Ecolane. Where demand-response transportation and on-demand transportation intersect.

Empower your riders to take control of their destinations with Ecolane. With continuous, real-time optimization, riders break free from traditional scheduling software.

At the intersection of demand-response transportation and on-demand transportation, Ecolane has your riders covered—no matter which direction your riders are traveling or whether or not they use a mobility device.
Ecolane. Where demand-response transportation and on-demand transportation intersect.

Empower your riders to take control of their destinations with Ecolane. With continuous, real-time optimization, riders break free from traditional scheduling software.

At the intersection of demand-response transportation and on-demand transportation, Ecolane has your riders covered—no matter which direction your riders are traveling or whether or not they use a mobility device.

Schedule a Demo Today
Public Transit Agencies Continue to Respond To Challenges of COVID-19

Public transit agencies across the country are having to find new and innovative ways to combat the challenges they face in the wake of coronavirus. From ensuring they can continue to safely transport essential workers to their jobs, to planning for the reopening of their systems, all while facing huge financial losses, public transit agencies nevertheless are revealing just how resilient they are in the midst of a global pandemic.

The safety and security of employees and riders is paramount. But with personal protective equipment (PPE) still in short supply, agencies and businesses are having to make their own, and some manufacturers are even shifting their product lines to produce face shields and masks.

The recently approved bipartisan CARES Act includes $25 billion in emergency relief for public transit agencies to help offset lost revenue and the extraordinary costs associated with COVID-19. Additional funding will be needed to help offset the astronomical losses they continue to experience.

The Greater Cleveland Regional Transit Authority (RTA) will receive approximately $111 million of CARES Act funding, which will address lost revenue and increased operating expenses related to COVID-19, including: lost sales tax revenue, lost fare box revenue and the purchase of cleaning supplies and PPE. RTA’s March 2020 revenue decreased by 21 percent compared to March 2019. Because there is a three-month lag between sales tax revenue collection and when it is apportioned to RTA, the full impact of COVID-19 on sales tax will not be known until summer 2020 when RTA receives tax proceeds relating to March 2020 business activity.

“The CARES Act will provide the Greater Cleveland Regional Transit Authority with desperately needed funds that will help us continue providing essential public transportation services,” said India Birdsong, general manager and CEO. “Hundreds of thousands of Clevelanders are following the Governor’s stay at home order. We support every effort to fight the spread of coronavirus, but at the same time we recognize that dealing with COVID-19 has significantly impacted fares and sales tax revenues that keep RTA rolling.”

The Metropolitan Transportation Commission (MTC) in the San Francisco Bay Area approved the allocation of more than $780 million of federal funds to cash-strapped Bay Area transit agencies through the CARES Act. The allocation formula, developed through a partnership between MTC and transit agency staff, represents the first of two distributions of the roughly $1.3 billion in CARES Act funding for which Bay Area transit agencies are eligible.

This first wave of funding allows CARES Act money to be distributed quickly and fairly to help Bay Area public transit agencies meet the immediate crisis while retaining flexibility for a second phase that will allow the region to adapt to changing conditions in the months ahead.

When more demand returns, she said “we will have to think differently. Our businesses and our environment have changed.” Fernandez said she recently created APTA’s Mobility Recovery & Restoration Task Force, which will focus on the industry’s recovery with an eye toward rethinking mobility as we know it.

WASHINGTON is chair of the task force.
**COMMENTARY**

**BY JARRETT WALKER**

President and Principal Consultant

Jarrett Walker + Associates

Portland, OR

COVID-19: A Chance to Rethink Our Goals

Suddenlly, all our goals have turned upside down.

We’ve been trained to think of ridership as a measure of public transit’s success, but now, with most of our ridership gone, we’re expected to keep running service. We used to spend our communications and advertising money trying to attract riders; now, we’re spending it to keep them away. Before, we were criticized for empty buses and trains, but now we’re criticized if we don’t offer lots of empty space. Even if we weren’t dealing with so many other aspects of the crisis, these lurching changes in our reason for existing would be enough to make us seasick.

