

PASSENGER Transport

THE SOURCE FOR PUBLIC TRANSPORTATION NEWS AND ANALYSIS

MONDAY, JUNE 29, 2020 | VOLUME 78, NO. 13

APTA Releases New Guidance on Cleaning, Disinfecting

APTA HAS RELEASED RECOMMENDED industry guidance for cleaning and disinfecting public transit vehicles and facilities in response to a pandemic. The white paper was developed by APTA's Technical Advisory Group of industry representatives and LTK Engineering and approved by the association's Mobility Recovery & Restoration Task Force.

The "APTA Cleaning and Disinfecting Guidance", which draws from proven best practices, Centers for Disease Control (CDC) guidelines, and public health experts, is designed to aid public transit agencies of all sizes and modes in developing maintenance, cleaning and disinfecting programs for their vehicles and facilities. Many of the ideas discussed in the document are currently being implemented in the public transportation industry and related sectors that are working to mitigate the transmission of coronavirus.

The white paper also focuses on the mitigation of contagious virus spread by using more traditional ways of cleaning and disinfecting, including chemical disinfection, but also more "cutting edge" methods such as the use of UV light.

Also included in the document are sections on cleaning

RECOMMENDED GUIDANCE CONTINUED ON PAGE 6

APTA Reschedules 2020 TRANSform Conference & EXPO

APTA HAS RESCHEDULED ITS OCT. 2020 TRANSFORM Conference & EXPO due to the ongoing COVID-19 pandemic. The event will now take place March 14-17, 2021, in Anaheim, CA.

APTA is exploring exciting opportunities to deliver an abridged virtual conference in the fall. Stay tuned for more information. We will continue to update www.apta.com and www.aptaexpo.com with important information.



Courtesy of Visit Anaheim

Confronting Racial Inequity: The Time Is Now

As Americans struggle with the impact of the COVID-19 pandemic, which has uprooted every aspect of their personal and professional lives, they have had to come face-to-face with another very real epidemic—that of racial inequity.

The killings of George Floyd and many other people of color at the hands of the police have rocked our nation and have re-awakened in us the need for systemic, positive change.

THIS ISSUE OF *PASSENGER TRANSPORT* IS DEDICATED TO RACIAL EQUALITY and to the stories of those APTA members and staff who were both brave and honest enough to share their experiences. APTA Chair Nuria I. Fernandez and APTA President and CEO Paul P. Skoutelas share their perspectives in our Commentary section [see page 2].

It is clear that, 155 years after the end of the Civil War, we as individuals, organizations and communities *still* have a great deal of work to do to eliminate many of the long-established and ingrained barriers that Black America faces today.

In this ONE-QUESTION feature, *Passenger Transport* invited participants to address the following question: *As the U.S. confronts erasing systemic racism in the aftermath of the killings of George Floyd, Rayshard Brooks, and other tragic events, how can the public transit industry work to promote and embrace racial justice and equity?*

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ONE QUESTION

We Need to Stand Together as an Industry to Stomp Out Racism And Hatred

BY FREDDIE C. FULLER II

Vice President, Electronic Payment Systems, Jacobs
Secretary/Treasurer, APTA
National Chair, Conference of Minority Transportation Officials (COMTO)

WHAT A YEAR 2020 HAS BEEN SO FAR. Who knew, that as a country, we would finally begin to see with clearer vision the racial inequities many of us have been talking about all of our lives, and at the same time begin to hear how many of us feel about race relations in the United States?

Now is not a time for any of us to be silent. I have decided that I will speak up and speak out, and I challenge you to speak up and speak out about the racism that you face and witness.

I cannot go any further without saying their names: Ahmaud Arbery, Breonna Taylor and George Floyd, to name a few. These names are etched into my memory because they were



senselessly killed, in part, because they were Black in America. It is time for senseless killings and police brutality to stop.

I have talked about race in the workplace over the last three weeks more than I ever have in my professional career. It's become exhausting listening to the stories of racism my colleagues have experienced in their personal lives and at work, while others appear surprised to learn of these experiences as though they have never heard similar stories before. It amazes me that people are still shocked at stories of racism. You would think that we would be much further along by now, but the reality is, we are not.

Many stories in our country's history have been swept under the rug and kept out of our history books with the intention of keeping us in the dark when it comes to the racial injustices that have occurred in America. So much so, that this year's Juneteenth celebration was like a new awakening for those outside of our community—and sadly to say, for some within. The lack of

ONE QUESTION: FREDDIE FULLER

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COMMENTARY

BY NURIA I. FERNANDEZ

General Manager and CEO
Santa Clara Valley Transportation Authority, San Jose, CA
Chair, APTA

AND PAUL P. SKOUTELAS

President and CEO, APTA

Public Transit Must Shape A Better Future Through the Lens of Racial Equity

Over the past month, our nation has been re-awakened by the racial injustices in light of the killings of George Floyd and so many other people of color.

AND OVER THE LAST THREE MONTHS, WE have also seen the disproportionate impact that a deadly global pandemic has wreaked across our Black and Brown communities.

As leaders in the public transportation industry, we have a shared challenge and a tremendous imperative for action now. These recent tragedies are painful reminders that we all have a responsibility to advance racial equity every day.

APTA's racial equity statement reinforces our critical recommitment to the essential role of public transportation in providing racial equity and equality. We will continue using this as a basis for all future dialogue. In the commitment we state:

"We believe that freedom and progress are built on mobility. By making opportunities accessible for all, our industry's work is integral to improving people's lives, regardless of race, economic standing or physical ability. Our members practice that uniquely American ideal every time they connect riders to what they need, what they love, and what they aspire to achieve.

With humanity and dignity, we must continue to ensure true access, safety and security to all members of our communities. Now, more than ever, public transportation's commitment to diversity, inclusion and equity remains a fundamental part of who we are—as an industry, as an association and as individuals.

These are difficult times, but together we will prevail and help lift our communities to a better tomorrow."

Living up to our mission as an association, to lead public transportation in a new mobility era, advocating to build and connect thriving communities, could not be more relevant than it is now.

Investment in public transportation at the federal, state and local level is an investment in the upward mobility of millions of Americans and is a strong commitment to racial inclusion. This is why APTA works hard to get the message to decisionmakers on Capitol Hill, in the White House and in our states that more funds are necessary to ensure public transportation can provide access and opportunity to all.

Moving forward, in addition to continuing to connect all people to vital services such as healthcare, grocery stores, jobs and schools, we will work with our communities to avoid displacement of economically disadvantaged persons, particularly persons of color; include more Black voices in our leadership ranks; and, engage with our transit workforce and our ridership, in a way that is authentic, responsive and culturally sensitive.

The future of America will be shaped in great measure by the steps we take now. For some they will be small steps, for others, large. All will be necessary. They will take compassion and courage, and they will define us for decades to come.

It is our hope that *everyone* across America has the much-needed—and long-overdue—conversation that fundamental change *must* happen in our communities. And those conversations should include what that change looks like.

As our industry plans for post-pandemic recovery, we must also strive for continuous dialogue.

APTA and the Conference of Minority Transportation Officials (COMTO) are discussing ways to collaborate on new initiatives that can help promote tolerance, understanding, empathy and equality. Our association is looking to its many other partners, as well, to help make effective and long-lasting changes.

APTA's Diversity and Inclusion Council will lead an effort to establish an action plan on racial equity for the industry.

The future of America will be shaped in great measure by the steps we take now. For some they will be small steps, for others, large. All will be necessary. They will take compassion and courage, and they will define us for decades to come.

As renowned writer, poet and civil rights activist Maya Angelou, who was a former San Francisco cable car conductor, said: "Prejudice is a burden that confuses the past, threatens the future and renders the present inaccessible."

We still have much more work to do. And the work we do is critical, because mobility and access to opportunity are the foundation of a fair and equitable society.

