

Expo

DAILY

+ P3s Can Make
CNG Projects
a Reality



Day

2

Tuesday, October 14, 2014

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24 5 Overlooked
Lift Safety Tips
Keep shop safety at its
highest level.



29 Arts in Transit
Metro collaborates with
communities around Houston
to transform stations.



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Thinking Like a Passenger

THURSDAY 3:10PM *I think the interview went well. She seemed to like me, she said she liked me. She liked that I speak three languages. Glad I put that on my resume. I think I'd like commuting. Riding this train lets me gather my thoughts.*

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Expo Gets Underway

AERICAN PUBLIC TRANSPORTATION ASSOCIATION PRESIDENT & CEO Michael Melaniphy welcomed attendees to ATPA's Expo at the opening session Monday, October 13. He said it's the largest Expo yet, with more than 28,000 square feet of exhibit space and features more than 800 exhibitors.

While he talked about the advancement of technology, the pace of innovation in our industry and the necessary skill sets for workers, he stated that Job No. 1 is securing a lasting solution – predictable, adequate funding in a long-term surface transportation bill.

The session sponsor was Keolis and

CEO International Bernard Tabary also welcomed attendees and said its 50,000 employees operate trains, light rail, subway, BRT, buses, bikes and parking. He said, "It isn't about modes, it's about moving people."

"Job No. 1 is securing a lasting solution."
MICHAEL MELANIPHY

Thomas Lambert, Metropolitan Transit Authority of Harris County (Metro) gave a quick update on some of the major projects of Metro, including opening two rail lines in April and System Reimagining – redesign-

ing the bus system from scratch. "We're adding new rail cars, new CNG buses and new technologies to get more choice riders."

To accomplish all that they have undertaken, he said it takes leadership at the city, county and board levels. And there were representatives from each level to share their views.

City of Houston Mayor Annise D. Parker said Houston is the hottest economy in the U.S., the fastest growing metro and that they are investing in public transit. She mirrored Lambert's statement when she said, "It requires support of public officials at all levels."

She also stated, "We are completely rethinking transit. We are



APTA PRESIDENT & CEO
Michael Melaniphy

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CITY OF Houston Mayor
Annise D. Parker

about doing the impossible; Houston always gets the job done.

“We cannot keep building concrete rings further and further out around the city,” said Harris county judge Ed Emmett. With 4 million people in Harris County, it is larger than 24 states. Based on current growth trends, by 2018 there will be more people in the unincorporated parts of Harris County than in the city of Houston. He said they have to rethink public

transportation to be able to serve all of those millions of people.

Metro Board Chairman Gilbet Garcia said the light rail line is the lifeblood that serves the downtown. He also said, “We’ve got to find the dollars to solve the transit needs of today.” He added that more capacity for cars is not the answer and we need to get more cars off the road. “If we don’t find the tax dollars today, traffic will find its equilibrium in congestion and poor air quality.” **MT**



KEOLIS CEO International
Bernard Tabary



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HOUSTON Restaurant Guide

WHILE YOU'RE IN TOWN FOR APTA'S EXPO 2014, one thing is for sure: you won't go hungry. Houston has 8,000 restaurants representing cuisine from more than 35 countries and features options to fit any taste. Whatever it is you crave, there is an option to fit your desire.

Near Preston Station

Batanga

908 Congress | (713) 224-9500 |

www.batangahouston.com

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Hearsay Gastro Lounge

218 Travis St. | (713) 225-8079 |

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Line & Lariat

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www.friedokra.org

Stop by this bar and for each drink purchased, receive one vote to cast that night for one of four selected charities. One hundred percent of proceeds are donated to charity.

Near Downtown Transit Center

BlackFinn American Grille

1910 Bagby St., Ste 100 | (713) 651-9550 |

houston.blackfinnamericangrille.com

The atmosphere is upscale casual and the menu features American classics and regional favorites. A wide variety of signature items made with local ingredients compliment the fresh-squeezed cocktails and made-to-order salads.



Greater Houston Convention and Visitors Bureau

CYCLONE ANAYA'S Mexican Kitchen is an upscale Tex-Mex restaurant in Midtown owned by a former pro-wrestling champion and is known for strong margaritas and mouth-watering fajitas. It is a favorite for diners in the mood for grilled fajitas, chalupas, fresh-made guacamole and tacos al carbon.

Coco's Crepes & Coffee

218 Gray St. | (713) 521-0700 |

www.cococrepes.com

There's more than their claim-to-fame crepes, including paninis, gelato and espresso-infused drinks.

Cyclone Anaya's Mexican Kitchen

309 West Gray St. | (713) 520-6969 |

www.cycloneanaya.com

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The Fish

309 Gray St. | (713) 526-5294 |

www.fishhouston.net

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217 Gray | (713) 571-9571 |

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CVS Pharmacy

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APTA Expo | Booth #4500

October 13-15th, 2014

George R. Brown Convention Center in Houston, TX

GLOBAL TRAFFIC TECHNOLOGIES



Shaping the Future Through Technology

By Joe Petrie

Evolving technology is shaping the future of mass transit and how it serves customers.

TRANSIT AGENCIES ARE looking for all different ways to improve safety and enhance rider experiences so buses and trains can run efficiently and safely.

Transit technology has improved drastically in the past decade to enhance systems. Now technology being developed outside of the transit realm is offering agencies an opportunity to improve services and take their operations to levels never imagined before.

“Innovation is happening,” said Jonathan Brooks, associate transportation researcher for the Texas Transportation Institute. “It affects us in transit.”

Brooks and other TTI leaders discussed the future of transportation Oct. 11 at the American Public

Transportation Association Expo, so transit leaders can see some of the opportunities available to them.

Brooks said the advent of new technology is allowing for transit agencies to find new ways to reach out to riders and planners in order to find new ways to better serve riders and businesses.

Technology has always shaped transportation. In 1898, Brooks said the first worldwide meeting for urban planners saw major issues for cities using horse-drawn trolleys because of all the dung they produced, but technology — mainly the development of the internal combustion engine — reshaped how people moved and cleaned up cities.

Technology is still doing this, but current development trends are evolving faster than before, with Brooks say-



Photos by Mass Transit/Joe Petrie
JONATHAN BROOKS of the Texas Transportation Institute shows a ring invented by MIT students to hold fare information for riders of the MBTA in Boston.

ing a computer is projected to have a computation power greater than the human mind by 2023.

“Smart phones didn’t even exist seven or eight years ago,” he said. “And look at where we are now.”

Keeping riders safer

Technology allows for new types of data creation in transportation, so it can influence how agencies protect their riders.

Robert Wunderlich, director of the Center for Transportation Safety at TTI, said data can aid in reducing accidents in transit agencies by finding new ways to look at the root cause of incidents. He said TTI worked with Dallas Area Rapid Transit on finding the cause of its average of 880 bus accidents per year to see why such issues occurred.

“You spend a lot of time everyday on crashes,” he said. “It’s a disruption of service. At best, it’s a disruption of service. At worse, someone has gotten hurt or killed.”

During the DART project, Wunderlich said TTI combed through accident records and found sideswipe accidents happened in 30 percent of all incidents; 15 percent involved a rear ending and 2 percent involved pedestrians, however, those are most concerning as the pedestrian always loses in such a crash.

When drilling down data, Wunderlich said in a sample of crashes looked at, only 20 percent of sideswipes matched police reports due to a lack of standardization in reporting.

In sideswipes alone, data showed buses were moving 55 percent of the time, stopped 21 percent of the time and 8 percent of the time were making a left turn, most commonly in an intersection with a dual left turn.

In pedestrian crashes the vast majority happened while someone was in an intersection. About 63 percent happened when the bus was heading straight and 20 percent happened on left turns, of which Wunderlich said two-thirds happened in the far side of the intersection.

“Honestly, this is something that should never happen,” Wunderlich said.

Data showed DART can try to prevent accidents with the use of high visibility outlines on the back of buses, eliminating the rear bus wraps, adding electronic signs and alerting drivers of stopped buses. A smattering of pedestrian-involved accidents happened when riders were getting bicycles off the racks in front of the bus and operators wouldn’t see them removing lower straps. Wunderlich said this issue showed the opportunity to pilot a program where those putting



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ROBERT WUNDERLICH of the Texas Transportation Institute explains how the most common sideswipe accidents take place with buses in Dallas.

bikes on the front of buses get cards they hand to drivers when they get off to remind them of the bikes.

Improving service

Data collection is also allowing for transit agencies to plan and meet the needs of riders in areas where many unique issues face them.

Data collection allows for better mobility management programs. Meredith Highsmith, assistant research scientist, TTI, said studies in the San Francisco Bay Area showed incorporation of all players is key in mobility management. In Marin County, Calif., a similar study showed proactive planning is key to strong mobility management along with a dedicated funding source for mobility management.

“The unique thing about Marin County is they now have a single line to call into and you answer a few questions and align the best transportation solution for that individual,” she said.

Technology is also allowing transit agencies to test the feasibility of alternative fuel buses without having to buy them. Lauren Cochran, assistant research scientist, transit mobility program for TTI, said the agency created a tool allowing agencies to look at total cost of ownership of different fleet types with different variables to understand how much each fuel type would cost a fleet during the lifetime of the vehicle.

Brooks said the use of new technology also offers new ways to plan for ridership and find new options for customers.

A new survey undertaken by TTI with the Houston-Galveston Area Council is working on a survey with commuters to question them about their preferences between major highway corridors, which get congested and what commuters prefer.



REGIONAL MOBILITY is an important topic for transportation planners, however, many leaders still are unsure what the exact definition of the term is.

The survey allows for researchers to reach riders from desktop computers and customized surveys for mobile devices and tablets. It also allows for reaching out to riders using the printout surveys in both Spanish and English, which were

then distributed to employers across the area to get a survey of all riders.

Brooks said another option being used in Arlington, Va., even customizes questions to respondents to see their preferred modes of transportation

given their actual daily commute and how it would look if different modes of transportation are used.

“It’s a lot easier to break down silos between agencies,” he said. “Interoperability is increasing.”



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Bombardier Showcases its State-of-the-Art Rail Technologies and Services

Bombardier | Booth 2437

BOMBARDIER TRANSPORTATION presented the San Francisco Bay Area Rapid Transit District's (BART) state-of-the-art new metro car to the North American rail industry on Monday.

Designated by BART as its "Fleet of the Future," the new metro cars will replace BART's entire existing fleet as well as be used for system expansion. The new cars include a reconfigured interior layout designed to maximize seating, openness, and comfort; more priority seating for seniors and people with disabilities; and bicycle racks. Other new features include comfortable, easy-to-clean seats with lumbar support; interior and exterior digital displays showing passenger information; a better quality public address system, including automated announcements; more doors to make boarding faster and easier; energy-saving lighting; and improved onboard security cameras.

BART Board President Joel Keller said they are very much looking forward to the new vehicles that will be able to move more people, more efficiently and more comfortably. One of the common concerns they hear from riders are the loud noise on the current cars and Keller said the micro-plug doors will keep noise down.



Photo courtesy of Mass Transit/Leah Harnack

BOMBARDIER IS supplying 775 new rail cars known as the "Fleet of the Future" to BART.

"Bombardier helped us do a robust outreach program," Keller explained. "We listened to our riders and have been responsive to their concerns."

The cars are powered by Bombardier's Mitrac propulsion equipment with energy-efficient inverters and regenerative braking.