As we emerge from the chaos of the sudden onset of the pandemic and begin planning for the long recovery, we must seize this opportunity to start a new conversation about public transit’s goals. Because if people don’t know what we’re trying to do, they won’t know whether we’re succeeding.

Transit agencies’ goals have always been contradictory. There’s the old ridership/coverage tradeoff, where leaders tell us: “We’re judging you on ridership, but don’t cut that bus route that only five people use, because those five people really need it.” For years, I’ve helped boards give their staff non-contradictory direction about that.

But now, a deeper conversation about goals is emerging. Who is the transit market? For too long, we’ve been told to think of our riders as either “dependent” or “choice,” based on whether they had the option of driving for the trip. We need to stop using these words. They’re confusing and polarizing. They can subconsciously encourage racial and class stereotypes. Most importantly, they don’t tell the real story of what transit achieves, or how we achieve it.

Most people, obviously, are neither totally “dependent” nor totally “choice.” In the last decade, many riders who would have been classified as dependent bought cars or found other alternatives. When some decision-makers hear the word “dependent,” they sometimes say: “Those people are stuck with us, so we don’t need to care about whether they’re happy.” We know that’s false. People will buy cars if inadequate service forces them to.

Meanwhile, most of the riders we think of as “choice” have good reasons not to drive, such as congestion, cost and stress. In our cities, many people have chosen not to own a car, even though they could afford one. Are these people “choice” or “dependent?” At best, these terms define ends of a spectrum. Most people, most of the time, are in the middle. When we’ve succeeded in riderhip terms, it’s been among this “middle 80 percent,” people who have some reason not to drive but who also make free and consequential choices.

This has always been true, but now we have a new story. As you sit at home, are you grateful that hospitals, grocery stores and pharmacies are functioning? If so, you have to thank those low-income essential workers. That means you need to thank the public transit agency that is heroically working those jobs to their workers.

A deeper conversation about goals is emerging. Who is the transit market? For too long, we’ve been told to think of our riders as either “dependent” or “choice,” based on whether they had the option of driving for the trip. We need to stop using these words.

This, too, has always been true, but now it should be obvious to everyone. Many of the people that we’ve thought of as “dependent” are holding our civilization together. We all depend on them, so they are “transit dependent,” then so are we all.

We must tell this story, because if we let ourselves be judged on ridership, or on how well we serve “choice” riders, then we have a losing battle. For a while, many of our more affluent riders will be working at home, and when they travel, they’ll probably feel safer in their cars. So, our success will lie mostly in serving the vast and diverse range of people who do not have a car handy, for whatever reason. If we are to get support for that, we must tell a new story about how important these people are.

A while back, a successful transit funding campaign in Salem, Oregon used the line, “Someone you know needs the bus.” But now, we also can say: “People in the bus are holding your world together. And they’ve always been doing that.”

We must also talk about ridership more carefully. Journalists like to write alarming stories about ridership loss. Most of these stories imply that ridership is the only measure of public transit’s success, and also ridership is mostly a result of something transit agencies are doing.

We all know that ridership isn’t just the result of service. Ridership is about the economy, the public health situation and the prices of alternatives. We must also remind our municipal partners that ridership is about things they control: the development pattern, the street design and the cycling and walking options. There are things agencies can do about ridership, but ridership will go up and down for all those other reasons, even as our value to the community remains the same. That’s always been true, but now it’s obviously true.

Public transit is not a business. In cities, especially, we must think of transit more as a utility, like streets or the water system. That’s reason enough to support it, but only if we tell the right stories.
APTA to Host Business Member Virtual Fly-In

APTA IS HOSTING A DAY OF virtual congressional advocacy, May 19, for APTA Business Members to connect with congressional offices from the safety and comfort of their homes to help the association advocate both for COVID-19 emergency response and recovery support and APTA’s Surface Transportation Authorization Recommendations. This year’s event is also open to Transit Board Members. Register at www.apta.com/advocacy-legislation-policy/annual-business-member-fly-in.