Let's make a difference.

PASSENGER Transport

ISSN 0364-345X

The Source for Public Transportation News and Analysis

VOLUME 78, NUMBER 13
ESTABLISHED 1943

Published bi-weekly by the **American Public Transportation Association**, 1300 I St., NW, Suite 1200 East, Washington, DC 20005; (202) 496-4800; Fax (202) 496-4321; www.apta.com

It is the mission of *Passenger Transport* to communicate news and information about public transportation and to serve as the voice of the public transportation industry.

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News & Commentary: *Passenger Transport* welcomes articles, announcements, commentary, and letters to the editor. Submitted photographs become the property of APTA and may be used for other association purposes. Send submissions to driddy@apta.com. Illustration for Industry Briefs courtesy of Denver RTD.

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Subscriptions: Individual subscriptions within North America & U.S. possessions, \$75 per year; \$125 for two years. First-class subscriptions, \$113 per year; \$201 for two years.

Subscriptions outside North America, \$87 per year; Airmail service outside North America, \$147 per year. Quantity discounts available to APTA members, when billed to one address:

11-20 copies	\$65 each copy
21 and above	\$60 each copy

Advertising Sales: The appearance of advertisements and new product or service information in *Passenger Transport* does not constitute an endorsement of such products or services by APTA.

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POSTMASTER: Send address changes to: *Passenger Transport*, 1300 I St., NW, Suite 1200 East, Washington, DC 20005. Periodicals Postage paid at Washington, DC and additional mailing offices.

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"Commentary" features authoritative points of view from various sources on timely and pressing issues affecting public transportation. Statements and opinions expressed in *Passenger Transport* are those of the authors and do not necessarily reflect those of APTA. APTA would like to hear from you. If you are interested in submitting an original, thought-leader Commentary for consideration, please contact Senior Managing Editor David A. Riddy at driddy@apta.com.



Public Transit Agencies Continue to Increase Service, Launch Capacity Information Tools

AS PUBLIC TRANSIT AGENCIES around the country continue to increase and / or re-open service following an easing of restrictions imposed during coronavirus, many are launching new tools to help passengers maintain social distancing guidelines and avoid overcrowding.

Long Island Rail Road (LIRR) has launched a revamped TrainTime app that includes a function to allow passengers to track, in real time, available seats on any train in the electric fleet (which represents more than 90 percent of all LIRR train cars). Passengers will be able to make informed decisions based on how many people are already on each train car. According to the agency, this is the first time that a railroad in North America has offered such a feature. The app is available also in Spanish and Chinese.

“The new app updates are incredibly intuitive and focused on the needs of our customers during these challenging times,” said LIRR President Phil Eng. “This pandemic has changed the ways we live, work and commute. It’s our responsibility as a railroad to rise to this occasion and this app is evidence of how we’re thinking outside-the-box to do just that.”

“By providing customers with real-time capacity information and service updates, we’re providing the tools necessary for navigating some of the uncertainties of mass transit in this difficult moment,” said LIRR Chief Innovation Officer Will Fisher.

The Massachusetts Bay Transportation Authority (MBTA) has launched a real-time crowding information pilot for nine of its bus routes. Levels are described as “Crowded,” “Some Crowding,” and “Not Crowded,” based on temporarily lowered thresholds to

accommodate social distancing measures.

“We’re excited to offer this new, real-time feature as a pilot to our riders to help limit crowding as customers begin to return to the MBTA system,” said General Manager Steve Poftak. “This information provides riders with the confidence and flexibility to make informed choices about their commutes.”

Information for additional bus routes will be made available throughout the summer as data accuracy is further refined and verified. Later this summer, MBTA will also publish trends for bus and subway routes at mbta.com and on e-ink digital signs to help passengers estimate crowding levels as they plan their trips.

Port Authority of Allegheny County, PA, has launched a new, online tool to help passengers plan trips with safe social distancing in mind. Room2Ride, available at www.portauthority.org/room2ride, shows passengers how many other people to expect on their bus when it gets to their stop, using color-coded results based on vehicle capacity limits established in response to coronavirus.

“As our region opens for business, we want to make sure that our riders are equipped with as much information as possible so they can make the best decisions for themselves,” said Port Authority CEO Katharine Eagan Kelleman.

In April, Port Authority set vehicle capacity limits to encourage social distancing, with 10 passengers permitted on a 35-foot bus, 15 passengers on a 40-foot bus and 25 passengers on a 60-foot articulated bus or light rail car.



Room2Ride shows Port Authority of Allegheny County passengers how many other people they can expect on their bus when it gets to their stop.

The Chicago Transit Authority (CTA) is introducing a new Ridership Information Dashboard to help passengers better plan their trips and avoid traveling during heavy ridership periods.

A bus crowding report, available at www.transitchicago.com, provides an overview of available capacity for each of CTA’s 127 bus routes and includes information on ridership trends by time

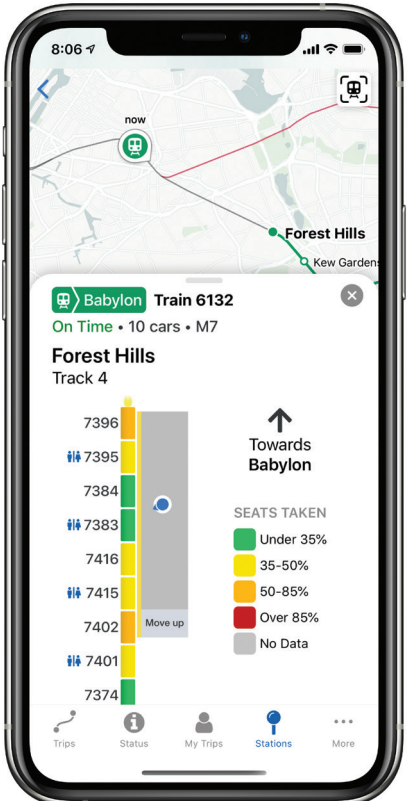


A new Ridership Information Dashboard and new signage and floor decals advise CTA passengers on best practices and help avoid crowding.

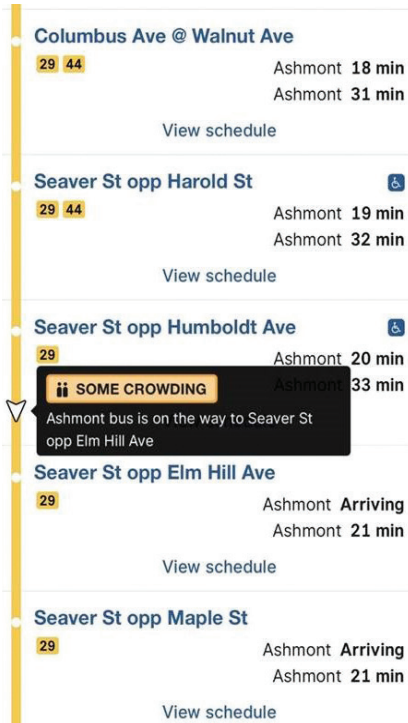
of day.

CTA, in coordination with the Chicago Department of Public Health, has set

SERVICE & CAPACITY TOOLS
CONTINUED ON PAGE 4



Long Island Rail Road’s new app will aid passengers navigating their return to the system in the wake of COVID-19.



MBTA’s new tool shows bus occupancy as “Crowded,” “Some Crowding,” and “Not Crowded,” based on crowding thresholds that accommodate social distancing measures.

VTA, BART Silicon Valley Berryessa Extension Opens

THE SANTA CLARA VALLEY Transportation Authority’s (VTA) 10-mile BART Silicon Valley Berryessa Extension launched June 12 with ceremonies marking the opening of the Milpitas and Berryessa/North San Jose BART stations. Officials from VTA, BART (San Francisco Bay Area Rapid Transit District) and the cities of Milpitas and San José took the inaugural ride, with passenger service beginning the following day.

