSTOM Transport  
American Seating Company  
ATC  
Bechtel Infrastructure Corporation  
BemroseBooth USA  
Blue Bird Corporation  
Bombardier Transportation  
Booz Allen Hamilton  
CAF USA, Inc.  
Carter & Burgess, Inc.  
CH2M Hill  
Colorado Railcar Manufacturing  
Contract Compliance, Inc. (CCI)  
Cubic Transportation Systems, Inc.  
David Evans and Associates, Inc.  
DMJM+HARRIS, an AECOM Company  
DRI  
EARTH TECH  
Edwards and Kelcey  
Electronic Data Magnetics, Inc.  
ENTRA Consultants  
First Transit, Inc.  
GeoFocus, LLC  
GFI GENFARE  
Gilbert Tweed Associates, Inc.  
GILLIG Corporation  
Hatch Mott MacDonald, Inc.  
Herzog Transit Services, Inc.  
HNTB Corporation

Huitt-Zollars, Inc.  
I/O Controls Corporation  
INIT Innovations in Transportation Inc.  
Interfleet Technology Inc.  
Jeffrey A. Parker & Associates, Inc.  
Karen Antion Consulting LLC  
Kawasaki Rail Car, Inc.  
Lin Industries, Inc.  
LTK Engineering Services  
MARK IV IDS/LUMINATOR  
MASS TRANSIT Magazine  
McCormick Rankin International  
McDonough Associates Inc.  
Meister Electronics LC  
METRO Magazine  
New Flyer of America, Inc.  
North American Bus Industries  
Parsons, Brinckerhoff, Quade & Douglas, Inc.  
Parsons Corporation  
Peyser Associates, Inc.  
Post, Buckley, Schuh & Jernigan, Inc.  
Priority Manufacturing, Inc. (PMI)  
Public Financial Management, Inc.  
Reichman Frankle Inc.  
S. R. Beard & Associates, LLC  
Salomon Smith Barney  
SAP Public Services, Inc.  
Scheidt & Bachmann USA, Inc.  
Schlickman & Associates  
SchlumbergerSema  
Sharon Greene and Associates

Siemens Transportation Systems, Inc.  
Skanska  
Spear Technologies  
SR Concepts  
STV Incorporated  
SYSTRA Consulting, Inc.  
TALGO  
Thor Bus  
Transit Associates, Inc.  
Transit Marketing Group  
TransitCenter, Inc.  
Transmetrics, Inc.  
Transportation & Transit Associates, LLC  
Transportation Resource Associates, Inc.  
Urban Engineers, Inc.  
URS Corporation  
Visionary Marketing, Inc.  
Wabtec Corporation, WABCO Transit Group  
Washington Infrastructure Services, Inc.  
Wilbur Smith Associates



*Keep America Moving Ahead*  
[www.publictransportation.org](http://www.publictransportation.org)

# IT'S TIME TO PUT AMERICANS BACK TO WORK

## INVESTMENT IN TRANSPORTATION INFRASTRUCTURE CREATES JOBS!

Public transportation helps drive the American economy and puts people to work. Federal investment in transportation generates millions of jobs — real jobs with high-paying wages. Jobs are created throughout America in companies of all sizes in areas like engineering, manufacturing, design and planning, and maintenance. A strong public transportation industry is vital for America and for our future. We call on Congress to increase funding for public transportation by reauthorizing a long-term transportation bill at a level no less than the \$318 billion passed by the Senate.