APTA is partnering with Advocacy Associates to offer Business Members assistance in scheduling conference calls with congressional representatives. APTA and Advocacy Associates will host a one-hour webinar, May 13 at 3 p.m., Eastern, to provide advice on developing a winning message and best strategies for delivering messages in a teleconference environment, and details about the event’s app. An invitation will be sent to registered participants.

For questions, contact Nicole Christus, senior legislative representative, government affairs and advocacy, at nchristus@apta.com or 202-486-4811; or Jose Reyes, senior program manager-business members, at jreyes@apta.com or 202-496-4848.

PUBLIC TRANSIT’S RESPONSE CONTINUED FROM PAGE 1

jobs for the bus drivers, train operators, mechanics, dispatchers, cleaners and others who are making it possible for other essential workers to get to and from their jobs all around the Bay Area; and will help our transit agencies recover their footing when this public health emergency finally is behind us,” said MTC Chair and Alameda County Supervisor Scott Haggerty, who also serves as a director of the Livermore Amador Valley Transit Authority (LAVTA) and of the San Joaquin Regional Rail Commission, which operates the Altamont Commuter Express (ACE) rail service.

MTC is expected to take action later this year to distribute the region’s remaining CARES Act funding once public transit agencies have had time to assess the full scope of revenue losses caused by the emergency and have developed new demand forecasts and recovery strategies.

The Rapid in Grand Rapids, MI, is eligible for just over $28 million in CARES Act funding. According to Bill Kirk, the agency’s business affairs specialist, The Rapid’s CARES Act grant submission received concurrence from the FTA and is not waiting on approval from the Department of Labor. The total grant request is for $28,369,064, of which $23,909,064 has been allocated for operating expenses. The remainder of the funding is allocated for various capital improvements (including $2,875,000 for buses), which will continue to help the agency’s preparedness and resiliency plans during the crisis.

Relief from the CARES Act has allowed The Rapid to maintain critical service and workforce levels while post-pandemic layoffs; more than 200 employees avoided layoff because of the relief funding. By ensuring that lost revenues can be recovered, at least in the near-term, the agency has been fortunate to be able to protect the employment and benefits of all its team members, at least through the end of May.

“The CARES Act is providing critical funding that allows The Rapid to continue to provide essential transportation service for the Grand Rapids metro area,” said CEO Andrew Johnson. “We are grateful to USDOT and FTA for helping make sure transportation agencies have the resources to remain fully funded and capable of providing connections to essential employment and services.”

Obtaining PPE remains a challenge for many public transit systems. With the abundance of online directions for making homemade hand sanitizer and masks, the Salem Area Mass Transit District (Cherriots) thought, “why not make your own face shield?” The agency is doing so and is distributing the shields as quickly as one of its employees can create them using a 3D printer.

“As we were trying to address some of the safety concerns, the need for PPE was apparent,” said Michelle Spence-Majors, safety and loss control specialist for Cherriots. “The decision was made to employ the use of face shields as PPE, but we could not source them from one of our normal vendors.”

Spence-Majors said he turned to the internet and discovered an online community of 3D printer users who were creating items to help out with the pandemic. “The clear face shields are actually clear over the eyes, and the polyethylene film that I found in the workroom collecting dust,” he said. “I cut those with a paper cutter and then used a three-hole punch to attach to the 3D printed headbands.”

Cherriots had purchased the 3D printer a couple of years ago with employer at injury program (EAIP) funds through SAIF Corporation to provide work for an employee on modified duty status. “We used to use a couple things here and there but never used it to its full potential,” said Spence-Majors. “Until now.”

Cubic Corporation is doing its part to increase the safety of its employees and frontline workers by leveraging the technical expertise of its innovative teams around the globe. In response to the shortage of PPE, Cubic’s manufacturing facility in Tijuana, Mexico, modified its sewing capabilities to produce general-purpose face coverings. The facility can produce 4,000 to 6,000 face coverings a day and has already produced and distributed masks to its employees worldwide.

