

PASSENGER Transport

THE SOURCE FOR PUBLIC TRANSPORTATION NEWS AND ANALYSIS

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Rendering of a stop along PSTA's SunRunner BRT line.

PSTA Unveils Tampa Bay's First BRT

THE PINELLAS SUNCOAST TRANSIT AUTHORITY (PSTA), St. Petersburg, FL, has unveiled the name, logo and station design for the region's first BRT system. "SunRunner" will connect Pinellas County's beaches with downtown St. Petersburg.

"The name, design and colors are symbolic of the local flare, and fittingly the SunRunner will operate from where the sun rises to where the sun sets," said Brad Miller, PSTA chief executive officer.

The 10.3-mile, 16-stop BRT line will feature semi-dedicated lanes, limited stops and safety enhancements including level boarding platforms and ADA-compliant crosswalks. Some station designs will incorporate work by local artist Catherine Woods. Art glass will function as a visual "love letter" to St. Petersburg, incorporating images of local flora and fauna and architecture. SunRunner 40-foot buses will also feature artwork by Chad Mize and include an iconic "Mr. Sun" image.

"Incorporating art into this project was both important and fitting given St. Petersburg's connection and support of the arts," said St. Petersburg Mayor Rick Kriseman. "This area is also known for its vibrant, colorful street art, from murals to sculptures. The art scene is alive and well in our community and the locals are proud of it and I'm glad it's reflected in this critical project."

PSTA is expected to break ground on the line in late summer, with buses arriving in 2021 and completion of the project in early 2022.

Happy Birthday, FTA!

ON JULY 9, 1964, the Urban Mass Transportation Administration was created, which eventually became the Federal Transit Administration (FTA). Today, FTA works to support public transportation for America's communities through rail, bus, ferry and other services.

Celebrating Pride Month And LGBTQ People in the Public Transit Industry

This June commemorated the 51st anniversary of the Stonewall Inn uprising of June 28, 1969, which is viewed by many as sparking the movement for LGBTQ rights in the United States. People of color and trans people played a pivotal role, illustrating the intersectional nature of the LGBTQ community.

UNLIKE PREVIOUS YEARS WHERE PEOPLE thronged to the Greenwich Village institution, this year was a somber event. The Inn has been shuttered for three months due to COVID-19. Another victim of COVID, Pride Month this year was not celebrated with colorful marches in New York or in any other cities across the U.S. Instead, people watched virtual events—from their homes. While the events may have been somewhat subdued, the sentiment was nevertheless strong: every person deserves to be treated equitably and fairly.

In the decades that followed the Stonewall riots, the LGBTQ community has seen some progress in the struggle for equality. On June 15, the U.S. Supreme Court ruled that federal law prohibits employment discrimination based on sexual orientation and gender identity. This decision is critical in that it protects gay, lesbian and transgender individuals from discrimination in workplaces across the country. But this victory was a long time coming.

The LGBTQ community is committed to ensuring that every person is treated equitably and fairly. It embraces all movements for justice—including Black Lives Matter.

In this issue of *Passenger Transport*, APTA members and staff talk about their experi-

ences—personally and in the workplace—and how mobility and public transit can advance the LGBTQ community at large.

In years past, transit agencies have conducted special marketing on social media and on their vehicles to commemorate Pride Month; they have expanded service to accommodate parades in major cities; and made safety improvements for LGBTQ riders. Internally, many agencies have been making strides by expanding diversity and inclusion policies and centering equity in their service planning. With renewed calls for racial justice and with major COVID-19 service disruptions this year, agencies can build on progress made and make their service more equitable and accessible to all.

In this ONE-QUESTION feature, *Passenger Transport* asks: *In remembrance of the Stonewall riots 51 years ago when a community rose up against police brutality and advanced a movement for LGBTQ rights, how can the public transit industry work to promote and embrace LGBTQ rights and equity issues?*



New Hope for an Old Battle

BY CHRISTIAN T. KENT

Principal
Christian T. Kent, Transit Management Consulting, LLC

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at the height of public consciousness, we are asking ourselves why the scenes we are seeing today are so painfully familiar. Sadly, there has been a recurring pattern through the years as minori-



ties in America have been subjected to discrimination and inhumane treatment by their fellow citizens and by law enforcement. The LGBTQ community, too, is recalling its own civil rights history and reflecting on why old battles thought to have been won must be fought anew and what we can do to prevent them from happening again.