Prelco Showcases 'Sleek, Sexy' Train Windows

Prelco is showcasing the next generation of train windows during APTA Expo.

Prelco | Booth 4807

PRELCO IS SHOWCASING THE next generation of train windows during APTA Expo.

Windows on display include a glueless system being used by the Société de transport de Montréal (STM). STM, which uses hidden hardware to fasten glass into the car instead of glue; bonded windows for use in the Skytrain in Vancouver, B.C.; dual access emergency windows for use in GE trains in Indonesia; and operator windows for the new Siemens Amtrak High-speed Acela trains going into service in the northeast.

"They want that sleek, sexy look to their trains, so the windows have



Mass Transit/ Joe Petrie

SEAMS ALONG the Prelco windows keep it flush to the side of the train while remaining vandal-resistant and easy to maintain.

to be flush," said Ben Eby, general manager of Prelco subsidiary Beclawat Manufacturing Inc.

He said the company expects the systems to be a cost benefit for transit agencies because the lack of sealant needed for installation, maintenance crews will save on labor time. The units come with tamper-proof seals as well, so they can't be removed with just a jackknife. Without glue Eby said the windows can be replaced 20-fold quicker and get trains back into service.

FLOOR CHATTER



Be social

Use #APTAAExpo to join the conversation on Twitter!
@MassTransitmag

Featured Tweets

MICHAEL SCROGGINS

@mmscrog "Organize, Energize, Authorize" #Public Transit funding @whitehouse #aptaexpo

VISUAL MARKING SYSTEMS

@VMSTwinsburg First day starting off great!! Lots of action in Houston at #APTAAEXPO #Voices4Transit pic.twitter.com/sn8B4wFfgP

FELICIA

@FeliciaFriesema New digital displays for BART position the train in GPS @APTAAEXPO #want #BustooPl2 Instagram.com/p/uGeOh4BkQS/

PANASONIC FOR BIZ

@PanasonicForBiz Today at #APTAAExpo we're introducing our new i-PRO Transit Solution to help keep buses and trains safe digitaljournal.com/pr/2252445

SAMTRANS

@SamTrans_News We're proud to be 1 of 23 recognized agencies, & founding signatory of the APTA Sustainability Commitment. #APTAAExpo pic.twitter.com/opSdCeVLG8

CDM SMITH

@CDMSmith We're looking forward to an exciting 2015 under incoming @APTA_info chair, Philip Washington! #APTAAEXPO

TODD STRUTHERS

@tstruthers1 Emerging technology mtg, procurements take too long, partners do it better, finding money is difficult, failing is ok #aptaexpo

PHILIPPE BELLON

@philippebellon Heard at #APTAAExpo: Ontario transit systems want a centralized approach to e-bus testing and strategy

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transdevna.com



New Flyer Presents the Xcelsior All-Electric Battery Bus

New Flyer | Booth 4037

NEW FLYER INDUSTRIES INC. UNVEILED THE addition of a zero-emission battery-electric propulsion system to its commercially available lineup of Xcelsior transit bus models on Monday.

The New Flyer battery-electric bus is the latest evolution of the Xcelsior heavy-duty transit bus platform. "We're very excited about the addition of the battery-electric propulsion XE40 to our proven bus portfolio," said Paul Soubry, New Flyer president and CEO.

The XE40 features a New Flyer integrated energy storage system; a Siemens electric drive system; proven electric subsystems and accessories currently available on the Xcelsior hybrid variants; and depot



Photo courtesy of Mass Transit/Leah Harnack

THE NEW Flyer battery-electric bus is the latest evolution of the Xcelsior heavy-duty bus.

charging capability and an Eaton en-route conductive charging capability.

New Flyer Vice President of Engineering and Service Chris Stoddart said the vehicle range is dependent on the unique operations and route structure of each customer with the capability of scalable battery capacities between 100 and 300 kWh. On a 95 degree day with the air conditioner running, he said at 300kWh, it comes to about 6 minutes of dwell time each hour to run 24 hours of service uninterrupted.



John B. Skelton
Director of Engineering
Glaval Bus
Elkhart, Ind.

“It’s hard to catch up with all the companies, so you can do that here, and see everything all in one place. It’s nice to talk face-to-face with customers instead of communicating by email or phone. I’m also excited to see the innovative products. As far as some new and innovative products, and seeing if we’d be able to incorporate them into our products.”



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LIGHTS IN the Mobile-Eco2 alert bus operators when they're operating in a rough or irregular way.

Init Takes Monitoring to Another Dimension of Data

Init introduces a monitoring system for both the driver and bus.

Init | Booth 2627

INIT HAS LAUNCHED ITS NEW vehicle health and driver behavior system to improve transit systems.

Bill McFarland, director of sales engineering for Init, said the Mobile-Eco2 monitors vehicles and drivers to maximize performance and improve the overall lifecycle cost.

"Now the sky's the limit," he said. "We can monitor anything"

Using cellular communications or wifi, the unit can monitor bus information from multiple databases and report information back to the agency.

Looking at fuel consumption and

manifold pressure and other technical information allows for the agency to keep an eye on buses so they can determine if a technical issue is about to happen.

It also monitors driver behavior to determine how the bus is being impacted. The unit sends feedback to drivers with lights to show them if they're revving the engine or idling excessively or swerving too hard.

The monitoring allows for fuel savings and providing feedback on what's causing issues with driver behavior along a route.

P3s Can Make CNG Projects a Reality

By Alexander Heckler, Diana C. Mendez

Public-private partnerships offer transit agencies the ability to benefit from a CNG program promptly, even when immediate funding to pay the up-front costs of the CNG infrastructure may be unavailable.

COMPRESSED NATURAL GAS (CNG) IS AN economically and environmentally sustainable alternative fuel for transit agencies across the nation. Its long-term savings potential and clean fuel properties that reduce tailpipe emissions of CO₂ and other pollutants have led many transit agencies to implement or expand their CNG bus programs. In an era of tight government budgets, one of the most difficult challenges for agencies is to obtain funding to pay for the up-front costs to build the infrastructure needed to fuel and maintain buses. This makes CNG projects suitable candidates for the increasingly used public-private partnership (P3s) procurement method. Under this method a transit agency may obtain financing from a private natural-gas-for-transportation company, with the private party paying the upfront costs of the project while supplying the critical expertise necessary to complete these projects on schedule and in a cost-effective manner.

The Rise of CNG

For a long time, transit agencies have predominantly used diesel fuel as the primary energy source for their fleets. As of 2013, 60 percent of the buses operated by transit agencies were fueled with conventional diesel. However, this is rapidly changing as transit agencies are switching to alternative fuels in an effort to reduce both operational costs and emissions. As a result, as much as 40 percent of U.S. buses now run on alternative fuels, half of which are CNG buses. This process has been rapidly occurring. The number of buses that run on CNG and other alternative fuels has doubled in the last eight years. Bus manufacturers and transit managers expect the number of vehicles running on alternative fuels to continue to increase.

Rolling stock fuel choice decisions have significant, long-term impacts on transit agency budgets. Fuel typically accounts for 15 to 25 percent of bus system operating costs. In 2013, without including wages and employment benefits, fuel represented an average 21 percent of U.S. transit agencies' operational costs for directly operated buses. Moreover, the Federal Transit Administration's (FTA) minimum useful life requirement for large, heavy-duty buses is 12 years or at least 500,000 miles logged before the bus is eligible for federal funding to be replaced. Transit buses average about 34,000 miles per year. High mileage requirements make fuel efficiency a priority for transit agencies as it heavily impacts local and regional budgets and global emissions. Because of this, today's fuel purchasing decisions determine an agency's long-term cost structure and environmental footprint.

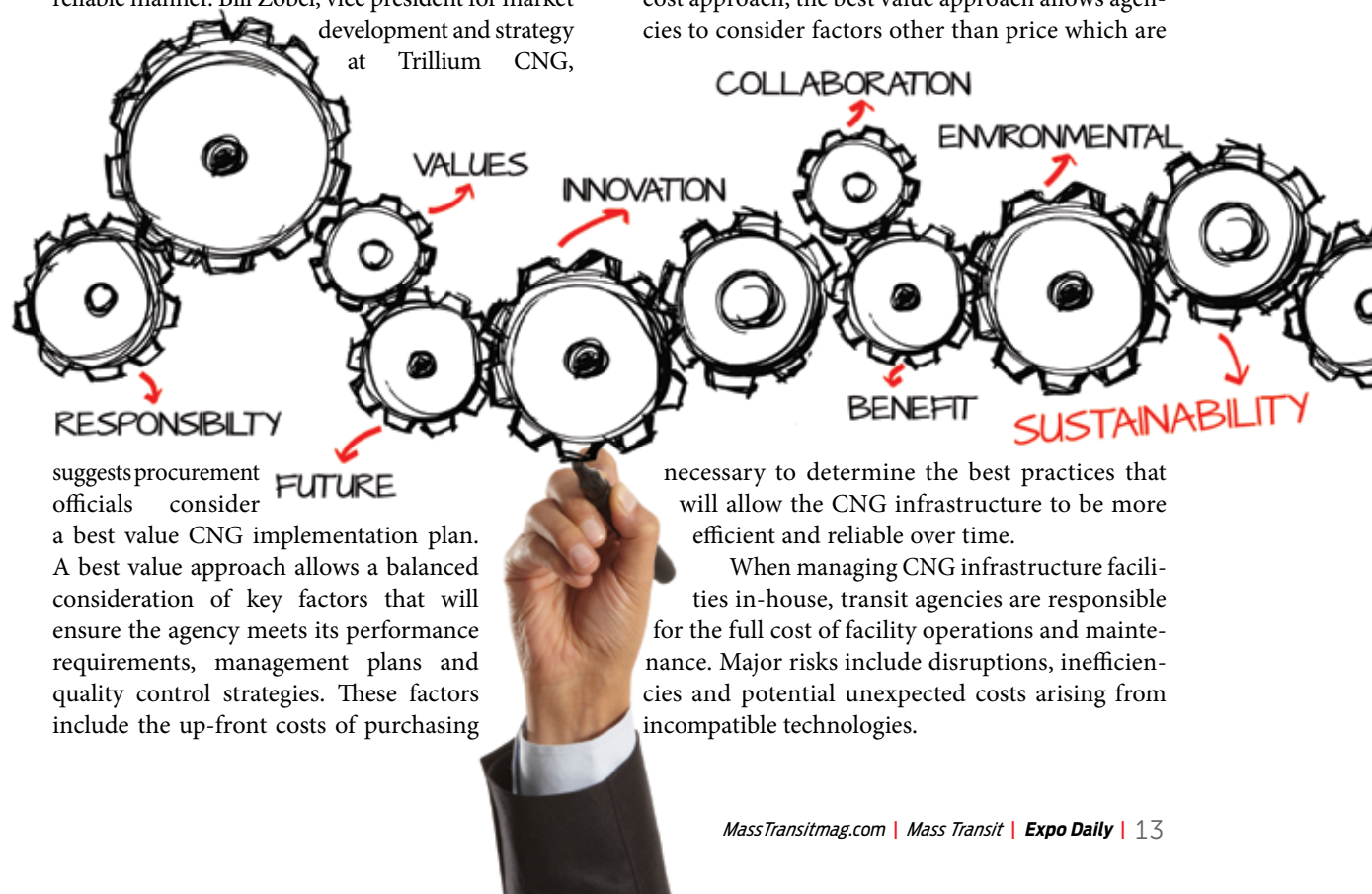
Transit agencies traditionally deployed CNG buses to reduce emissions. However, the discovery of large domestic natural gas reserves has significantly lowered

CNG prices compared to diesel prices over the past few years. When measured on a gallon equivalent basis, the average cost of purchasing CNG as a transportation fuel is up to 40 percent lower than the cost of purchasing diesel. The resulting cost savings makes CNG an even more attractive fuel alternative. Moreover, the domestic supply of natural gas is projected to last more than 100 years. Therefore, natural gas prices are projected to remain significantly lower and less volatile than diesel prices in the foreseeable future. As a result, transit agencies can switch to CNG and substantially reduce their long-term operational costs, gain additional control over their budget and contribute to a cleaner, less carbon intensive environment. CNG's economic and environmental advantages have made it the preferred alternative to diesel for U.S. transit agencies.