“When VTA took on construction of the biggest infrastructure project in our county’s history, it was much more than just train tracks and a couple of stations,” said Nuria I. Fernandez, VTA general manager and CEO and APTA chair. “We made infrastructure improvements. We worked on habitat restoration. We built new and enhanced roadways. We did flood control work.

Those are the kinds of things that will enhance the quality of life here for generations to come.”

“Today we are celebrating all the hard work that made this day a possibility—and we are celebrating all the exciting possibilities ahead in future days,” said Bob Powers, BART general manager.

With the opening of the two new stations, BART will have 50 stations, 131 miles of track and serve five Bay Area Counties (Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara).

VTA broke ground on the \$2.3 billion, 10-mile, two-station extension in April 2012. The two BART stations are the newest addition to VTA’s Transit Centers in Milpitas and North San José, which opened in December 2019 along with the newly redesigned VTA bus and light rail network.



At the Berryessa Transit Center, from left, Lateefah Simon, BART Board president; Cindy Chavez, VTA Board chair; Nuria I. Fernandez; Carol Guardino, president and CEO of Silicon Valley Leadership Group; Mayor Sam Liccardo, San Jose; Tom Blalock, former BART Board member; Ron Gonzales, former San Jose Mayor; Bob Powers, BART general manager.

SacRT Expands SmaRT Ride Service Areas

THE SACRAMENTO REGIONAL Transit District (SacRT) has expanded three of its SmaRT Ride on-demand microtransit zones to accommodate increased travel demand to key destinations: Franklin – South Sacramento, North Sacramento and Rancho Cordova. According to the agency, SacRT is the largest microtransit provider in the U.S., operating with 45 shuttles over nine active SmaRT Ride service zones.

“We are excited to be able to expand three of our SmaRT Ride zones to connect more customers to even more locations within their community,” said SacRT General Manager/CEO Henry Li. “We continue to see customers

relying on SmaRT Ride even during the COVID-19 pandemic and we hope that the expansion of the zones will improve access and mobility options for our riders, especially for essential travel to work, grocery stores and medical appointments.”

The Franklin – South Sacramento expansion will also include the launch of a zero-emission electric SmaRT Ride shuttle. This is the first of three new GreenPower electric shuttles that will operate in the zone. The shuttles are funded by Electrify America as part of the Green Cities investment in Sacramento.



The Sacramento Regional Transit District has expanded three of its SmaRT Ride on-demand microtransit zones. The Franklin – South Sacramento expansion will include the launch of a zero-emission electric SmaRT Ride shuttle.

SERVICE & CAPACITY TOOLS CONTINUED FROM PAGE 3

capacity limits for buses and trains: 15 passengers on a 40-foot bus and 22 passengers on a 60-foot articulated bus and each railcar.

“As Chicagoans return to work and discover their ‘new normal,’ we welcome them back and encourage them to stay safe by planning ahead using the new dashboard tool and to continue to follow the new habits we’ve all embraced over the past three months,” said CTA President Dorval R. Carter, Jr.

CTA is working on a similar tool for its rail system, to be launched soon. In addition, new signage and floor decals are being installed throughout the bus and rail systems to help guide passengers on best practices.

Integrated ITS and fare-collection supplier INIT has introduced a real-time passenger counting solution to aid social distancing onboard public transit vehicles. Vehicles fitted with an INIT Automatic Passenger Counting system

and Intermodal Transport Control System (MOBILE-ITCS) are able to relay information about a vehicle’s capacity to riders through passenger information systems or INIT’s DEPARTURESlive app and other third-party apps, enabling riders to decide whether to switch to a later bus or another route based on how many are already on board.

The occupancy rate of the vehicle is analyzed in the INIT onboard unit and transmitted to the MOBILE-ITCS after each stop. The information is calculated in percentages, based on the agency’s predefined values, and displayed to the dispatcher in color codes. The driver can also display a “drop off only” message on the head sign to alert passengers waiting at a stop.

Information about vehicle occupancy rates can also help an agency better adjust their service levels, for example, by adding vehicles on overcrowded lines.



INIT’s real-time passenger counting solution can aid social distancing onboard public transit vehicles.



A rendering of GCRTA's Triskett CNG re-fueling station.

Second Trillium CNG Refueling Station to Power GCRTA Buses

A NEW, COMPRESSED NATURAL gas (CNG) refueling station designed by Trillium is to fuel buses for the Greater Cleveland Regional Transit Authority (GCRTA). Trillium will also maintain the station.

The station, to be housed in the Triskett District Garage, will have the capacity to fuel more than 100 buses. It is scheduled to be completed this fall. This is GCRTA's second CNG garage. The eastside Hayden Garage, also designed and built by Trillium, has been in use since 2015.

“CNG buses make up 106 of RTA’s 453 total bus fleet,” said Dr. Floun’say

Caver, GCRTA’s chief operating officer. “Each CNG bus reduces annual emissions by 100 tons of Co2 equivalent per bus. RTA saved nearly 7,000 tons of emissions, alone, during the first year of operating CNG buses out of its first CNG refueling facility, the Hayden district.”

“Trillium has a long history of supplying alternative fuel solutions in Ohio,” said JP Fjeld-Hansen, vice president of Trillium. “I’m pleased to see our relationship with GCRTA flourish, as we provide air quality benefits to Cleveland’s westside residents.”

DOT Announces Funding Opportunity for ITS4US Deployment Program

USDOT IS SOLICITING proposals for the Complete Trip ITS4US Deployment program. The program is designed to bring publicly and privately sponsored research together to create large-scale, replicable deployments that generate increased multimodal mobility options for all travelers regardless of location, income or disability.

The program will make available up to \$40 million to enable communities to showcase innovative business partnerships, technologies and practices

that promote independent mobility for all travelers. This program is intended to have local partnerships develop and deploy integrated mobility solutions to achieve complete trips for all travelers.

Questions should be submitted to ITS4USBAA@dot.gov by July 7, 1:00 p.m. Eastern. Learn more about the opportunity at <https://bit.ly/2Vb1HAN>. Learn more about the Complete Trip ITS4US Deployment program at www.its.dot.gov/its4us.

DART Approves New SCADA System Contract

THE DALLAS AREA RAPID TRANSIT (DART) Board has approved a contract with Alstom Signaling Operations, LLC, to upgrade the agency’s Supervisory Control and Data Acquisition (SCADA) System.

Work will replace software, servers, workstations, tunnel ventilation control systems, an overview display wall and a cyber security program, as well as

provide data backup with remote-site archive sub-systems.

Added capabilities will include multi-site functionality, multi-modal future integrations, Downtown Dallas (D2 Subway) Rail Project expansion, Silver Line Rail Project interface locations and new optical transmission network backbone compatibility.



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K9S | 35' TRANSIT



K9 | 40' TRANSIT



K11 | 60' ARTICULATED



C6 | 23' COACH



C8 | 35' COACH



C8MS | 35' DOUBLE DECKER



C9M | 40' COACH



C10M | 45' COACH



C10MS | 45' DOUBLE DECKER

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Public Transportation Agencies: Shining Examples Of What Society Can and Should Be

BY PHILLIP A. WASHINGTON
Chief Executive Officer
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OUR COUNTRY AND OUR INDUSTRY

are in the middle of turbulent and painful times. On the heels of the unprecedented shutdowns and economic devastation caused by COVID-19, we are faced with alarming examples of long-standing racial injustice. The brutal, heartbreaking and senseless murders and killings of George Floyd, Ahmaud Arbery, Breonna Taylor and so many others perpetrated on the Black community have rightfully sparked outrage in the heart of every decent American.