“I am always inspired by the ingenuity of our employees and the extraordinary solutions that our teams engineer,” said Bradley H. Feldmann, chairman, president and CEO of Cubic Corporation. “Driven by our purpose—our teams innovate to make a positive difference in people’s lives—and the unprecedented circumstances of the COVID-19 pandemic, several of our teams have rapidly developed innovative and poten- tially life-saving solutions.”

To support the local community, Cubic has donated face coverings to healthcare workers, Red Cross volunteers and law enforcement in Tijuana. With the large need for face coverings for customers in defense and trans- portation industries, the company has already supplied thousands of face cov- erings to the U.S. Navy with more to be delivered. The company is also looking to expand its sewing capability to produce general-purpose gowns.

In Tullahoma, TN, the location of Cubic’s manufacturing facility for transit fare gates, machines such as laser cutters have been repurposed to produce up to 200 general-purpose face shield kits per day.

As demand for ventilators continues to increase, Cubic’s team in Huntsville, AL, is working on the development and testing of a prototype ventilator in part- nership with the University of Alabama in Huntsville (UAH) College of Nursing. With FDA approval, Cubic will be able to produce 100 emergency ventilators per week. Cubic’s Huntsville operations typically produces inflatable satellite ter- minals deployed by the U.S. military.

Survey: APTA Business Members’ Operations Disrupted by COVID-19

EIGHTY-SEVEN PERCENT OF APTA business members and 94 percent of large businesses report that their operations have been disrupted by COVID-19, and 53 percent said activity has decreased over the past month, according to an APTA survey conducted in late March and early April. In addition, 43 percent of businesses and 52 percent of large businesses reported supply chain disruptions. A majority of businesses (89 percent) are still operating. One business closed permanently due to the pandemic. Most businesses said they have implemented additional telework options. Small firms were less likely to have done so, because they were already working remotely or are sole proprietors.

Three in five respondents said that the pandemic had resulted in additional costs. Several businesses had to purchase computer equipment such as monitors or laptops, and even internet service to enable employees to work from home. Businesses also purchased more personal protective equipment and disinfectants to address the spread of COVID-19. Others cited increased freight costs and costs to store and reroute product due to changes in demand.

Four in 10 respondents (43 percent) said they have had supply chain issues in the last month, but among large business- nesses the rate was higher—more than one-half (52 percent).

Respondents were asked whether they expected to take a number of actions over the coming year in response to COVID-19. Six in 10 businesses (63 percent) said they planned to cut back on hiring. Four in 10 (43 percent) said they would defer investments in their company, and nearly four in 10 (37 percent) said they expected to lay off employees in the coming year. Nearly seven in 10 (69 percent) expect to either lay off employees or cut back on hiring. When asked about the impact of various factors on their businesses, respondents said the COVID-19 crisis, the current economic strength or weakness, and the uncertainty of federal authorization all had a negative effect.

Answers were mixed regarding which factor was most important to business’ successes. A plurality of respondents, more than one-third, said federal transit funding levels were the most important factor.

Register for these transportation, he said, has become the opportunity to reinvent transit.” Public
get to work at a social distance.
smaller meetings and remote work to transit systems is crucial to getting our
the next phase because “we know information on how to best prepare for arrival upon the scene of a rail incident.
“Those new materials provide rail safety tips for any reporter covering a story that may involve being near railroad tracks or property,” said OLI
Executive Director Rachel Maleh. “Every three hours in the U.S., a person or vehicle is hit by a train. We are sharing these tools to educate the news media and prevent incidents.”
Funding for production and distribution of the video and the fact sheet was provided by FRA. “We are grateful to the support of our safety partners at FRA for making these new materials available, and we look forward to sharing the video and fact sheet with the people and news organizations who need it most,” said Maleh.
View the materials and learn more at www.oli.org.