The Unique Challenges of Implementing a CNG Program

Many transit agencies use the lowest cost, technically acceptable model to procure services and products. Under this model, the agency sets minimum technical specifications and invites firms to submit bids based on those specifications. The contract is awarded to the lowest bidder who meets the minimum specifications of the agency. This model usually works best for purchasing routine services and materials.

CNG fueling and maintenance infrastructure is more complex, requiring particular expertise to determine the best approach to build a fueling and maintenance infrastructure in a cost-efficient and reliable manner. Bill Zobel, vice president for market development and strategy at Trillium CNG,



suggests procurement officials consider a best value CNG implementation plan. A best value approach allows a balanced consideration of key factors that will ensure the agency meets its performance requirements, management plans and quality control strategies. These factors include the up-front costs of purchasing

and installing the necessary technology, selecting the necessary equipment and control technology, the company's history of successful project delivery, as well as options for the future expansion of the CNG fleet. CNG fueling and maintenance facilities are a long-term investment for transit agencies. Failure to consider these factors can undermine or sub-optimize the long-term value the agency derives from the CNG program.

P3s: An Opportunity for Transit Agencies to Begin Benefiting from CNG

Public-private partnerships are contractual agreements formed between public entities and private enterprises allowing for greater private sector participation in the design, delivery, financing, operation and maintenance of public buildings and public infrastructure projects. These agreements allow public entities to leverage private funds, permitting faster, more cost-effective project delivery. P3s have long been used in Europe and Canada and over the past few years, this procurement method has rapidly gained popularity in the U.S.

By partnering with private companies, transit agencies can shift the financial and operational risks and obligations of a CNG bus deployment program to companies with expertise and wherewithal. The benefits of entering into a P3 for major transit infrastructure projects are not only reduced costs and risk to the agency, but also streamlined design, permitting and construction periods.

The P3 model typically uses the best value procurement approach to select a company. Under this approach, the transit agency sets the performance goals of the CNG program and allows companies to propose the design, engineering and technical methods to meet those goals. Unlike the lowest cost approach, the best value approach allows agencies to consider factors other than price which are

necessary to determine the best practices that will allow the CNG infrastructure to be more efficient and reliable over time.

When managing CNG infrastructure facilities in-house, transit agencies are responsible for the full cost of facility operations and maintenance. Major risks include disruptions, inefficiencies and potential unexpected costs arising from incompatible technologies.

Design, build, operate and maintain (DBOM) turnkey contracting allows for efficiencies derived from seamless engineering and uniform operations following a consistent set of management principles and best practices. Contracting with a DBOM firm allows the firm to spread costs throughout its network,


which can significantly lower the transit agency's cost. DBOM firms routinely train their employees on the most up-to-date best practices. By contracting with a DBOM for a turnkey solution transit agencies can mitigate the costs of training its own personnel. The up-front capital costs of building the CNG

infrastructure may require a transit agency to issue bonds. A turnkey firm, on the other hand, can spread infrastructure development costs across a multi-year term, allowing these costs to be amortized without the agency needing to incur debt on its balance sheet.

Successful DBOM Projects to Implement Turnkey CNG Programs

Transit agencies at the forefront of implementing CNG fleets have entered into DBOM contracts with private firms for fueling and maintenance stations. The Orange County Transportation Authority (OCTA) has 95 percent of its buses being fueled by CNG. OCTA selected the DBOM model for its CNG Anaheim, Garden Grove and Santa Ana stations. Each station was procured following a best value, performance-based scope of work approach to secure a single, qualified vendor. All projects were completed between 2006 and 2008 on-time and on-budget.

As P3s gain popularity, the turnkey solutions have expanded to include infrastructure financing and leasing options, as well as rolling stock acquisition and financing within a single procurement solicitation. On June 13, Miami-Dade Transit (MDT) issued a request for proposals for the design, financing, construction, maintenance and operation of a CNG bus conversion program, including the buses. MDT plans to convert its 817-bus fleet from diesel to CNG over a 5 to 7-year period. CNG fueling and maintenance infrastructure will be installed at three of the transit agency's four garages. MDT is interested in providing a public access fueling component to generate revenue, which together with the savings derived from using CNG fuel, is expected to help offset the costs of building the infrastructure and purchasing the buses.

Many agencies have opted to convert to CNG-fueled bus fleets. Equally important to a decision to convert a fleet is the decision on what procurement method to use. P3s offer agencies to benefit from a CNG program even when funding to pay the up-front costs of the CNG infrastructure is unavailable. A partnership allows agencies to focus on operations while relying on the private company to design, build, maintain and operate a reliable and efficient CNG program. 

Alexander P. Heckler and Diana C. Mendez, of Llorente & Heckler, P.A., are Miami-based attorneys specializing in procurement and P3s.