I understand the sadness, shock and heartache that people around the country are feeling. I feel it too. I am not just a CEO; I am a Black man and a father of a Black son. I am also a child of the Civil Rights Movement, whose mother took him to marches in the City of Chicago as a youngster. And like too many young Black men in this country, I once found myself staring into the barrel of a gun that a white police officer was pointing at me. It was a case of mistaken identity—the police thought I was someone else—but still I will never forget the mortal fear that these men were going to kill me. My mother jumped in between me and the officers, and I believe she saved my life that night.

My lived experience with racism is one reason why the hallmark of my tenure as CEO of the Los Angeles County Metropolitan Transportation Authority (Metro) has been ensuring equity both in the services we provide to the community and within our agency. This has been evidenced by my standing-up an Office of Race and Equity, advancing



our Board-adopted Equity Platform and ensuring diversity on my senior leadership team.

Public transit agencies have tremendous power to influence, instigate and inspire through infrastructure investment, planning and land-use policy, affordable housing, transit-oriented communities, employment and hiring, education and internship opportunities, and by stepping into leadership voids. The key is that we must view every decision through the lens of equity and inclusion.

Where we see structural inequities, we must fight to overcome them. Where we see opportunities to rectify long-standing injustices in infrastructure, we must work to overcome them. For example, in response to the housing crisis in Los Angeles that hits minority communities particularly hard, Metro has adopted the most progressive affordable-housing policy of any transit agency in the country, with a goal that 35 percent of all housing built on Metro-owned land be affordable to households at 60 percent of median income or below. We don't just run the buses and trains; we strive to build diverse communities.

Amid the tragedy and heartache, we must always remember how important public transportation and all its ancillary functions are to our communities. Of course, we provide an essential service, but we can and must do more. Public transportation agencies can be shining examples of what our society can and should be: a loving, caring, highly diverse group of people who are considerate, compassionate, committed, kind and, above all, accepting and respectful of all people and their differences. Let's look for ways to foster these values in our communities, in our agencies, and in our own lives.

Yes, Black Lives Do Matter.

Public Transit as a Leader in Effecting Change

BY DORVAL R. CARTER, JR.
President
Chicago Transit Authority (CTA)

FOR MORE THAN A CENTURY, public transit has been the great equalizer: available to everyone, affordable, serving communities across cities and towns, nationwide and around the world. No other means of motorized transportation has been as egalitarian as public transit. In myriad ways, public transit has been synonymous with fairness and equity.



Racial justice and social equity are at the forefront of our national discourse, and promoting racial justice and equity is a noble and vital goal. But we need to make it a reality, and the transit industry is well-positioned to play a part in getting there. This requires that our role as industry leaders goes beyond providing transit service to our communities. We must also see ourselves as leaders in developing meaningful initiatives aimed at addressing the entrenched inequality that exists in our local communities.

I believe action speaks louder than words, and as the first African-American president of the CTA, I feel a great responsibility to leverage our public resources to support change and equity for all people of color. During my tenure, we've worked hard to secure the financial resources necessary to make unprecedented investments to upgrade and improve our system. However, these efforts would be less meaningful if they didn't also include increased opportunities for economic growth, which is why we have also put programs and initiatives in place to ensure

that communities of color are provided access to new levels of job and contracting opportunities.

Over the years, I have worked to promote equal opportunity in employment, contracting and small-business development. At CTA, we have built up a Diversity Department to oversee contracting and ensure that diverse businesses have a seat at the table throughout the procurement process. I've also created small-business development programs that have reimaged how we can provide small- and disadvantaged business enterprises with new opportunities to establish relationships with prime contractors and provide educational and networking opportunities we've never offered before—all with a goal of not just getting them opportunities but establishing long-term financial viability for these companies to grow and survive.

With regard to job creation, I am especially proud, as CTA president, to grow CTA's Second Chance Program into the industry's largest effort to provide employment opportunities to non-violent ex-offenders and victims of domestic abuse—many of whom are minorities—offering a chance at a career and livelihood. This is in addition to the implementation of the United States Employment Plan, which I helped establish at CTA, which requires CTA contractors to prioritize good quality manufacturing jobs to economically disadvantaged individuals.

But as we have reflected on over these past few weeks, despite all of the work that has been done, we have much more work to do toward racial justice and equity. I am confident that our industry can continue to be a leader and play its part to effect the change we need—and it is our job to exhibit the leadership within our agencies to achieve this goal.

ONE QUESTION: FREDDIE FULLER

CONTINUED FROM PAGE 1

African-American history being taught in our educational systems has required Blacks, Whites and others to conduct our own research and study for ourselves the atrocities that have occurred throughout our history. Unfortunately, some of these injustices are continuing to be perpetuated to this day.

I have heard my Black friends and colleagues share how others have expressed that they are tired of hearing or talking about racism. If you are tired of hearing and talking about racism, then imagine how tired we are of LIVING IT—day after day.

In the words of James Baldwin: "Not everything that is faced can be changed, but nothing can be changed until it is faced."

I encourage you to face racism and racial inequities in your organization and change the environment to make it better for everyone. It's unfortunate that

we are still dealing with these issues in 2020, but it's the reality we face, and there is no sense in shying away from the real pandemic that has plagued America for centuries. We should stand together as an industry and stomp out racism, hatred and systemic issues that have burdened us for far too long.

In addition, there are those that find themselves on the other side of this dialogue and are guilty of committing racist acts. It's time to acknowledge your wrongs and admit your failures and shortcomings. It's not difficult to make a change because I believe we can all find it in our hearts to treat people like we want to be treated. I simply ask that you treat me like you treat people that look like you.

Today is the time to be bold in our conversations and not be afraid to let people know how you feel. If not now, when?

RECOMMENDED GUIDANCE

CONTINUED FROM PAGE 1

and disinfecting products, Personal Protective Equipment (PPE—to be used when cleaning and disinfecting), transit vehicle and facility cleaning and disinfecting processes, management of infected areas, and the testing of potentially contaminated surfaces.

"The dissemination of cleaning and disinfecting guidance is one of the most significant tools endorsed by the task force," said APTA Chair Nuria I. Fernandez, general manager and CEO, Santa Clara Valley Transportation Authority, and impetus for the task force. "Transit agencies have told us this is their most important priority to keep riders safe and win back public confidence."

The white paper "complements and builds upon the task force's document called *Checklist for Responding to a Pandemic*," which was released in May,

said Phillip A. Washington, CEO of the Los Angeles County Metropolitan Transportation Authority and chair of the task force. "By providing specific examples of practices, policies and protocols, we are helping public transportation agencies maintain their vehicles and facilities according to the highest and continuously improving standards. As public transit agencies make use of elements in this guidance, we encourage them to share their individually designed cleaning and disinfecting programs with others so that our industry continues to learn and perfect the best approaches," he added.

View the paper at <https://conta.cc/3g2FF8v>. For questions, contact Brian Alberts, APTA's director of safety, at balberts@apta.com.

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Experiencing Our Communities Will Help Us Better Understand Them

BY ALVA CARRASCO

Transit & Rail Senior Marketing Lead
Northern California and ZEB Sector
WSP USA
President of the Board of Latinos In Transit

WE ARE AT A TIPPING POINT.

I believe people have been moved enough by recent tragic events to seriously think and ask themselves am I, or is my agency, really promoting diversity and racial equity and inclusion through our programs, training, contracts, policies and behavior. As a Latina with more than 26 years of experience in public transit, I can't emphasize enough how important it is for leadership at every level to take an aggressive stance on immersion, diversity, inclusion and acceptance.

People need to get more involved to experience first-hand the communities they serve, the people they employ and the services they provide. There is so much we need to, and should, learn from each other. "Diversity and inclusion" cannot become buzz words in organizational mission statements. We



must do everything we can to demonstrate these principles are keystone values in order to attract and retain all genders and people of color. Diversity boosts innovation, productivity and morale and should be a hallmark of every great organization while simultaneously helping to erode decades of systemic racism and cronyism.

