

PASSENGER Transport

THE SOURCE FOR PUBLIC TRANSPORTATION NEWS AND ANALYSIS

MONDAY, JULY 9, 2018 | VOLUME 76, NO. 13



LAVTA Executive Director Michael Tree, Dublin Mayor and LAVTA Board member David Haubert, Alameda County Supervisor and LAVTA Vice Chair Scott Haggerty, Pleasanton City Councilmember and LAVTA Board Chair Karla Brown and California Assemblymember Catharine Baker prepare to board LAVTA's SAV for its inaugural test ride.

LAVTA Testing Shared Autonomous Vehicles

The Livermore Amador Valley Transit Authority (LAVTA) in Livermore, CA, began testing its new Shared Autonomous Vehicle (SAV) at a June 22 event at the San Francisco Bay Area Rapid Transit District Dublin/Pleasanton Station. Testing, anticipated to take two years, will be con-

ducted on public roads in the city of Dublin.

Dublin Mayor and LAVTA board member David Haubert said at the event, attended by approximately 70 area business leaders, elected officials

LAVTA SAV TESTING

CONTINUED ON PAGE 4

VIA Opens Largest Park-and-Ride Facility

VIA METROPOLITAN

TRANSIT in San Antonio recently opened the largest park-and-ride facility in its system, a four-story structure in the Stone Oak area.

VIA President/Chief Executive Officer Jeffrey C. Arndt noted that the region is among the fastest-growing areas in the U.S., which points to “the need

for more and better transportation options like affordable park-and-ride service.” According to Arndt, the new facility provides commuters with an alternative to sitting in traffic, promotes transit-oriented communities and economic devel-

VIA PARK-AND-RIDE

CONTINUED ON PAGE 4

FTA Releases CIG Grants Priorities

IN A JUNE 29 LETTER, FTA highlighted its priorities for administering the Capital Investment Grants (CIG) program. Under CIG, public transit projects go through a rigorous process (including an environmental review, securing non-federal funding, engineering and design, risk analysis, and other criteria, which are evaluated and rated) before qualifying for a full funding grant agreement. In addition, FTA has made changes to its risk assessment process.

The “Dear Colleague” letter states that FTA bases its funding allocation decisions on a “variety of factors including the extent of the local financial commitment, project readiness and geographic diversity.”

In evaluating a project’s local financial commitment, FTA views U.S. DOT loans (i.e., TIFIA and RRIF loans and loan guarantees) “in the context of all federal funding sources requested by the project sponsor, and not separate from federal funding sources.” In addition, FTA will consider the extent to which the project exceeds the required non-government share of the project cost and uses “value capture, private contributions and other innovative approaches to project development and delivery such as public-private partnerships.”

The letter further states that, if FTA decides to

CIG PRIORITIES CONTINUED ON PAGE 4

Mobility Management: The Agency Perspective

TO COINCIDE WITH APTA’s “The Future of Mobility—From Transit Authority to Mobility Integrator” summit July 12 in Washington, DC, *Passenger Transport* invited public transportation industry leaders to describe how their agencies are embracing the concept of mobility management and adapting to the changing needs of their riders within the new mobility paradigm.



DART Meeting New Demands

BY GARY C. THOMAS
Chair, APTA Mobility Management Committee;
Past APTA Chair
President/Executive Director
Dallas Area Rapid Transit

Transit (DART) sees it as a wakeup call. It’s a new opportunity to become relevant to new generations of riders and stay relevant to existing customers who are developing new habits and service expectations.

DART’s customers are the same ones who pick up their coffee, made the way they want, after ordering it from their phone. They use that same phone to buy a house, furnish it and stock the

Today’s transit customers are no longer bound by mobility choices dictated to them by public transit operators. This new reality is causing sleepless nights to public transit agency leaders everywhere, but Dallas Area Rapid

DALLAS AREA RAPID TRANSIT CONTINUED ON PAGE 6