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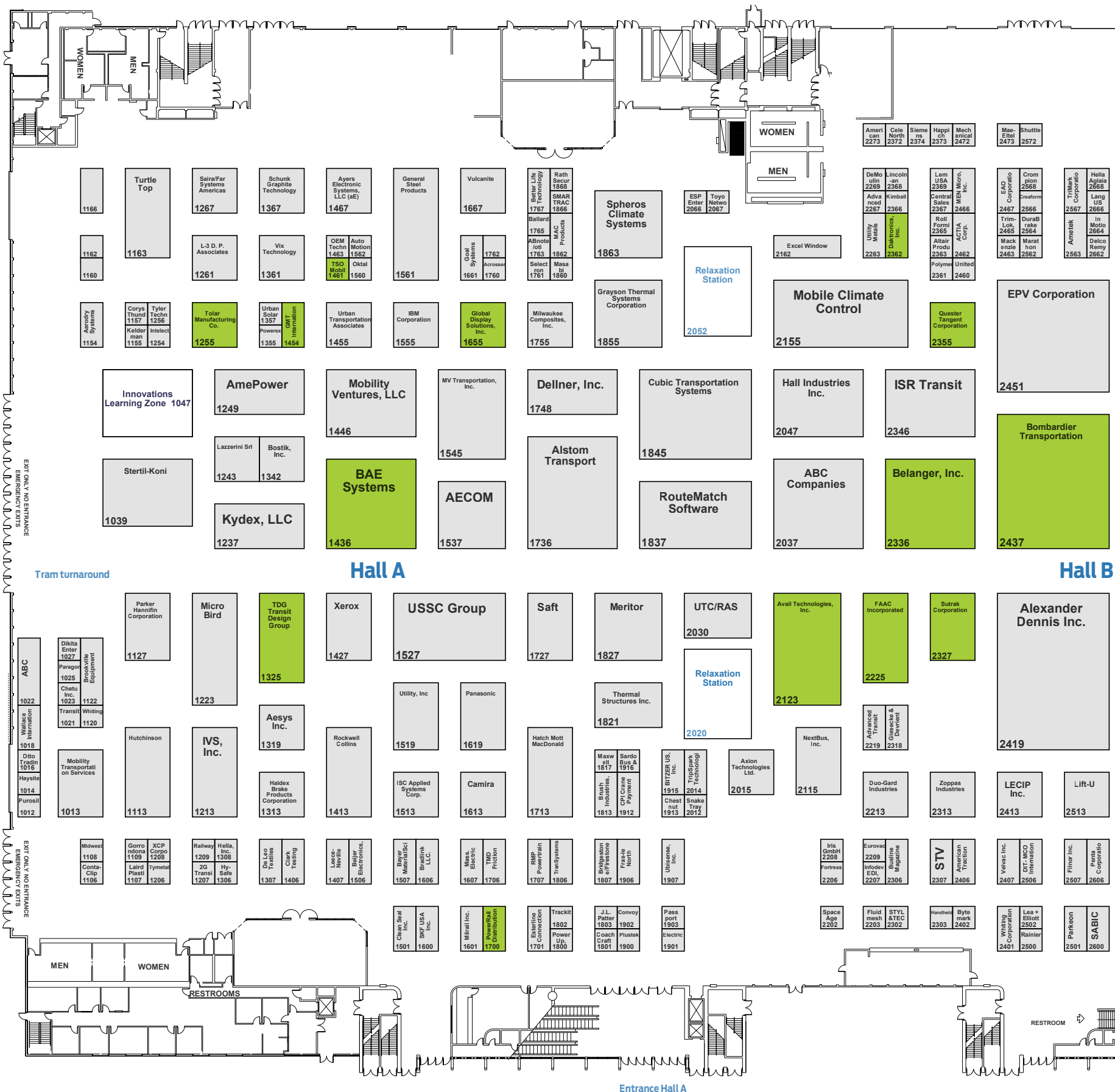
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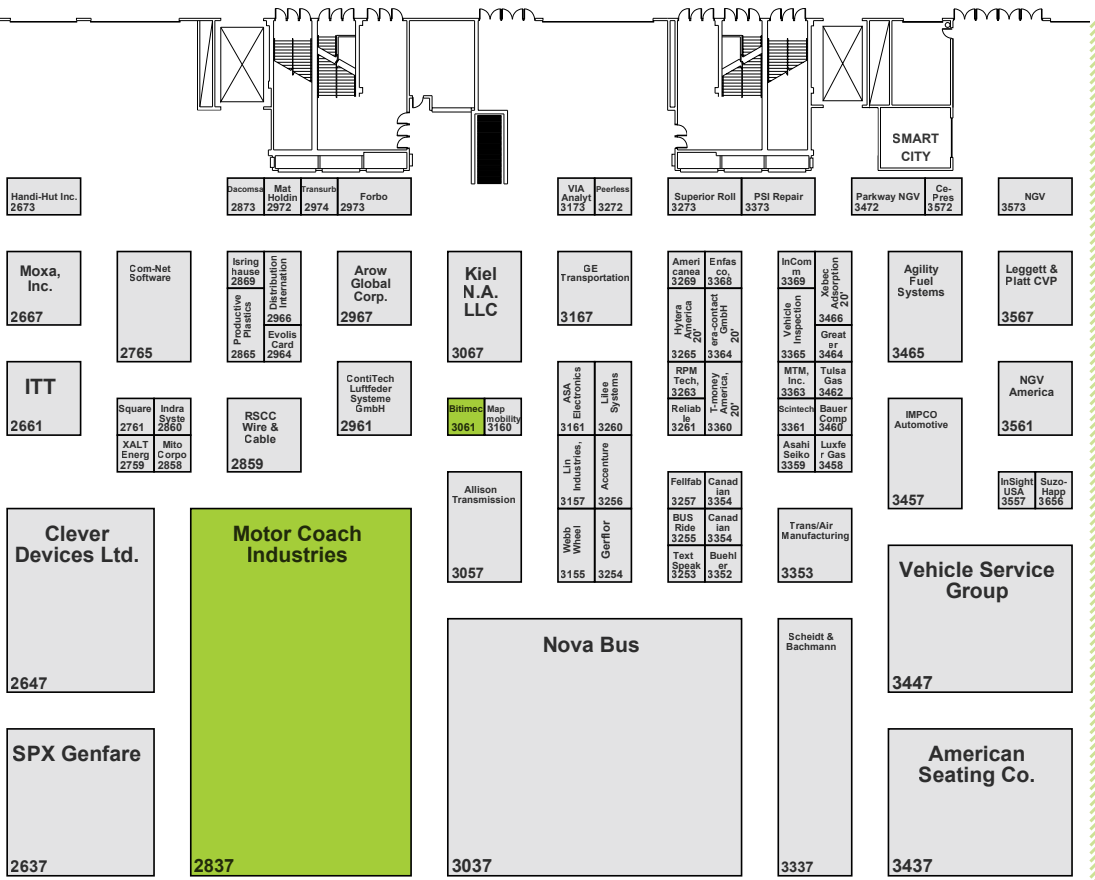
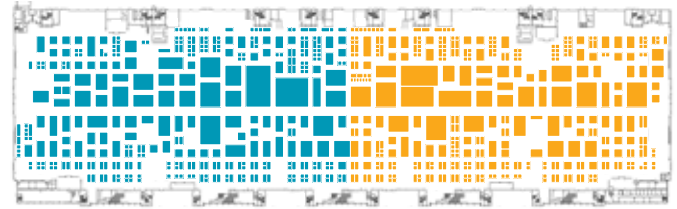
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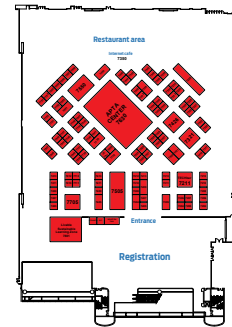
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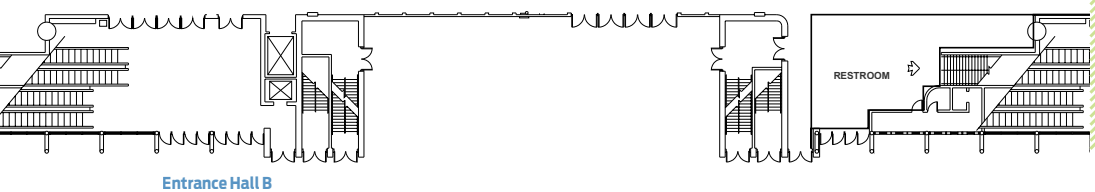
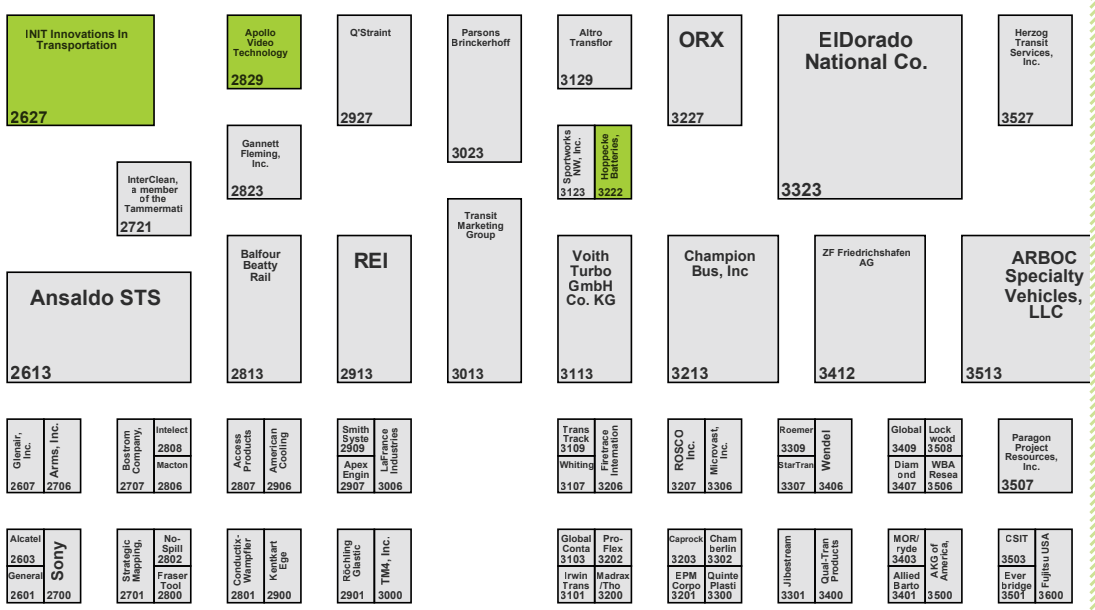
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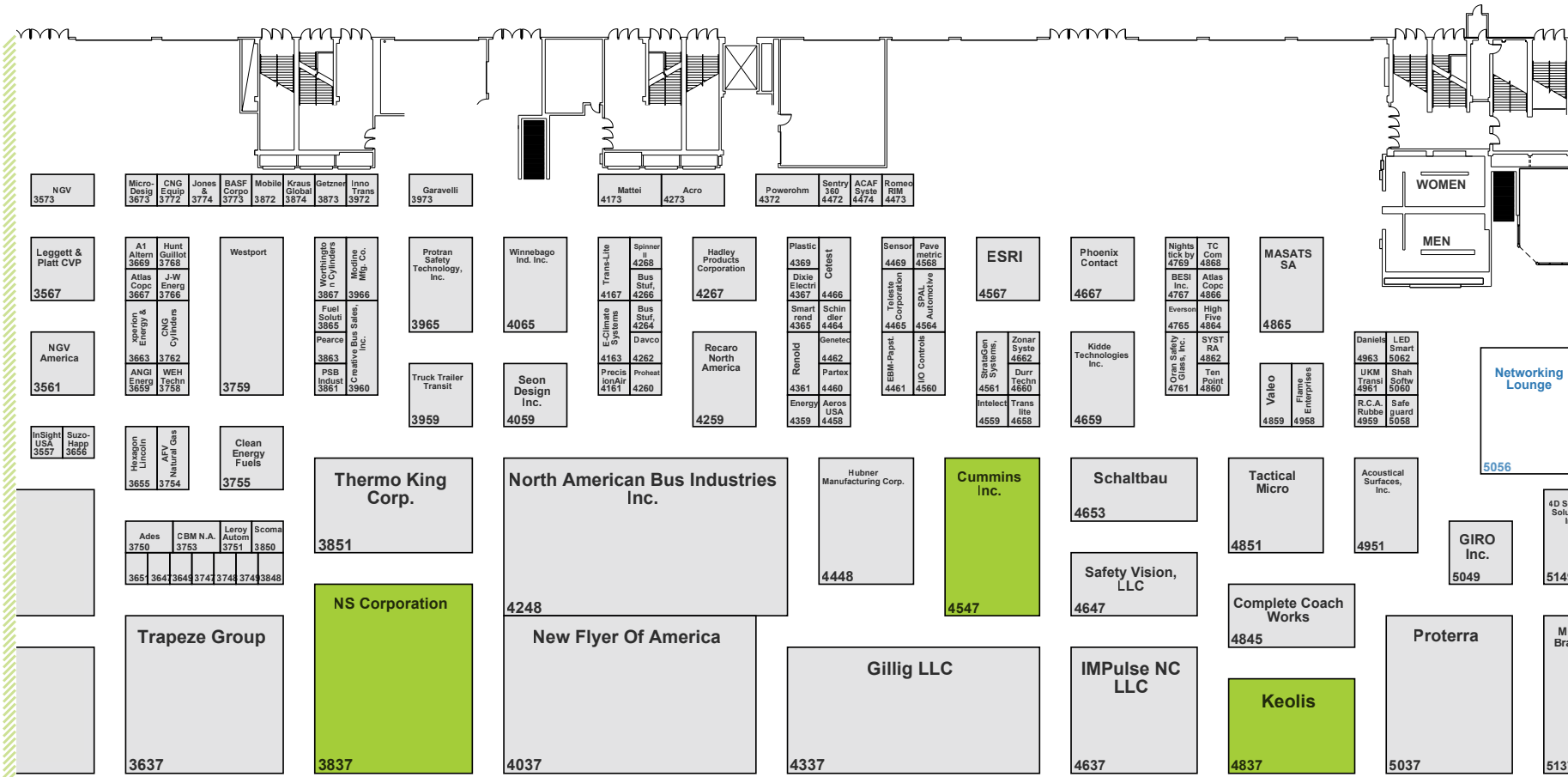
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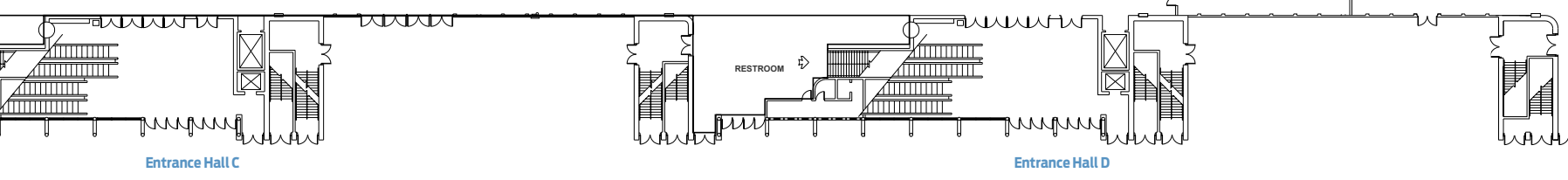
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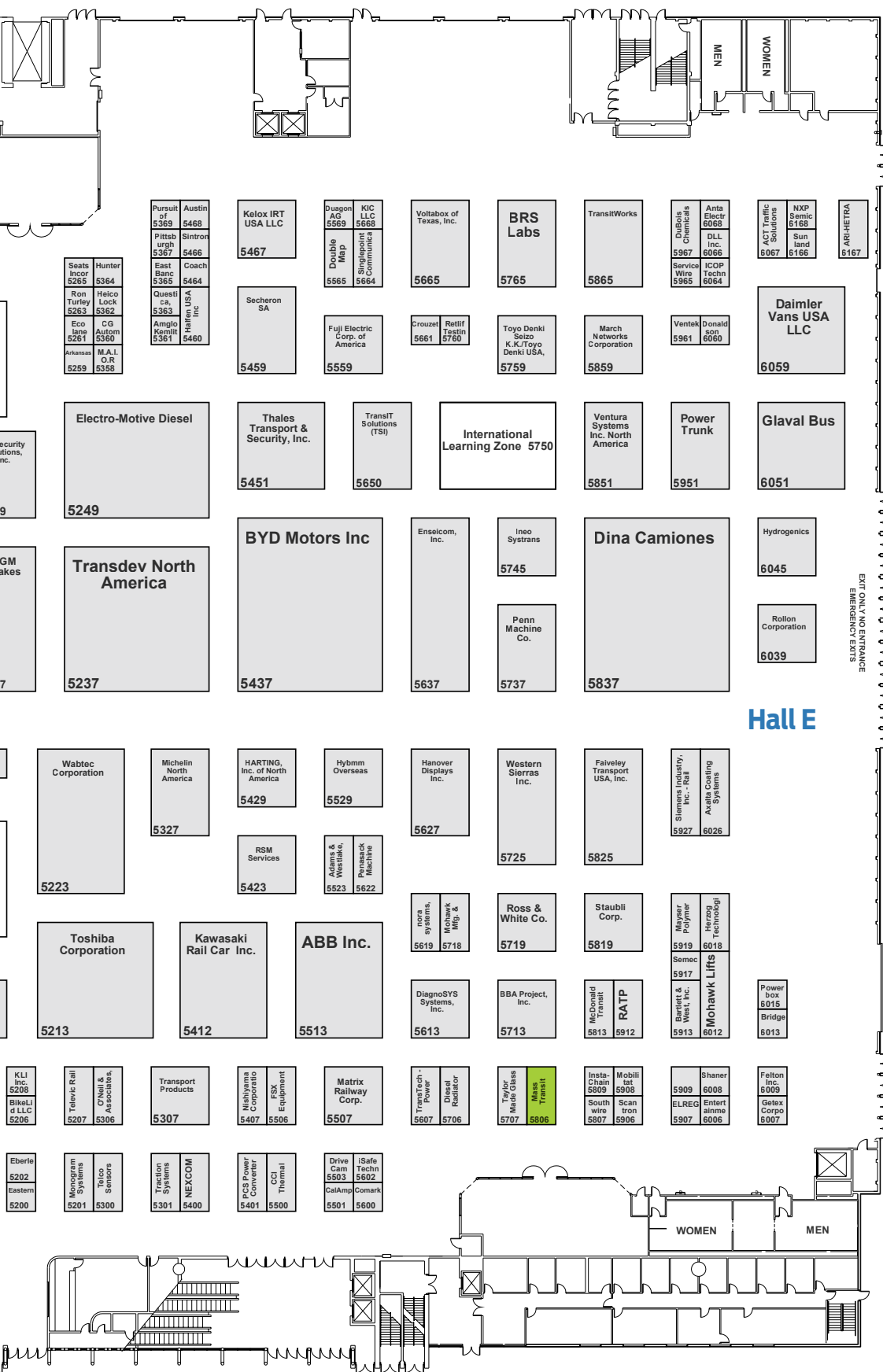
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Macton Corporation	2806
Madrax/Thomas Steele	3200
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5 Commonly Overlooked but Crucial Lift Safety Tips