There are so many ways that public transit can contribute to promoting social justice and equity; some are more obvious than others. As an industry, we must never treat the hiring of women and minorities as a 'checked box' to meet EEO guidelines. We must work to create and promote an environment that values and respects contributions from diverse backgrounds and varied perspectives and grows stronger from it.

We must embrace and celebrate the communities we serve, and experience them first-hand, to truly understand the depth of our relationship with them. We must use the services we provide to experience them as our customers do. Only then can we begin to truly understand our role and great responsibility and welcome the opportunity we have before us.

10 ONE QUESTION

Public Transit: Bringing People Together as Equals

BY RACHEL BARNETT

Bus Driver
Metro Regional Transit Authority
Akron, OH

PUBLIC TRANSIT REACHES ALL

types of racial and ethnic groups. Public transit serves all types of people for different reasons and brings together people from all walks of life, as one.

As a black bus driver, I have dealt with some passengers being racist toward myself and co-workers. With these challenges, we, as bus drivers, have to be careful how we deal with this situation. If we respond or handle it the wrong way, then there is a possibility that we may lose our job.

At Metro RTA of Akron, OH, all bus drivers are required to take a class titled "Bridges out of Poverty" when hired. The training taught me to realize how different we all really are by the different ways each of us were raised by our families. It was very interesting to me to see in real life how different our upbringings were as co-workers.

A way for public transportation to address the systematic racism problems that are around us, every day, is to understand what these differences



cause. As an example, white individuals cannot understand racism on a daily basis because it has become the status quo. There needs to be continued and expanded dialogue and training available to help individuals have a better understanding of all our unique differences.

A paragraph in a book called *Power-Nomics* by Dr. Claud Anderson provides a great definition of racism. Dr. Anderson states that "Racism is a wealth and power-based competitive relationship between blacks and non-blacks. The sole purpose of racism is to support and ensure that the white majority and its ethnic subgroups continue to use blacks as a mean to produce wealth and power." That is why the bus boycott in Montgomery, AL, led by Dr. Martin Luther King Jr. was successful when black passengers decided not to use the bus system until they were able to sit wherever they pleased. Public transportation needs to keep promoting the message that everyone is on equal footing and has a fair shot at the opportunities provided for employees.

Another good step public transportation can take to address systematic racism is to post signs recognizing programs and celebrations of different ethnic groups, such as Kwanzaa, Juneteenth and others, and serve as a sponsor to racial and ethnic events in the community.

Listening, Learning and Being a Part of the Solution

BY CHARLES D. FRAZIER

Executive Director
Rock Region METRO
North Little Rock, AR

WE ARE EXPERIENCING A PIVOTAL

moment in our nation's history, when the voice of our people desperately screams for justice after generations of inequity. The demand for giving all of our citizens equal access



to the same opportunities has found us today in 2020. Not unlike the Stonewall Riots in 1969 when the LGBTQ community resisted police raids and demanded to be accepted into culture, we witness the Black Lives Matter movement today in which our society permanently insists on fair inclusion and an immediate stop to systemic prejudices. The two movements are equivalent in their persistent call for due process. For years, racism has shown up in American lives in a large-scale wealth gap, in unequal representation in employment, in housing discrimination and in unnecessary arrests, to name just a few cases. Today, Americans say "no more."

In public transit, our mission has always been to provide access to opportunity—that much is clear. We provide opportunity to get to work, medical appointments and more. Here in Little Rock, our riders depend on transit to deliver safe, reliable, convenient and cost-effective service throughout central Arkansas. Regardless of race, ethnicity, class, income, etc., our organization provides equal

access to mobility for every citizen.

Still, the public transit industry must work harder to embrace racial justice and equity. When I joined METRO in 2018, I made it my mission to provide strategic vision to the organization. In today's political climate, part of that vision must now actively promote a transit system steeped in equity for everyone. We will continue to provide mobility for everyone, but we must now be particularly sensitive to how our organization can recognize and deal with bias.

How can we put in the work toward ensuring racial equity?

First, we must have proportional representation in our organizations so that our employees accurately represent the diverse demographics of our communities. Then, we must challenge ourselves to practice a targeted listening approach as a core value. Leaders should be careful to earnestly embrace the input of employees of varying social backgrounds and aim to foster an inclusive environment where every worker feels essential, heard and valued. We must act even more aggressively by forming employee-led Justice-Equity-Racism task forces and making the study of anti-racism and racial equity mandatory for managers. Then we can re-evaluate EVERYTHING we thought we knew, reassessing how we can be most successful with everything from our employee assistance programs to disadvantaged business enterprise strategies.

I recognize that I will never fully understand what it is to be a person of color, but as a member of the LGBTQ community, I can relate to discrimination and bias. For now, I am listening, learning and determined to be part of the solution.

Working Together to Dismantle Systemic Racism

BY STEPHANIE WIGGINS

Chief Executive Officer
Southern California Regional Rail
Authority (Metrolink)

WE ARE LIVING IN INTERESTING

times. Humanity is undergoing a transformation. Change must take place.

A drastic change for racial justice and equity for Black Americans is long overdue and we, as public transportation leaders, have a responsibility to lead this change.

On my first day at Metrolink, I committed to promote a culture of respect and inclusion. I take this pledge seriously. While our industry alone may not be able to dismantle institutional racism, we can create an ecosystem within public transportation characterized by diversity and inclusion that can



serve as a model for other industries.

We have to build, operate and maintain systems that serve our diverse communities by building a team of staff and contractors that reflect those same communities.

At Metrolink, 65 percent of our employees come from diverse backgrounds, with 12 percent identifying as African American. We place a priority on recruiting the best candidates and, as a result, 38 percent of our Executive Leadership Team is African American.

It's also important to partner with Black-owned businesses—large and small. Our agency recently achieved 23.4 percent DBE participation, almost doubling our 12 percent goal. But a closer look reveals that only 6 percent of the dollars were awarded to Black-owned DBE firms. A stark reminder that the need for progress continues.

ONE QUESTION: STEPHANIE WIGGINS CONTINUED ON PAGE 10

The COMET and Community Partners Pay Tribute to Civil Rights Icon

THE CENTRAL MIDLANDS Regional Transit Authority (The COMET), along with Columbia SC 63, Historic Columbia, Richland Library and Midlands area municipalities launched a tribute honoring local civil rights icon Sarah Mae Flemming at the Richland Library East-over Branch June 22. Proclamations were read from the City of Columbia, the Town of Eastover and Richland County, heralding June 22 as “Sarah Mae Flemming Day.”

The tribute, “Saving Sarah’s Seat,” is the awareness campaign spearheaded by The COMET in recognition of the 66th anniversary of Flemming’s ride on a local bus and the landmark incident that was cited in the lawsuit that brought an end to the Montgomery Bus Boycott—made famous by civil rights activists Dr. Martin Luther King, Jr. and Rosa Parks. Flemming was forced to get off a bus in Columbia 17 months before Rosa Parks refused to surrender her seat on an Alabama bus in 1955. Her likeness and her story will be present on a seat on every The COMET bus through Aug. 22.

“Now, it is the turn of that local bus system to honor and respect Ms. Flemming for standing up for her rights as an



Councilwoman Joyce Dickerson reads the Richland County proclamation as The COMET and partners gathered to launch a tribute to local Civil Rights icon Sarah Mae Flemming June 22.

American citizen,” said The COMET’s Executive Director/CEO, John Andoh. “The COMET will lead the way with this awareness campaign about her contributions to the Civil Rights Movement in our city, state and country.”