In Memoriam
James L. (Jim) O’Sullivan

JAMES (JIM) O’SULLIVAN, whose public transportation career spanned nearly five decades, passed away April 21. He was 70.
Early in his career, O’Sullivan served as general manager or ticket clerk at LIRR. In 1975, he entered railroad dispatching for LIRR before rising serving as former acting president of the MTA Long Island Rail Road (LIRR). He began his transportation career in 1970 as a road (LIRR). He began his transportation career in 1970 as a

APTA Schedules New Webinars On COVID-19 Response

APTA CONTINUES TO WORK ON multiple fronts to keep the public transit industry informed during the ongoing COVID-19 pandemic, including through its new webinar series: Public Transit’s Response. Register for these upcoming events and stay tuned for announcements featuring additional webinars in the series. All webinars are scheduled for 3–4 p.m. Eastern.

Managing Transit Funding and Financing During the Pandemic | May 7
As public transit agencies respond to health and community demands of the COVID-19 pandemic, ongoing funding and finance requirements will remain ever-critical. This interactive panel discussion will offer insights and ideas from the perspective of CFOs, real estate managers, regional planning leaders, state DOTs and financial market analysts. Register at https://bit.ly/ManagingFunding.

Workforce Challenges During and post-COVID-19 | May 21
The impact on the public transit workforce during and post-COVID-19 will remain a top priority for public transportation agencies and organi-

Operation Lifesaver Releases Rail Safety Materials for News Media

OPERATION LIFESAVER, INC. (OLI), the national nonprofit rail safety education organization, has released a new animated video and fact sheet offering resources for the news media on how to report safely near railroad tracks and property. The new video, “How to Safety Report Near Railroad Tracks,” and accompanying fact sheet provide information on how to best prepare for arrival upon the scene of a rail incident.

“These new materials provide rail safety education to the public and private sectors. He was instrumental in leading several major bus and rail projects. I had the honor to work with Jim at both WSP and Parsons Brinckerhoff. He was a true professional who loved his work,” said APTA President and CEO Paul P. Skoutelas.
O’Sullivan was a member of APTA’s executive committee and board of directors, and he chaired its Operations and Elderly and Disabled (now Access) committees. He also served on the boards of several regional and state public transportation associations as well as numerous other transportation-related government agencies.

Raymond P. Kenny

RAYMOND P. KENNY, senior vice president and general manager of rail operations for New Jersey Transit, passed away April 19 from coronavirus-related complications. He was 68.
Kenny joined NJ Transit Rail Operations in January 2019 with more than 50 years of railroad industry experience, including serving as former acting president of the MTA Long Island Railroad (LIRR). He began his transportation career in 1970 as a ticket clerk at LIRR. In 1975, he entered railroad dispatching for LIRR before rising through the ranks with positions in personnel training and capital construction, prior to leading the transportation department. Before NJ Transit, Kenny was as a consultant with WSP.
“Ray’s reputation and experience in the industry are unparalleled,” said NJ Transit President and CEO Kevin Corbett. “The leadership and incredible wealth of railroad knowledge Ray brought with him has truly made a positive impact on our organization. On behalf of everyone at NJ Transit, our thoughts and prayers are with Ray’s family and friends at this difficult time.”
Uniquely positioned to deliver a full range of hardware and software, as well as integration and support services, Luminator provides tangible benefits to transportation operators and passengers:

- By delivering meaningful real-time information to transit agencies and riders — providing the intelligence needed to make informed decisions
- Enhancing safety with comprehensive security, lighting and accessibility options
- Ensuring on-going efficiency with solutions that are easy to maintain, update and operate

Learn more about how Luminator is bringing intelligence, safety and efficiency to transit by visiting: www.luminator.com

Go to www.futureoftransit.com/davos for more about Luminator’s contribution to the World Economic Forum and technology that drives smart cities.
Classifieds