By Steve Perlstein

Complying with the ANSI, OSHA and PEOSH requirements ensure vehicle lifts are kept at the highest possible safety level.

THE VEHICLE LIFTS THAT SUPPORT THE TRANSIT BUSES AND shuttle buses in your garage can represent one of the most productive tools in your shop, or potentially one of the most dangerous pieces of equipment if not used and maintained properly.

If there were an incident in your garage involving a vehicle lift, Occupational Safety and Health Administration (OSHA) would ask you three questions:

- What did you know?
- When did you know it?
- What did you do about it?

Complying with the American National Standards Institute (ANSI), OSHA and Public Employees Occupational Safety and Health (PEOSH) requirements ensure vehicle lifts are kept at the highest possible safety level.

Following these safety tips ensure your technicians are kept safe and that noncompliance fines are avoided.



Photos by Mohawk Lifts

1 Buy Certified Lifts & Options

There's one and only one nationally recognized safety standard for vehicle lifts: ANSI-ALI/ALCTV, administered by the Automotive Lift Institute.

The Automotive Lift Institute, working through ETL, involves rigorous third-party testing verifying lift manufacturers comply with current government safety requirements for lifts, which mandate that lifts be third-party tested. Most every state has building code rules that shops have to follow. To verify equipment status, look for the gold ALI/ETL certification tag next to the lift's controls.

Beware that using an uncertified option voids the lift's certification. ALI requires all accessories, such as rolling jacks, truck adaptors, lighting for runway lifts and special lifting pads, to be ALI/ETL certified.

ALI/ETL standards (and ANSI standards and building code standards) require all accessories, such as drive-thru runways, rolling jacks, truck adaptors, lighting for runway lifts and special lifting pads, to be certified. Although certification is good for the life of the lift, older models may not meet the most current standards, which typically change every five years. Some lifts and options that were certified in 2000 wouldn't pass the 2011 standard.

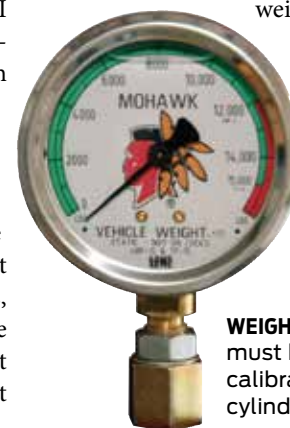
VEHICLE LIFTS can represent one of the most productive tools in the shop, or potentially one of the most dangerous pieces of equipment if not used and maintained properly.

2 No Locks = Liability

You've heard the phrase, "Never use a jack without a jack stand." The same is true for vehicle lifts. Always raise the vehicle and then lower it onto the lift's mechanical locks as suggested by the manufacturer and required by ANSI.

When you're walking through the shop, make sure techs are using the proper procedure. An easy way to visually verify the locks are being used is to include a weight gauge on your lift. The weight gauge must be made by the same manufacturer so it will be properly calibrated to the lift cylinder size.

When you walk by a lift and the weight gauge reads anything but "0," the tech in that bay hasn't lowered the lift onto the mechanical locks.



WEIGHT GAUGES must be properly calibrated to the lift cylinder size.




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MECHANICAL LOCKS should be operated as stated by the manufacturer and required by ANSI.

3. It's Easy to Overload

Manufacturers of the most common side-by-side lifts mandate that none of the four swing arms be overloaded.

Unfortunately, overloading of lifts happens more than realized. For example, some may think that a 12,000 pound-rated lift that's loaded with an 11,500-pound paratransit vehicle isn't near capacity. They are wrong.

This paratransit vehicle has a front axle weight of 4,500 pounds and back axle weight of 7,000 pounds. The per-arm capacity of a 12,000 pound-rated lift is 3,000 pounds. If the heavier rear end of a vehicle weighs 7,000 pounds, each swing arm needs a minimum arm capacity of 3,500 pounds for safe lifting.


Multiply this example by four swing arms and the minimum capacity of your lift for this vehicle should be 14,000 pounds.

4. Inspect Equipment Annually

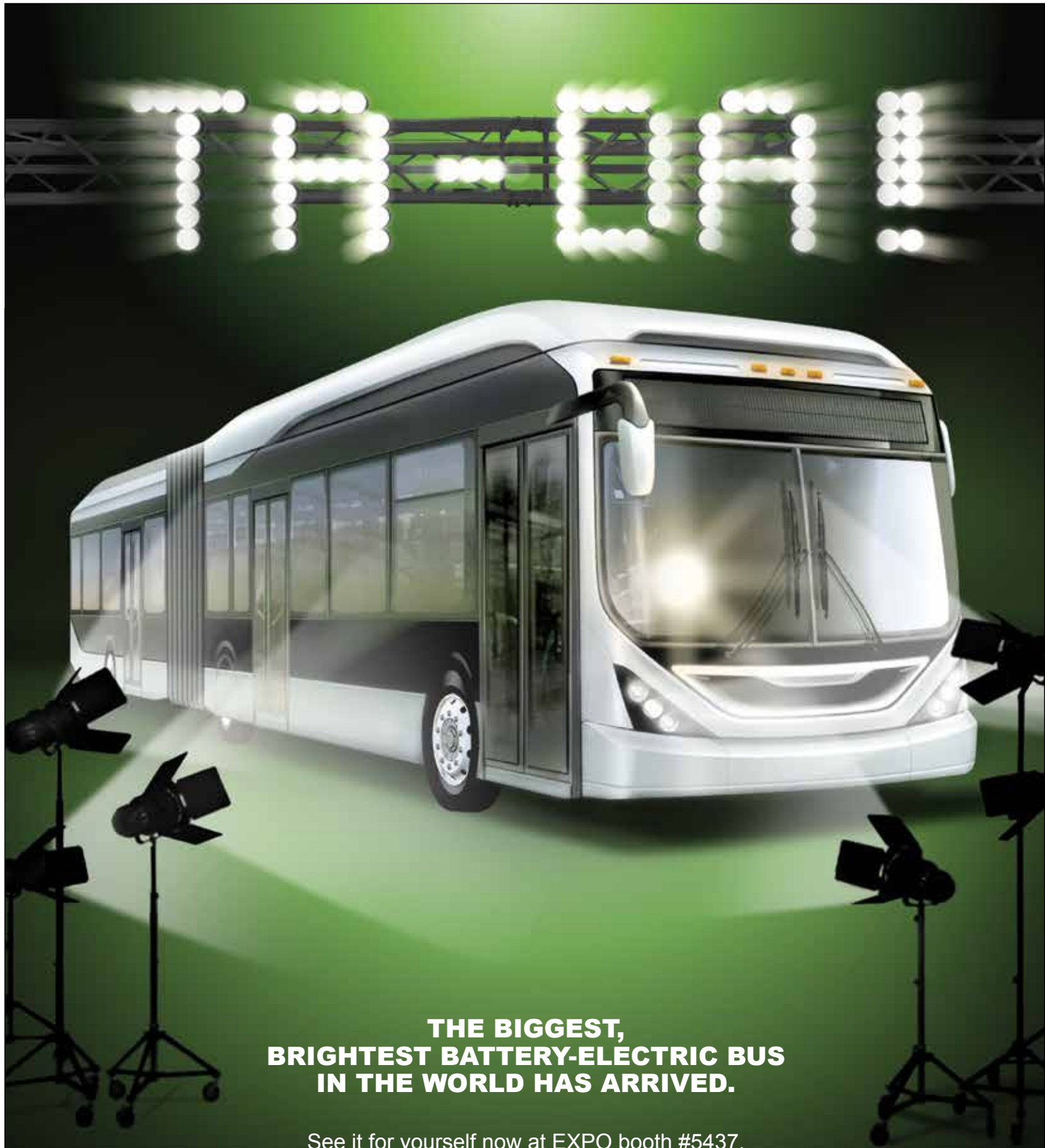
ANSI/Automotive Lift Institute ALCTV Standard for Automotive Lifts — "Safety Requirements for Construction, Testing and Validation" requires technicians to perform a daily operational safety check. ANSI also requires an annual inspection by a qualified individual. Failing to do so exposes your shop to liabilities that could be associated with an injury if an accident were to happen. Contact your manufacturer or garage equipment sales company to schedule an inspection.

5. Training and Testing

Like any product, lifts vary in style, type, capability, longevity and warranty. ANSI requires technicians to be trained annually in proper lift use. This may seem unnecessary, yet think of everyone who drives a forklift in your facility who is required to pass an annual safety test. The test results are added to each employee's file in case of a forklift incident.

The same applies to vehicle lifts. Contact the Automotive Lift Institute, your lift supplier or a local lift inspection company for a copy of the 20-minute "Lifting it Right" video hosted by legendary NASCAR driver Richard "The King" Petty and his son, Kyle. Require your technicians to watch the video and pass a written test on lift operation and safety. 

Steve Perlstein is the sales & marketing manager at Mohawk Lifts.