On June 22, 1954, Flemming, a 20-year-old resident of Eastover, boarded a crowded bus operated by South Carolina Electric & Gas Company. When asked to leave her seat and

move to the rear, Flemming resisted racial custom by attempting to exit from the front of the bus. The driver struck her and ejected her. The NAACP filed a lawsuit on her behalf, and in July 1955, the U.S. Fourth Circuit Court of Appeals ruled that the Brown desegregation mandate be applied to public transportation. This was the ruling cited in the lawsuit that ended the Montgomery Bus Boycott and led to the U.S. Supreme

Court decision that declared segregation in public transit unconstitutional. “Sarah Mae Flemming, who in every respect of the word, was just an average person,” noted Columbia Mayor Steve Benjamin. “An average person who encountered some extraordinary circumstances and responded in a super extraordinary way. We have someone who made such a significant contribution to the course of American history.” “Sarah Mae Flemming Brown’s story matters, and her remarkable history must be told. For too long, her contributions to the Civil Rights Movement have been buried and obscured,” said Dr. Bobby Donaldson Director, Center for Civil Rights History and Research, University of South Carolina / Lead Scholar, Columbia SC 63. “Although abused and ridiculed on a Columbia bus, she refused to be quiet. On the contrary, she raised her voice and spoke out. Despite threats and fears, she and the NAACP fought back and challenged segregation and discrimination in the courts. Today, we honor Ms. Brown and countless others who dared to believe in freedom, justice and equality.”

Photo by Michael Dantzler Photography

APTA Town Hall Discusses Transit Policing, Social Justice

WITH THE DEATH OF GEORGE Floyd igniting protests globally against excessive force by police officers against black suspects and a lack of police accountability, APTA’s June 17 virtual town hall was an engaging discussion on Transit Policing and Social Justice. The public transit environment is unique. Whether underground or above, a transit system can pass through many neighborhoods and different governmental jurisdictions. How best to use uniformed police and security officers to reduce crime and to increase the perception of a safe, secure public transportation system while providing effective security requires consideration of issues that may not be encountered in other policing contexts.

Freddie C. Fuller II, vice president, Jacobs Engineering Group, Inc., and APTA Board secretary/treasurer and national chair of the Conference of Minority Transportation Officials (COMTO), welcomed attendees. He advised them to be bold in their discussions on public transit policing and social justice. Chief Vera Bumpers of the Metro Police, Metropolitan Transit Authority

of Harris County, and past president of the National Organization of Black Law Enforcement Executives (NOBLE), gave opening remarks. Chuck Wexler, executive director of the Police Executive Research Forum (PERF), led a

discussion on policing. The town hall included members of APTA’s Security Affairs and Security Standards and Planning committees, federal and international partners, security directors and heads of public transit agencies. Discussion topics included the use of force, training, police oversight, accountability and community trust, and the session included an open forum. An overriding sentiment was that “transit police are not just enforcers, they are ambassadors,” with the general consensus that, “rather than talking

about defunding police departments, we should be investing in police training, equipment and technology.”



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To Breakdown White Supremacy, We Must Play Our Role

BY DARNELL CHADWICK GRISBY

As APTA's director of policy development and research, Grisby is a leader in industry political and policy strategy, including diversity and inclusion initiatives. He serves as a staff advisor to APTA's Diversity and Inclusion Council. Contact him at dgrisby@apta.com.

MARTIN LUTHER KING NOTED THAT

public transportation was a civil rights issue some sixty years ago. However, the nation failed to address the implications of racist transportation investment and policies, and communities of color remain separate. The nation's infrastructure investments have promoted systemic racism, impacting generations of African Americans.

For example, my mom grew up in South Los Angeles and was there during the 1965 Watts uprising. As the flames burned and looting went on for nights, my mom's home had no food because it was like that of thousands of her neighbors—they could not make ends meet. My mother asked my grandmother, “should I go and get us food like everyone else is doing?” My grandmother said, “we do not do that in this house.”

In a deeply divided city, with limited public transportation options and racist laws on the books, blacks could not participate in California's 1960s boom. They were treated like second-class citizens by the people in charge, including the Los Angeles Police Department

(LAPD). After the uprising, my mother asked my grandmother to move her to a distant, diverse, quiet exurb on the edge of the desert in Southern California. That was the community in which I was born and raised. I would need my family's values to make it through my journey with structural racism and white supremacy.

My formative years were a difficult time for Southern California. The end of the Cold War led to the loss of hundreds of thousands of jobs as factories closed and military bases were downsized or “realigned” out of existence. Governor Pete Wilson inflamed racial tensions to win reelection, promoting a virulent form of politicized racism that would infect the entire nation decades later. The white majority began to dismantle the social safety net while reducing infrastructure investment.

Once again, the LAPD's treatment of Black men lit the fuse of another uprising, in 1992. Frequently, as I walked down the street, I could hear white drivers locking their car doors. I began to see those cars, not just as a polluter of my neighborhood, but as a social barrier as well—we would never see or understand one another in a community geared toward auto-oriented spaces.

I entered public transportation as a career, to reestablish the public realm, provide the space for a

new social contract to emerge, and connect communities to opportunity. Twenty-five years later, it is clear that we may be as far from those aims as we ever were. As the nation reflects on Black Lives Matter, it must reprioritize its investments in people and places.



10 ONE QUESTION

ONE QUESTION: STEPHANIE WIGGINS

CONTINUED FROM PAGE 8

Awareness is the crucial first step.

APTA must serve as a change agent on behalf of DBE firms to move beyond the small “safe” subcontract mentality by opening the door of access to prime contracts where the real opportunity for equality lies.

For the commuter rail industry, affordability should not be a barrier for riders. And we must be equitable in the way we create and enforce our fares. Pre-COVID, 10 percent of riders were African American. However, during the stay-at-home period, African Americans made up 19 percent of our essential ridership and were more likely to be low income (below \$50,000 annually). We are using this valuable information as the foundation to remove a barrier and expand the diversity of our ridership by introducing new fare products, such as a low-income discount.

Charting new terrain is difficult work. Over the past month, I've regularly hosted open and honest conversations with Metrolink employees. We have shared our feelings and experiences. These candid conversations have surfaced complex emotions, and I've reminded them to honor their feelings and avail themselves of the resources that our agency provides to help us cope. Active listening and empathy are key.

Indeed, dismantling systemic racism in our country will take us all working together. One thing I know for sure: we cannot go wrong if we continue to lead with humanity. As Desmond Tutu said, “My humanity is bound up in yours, for we can only be human together.” This industry has the strength to make a difference. We have the benefit of hope on our side.



NJ TRANSIT Approves Order for 334 MCI Commuter Coaches

NJ TRANSIT HAS ISSUED a purchase order for 334 new Motor Coach Industries (MCI) D4500 commuter coaches, in year five of its six-year contract.

As the agency continues to replace older MCI commuter coach models that have reached their useful life, this order nearly doubles the 183 coaches ordered in 2019.

The new 2020 MCI commuter coach order will be powered by the next-generation, clean-diesel Cummins X12 engine, which is quieter and offers increased fuel economy and lower

emissions. The model also features a 57-seat configuration, is Wi-Fi ready, seatbelt-equipped and ADA compliant. MCI will begin production of this order in September.

“NJ TRANSIT continues to raise the bar in providing its ridership with a safe, comfortable and efficient commute as well as an enhanced transportation experience. MCI is proud to support NJ TRANSIT and its riders,” said Tom Wagner MCI vice president of public sector sales.



A 24-foot Tolar Manufacturing bus shelter for the Champaign-Urbana Mass Transit District.

Tolar Bus Shelters Installed At University of Illinois

TOLAR MANUFACTURING HAS designed, engineered and manufactured nine new bus shelters for the Champaign-Urbana Mass Transit District (MTD). Located on the University of Illinois at Urbana-Champaign campus, the shelters, specifically designed to reflect the character of the university community, are part of the Multimodal Corridor Enhancement Project (MCORE).

