

Professional Resume

Gary Ward, *Senior Scheduler*



Overview

Gary Ward recently concluded a 30-year career at AC Transit and joined TMD as a Senior Scheduler in April 2008. His tenure at AC Transit is filled with years of hands-on scheduling practice as well as project and staff management experience. In his most recent position as the Transportation Planning Manager / Traffic and Schedules Manager, Mr. Ward managed the day to day operation of AC Transit's Traffic and Schedules Department. The agency converted from Trapeze to Hastus software during this term, giving him a comprehensive understanding of both systems. He has since trained other staff employees in using these systems.

Mr. Ward's additional responsibilities at AC Transit included development of the department budget, preparing, reviewing and analyzing statistical data and monitoring staffing levels. Mr. Ward also managed the data collection process and prepared the quarterly on-time performance and annual NTD Sec.15 reports. During contract negotiations, Mr. Ward was called upon to provide direction with work rule matters and related issues.

Mr. Ward has experience in managing short- and long-term scheduling projects, as well as designing and implementing scheduling seminars for scheduling and non-scheduling personnel.

Project Management

Early in his career at AC Transit, Mr. Ward assisted in the conversion from a fully manual scheduling process to the then State of the Art, computer assisted, "Teleride-Sage Mini Scheduler" application. He subsequently managed conversions to, and upgrades of, both the Trapeze and Hastus systems. Working with the developers, Mr. Ward assisted with installing, customizing and testing the "Ramcutter" crew scheduling software. He also became a principal user of the software, producing optimal, cost effective runcut solutions. In 1998, Mr. Ward managed the "Blockbuster" installation project which replaced the "Ramcutter" with a micro-computer based runcutter. AC Transit became the beta site for this new software allowing Mr. Ward to be involved with and influence software design and development.

Vehicle & Crew Scheduling Experience

While serving as AC Transit's Manager of Scheduling, Mr. Ward directed the daily activities of department staff which required a "hands-on", functional knowledge of scheduling concepts, practices and technologies. As Superintendent of Scheduling and Manager of Scheduling, Mr. Ward became familiar with several platforms of computer aided scheduling, blocking and runcutting. AC Transit recently proposed a 132 hour increase to "In-Service" hours designed to improve reliability and "On-Time" operation. With assistance from TMD, Mr. Ward incorporated blocking and runcutting strategies allowing

Education

Associate of Arts Program,
College of Alameda

Bachelor of Arts Program,
Golden Gate University

Continuing Education & Advanced Training

University of Southern
California, Advanced Scheduling

National Mass Transit Institute,
Schedule Development and
Design

University of California
Extension, Leadership 2000
Management Training

Golden Gate University,
Undergraduate Certification
Program for Advanced Transit
Management

Pepperdine University,
Paratransit/Transit Management

The Dublin Group, Advanced
Computer Training

AC Transit, Management
Development Training

Experience

Transportation Management
& Design, Inc.

AC Transit

these changes to be implemented with an added cost of 85 daily platform hours, and 115 pay hours. Overall driver requirements were decreased by 9 and peak vehicles by 3.

Relevant Experience - Alameda Contra Costa Transit District

Service Reduction Plan (2003)

In mid 2003, AC Transit anticipated major budget shortfalls during the current fiscal year and continuing into the next. In response, the District was forced to cut 730 weekday equivalent platform hours. The planned approach was to reduce and modify service, service levels and span of service. Routes and route segments were discontinued on 29 local and trans-bay lines with another 46 restructured. Analyzing ridership data with planning and scheduling staff, Mr. Ward designed and reviewed vehicle schedule scenarios. Additionally, he incorporated strategies to optimize blocking and runcutting solutions to produce the most efficient, street-able results for implementation at each of AC Transit's four operating divisions. To help minimize some of the adverse impacts of the reductions, through-route, interline and short-turn opportunities were incorporated into the final solutions. These changes, implemented with the December 2003 sign-up, resulted in a savings of 89 fewer buses and 138 drivers compared to original estimates of 70 fewer buses and 90 fewer drivers... In June 2004 further service reductions were implemented totaling 139 weekday hours with similar blocking and runcutting results realized.

Service Efficiencies (2004)

In response to an ongoing budget deficit, to further lower operating costs, Mr. Ward explored "Service Efficiencies" at each operating division while maintaining, as closely as possible, service levels. Additional interlining, deadheading and trip time adjustments were implemented. This approach resulted in lower peak vehicle requirements, faster recycling times and a more effective fleet distribution. As a result of blocking efficiencies, minor increases to in-service hours were implemented while platform hours remained static. Additional runcut efficiencies were realized by increasing average platform time which resulted in reduced driver requirements. Although, as expected, the average Pay to Plat ratio increased, this was offset by substantially lower operator related costs.

Service Reinstatements (2005-2006)

As the budget outlook at AC Transit began to improve, the planning process refocused on moderate service reinstatements and the implementation of several new routes. A comprehensive Owl network was designed and implemented along with several trans-bay lines as well as expanded or additional service along several existing local route corridors. Mr. Ward coordinated the planning and scheduling process to ensure proper distribution of service hours and resource allocation. Continuing to incorporate blocking and runcutting efficiencies, an exhaustive review of all relief locations, deadhead and pull times was performed. The effect of these reviews, combined with continuing, incremental improvement in blocking and runcutting, produced solutions that reduced 8 peak vehicles while adding 156 platform hours.

Running Time Analysis and MinBus blocking solutions (2006-2007)

In mid 2006 AC Transit, working with TMD & Giro staff, performed a comprehensive running time review on 90 percent of trans-bay routes and 28 local routes. Using Hastus v2006 with the "ATP" module, Mr. Ward, along with TMD and AC Transit scheduling staff, analyzed times and made modification as needed. The revised running times resulted in an additional 60 hours of in-service time. Combined with other scheduling changes, a total of 132 in-service hours were added and implemented.

Using the Hastus MinBus module, and with most trips in each division unhooked, division blocking solutions were developed resulting in a total platform increase of only 115 hours. Additionally, AC Transit used the capabilities of Hastus v2006 to specify bus types for all routes and trips. As expected, this restriction affected the blocking solutions resulting in an equipment increase of 14 peak buses. However, the subsequent runcut solutions decreased system-wide driver requirements by 5.