Bids/Proposals

Request for Proposals

ADA Paratransit Management Services (Re-Bid)
The Greater Hartford Transit District, Hartford, Connecticut is seeking a firm or firms to provide Management Services for its ADA paratransit operations. Proposal documents may be obtained by calling the District at (860) 380-1215 or emailing: ldrake@ghtd.org. A mandatory pre-proposal conference will be held on May 18, 2020 at 10:00 AM Local Time via GoToMeeting. The purpose of the meeting is to outline requirements; discuss the facility, parking area and vehicles; as well as to provide the opportunity for questions. Note: if an agency participated in the previous pre-proposal conference on February 24, 2020, this conference is NOT mandatory. It is suggested that you confirm with the District that your agency is exempt prior to the conference.

All proposals and contracts are subject to all applicable state and federal laws and to a financial assistance contract between the South Central Transit Authority, the Pennsylvania Department of Transportation and the U.S. Department of Transportation Federal Transit Administration.

Contractors will be required to comply with all applicable Non-Discrimination, Non-Co-fusion, Lobbying, Diversity, Contractor Integrity laws and regulations. Proposers must certify they are not on the Comptroller General’s List of Ineligible Contractors.

The Procuring Agencies jointly reserve the right to reject any and all bids or to reject any proposal or proposals in accordance with the procedures as set forth in the Request. All bids must be accompanied by Bid Bonds or money orders, certified checks, cashier’s checks, treasurer’s checks, or bank drafts or any national or state bank, in an amount equal to five percent (5%) of the total first year bid price payable to the first year Procuring Agencies for any penalty brought by a proposer because, in the opinion of the Procuring Agencies, the proposer has failed to fulfill any of the terms and conditions of the contract.

Any agreement resulting from this RFP is subject to financial assistance agreements between Metro and the Federal Transit Administration. In order to be eligible to submit a proposal, the proposer must not be included on the United States Comptroller General’s Consolidated List of Persons or Firms currently debarred or suspended from participating in public contracts.

JTA Moves Operations to JRTC

The Jacksonville (FL) Trans- portation Authority (JTA) is transitioning most fixed-route bus operations from the Rosa Parks Transit Station to the Jacksonville Regional Transportation Center at LaVilla (JRTC). JRTC will become JTA’s main downtown bus transfer facility, serving regular and express bus routes, the Skyway and First Coast Flyer BRT.

App Helps Guide Vision-Impaired MCTS Riders

The South Central Transit Authority (SCTA) has launched a pilot program that supports riders who are blind or low vision with increased access to public transportation. Through the Aira app, users can receive free, one-on-one assistance riding the bus and navigating the more than 5,000 stops in Milwaukee County.

HNTB Opens Las Vegas Office

HNTB Corporation has opened a new permanent office in Las Vegas, near the McCarran International Airport. HNTB has an established pres- ence in the region; currently, the firm is providing engineering services for the Virgin Trains high-speed rail project from Las Vegas, NV, to Victorville, CA.

The COMET Announces New App

The COMET, Columbia, SC, has announced a new way for riders to track their bus with their mobile app. Users can easily navigate the region, aided by accurate real-time bus ETAs, trip planning, step-by-step navigation and crowdsourced real-time information with Transit’s GO feature.

Momentum Dynamics, GreenPower Announce OEM Agreement

Momentum Dynamics and GreenPower Motor Company Inc. have announced a three-year OEM agreement to develop and sell wirelessly charged, all-electric public transit vehicles. The first vehicle to integrate Momentum Dynamics’ wireless charging will be GreenPower’s EV Star 25-foot mini shuttle.