The new shelters were manufactured in five Tolar Signature Sunset models ranging from 12 feet to 48 feet in length. They include such passenger

amenities as electric LED roof lighting, Signature Mesa benches and leaning rails, and map cases for displaying passenger information.

“The MCORE Project is transformative for our community, and it was important for us to incorporate bus stop amenities that are safe and accessible for transit riders and fit with the project,” said Jane Sullivan, MTD's grants and governmental affairs director.

Tolar is to supply similar shelters for the next phase of MCORE Project 5 Green Street to be completed later this year.

Industry Briefs



LA Metro Announces Partnership with Transit

—The Los Angeles County Metropolitan Transportation Authority has partnered with the Canadian-based company Transit to replace the agency's smartphone app and collaborate on improving real-time bus and train arrival information for passengers and the overall customer experience.

Transit Becomes Big Blue Bus's Official App

—Transit is now also the official app of Big Blue Bus (Santa Monica, CA) for trip planning and real-time bus arrival information. Transit will bring multimodal options together into the one app, including LA Metro, other regional public transit providers, bikeshare, e-scooters and ridesharing services.

Deeper Discount for Low-Income Caltrain Riders

—The Caltrain (San Carlos, CA) Board of Directors has approved increasing the discount for riders who qualify for the regional means-based fare pilot program from 20-50 percent off single-ride adult Clipper fares, helping preserve Caltrain as a relevant, accessible option as the region recovers from coronavirus.

VRE Extends Operations and Maintenance Contracts with Keolis

—Virginia Railway Express (VRE) will continue to use Keolis Rail Services for operating and maintenance services for the second and final five-year option period, through June

2025. Work includes providing certified locomotive engineers and conductors to operate VRE commuter rail trains, as well as managing claims and reporting to FRA.

MBTA Lowers CharlieTicket and Cash Fare

—The Massachusetts Bay Transportation Authority's (MBTA) Fiscal and Management Control Board has approved customer-driven fare tariff changes that include the lowering of CharlieTicket fares to that of the CharlieCard this fall, as well as improvements for Youth Pass holders.

Smart Lockers Open at TransLink Stations

—TransLink (Vancouver, BC) customers can now collect online deliveries from smart lockers at three SkyTrain stations. PigeonBox, the winners of the 2019 Open Call for Innovation, will operate the lockers at Joyce-Collingwood, Stadium-Chinatown, and Commercial-Broadway stations as a one-year TransLink Tomorrow pilot.

NJ TRANSIT Installs More Modernized Ticket Vending Machines (TVM)

—In the third phase of an ongoing program to modernize fare payment systems and enhance the customer experience, new TVMs will replace older machines at ten of the agency's bus facilities. The new TVMs are easier for people with disabilities to use and include audible as well as visual instructions.

People On The Move

DOUGLASVILLE, PA—Shamarukh Billah, P.E., LEED AP BD+C, recently named chief civil engineer in STV's



Billah

buildings and facilities division, has been promoted to vice president. As leader of the division's civil engineering practice, Billah's responsibilities have been expanded to include oversight of civil engineering design work across STV's entire portfolio of public and private sector building projects. Billah has more than 20 years of experience in site development, water resource engineering and infrastructure design.

STV has also named **Alexander Napoli, P.E.**, to vice president in the firm's transportation & infrastructure division, charged with leading the pursuit and delivery of the New York office's transit and rail initiatives and managing a multidisciplinary team of engineers and architects. As a longtime leader of critical transportation programs, Napoli has worked on some of the Northeast's most significant transit and rail infrastructure programs. Napoli recently served as design manager for the NYC Transit Harrison Place substation on the Canarsie Line to meet growing ridership demands in Brooklyn.



Napoli

DES MOINES, IA—The Des Moines Area Regional Transit Authority (DART) has announced a series of promotions. **Amanda Wanke** is named chief operations officer, overseeing the operations team as well as serving as deputy chief executive officer. Wanke previously served five years as DART's chief external affairs officer; led communications and marketing for the Agricultural Utilization Research Institute; directed communications, crisis preparedness and government relations for Bethel University; and served as press secretary and legislative assistant to a Member of Congress.



Wanke

DART also has realigned key functions and has promoted **Luis Montoya** to chief planning officer and **Erin Hockman** to chief external affairs officer. Before joining DART in 2018, Montoya was the director of livable streets for the San Francisco Municipal Transportation Agency. Hockman has been with



Montoya



Hockman

DART for four years and came from Kemin Industries, where she worked for more than eight years in areas of marketing, corporate communications and employee relations.

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Community Transit Bus Driver a 'Regular Hero'

Community Transit (Everett, WA) bus driver Tiffany Underwood is featured in an episode of Amazon Prime's *Regular Heroes*, which highlights the stories of essential workers on the frontlines of the COVID-19 pandemic. Each episode of the eight-part series follows three essential workers who go above and beyond to serve their communities during the pandemic.

Underwood has been driving essential workers and others throughout Snohomish County and to the University District. The episode tells the story of her role as a bus driver during the pandemic while caring for her teen daughter and other family members who live outside of her home. "I take so much pride in my job, so I was really thrilled to be part of this experience, and so was my daughter Kipani," she said.



CLASSIFIEDS

The Public Transit Marketplace—*Passenger Transport* Classified Ads are the marketplace for public transit. All classified ads appearing in the print version of *Passenger Transport* will also appear in the electronic version. All help wanted ads must appear in print in order to be listed on-line. **TO PLACE AN AD:** E-mail the requested date(s) of publication to: ptads@apta.com. Mailing address is: *Passenger Transport*, 1300 I Street, NW, Suite 1200 East, Washington, DC 20005. Ad copy is not accepted by phone. **DEADLINE:** 3 p.m., EST, Friday, one week prior to publication date. **INFORMATION:** Phone (202) 496-4877.

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BIDS/PROPOSALS

REQUEST FOR PROPOSALS

LEGISLATIVE ADVOCACY SERVICES

Chatham Area Transit Authority (CAT) is seeking proposals/bids for RFP 2020-05 Legislative Advocacy Services through 8/14/2020 at 2 pm EST. Prospective proposers/bidders can download this solicitation at <http://www.catchacat.org/about-cat/doing-business/procurement/procurement-opportunities/>.

For additional information, please contact David Stearns, Procurement Manager, at 912-629-3958 or via email at david.stearns@catchacat.org.



NOTICE TO SUPPLIERS

GADABOUT TRANSPORTATION SERVICES, INC. (Gadabout)

REQUEST FOR PROPOSALS (RFP 20-01)

TRANSIT MANAGEMENT TECHNOLOGIES CONSULTANT FOR

PROJECT MANAGEMENT

Proposals for Gadabout Transportation Services, Inc. (Gadabout), Transit Management Technologies Consultant for project management of new technologies in scheduling and dispatch will be accepted at, 737 Willow Avenue, Ithaca, NY 14850 up until 4:30PM on July 15, 2020.

Proposal packages containing submittal requirements are available at Gadabout (address above), by calling (607) 277-9388 ext. 200, e-mail at: kw1@tcatmail.com, and via website www.gadaboutbus.org. Printed RFP packages are also available through Gadabout.

Gadabout reserves the right to waive any informal submittal, or to reject any or all proposals and to negotiate with any proposer. Gadabout hereby notifies all proposers that

in regard to any contract entered into, pursuant to this RFP, advertisement or solicitation, disadvantaged business enterprises will be afforded full opportunity to submit proposals in response and will not be subject to discrimination on the basis of race, color, sex, or national origin in consideration for an award.

Kristen Wells, Executive Director
Gadabout Transportation
737 Willow Ave.
Ithaca, NY 14850

HELP WANTED

DIRECTOR OF MAINTENANCE

SPRINGFIELD AREA TRANSIT COMPANY, INC.