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Expo Product HIGHLIGHTS

Pendolino: A Different Kind of High-Speed Rail Solution

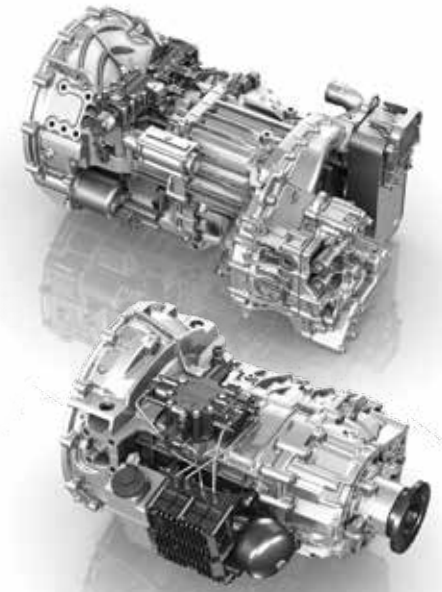
Alstom Transport | Booth 1736

Permitting any country, whatever its geography, to have access to high-speed rail requires an innovative solution. Tilting technology by Alstom with its Pendolino platform makes it possible, on already existing tracks, to tilt trains on curves to maintain speed while preserving passenger comfort. In terms of investment, this is the most competitive solution on the high-speed market.

Pendolino adapts to the existing network and optimizes journey times. The Tiltronix technology makes it possible to maintain speeds of up to about 155 miles per hour in curves.

Infrastructure costs are reduced, the integrated European Train Control System, complying with the latest European Rai lTraffic Management System standards and operable under four different tensions, allows it to run on different networks.

Pendolino also preserves passenger comfort. The Tiltronix technology guarantees perfect stability inside the train in curves and trains are air conditioned and insulated to adapt to all types of climate. Cars are also equipped with individual passenger information and entertainment systems.



Always in the Right Gear: ZF Bus Transmissions – from Manual to Automatic

ZF North America | Booth 3412

ZF bus transmission products range from the new EcoShift manual transmission, which can be extended on a modular basis, the EcoLife 6-speed automatic transmission, which ensures smooth start-up performance and low noise, through the AS Tronic lite automatic transmission system, which ZF also offers for light buses in intercity bus and coach operation.

With the EcoShift, ZF created a new model range of manual bus transmissions designed to meet future market requirements. The basis is a 6-speed manual basic transmission which is used as a platform for additional transmission variants

and thus it forms the basis for a modular kit.

The uniform transmission allows for standardization regarding the transmission dimensions, mounting position and possible connections. This means greater flexibility for vehicle manufacturers because they no longer have to decide on one transmission version for a vehicle range. The EcoShift basic transmission is designed for a torque range of 1,000 to 2,100 Nm and is therefore suitable for intercity buses and coaches of up to 24 tons. The new transmission stands out with its lower noise and smoother gear changes. It can also be combined with the Servoshift shift support system and with the wear-free transmission brake ZF Intarder.



Liquid-Cooled Components High on REO-USA's List

REO-USA Inc. | Booth 4300

Temperature issues and space/weight constraints fuel demand for new, wider range of REO-USA liquid-cooled components for auxiliary and main drive converters in transportation systems.

Tested under the same load, the air-cooled brake resistor can run at temperatures 70 percent higher than a liquid-cooled REO-USA version and three times hotter than a fully encapsulated component. Liquid-cooled drive components can last up to 50 percent longer.

All of this is helping the company generate a following not only among innovative product developers, but also system integrators.



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Ride the World's Only 40-foot Altoona-Tested, Long-Range Electric Bus

BYD Motors Inc. | Booth 5437

BYD Motors Inc. is providing rides on its 40-foot battery-electric transit bus during Expo.

Parked just outside the George R. Brown Convention Center, the bus is currently the only known long-range, battery-electric bus available that has completed the Federal Transit Administration-sponsored Altoona testing program.

With more than 1,300 already delivered and backorders surpassing 5,000 buses worldwide, the BYD 40-foot electric bus has become a popular battery-electric transit vehicle.



Panasonic Introduces Long Focus Full HD Fixed Dome Network Camera

Panasonic Corp. of North America | Booth 1619

Panasonic Corp. of North America announced a new full HD 1080p outdoor vandal-resistant and waterproof fixed-dome network camera.

As the latest addition to the 6 Series i-PRO camera line, the new fixed-dome network camera is IP66-rated water and dust resistant and features a long-focus variable-focal lens providing advanced functionality.

The WV-SFV631LT, with its variable focal length of 9 mm to 22 mm, is ideal for applications where a camera has to produce an exceptional image but be located some distance from the subject, such as a high ceiling in a large lobby.

Leveraging Panasonic's UniPhier LSI processors, the new 6 Series camera delivers high definition video images in 1080p resolution and up to 133dB of dynamic range thanks to its enhanced super dynamic and adaptive black stretch (ABS) technologies, making it ideal for challenging lighting conditions.

The 6 Series camera produces high definition resolution at 60 frames per second, enabling the capture of clear images of moving objects and features the ability to encode up to four simultaneous H.264 streams while maintaining bandwidth use via compression engine.

DRIVE THE BETTER WAY

Specializing in coach and transit applications, ZF's axle systems and independent suspensions answer the needs of manufacturers and their customers around the globe. ZF introduced its first double-wishbone independent front suspension for coaches in 1992. The latest IFS from ZF is the RL 80 E which is manufactured in the US and features Bendix disc brakes. The RL 80 E enables a high wheel cut of up to 60 degrees providing optimum maneuverability. A high level of wheel deflection and reduced body roll offers superior safety and ride quality. The A 132 drive axle achieves low noise levels through specially ground bevel gears – a hallmark of ZF's axle systems. With ZF you drive better, no matter where you're going.

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Secure Bike Shelters Address a Growing Concern

Duo-Gard Industries | Booth 2213

Bicyclists make up a growing portion of public transit ridership and a common complaint is that cyclists don't have enough secure parking areas to leave their bikes behind and not enough space onboard to take their bikes along.

Theft concerns are echoed by Duo-Gard customers from college campuses to office complexes to public transit sites.

Colleges want to encourage biking for both students and staff. Commercial employers want to accommodate the rise in commuter biking. Public transit officials are seeing a rapid increase in cyclist transit riders who have problems in the first mile/last mile leg of their trip as they struggle for secure leave-behind bike parking or sufficient space for bike take-alongs.

Last year, Duo-Gard engineered a 94-slot shelter for MIT's Maseeh Hall, a custom design by architect James Loftus of Miller Dyer Spears Inc. in Boston. It integrates card-key entry, custom solar lighting with special motion detectors, metal mesh walls and a shatterproof polycarbonate roof. Loftus told Duo-Gard safety and security for the hall's 462 students was a priority.

USSC / 4ONE: Advanced Seating Solutions for All Transit Applications

USSC LLC | Booth 1527

USSC is displaying the most comfortable and advanced operator seats on the market.

The G2A seat is a high-quality air suspension seat available offering a 500-lift-pound capacity.

The Gemini passenger seat was designed with ultra-light weight materials to reduce fuel and maintenance costs. The seat shell has advanced ergonomics that balance both comfort and hip-to-knee requirements. The Gemini is equipped with germ mitigation options that help eliminate the transfer of bacteria in public transit environments and increase public safety.

The Aries passenger seat is the best selling stainless steel seat in the North American market. The seat offers maximum hip-to-knee space, improved ergonomics and improved durability.

4ONE seats offer customizable seating solutions to accommodate all layouts. These options include flip seats to improve floor space without sacrificing seating capacity and perimeter seating options which do not compromise aisle width.



Wabtec Corp. and Subsidiaries Exhibiting at Expo

Wabtec Transit Division | Booth 5223

The Wabtec exhibit features a range of technologically advanced products and services for the mass transit industry.

Wabtec Corp. and its subsidiaries, Bach-Simpson, Barber Spring, Microphor, Mors Smitt, MotivePower, Railroad Friction Products, Ricon, Swiger Coil, TransTech, Turbonetics, Vapor Bus International, Vapor Stone Rail Systems, Wabtec Passenger Transit and Wabtec Railway Electronics will exhibit.

The Wabtec exhibit will feature a wide range of its latest products and services.



Prelco Showcases Quick Change out Window System

Prelco | Booth 4807

Prelco is showcasing the new Montreal subway cars passenger window that can be changed in service in one minute and 10 seconds.

The Société de transport de Montréal (STM) describes them as panoramic windows — the concept maximizes the vision area and provides passengers with a feeling of space.

Prelco's new system gets installed easily from the exterior of the train. Prelco's design offers the slick look of unframed glass while the OEM and transit authorities benefit from being able to install or change a window in less than two minutes time.

Prelco's design has light hardware concealed behind the glass or hidden by the door guideway cover after installation. The windows then provide a watertight installation without the OEM or maintenance crew having to use wet sealant.

With the ingenious use of a bottom extrusion that acts like a hinge, the windows get installed with five screws.

In addition, Prelco is supplying a windshield system that is bolted to a sub-frame bonded on the bonnet which allows for a much faster change-out time.



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NORTHLINE TRANSIT CENTER/HCC

ARTIST ROLANDO BRISEÑO -The design honors local Tejano heroes chosen by the community for their contribution to the culture of Houston and Texas. The design incorporates abstracted elements from the Mission Revival architectural style in celebration of cherished Tejano aesthetics.



Red Line

The initial 7-1/2-mile line opened in 2004 and in 2013, the 5.3-mile extension heading north opened.

Arts in Transit

Artists transform light rail stations into works of art. The stations are tailored to the character of the neighborhood through a collaborative approach with the community.



QUITMAN/NEAR NORTHSIDE

ARTIST LETICIA HUERTA- Letters adorn the station as the concept for the design reflects the community's feeling of importance on education.



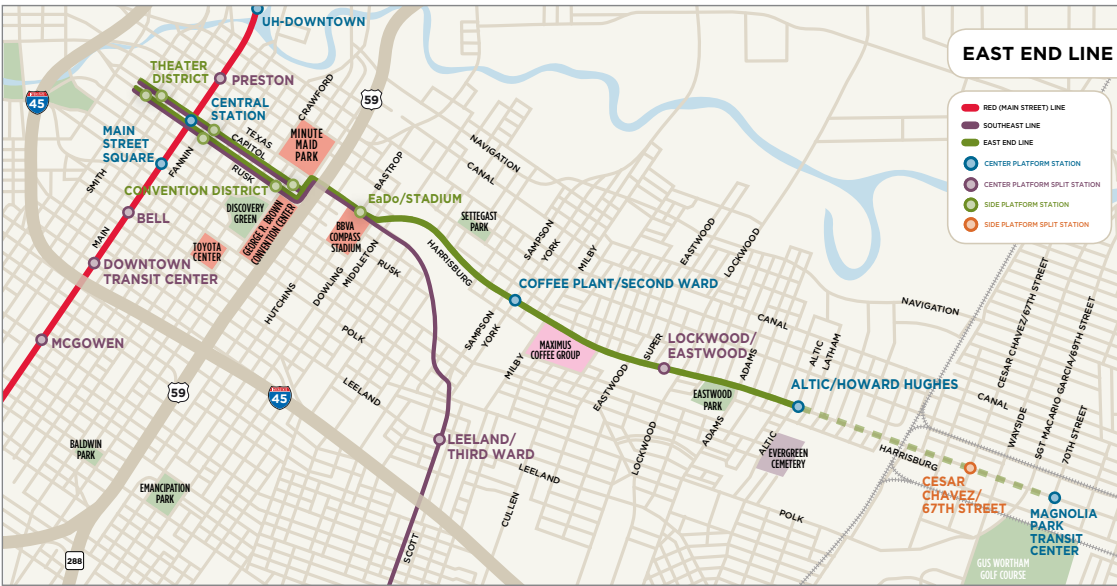
PRESTON

ARTIST TIM GLOVER-This station is located among historic buildings dating back to the period between approximately 1880 and 1920 — a time of tremendous growth for the city of Houston. The vine-like guardrails and vines on the columns is a reference to the station's proximity to Allen's Landing and Buffalo Bayou.