Beaver County Transit Authority (BCTA)

Butler Transit Authority (BTA)

Central Pennsylvania Transportation Authority (CPTA)

Westmoreland County Transit Authority (WCTA)

REQUEST FOR PROPOSAL

Notice is hereby given that sealed proposals (hereinafter referred to as “bids”) will be received by the Beaver County Transit Authority (BCTA) at the BCTA administrative offices at 200 West Washington Street, Rochester, PA 15074 until 12 pm (ET) on Friday, May 29, 2020. Proposal documents may be purchased at $50.00 per set, made payable to the first year Procuring Agencies. Proposals will be opened on or before 2:30 PM Local Time on June 1, 2020. Proposals received after the deadline will not be considered and will be returned to the Proposer unopened. Any changes, or any requests for changes in the specifications, will not be recognized after sealed proposals are submitted to the District.

Any contract resulting from this request for proposals presented is subject to a financial assistance contract between the District and the Connecticut Department of Transportation. Further, the equipment provided for the paratransit service is funded with Federal Transit Administration grants.

Paratransit Vehicle Line Inspection and Quality Assurance Services

REQUEST FOR PROPOSALS

South Central Transit Authority

The South Central Transit Authority (SCTA) is seeking proposals for the performance of in- plant quality assurance inspections, including Buy America audit services, to support the PA Statewide Purchase of Paratransit Vehicles. An original and five (5) copies of the proposal shall be received no later than 2:00 p.m., prevailing time, on Tuesday, May 26, 2020 and should be addressed to: Mr. David W. Kilmer, Executive Director, South Central Transit Authority, 45 Erick Road, Lancaster, PA 17601.

All proposals and contracts are subject to all applicable state and federal laws and to a financial assistance contract between the South Central Transit Authority, the Pennsylvania Department of Transportation and the U.S. Department of Transportation Federal Transit Administration.

Contractors will be required to comply with all applicable Non-Discrimination, Non-Co-fusion, Lobbying, Diversity, Contractor Integrity laws and regulations. Proposers must certify they are not on the Comptroller General’s List of Ineligible Contractors.

The Procuring Agencies jointly reserve the right to reject any and all bids or to reject any proposal or proposals in accordance with the procedures as set forth in the Request.

All bids must be accompanied by Bid Bonds or money orders, certified checks, cashier’s checks, treasurer’s checks, or bank drafts or any national or state bank, in an amount equal to five percent (5%) of the total first year bid price payable to the first year Procuring Agencies for any penalty brought by a proposer because, in the opinion of the Procuring Agencies, the proposer has failed to fulfill any of the terms and conditions of the contract.

Any agreement resulting from this RFP is subject to financial assistance agreements between Metro and the Federal Transit Administration. In order to be eligible to submit a proposal, the proposer must not be included on the United States Comptroller General’s Consolidated List of Persons or Firms currently debarred or suspended from participating in public contracts.

Metro reserves the right to accept any proposal or any part or parts thereof. Metro reserves the right to reject any or all proposals and to waive irregularities therein, and all proposers must agree that such rejection shall be without liability on the part of Metro for any claim or action on account of such rejection. In the event of such rejections, or shall the proposer seek any recourse of any kind against Metro because of such rejections, and the filing of any proposal in response to this solicitation shall constitute an agreement of the proposer to these conditions.
HUMAN RESOURCES DIRECTOR
WHATCOM TRANSPORTATION AUTHORITY (WTA)
BELLINGHAM, WASHINGTON
Salary: $10,056 - $134,076
WTA provides public transportation services throughout Whatcom County in the northwest corner of Washington State. WTA employs 270 FTEs. Working under the direction of the General Manager, the Human Resources Director is responsible for developing and administering a full range of human resources programs. For a full job description and to apply, visit Prothman at https://www.prothman.com and click on "Open Recruitments." WTA is an Equal Opportunity Employer.

First review of applications: May 24, 2020 (open until filled).

HELP WANTED
DIRECTOR OF FLEET MAINTENANCE
VICI Metropolitan Transit, in San Antonio, is seeking a Director of Fleet Maintenance. This position is focused on building a public transportation system that includes a better bus system, rapid transit, regional corridors, and intermodal services. Come be a part of VIA’s success!