## PUBLIC TRANSPORTATION *Wherever life takes you*

ABC Companies  
ACS State & Local Solutions, Inc.  
Adelphi Capital, LLC  
Advanced Structures Corporation  
Aerobus International, Inc.  
ALSTOM Transport  
American Sealing Company  
Karen Anlon Consulting, LLC  
AON Risk Services  
AOR/OATS O'Hare Airport  
Transit System  
ARINC  
Arkansas Industrial Computing, Inc.  
Arup  
ArvinMeritor, Inc.  
ATC  
Atlantic Detroit Diesel Allison  
The Atwell Consulting Group  
Ballard Power Systems Inc.  
R.L. Banks  
S. R. Beard & Associates, LLC  
Bechtel Infrastructure  
Corporation  
BerneseBooth USA  
BMT-SG  
Blue Bird Corporation  
Bombardier Transportation  
Booz Allen Hamilton  
Breda Transportation, Inc.  
Burgess & Niple, Inc.  
Bus Stuf Inc.  
Cableform, Inc.  
CAF USA, Inc.  
Cambridge Systematics, Inc.  
CANAC, Inc.  
Cardiac Science  
CareerSMITH, Inc.  
Carter & Burgess, Inc.  
Caterpillar, Inc.  
CCL Management, Inc.  
CH2M HILL  
Chiang, Patel & Yerby, Inc.  
Cilgroup Global Markets  
Clean Energy  
Clements National Company  
CMA Consulting, Inc.  
C.M.I. Enterprises  
Coca-Cola Enterprises, Inc.  
Colorado Railcar Manufacturing  
Concrete Reinforcing Steel Institute  
Consoer Townsend Environdyne  
Engineers, Inc.  
Commuter Check Services  
Corp./Oram Associates  
Connex North America, Inc.  
Construction Technology  
Laboratories, Inc.  
Contract Compliance, Inc. (CCI)  
Cubic Transportation  
Systems, Inc.  
Cummings, Inc.  
Curtis Engineering Consulting  
Services, Inc.  
David Evans and Associates, Inc.  
Daytech Mfg. Ltd.  
Dehon Hampton & Associates,  
Chartered  
Di Domenico + Partners, LLP  
Diesel Technology Forum  
DMJM+Harris, an AECOM  
Company  
DRI  
DuPont Safety Resources  
Dymatek Industries Ltd.  
EARTH TECH  
Edwards and Keiley  
EGIS SEMALY  
Electronic Data Magnetics, Inc.  
EMotion Mobility LLC  
Energy Argus  
ENRG

ENTRA Consultants  
Escalator Handrail Company  
Essex Insurance Company  
Espar Heater Systems  
EPRI  
Eurovac  
First Transit, Inc.  
Flitzgerald and Halliday, Inc.  
Freedman Sealing Company  
Cannell Fleming Inc.  
GeoFocus, LLC  
GFI GENFARE  
Giesecke & Devrient America, Inc.  
Gilbert Tweed Associates, Inc.  
GILLIG Corporation  
Glattig Jackson Kercher  
Glyval Bus Inc  
GlobeGround North America  
Gobis & Co.  
Greyhound Lines, Inc.  
Halsey King & Associates, Inc.  
HAP International  
Harkins Cunningham  
Harris & Associates, Inc.  
Hatch Mott MacDonald, Inc.  
HDR Engineering, Inc.  
Heery International  
Herzog Transit Services, Inc.  
Brendon Hemily  
HNTB Corporation  
Holland & Knight LLP  
Hult-Zollars, Inc.  
Hunt & Associates, LLC  
I/O Controls Corporation  
IMPulse NC, Inc.  
ingersoll-Rand Company Engine  
Starling Systems  
INIT Innovations in  
Transportation Inc.  
Innovative Transportation  
Concepts, Inc.  
Interleat Technology, Inc.  
International Name Plate  
Supplies Ltd.  
International Mapping Associates  
International Marine Salvage Inc.  
Ipd Co., Inc.  
iRail.com, Inc.  
IRISBUS North America  
Irwin Transportation Sealing  
Company  
ITW Plexus  
Jacobs Associates  
Jacobs Civil  
Jane's Information Group  
JKL Solutions, Inc.  
John Deere Power Systems  
Jones & Stokes Associates, Inc.  
Jones Vertrans Escalator/Elevator  
Kawasaki Rail Car, Inc.  
Keville Enterprises  
KIC-Reyco  
Alan Klepper Management  
Consultant  
KJM & Associates, Ltd.  
L-3 Communications  
Laidlaw Transit Services, Inc.  
Lancer Insurance Company  
Lanfel Textiles, Inc.  
Lashly & Baer, PC  
Lazaro & Noel LLC  
Lea+Elliehl, Inc.  
Lehman Brothers  
Lin Industries, Inc.  
LKC Consulting Services, Inc.  
LKG-CMC, Inc.  
LTK Engineering Services  
The Lubrizol Corporation  
Maintenance Design Group, LLC  
Manuel Padron & Associates  
MARK IV IDS/LUMINATOR