FANNIN SOUTH STATION

ARTIST REGINALD ADAMS-Colorful motifs adorn this station through the panels and mosaic tiles on the columns.



Green Line

Green Line, the East End Line, is 3.3 miles traveling along Harrisburg from the Magnolia Park Transit Center through the East End to the downtown.

COFFEE PLANT/SECOND WARD

ARTIST JESSE SIFUENTES -images of magnolia trees, the community as a mother figure and the coffee industry.



Purple Line

The Purple Line, the Southeast Line, begins downtown and travels 6.6 miles along Capitol and Rusk through one of Houston's oldest African-American communities.

Forward-Thinking HD Technology



Booth #2829



Introducing RoadRunner HD™. Designed specifically for transit bus and rail applications, RoadRunner HD provides all the benefits of IP technology, but in a plug and play format that requires no networking expertise and is backwards compatible with existing RoadRunner systems.

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To learn more, go to: www.apollovideo.com



ALTIC/HOWARD HUGHES
ARTIST DAN HAVEL -Reflective of the East End's maritime history and the cultural influence of the Hispanic community.



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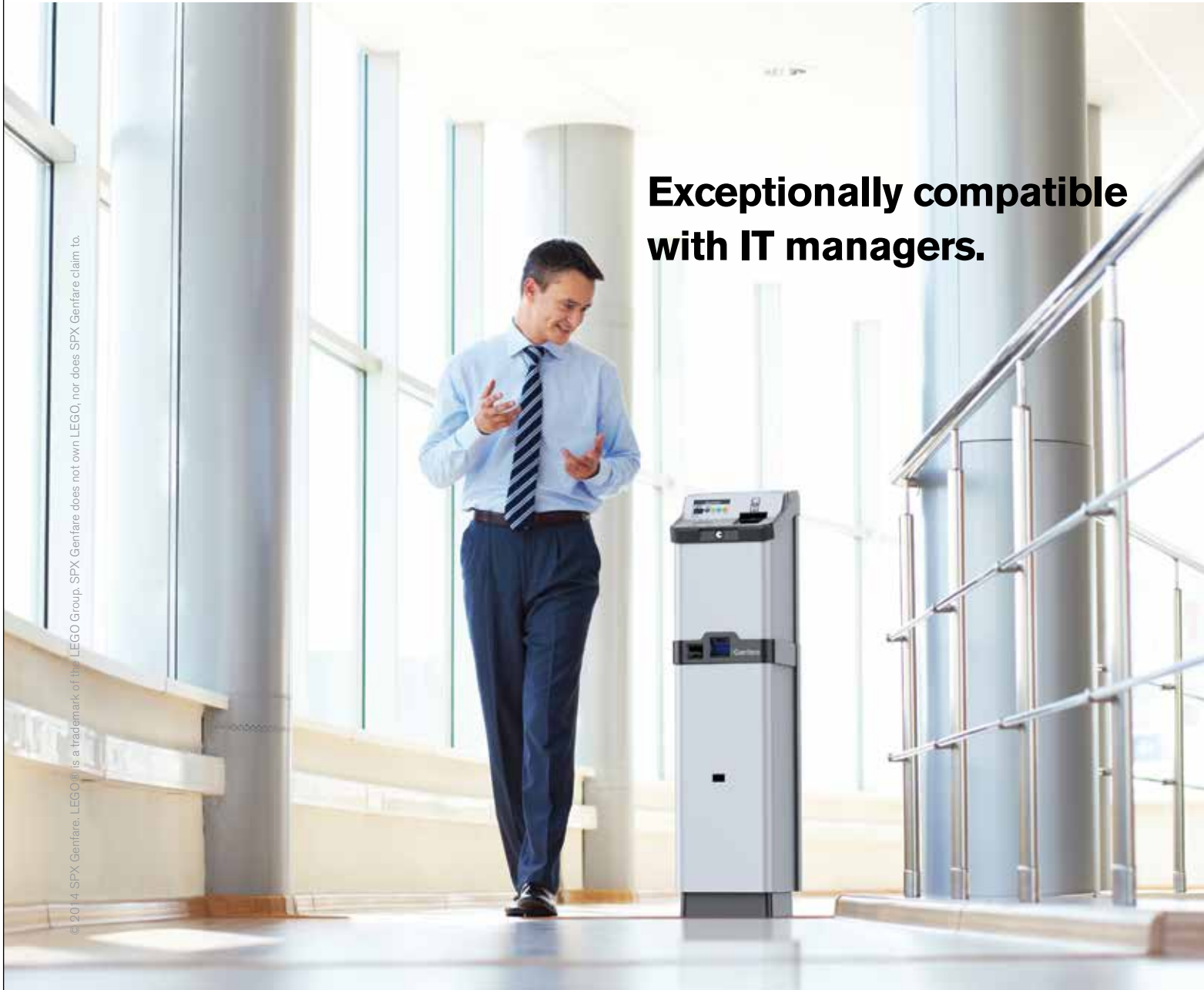


EADO/STADIUM
ARTIST DAN HAVEL -Across the street from the Dynamo soccer stadium and the site's proximity to other sport venues, the station commemorates Houston's major league teams. The windscreen images depict a moment during all the games where a catch is made, reflecting the concept of the public using the light rail station to catch a train or to catch the action at a nearby game.



MAGNOLIA PARK TRANSIT CENTER
ARTIST RYAN GEIGER
 -Reflecting the high concentration of bird life in Houston, due to its proximity to the ship channel waterway and migrating birds using the waterway to navigate, he draws inspiration from the birds that inhabit the city.

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Apollo brings HD to transit

Apollo Video Technology | Booth 2829

APOLLO VIDEO TECHNOLOGY HAS INTRODUCED A PLUG-AND-PLAY HD system that operates just like an analog camera system. It automatically configures the camera and uploads any firmware that camera may need, and automatically puts the camera in the correct location.

The transit industry has wanted to use HD IP technology in buses for a while, but the transit industry was resistant to the extra maintenance required with the system including camera and recorder configuration as well as firmware uploading.


Apollo's RoadRunner HD mobile video recorder is designed for all vehicle types, including public transit and rail, with a user-friendly surveillance solution to deliver high definition video in mobile applications.

"One thing we had to be sure of is that all of our software is backwards and forwards compatible, because hundreds of fleets use our analog video systems, so we had to make sure our back-end, application and viewing softwares were fully compatible with both our existing and new systems," said Rodell Notbohm, founder and CEO, Apollo Video Technology.

There have typically been three main challenges with HD technology. First is networking knowledge, do people understand how to configure everything? Apollo's RoadRunner HD solved that by making everything plug-and-play. Another challenge has been wireless technologies. Historically wireless technologies weren't fast enough

to download HD clips because they are much larger files.

And thirdly, we solved problems with hard drive storage size limitations. "Most customers have a requirement to have up to 30 days or longer of onboard storage, so how can we meet these expectations with limited storage of current hard drives?" Notbohm asks.

The RoadRunner HD system has long-term storage and high definition video being recorded at the same time. "What that means is for immediate incidents that occur, the video can be grabbed right away and be in high definition. But, to give them the time they need, we also record a long stream that can be a month long for insurance claims or customer service complaints that need to be verified," said Notbohm. 



Rodell Notbohm, Founder and CEO, Apollo Video Technology

Siemens highlights high-speed rail option as centerpiece of booth

Siemens | Booth 4223

SIEMENS, KNOWN FOR LIGHT RAIL MANUFACTURING and development in the transit industry, continues to make plans to take technology to the future with high-speed rail options in North America. At booth 4223, attendees can view a mock-up of this technology currently in development by the company.

"High-speed rail isn't really a centerpoint for APTA, but it's a bigger part of the conversation, especially in California. Our rolling stock business is in Sacramento, so we're very much a part of that discussion," said Robin Stimson, vice president Business Development for Siemens.

Also at the show, Siemens continues to develop products for diesel-electric locomotives.

"The future technology is in diesel-electric locomotives," said Stimson. "That's both the inner-city market as well as the commuter rail market. It's the next-gen of higher speed locomotives and Tier 4 EPA-compliant locomotives," said Stimson.

Stimson also touched on the two contracts for high-floor rail with Calgary and San Francisco, which included the largest light-rail order in the history of North America.

"Those will all be built in the Sacramento plant," said Stimson. "It's a project that goes over 14 years with a total of 175 vehicles, up to a possible 260."

"The rail business has so many peaks and valleys, or we've had that in the past. And we've had a number of customers who have given us their continued support."

In addition to forward-looking technologies for North America, Siemens continues to focus on the four tiers of the company's business, including rolling stock, rail automation, rail electrification and service. 




EXPO ATTENDEES can walk through a mock-up featuring the technology currently in development by Siemens. With its rolling stock business in Sacramento, Siemens is very involved in the greater conversation of high-speed rail.



Ed Benning


General Manager
Mass Transportation Authority
Flint, Mich.

“There are a few areas we’re looking at. We’re looking at adding additional alternative fuel vehicles, we’re also looking at upgrading our fare collection system and we’re also looking at our ITS system.” 



Oscar Tostado

Maintenance Manager
Omnitrans
San Bernardino, Calif.

“Everything you need to know about bus transit is here.” 

Scheidt-IVU provide flexible account-based system

Scheidt & Bachmann USA Inc. and IVU Traffic Technologies AG | Booth 3337

IN THE TRANSIT INDUSTRY, THERE IS a definite need for more investment in fleet management and vehicle location information gathering, flexible ticketing in terms of fare models, and real-time passenger information. Today, it is much more important to know when the next bus or train will arrive—down to the minute—to allow passengers to optimize their timing compared to customer expectations 10 years ago.

Scheidt & Bachmann's Fare Collection Systems division and IVU Traffic Technologies AG formed a sales partnership to offer complete systems, ranging from ticket sales and validation, access control, on-board computer and control centers to dynamic information at bus stops and on mobile devices. This is based on integrated data and information manage-

ment for their customers.

"We're moving forward with FareGo which allows us to make bigger steps toward getting an account-based system out there," said Eric Reese, Regional Manager, Scheidt & Bachmann.

"The market is going from a card-based system to an account-based system to allow for greater flexibility and better fare system management and reporting, for example. Plus, it gets into standards of openness for payments to bring in different mobile apps, card functions and medias, as well, for easier customer use," Reese said.

The technology allows the partnership to present predictive real-time information to the clients so they can optimize their travel behavior, while at the same time making fare payment as easy as possible with whatever media the traveler

has. "People love their phones, how do we allow them to use their phones to make public transportation easier? It's about making customer interaction easier, more comfortable and more customizable," said Reese.


Scheidt & Bachmann, along with IVU, are able to provide agencies with a greater wealth of data that they can use for better scheduling, fare management and price structuring, and understanding when and how its customers are using the system. The system provides reporting for optimizing investments, analyzing the traffic flow along with the actual traffic for a period of time to optimize the number of vehicles required to support a larger influx of passengers at a specific time of day, or time of year.

The benefit of getting real-time in-



THE SCHEIDT & Bachmann and IVU joint booth demonstrates the partnerships efforts on collaborative systems for better customer-facing product development.

formation is a better understanding of how the system is working from a fare perspective, and also for the bus and rail system overall. This allows an organization to be more adaptive to changing needs and provide better scheduling.