Springfield Area Transit Company, in the heart of scenic Western Massachusetts, has an outstanding position available within our senior management team. Located at our brand new state-of-the-art Fixed-Route Bus Operations & Maintenance Facility, the Director of Maintenance oversees and directs the day-to-day maintenance activities for the Pioneer Valley Transit Authority's vehicle fleet and facilities. Overall responsibilities include supervising 50 maintenance department employees as well as developing and implementing departmental policies and procedures, worksite training programs, and environmental and workplace safety initiatives; and ensuring compliance with all related federal, state and local regulations. This position also oversees multiple facilities and is involved with a variety of capital projects. Our new facility provides light- and heavy-duty maintenance to PVRTA's fleet of over 175 fixed-route buses.

The ideal candidate will have a very strong maintenance background including at least five (5) years of demonstrated experience in a similar role within the public transit industry. Must have excellent working knowledge of the mechanics and technologies used in public transit buses and vans and have demonstrated experience with facilities management and capital projects. Must have strong management experience within a unionized environment, with excellent computer, organizational and prioritization skills. This position requires occasional travel within the service area and availability on evenings and weekends as needed.

Salary range \$95-105K commensurate with experience with excellent benefits package, including pension, health/dental, and use of company vehicle. Please review a detailed position description and qualification require-

ments under Careers at www.pvta.com. If you would like to be considered for this excellent career opportunity, please submit your resume and cover letter (including your salary requirement). Submit electronically via our website or you can mail to SATCo, Attn: Director of Human Resources, 665 Cottage Street, Springfield, MA 01104. EOE/AA/DF

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO)

CHIEF ETHICS OFFICER

Salary: \$179,525-\$224,411-\$269,298
Application deadline: 07/17/2020

Plan and direct the overall implementation and execution of Metro's Ethics Policy and Lobby Registration programs. This includes overseeing the operations of conflict of interest, code of conduct, ethics and lobby registration program functions. The Chief Ethics Officer develops strategies and establishes and implements policies and procedures to achieve departmental goals.

JD and an active member in good standing of the California Bar is required. A BA in Political Science, Public Administration or other related field AND a minimum of five years (5) senior management-level experience performing work in support of ethics programs is also required. MA in a related field is desirable.

Submit your resume, cover letter and a list of work-related references: <https://executivesearch.cpsshr.us/JobDetail?ID=1656>

Frank Rojas
CPS HR Consulting
Ph: 916 471-3111

Online brochure: executivesearch.cpsshr.us
Los Angeles County Metropolitan Transportation Authority website: www.metro.net
EOE

ANN ARBOR AREA TRANSPORTATION AUTHORITY (THERIDE)

MANAGER OF BUS OPERATIONS

The Ann Arbor Area Transportation Authority (TheRide), which operates accessible fixed-route bus, commuter bus, demand-response, vanpool and airport service in the thriving Ann Arbor-Ypsilanti area -- home of the University of Michigan, Eastern Michigan University and Washtenaw Community College -- is looking for an experienced transportation professional to serve as Manager of Bus Operations.

TheRide's over 124 buses, paratransit and service vehicles, 248 employees, \$40M operating and \$5.2M capital budgets support 30 routes carrying over 6.6 million passengers a year to over 1,500 stops throughout the region.

Reporting to the Deputy CEO, Operations, and as a member of the Senior Management Team, the Manager of Bus Operations provides divisional leadership and management oversight to ensure the TheRide's fixed-route bus services maintain the highest standards of safety, customer satisfaction, efficiency, and overall excellence in service delivery. S/he also ensures the department has appropriate processes, procedures and systems in place to meet the Authority's service and strategic goals.

The AAATA is an Equal Opportunity Employer and offers a competitive salary and benefits. For a complete job description and details on how to apply, go to www.harrisrand.com and click on "Current Searches," or submit cover letter, resume and salary requirements in confidence to Christopher Boylan, at Harris Rand Lusk Executive Search: cboyland@harrisrand.com

CENTRAL INDIANA REGIONAL TRANSPORTATION AUTHORITY (CIRTA)

EXECUTIVE DIRECTOR

Location: Central Indiana (Indianapolis and surrounding communities)

Job Status: Full-Time

Salary: \$80,000 - \$110,000/annually commensurate with experience

The Executive Director position leads all aspects of professional and administrative work of the Central Indiana Regional Transportation Authority (CIRTA). The Executive Director provides general guidance to departmental managers, provides strategic planning and direction, manages contract compliance, and develops and administers the budget. In addition, the Executive Director serves as primary liaison to the community and elected bodies on the needs, benefits, and value of improved transit in Central Indiana. This position reports

directly to an appointed board of directors and serves at the will of the board.

Minimum Experience:

- Four-year college degree in business, public administration, urban planning, non-profit management, communication, marketing, or related field
- Substantial, preferably 5 – 7 years, executive or leadership experience in government or non-profit agency or business operations and/or marketing
- Transportation and planning experience preferred, but not required
- Understanding of FTA requirements is a definite Plus
- The position is exempt and requires community outreach that may include evening, weekends

Essential Skills and Training:

- Track record of successes and overcoming obstacles
- Comfortable and adept at making presentations to small and large audiences
- Organized, punctual and a self-starter who can work with minimal supervision
- Analytical skills to provide solutions/recommendations to businesses, stakeholders, and to the community
- Experience interacting with people of varied backgrounds
- Experience in customer service and responding to customer inquiries
- Articulate, persistent, performance driven, and results oriented
- Work well in a team environment
- Proficient in Microsoft Office systems and social media platforms

Application:

Submit your resume and cover letter with salary requirements and work-related references, including name, phone, and email address to transpro@transproconsulting.com

DIRECTOR, RAILROAD SAFETY

The Federal Railroad Administration (FRA) is looking for an executive to serve as the Director, Office of Railroad Infrastructure and Mechanical for the Office of Railroad Safety. As a senior member of the Safety leadership team, the Director provides advice and leadership for technical standards, policies, and enforcement. The Director will lead the development and execution of rail safety programs, provides technical guidance to FRA inspection and technical staff on discipline-specific technical issues. For more information regarding the duties of this position and how to apply go to: <https://www.usajobs.gov/GetJob/ViewDetails/571711000>

DIRECTOR OF MAINTENANCE

INDIANAPOLIS PUBLIC TRANSPORTATION CORPORATION

KL2 Connects LLC has been retained to identify exceptionally qualified candidates for the role of Director of Maintenance with the Indianapolis Public Transportation Corporation. IndyGo has embarked on a major transformation that nearly doubles the size of its bus system, introducing cutting-edge technology with an electric-powered fleet and three lines of BRT service. The residents of Indianapolis supported this growth at the ballot box, opting for a new network of efficient and environmentally responsible commuting options. As the state capital, Indianapolis is a vibrant city that combines elegant historic preservation alongside the latest innovations. It is home to wonderful natural resources; a diverse and engaged population; and a wealth of cultural, educational, arts, entertainment, and sports amenities. The Director will oversee all vehicle maintenance operations for IndyGo's diverse fleet; be a collaborative leader; focus on continuous improvement; and ensure the safety, reliability, cleanliness, and effectiveness of the fleet at all times. He or she will have at least six (6) years of directly relevant experience. IndyGo is at an exciting point in its history, and this position will play a key role in its future. This opportunity offers an attractive salary and benefits package and a rewarding professional environment. IndyGo is an Equal Opportunity Employer and values diversity at all levels – women and minority candidates are strongly encouraged to apply. To be considered, go to www.KL2connects.com/openings, select the IndyGo listing, and upload your letter of interest, resume, and 4-5 professional references (preferably supervisory). If you have additional questions, please contact Jeff Popovich directly at Jeff@KL2connects.com.