

Pima County, Arizona

# Travel Demand Forecast Manager



**PIMA COUNTY**  
SMART MOBILITY

## Community

Covering an area of approximately 9,200 square miles, Pima County is one of the oldest continuously inhabited areas of the United States. Native Americans have lived in this region from prehistoric times to the present, with the Tohono O'odham reservation being the second largest in the nation. More than a third of the County's population lives outside of the incorporated cities and towns. The population is projected to reach 1.5 million by 2040.

This area's location at an ecological crossroads of habitats and species from the neo-tropics, Rocky Mountains, and the Sonoran Desert provide remarkable diversity of flora, fauna, and geology. Given its wealth of pre-Columbian archeology, history and historic routes, Pima County also is a hub for those looking for a unique sense of place, attractions, and learning opportunities.

The Chuck Huckelberry Loop provides more than 130 miles of multi-use paths that link diverse parts of the community. Cyclists, joggers, walkers, and others with active lifestyles can experience paths that meander through some of our most scenic landscapes. County parks and trails allow visitors to explore varied ecosystems, from Mount Lemmon's forests at 9,000 feet to the desert mountain parks of the Tortolita and Tucson Mountains.

A major commercial and academic hub, Pima County is home to Tucson, the second largest city in Arizona and the first UNESCO designated City of Gastronomy in the U.S.

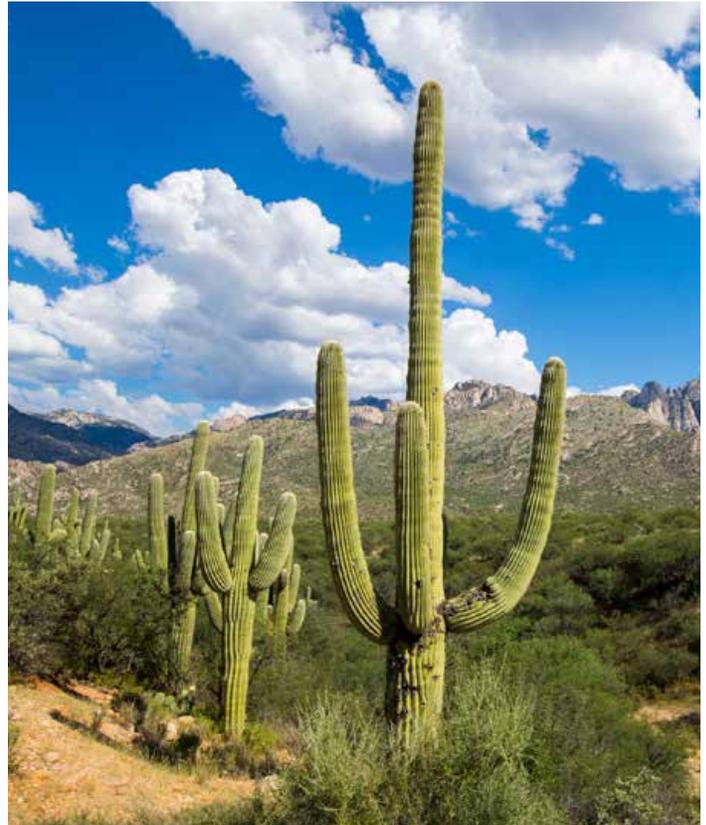
## The Center & Position

The principal purpose of the Regional Center for Smart Mobility Solutions is to enhance regional traveler mobility on existing regional infrastructure, to include more than 5,000 miles of roadways, through management of traffic data analytics, modeling, traffic signal optimization, and active demand management via a Mobility on Demand (MOD) platform. The Center will oversee the creation and of advanced mobility and intelligent transportation systems tools for optimizing traveler and freight performance, while ensuring that all development conforms to autonomous/connected vehicle and smart infrastructure federal data connectivity and security standards. The Center is searching for an individual who enjoys interacting with a variety of community stakeholders and excels at developing creative solutions to complex challenges.

The Program Manager will oversee the will oversee the Travel Demand Forecast Portfolio: Responsible for the planning, development, and management of the Portfolio designed to integrate smart technology to reduce congestion and enhance the safety, security, mobility, and efficient utilization of existing transportation system.

### The Program Manager will:

- Assist the Director in implementation of the Center's Work Program.



- Manage the uses of planning data, analysis, and report products to successfully complete multimodal transportation system planning studies, multi-modal corridor studies, environmental analysis and other transportation planning activities;
- Manage and develops technical assistance to regional entities in the development, application, validation and evaluation of advanced travel demand modeling frameworks, including dynamic traffic assignment, activity-based and tour-based approaches;
- Manage a variety of transportation planning projects and tasks, which may include transit planning, and operations analysis, travel demand/transit demand analysis and forecasting, analysis of travel patterns and transportation conditions, traffic simulation and traffic operations analysis, development of transportation system and corridor alternatives;
- Manage Center information technology systems and staff to facilitate rapid technology deployment including direct coordination with data systems of other regional agencies, such as traffic signal coordination, crowdsourced data captured by regional entities and the generation of mobility applications;
- Assist transportation agencies in assessing the behavioral implications of model outputs through independent review of travel model results; and
- Participate in workshops, public meetings or hearings to explain scenario planning proposals, to gather feedback from those affected by projects, or to achieve consensus on planning studies.

## The Ideal Candidate

- Shares a social equity blended mobility/infrastructure vision regarding mobility solutions; can advocate, articulate, and implement that vision; is able to apply innovation and creativity while acknowledging regional mobility challenges and addressing these in a strategic manner.
- A visionary leader and role model with a positive presence who demonstrates initiative, is action-oriented, exercises good judgment, treats others with respect, and is open and approachable.
- Able to establish a positive relationship with regional partners, developers and constituents based on honesty and respect, while providing balanced information on issues, programs and solution alternatives.
- Ability to organize processes to maximize effectiveness and efficiency, analyze trends and problems and develop action plans.
- Foster a team-oriented working environment based on collaboration, respectful interaction and positive mentorship.
- Extensive knowledge of standard principles and practices used in transportation planning and programming and traffic operations.
- Extensive knowledge of the travel demand model process, input, and interpretation of forecast data.
- Experience using Dynamic Urban Systems for Transportation (DynusT), MioVision Traffic Insights, and Maxview.
- Ability to identify and solve a variety of problems quickly and independently.
- Ability to detect deviations and variances from established regulations and skill in identifying appropriate corrections.

- Ability to coordinate the researching, writing, and implementation of grant applications and proposals for a variety of programs and projects
- Possesses strong technology, budgeting, writing and presentation skills.
- Experience in Community of Practice (CoP).

## Minimum Qualifications

- A degree in Urban and Regional Planning, Engineering, Geography, Economics or a related field.
- Five years of highly responsible management experience to include transportation analytics, information technology and budgeting.

## Compensation and Benefits

- Starting salary \$100,000 depending on qualifications.
- Starting paid holiday, sick and vacation leave of 34 days per year, increasing with seniority.
- Heavily subsidized health, life insurance, Health Savings Account plans, Flexible Spending Account plans and Wellness Programs.
- Retirement plan provided through Arizona State Retirement System.
- 457(b) deferred compensation plan available.

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