This is an executive level position. The Director is responsible for fleet planning, development, execution, and management of all activities within the fleet maintenance department to ensure the agency’s objectives of efficiency, effectiveness, and top performance are achieved. The minimum responsibilities of this position include, but are not limited to, supervision, development, body work, and painting of over 650 heavy and medium-duty transit and para-transit vans, as well as the supervision of a fleet of over 300 buses.

This position is responsible for the oversight and management of VIA’s CVSA (Canadian Vehicle Safety and Accountability) rated fleet. The position primarily supervises a staff of 110 employees. The position will be responsible for the administration of a diverse workforce of represented and non-represented employees.

The position is responsible for quality assurance for operations performed around the clock (24 hours a day every day of the year) to meet strict service quotas and standards set by VIA management. A Bachelor’s Degree is preferred in a field related to Mechanical Engineering, Industrial Engineering, or Business Administration. The position requires progressive responsibility in progressively responsible positions with an extensive background in fleet maintenance and technical knowledge of heavy-duty vehicles. A minimum of five years’ experience in a senior management position is preferred. The successful candidate will have a working knowledge of the industry and experience in the development of new processes and systems to ensure the safety, reliability, and longevity of the City’s fleet.

Equal Opportunity Employer
VIA values diversity and inclusion.

COMMUNITY TRANSPORT – SCHEDULING AND OPERATIONAL DESIGN PROGRAM MANAGER
SNOHOMISH COUNTY, WA
Important leadership position has responsibilities for oversight of scheduling and operational design for the agency’s transit services. Working closely with the Director of Planning, Marketing, and Customer Services, Maintenance and Information Technology, manages design of service schedules; monitors and forecast transit ridership, generates new revenue, and develops and communicates schedules. This position is critical in ensuring that the agency’s business strategy is closely integrated with its IT systems. In addition, this position is responsible for ensuring that the agency is well positioned to meet the challenges that come with the changing needs of the customer base. A passion for transportation and an aptitude for presenting ideas in a clear, concise manner are critical. This position reports to the Chief Operating Officer and has oversight of the entire operational design team.

Salary Range: $101,124 – $141,600 Annually
Plus Excellent Benefits

DIRECTOR OF FLEET MAINTENANCE
City of Boulder, CO

The City of Boulder is seeking a Director of Fleet Maintenance. The Director is responsible for planning, developing, implementing and managing maintenance programs for the City’s fleet of vehicles totaling more than 1100 units and is an accountable executive position responsible for overseeing the oversight and management of VIA’s Parts and Service Programs. The Director is responsible for the maintenance management of the fleet, including the oversight and management of VIA’s Parts and Service Programs. The Director is responsible for the maintenance management of the fleet, including the oversight and management of VIA’s Parts and Service Programs. The Director is responsible for the maintenance management of the fleet, including the oversight and management of VIA’s Parts and Service Programs. The Director is responsible for the maintenance management of the fleet, including the oversight and management of VIA’s Parts and Service Programs.

Salary: $130,000

City of Boulder

The Senior Manager, Environmental Health and Safety (EH&S) oversees a comprehensive environmental, health and safety program throughout the City of Boulder. This includes day to day EH&S program administration and employee training, develop and implement policies and procedures, monitor program effectiveness, and work closely with City management and the City’s outside consultants on project safety and environmental review.

Salary: $73,992 annually

Position Description:
Under the direction of the Project Manager III (Senior Manager of Safety and Environmental Health), the Senior Manager of EH&S is responsible for developing and maintaining environmental health and safety policies and procedures. This position also is responsible for maintaining records and ensuring that all City programs and activities comply with local, state, and federal laws and regulations. The position reports to the Director of Safety and Environment, a position which also reports to the City Manager.

Responsibilities:
- Develop and implement environmental health and safety policies and procedures.
- Coordinate with other departments to ensure compliance with environmental health and safety laws and regulations.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.
- Conduct environmental health and safety training for City employees.
- Conduct environmental health and safety audits and inspections.
- Coordinate with State and federal regulators on compliance issues.