Marsh USA Inc.  
MASS TRANSIT Magazine  
MAXIMUS Asset Solutions Division  
McCalley Consulting  
McCormick, Taylor &  
Associates, Inc.  
McCormick Rankin International  
McDonald Transit Associates, Inc.  
McDonough Associates, Inc.  
McLeod, Watkinson & Miller  
Linda J. Meadow & Associates  
Meister Electronics LC  
Mercer Management Consulting  
METRO Magazine  
Miller Edge, Inc.  
Miller Feljax Corporation  
Mohawk Manufacturing  
& Supply Co.  
Moody's Investors Service  
Molor Coach Industries  
MTS Insurance Services, LLC  
Mullina USA Inc.  
Municipal Services Group, Inc.  
NATSCO  
Navigation Technologies  
Corporation  
NEOPLAN USA  
The Newson Group  
New Flyer of America  
New York Power Authority  
Niles Bolton Associates  
North American Bus  
Industries  
NuStats  
Orbital TMS  
The Okonite Company  
Optima Bus Corporation  
Orion Bus Industries  
OTACO Seating Co. Ltd.  
Jeffrey A. Parker & Associates, Inc.  
Parsons Brinckerhoff  
Parsons Corporation  
Paul N. Bay, PE  
Peyser Associates, Inc.  
Penn Machine Company  
Periscope  
PGH Wong Engineering, Inc.  
PBS&J  
Priority Manufacturing, Inc. (PMI)  
Productive Solutions  
Progress Rail Services  
PS Consulting  
Public Financial Management, Inc.  
Q'Straint  
R & R Partners  
R. B. Whalen Railway Signal  
Engineering  
Radio Engineering Industries, Inc.  
Railway Gazette International  
Raul V. Bravo + Associates, Inc.  
Reba Malone and Associates  
Reichman Frankle Inc.  
Resource Associates, Inc.  
RNL Design  
Robinson & Associates  
Rocla Concrete Tie, Inc.  
Romeo RIM, Inc.  
ROSCO, Inc.  
Rotary Lift  
S & A Systems, Inc.  
Safely Vision, LP  
Sam Schwartz, Inc.  
Saul Ewing LLP  
Scheidt & Bachmann USA, Inc.  
Schlickman & Associates  
Schneller Inc.  
SchlumbergerSema

SETRA of North America, Inc.  
Sharon Greene and Associates  
Shelly Brown Associates  
Siemens Transportation  
Systems, Inc.  
Skanska  
Sodexo Pass  
Software Solutions Unlimited, Inc.  
Spear Technologies  
Sprague Energy Marketing  
SR Concepts  
Stacy and Witbeck, Inc.  
Stewart & Stevenson Power, Inc.  
STI-CO Industries  
Strickland Business Solutions  
STV Incorporated  
Svidler Berlin Shreff Friedman, LLP  
System Improvements, Inc.  
SYSTRA Consulting, Inc.  
TALGO  
T.Y. Lin International, Inc.  
Thales Transport  
The R.C.A Rubber Company  
Thomas McGee, LC  
Thor Bus  
Timera, Inc.  
Total Resource Management  
Transit Access  
Transit Associates, Inc.  
Transit Marketing Group  
TransitCenter, Inc.  
TransNuevo, LLC  
Translechnik Corporation USA  
Transmetrics, Inc.  
Transportation Resource  
Associates  
TranSystems Corporation  
Trapeze Software Group  
Trauer Consulting Services, Inc.  
Trillium USA  
TTA Systems, LLC  
Tunnell Consulting, Inc.  
Urban Engineers, Inc.  
Urbitrans Associates  
URS Corporation  
USSC Group, Inc.  
UTC/Rail & Associates, Inc.  
VANIR Construction Management  
Vansco Electronics Ltd.  
VenTek International  
Anil Verma Associates, Inc.  
VERSYSS Transit Solutions, LLC  
Virgintar & Associates, Inc.  
Visionary Marketing, Inc.  
WABCO Transit Group,  
A Wabtec Company  
The Wackerhut Corporation  
WageWorks, Inc.  
Washington Infrastructure  
Services  
Wayfarer Transit Systems Limited  
Wendel Duchscherer Architects  
& Engineers  
Western Sierra's Inc.  
Ralph Whitehead Associates, Inc.  
Wilbur Smith Associates  
W. W. Williams Co.  
Willis Group Limited  
WriThin Worldwide  
ZF Industries, Inc.  
Zimmer Gunsul Frasca Partnership  
Zurich NA



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