"It's about being proactive instead of reactive. It's about providing the best information to a customer to allow them to think *through* the day and be able to understand how it changes throughout the day," said Reese. 

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BYD Unveiled 60-foot All-Electric Bus



MARVIN CRIST, Vice Mayor of Lancaster, Calif., shares insights on his city's solar energies focus and how it coincides with the all-electric technology featured on BYD's 60-foot articulated all-electric bus, unveiled Monday.

THIS LONG-RANGE, all-electric bus made the trek 1,500 miles from California to Houston.



FLOOR CHATTER



Featured Tweets

PRICE

@pricearmstrong Lesson from Japan: Add child-care facilities to residential rail stations. Drop you kids en route to work! #aptaexpo

TEX MORGAN

@tex_morgan JR East just blew my mind at #APTAEXPO

SEON

@seondesign It's been a great first day at #aptaexpo. Stop by booth 4059 to find out how to protect your operators against violence. #APTAEXPO

KARL OTTERSTROM

@PedestrianMan JR East, a Japanese railway company, is a privatized transit owner/operator and has \$2.0 billion in annual profits. #APTAEXPO

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Gary Morrison

Vice President
Service Wire Co.,
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“ I'm here to interface with all the engineering and contractors, and to see the products and displays offered. ”

Data Collection Grows with RSM

RSM builds on its Ridecheck Plus system to enhance data collection

RSM | Booth 5423

DATA IS CRUCIAL TO IMPROVING transit service and representatives with RSM Services Corp. said that need is continuing to grow.

“Our method is kind of unique in its approach,” said Kevin Sudano, vice president of marketing and communications for RSM. “And, very comprehensive in its approach.”

Sudano said the company’s Ridecheck Plus software works comprehensively in its approach to data collection and what it can do for agencies.

With multiple new levels to split data, services can be customized to meet all needs in all areas.

The software is used in both rail and bus applications and Sudano said RSM is also starting its use of Ridecheck Plus in passenger ferry service.

In addition to the growth, the company is also showcasing its new logo and larger booth at the APTA Expo this year.



RIDECHECK PLUS now offers 72 business rules for transit agencies to look at data in order to improve service.



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News

Fran Hooper to Retire

A special reception was held to honor APTA Staff Advisor Fran Hooper for her upcoming retirement. Business members donated more than \$62,000.00 to the American Public Transportation Foundation in Hooper's name.



Tom Costello to Retire

Special recognition was given at the APTA Marketing & Communication Committee meeting for Champaign-Urbana Mass Transit District (MTD)



Assistant Managing Director Tom Costello for his upcoming retirement from MTD. He has been with MTD for 40 years and will continue to be involved in the industry, as well as instructing in the communications department at the University of Illinois at Urbana-Champaign.

Commuter Advertising to Acquire Mobile Tech Company Commutestream

Commuter Advertising is acquiring Chicago-based mobile technology company CommuteStream, officials announced. The acquisition will unify Commuter Advertising's existing national transit footprint and CommuteStream's transit-focused mobile ad network to accelerate the build-out of the first online transit media marketplace.

Commuter Advertising's new transit media marketplace will allow transit agencies to seamlessly monetize media by adding assets to the online platform, where they can monitor real-time inventory, sales and other key indicators. The marketplace is a streamlined extension of Commuter Advertising's patent-pending media

model that offers advertisers the ability to deliver digital location-based messages to commuters across multiple markets. Commuter Advertising's program provides new revenue streams for transit authorities helping to stabilize fares and limit dependence on the tax base.

"Transit authorities are faced with financial uncertainty, yet ridership is at record highs," said Commuter Advertising founder and CEO Russ Gottesman. "Commuter Advertising continues to develop solutions that address the untapped value in transit for the benefit of all involved. Joining forces with CommuteStream strengthens our place as the leader in bringing innovative transit media ideas to market."

Commutestream's co-founders Samuel Pro and David Rogers will join the Commuter Advertising leadership team as CTO and director of User Experience, respectively.

Oglesby Joins Total Transit

Total Transit hired C. Mikel Oglesby as its new national public transportation business development manager. Oglesby will be the lead of the public transportation division, which provides fixed and flex route, express and other public transit-related services for transit authorities.

Oglesby brings 24 years of public transportation leadership experience gained at both large and small agencies while directing the full gambit of agency functions at a senior management level.



C. MIKEL
OGLESBY

"We're excited to have Mikel join our organization as we continue to expand in public transportation. In addition to launching our integrated operational model to the industry, we will continue to be a leader by building a reputation for delivering high value services through the effective use of innovative and progressive solutions," said CEO Craig Hughes.

Oglesby will be charged with developing and executing the Total Transit strategy for public transportation services growth, and providing a gateway for Total Transit's integrated private/public transportation model, which provides more efficient paratransit service to the ADA communities in greater Phoenix and Tucson.

Seon Launches Bus Operator Anti-Violence Campaign at APTA Expo

Seon announced the launch of its campaign to Stop Violence against Drivers at APTA's Expo in Houston, where it will also be exhibiting the latest safety solutions to keep passengers and drivers safe on public transit vehicles.

"Seon has long been a provider of safety solutions for public transit, but we wanted to

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do more to bring attention to the rise in operator assaults," said Peter Simmons, director of marketing at Seon. "Operator assaults, not only take a personal toll on the individual, but can also have a significant financial impact on the transit organization. We hope that this campaign will bring awareness to this important issue and provide the transit industry with resources, education, and solutions to reduce the risk of violence against bus operators."

Throughout the APTA Expo, Seon staff will be handing out Stop Violence Against Driver buttons at booth No. 4059, to promote the awareness campaign. They'll also be sharing stories and best practices from other transit agencies via live tweets using the hashtags #SafeTransit and #SeonAPTAAExpo.

An online 'campaign headquarters' at www.seon.com/safetransit will continue on the campaign after the show to help guide transit agencies to resources, other campaigns and safety products that can help reduce the risk to their workforce.

San Diego MTS Investing \$54 Million to Rebuild Bus Facilities

Signaling a strong commitment to infrastructure improvements and State of Good Repair standards, the Metropolitan Transit System (MTS) announced major construction milestones on the complete renovation of two bus operations and maintenance facilities in the San Diego region: the completion of a \$30 million facility in the South Bay and groundbreaking on a \$24 million facility in East County.

"These facilities are crucial to our efficiency," said Paul Jablonski, chief executive officer of MTS. "They are in the heart of two of our most transit-rich service territories. The renovation and expansion will allow us to increase capacity and substantially improve the work environment."

The south bay maintenance facility has been expanded to 10.6 acres and now includes a 14,000-square-foot administration and operations building and a new 48,000-square-foot maintenance building. The facility will house 250 buses by 2017 after another nearby facility's operations are moved there and new South Bay Bus Rapid Transit buses begin operations.

The project also includes expanded CNG fueling sta-



tions, additional bus parking and a high-capacity bus wash capable of cleaning 250 buses every night. The two-story administrative and operations offices will host dispatching functions, administrative and driver support areas, and was built to California Green Building code and is certified as LEED Silver.



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GarciaCrews & Associates Offers Transformational Strategies

Terry Garcia Crews launched a new business endeavor aimed at being a one-stop marketplace for troubleshooting and solving challenges for transportation systems and government agencies.



**TERRY
GARCIA CREWS**



Crews has more than 25 years of experience in the private and public sectors of public transportation, most recently as chief executive officer of Metro in Greater Cincinnati. She started as a national transportation consultant. She said it's critical to have a life-work balance and with young kids at the time, the extensive travel to meet with clients from coast to coast wasn't the right balance. Now that they're older, she said it was time to make another career choice to help colleagues with the challenges they're experiencing.

GarciaCrews & Associates LLC has a team of professionals and offers a variety of services, including strategic planning, facilitation and development; financial and budget analyses; safety and risk assessments; human resources support; workforce development and training; and full marketing, advertising and public relations support.

As a CEO, she said there are many different channels information is coming from, she wanted to offer one place to go. "I understand the dynamics of running a system," she explained. "I'm very selective on who [is on my team] because our clients need top-quality individuals with expertise – extensive and expansive experts."



work with SAGE to secure tenants for the remaining lease space in Ellis Alley.

The completion of the Ellis Alley enclave was funded by Via and the city of San Antonio TIRZ program along with assistance from the San Antonio Conservation Society. The renovation work was done by Ford, Powell & Carson Architects with Mainstreet Architects Inc., Baron-Long Construction Inc., and TLI & Environmental Services Inc.

Bombardier Wins New Operations and Maintenance Contract in New Jersey

Bombardier Transportation announced it signed a new contract with New Jersey Transit Corp. (NJ Transit) at the end of September to provide operations and maintenance services for NJ Transit's River Line Light Rail system. The contract is valued at approximately \$296 million US (\$331 million CAD, 235 million euro) and covers a period of 15 years. The agreement includes an option for an additional five years.

Through its wholly owned subsidiary Southern New Jersey Rail Group, Bombardier has been operating and maintaining the River Line Light Rail system since its opening in March 2004.

Bombardier's scope of work under the new contract, effective March 14, will include train operations, dispatching, vehicle maintenance as well as maintenance for all right of way, facilities and signalling infrastructure.

"We are pleased to continue our partnership with NJ Transit in providing reliable, safe, efficient and customer-friendly service to River Line Light Rail passengers," said Raymond Bachant, president, Americas Division, Bombardier Transportation.

VIA Finishes Work to Rehabilitate Ellis Alley Structures

Via Metropolitan Transit completed the rehabilitation of the remaining three historic structures in the Ellis Alley enclave on the near East Side of San Antonio.

In 1999 VIA opened the Ellis Alley Park-and-Ride, and in 2002 the agency opened a new information center that was fashioned out of two of the six buildings on the site. A third structure was converted into a private dental office and the remaining three buildings were mothballed and

stabilized until they could be developed for re-use. Now Via has completed renovations on the remaining structures and has prepared them for lease to other entities.

"This has been a truly amazing project," said Jeffrey Arndt, president/CEO of Via. "Ellis Alley represents a piece of San Antonio's history. And Via, as a good corporate citizen, has made every effort to preserve that history while still making sure these buildings serve useful purposes in the community."

The work on the two-story Beacon Light Lodge building at 220 Chestnut Street was finished first, and San Antonio for Growth on the Eastside (SAGE) has moved into the building. Via will now

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Our coach is strong and durable, with a rugged semi-monocoque structure that elevates passengers and drivers above traffic, plus Electronic Stability Control (ESC), tire pressure monitoring system and fire suppression system that make express routes, BRT and Bus-on-Shoulder service safer.

Our other strengths? Value and comfort. The MCI Commuter Coach offers a highly competitive per-seat price, plus low cost of operation and the best MDBF rate over all other types of bus models. Proven in the fleets of some of the nation's most demanding transit agencies, it's a hit with passengers too, thanks to comfortable forward-facing seats, reading lights, 110v outlets and high-capacity air conditioning.

Plus, the MCI Commuter Coach is Buy America-compliant and available in clean-diesel, hybrid and CNG options. So whether you're looking to build capacity, serve new markets, improve passenger safety and comfort or simply build on your reputation for reliability, service and value, the Commuter Coach is ready to transform your commutes.



To learn more about the MCI® Commuter Coach, go to mcicoach.com/commuter



Reliability Driven™