"Stonewall" has great meaning for the LGBTQ community because it refers to the site (The

ONE QUESTION: CHRISTIAN KENT

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COMMENTARY

BY DAWN DISTLER
Chief Executive Officer
METRO Regional Transit Authority
Akron, OH

Standing as Transit Brothers and Sisters Against Prejudice and Inequity

June is usually the beginning of vacations at the beach and hopefully more sunshine for Midwesterners like me. It is also a month for PRIDE, a world celebration of differences, an homage to those who have fought before us, and a platform to continue to fight for acceptance and basic rights. This year the celebration is interrupted by a pandemic and the parades replaced by protests.

THE LGBTQ COMMUNITY AND OUR ALLIES must center on the fight for racial justice. It is not enough to celebrate what we have accomplished. We have brothers and sisters who are hurting, and we must band together, face that which is wrong, and fight racism and fear in our community. As a value-based transit organization providing essential mobility services for the greater Akron, OH, area, METRO plays a very important role in our community; to help those who are most in need. As the leader of METRO, this includes supporting people through periods of disruption.

METRO’s passengers wear many labels, but the latest categorization is transit dependent. We prefer to say our customers are transit loyal! METRO passengers stand at the bus stop waiting for the bus to take them where they need to go. However, much different from cities where public transportation is widely accepted by people regardless of their race or socioeconomic status, our passengers often experience the side eye glance of disgust telling them they are somehow less.

For the first time in my career, I have been asking people NOT to ride the bus because of the pandemic. However, as I looked on each bus, I saw the faces of our transit-loyal passengers now deemed to be essential to our community. Many of the faces were black or brown; all the faces were afraid and tired. Here the term “bus people” rolls repulsively off the tongue and is nothing less than derogatory. Enough is Enough! Transit agencies have an obligation to de-stigmatize transit. I view this de-stigmatization as a form of racial and economic justice.

I know what it is like being ridiculed and shunned for whom you love and having to conceal who you are. Nevertheless, the ability to hide my identity is a privilege. I can hide being part of the LGBTQ community. I’m not detained by police for simply *being*. I’m not confronted for simply waiting at a bus stop.

Recently, I was notified of an instance of a young black man who was threatened while waiting for the bus at a METRO stop. A white business owner from across the street drove up to him with a shotgun in his lap. He told the passenger “I just don’t want no trouble.” My heart sank. As I watched this video, I saw fear. Fear of the black man merely waiting for a bus. Fear that the aging white man assumed the passenger posed a threat merely because of the color of his skin.

As long as only those on the receiving end of prejudice pay the price for it, systemic racism will be with us. Only when those creating and supporting prejudice are held accountable for their actions will change come. I pray we

We will train METRO bus operators to understand the importance of never judging or looking down on the passenger because they are homeless, tired, gay, transgender, black, brown, poor, disabled or elderly.

have come to the point where true change is recognized. None of us can remain silent and watch oppression continue. Prejudice impacts us all and we must all stand up and say...no, better yet yell: Enough is Enough! We cannot let these senseless acts and murders be just another moment in history; this must be a movement that begins real change.

In Akron, our transit-loyal passenger is the customer we will wholeheartedly serve. We will continue to take PRIDE in selling to our community that the essential services we provide are an investment necessary for our county to thrive and grow. We will continue to build a transit system that helps our community to be better. We will work diligently to remove the stigma of being a “bus person” in our community. We will train METRO bus operators to understand the importance of never judging or looking down on the passenger because they are homeless, tired, gay, transgender, black, brown, poor, disabled or elderly. We will not be silent. We will be one voice together and we will push this moment to be more than just another moment.

We must stand as transit brothers and sisters and ensure those around us realize we will not tolerate thoughts, words or actions with even the slightest hint of prejudice or inequity in its message. It is our responsibility to acknowledge this and provide a safe platform for those in our community who have been hurt by the sound of disgust, the glance of apprehension, and the injustice for being who they are. I am aware each community has different transit needs and will approach those needs in a way that is best for them. I implore you to join the METRO team as we celebrate the transit-loyal passenger and create mobility options that work for them, as we remain #METROProud.

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Public Transit Agencies Increasingly Offer PPE To Passengers

AS PUBLIC TRANSIT AGENCIES around the country continue to ramp up service and enhance safety measures for passengers and employees in response to coronavirus, an increasing number are providing complimentary personal protective equipment (PPE).

The New York Metropolitan Transportation Authority (MTA) is deploying 12 vending machines at 10 subway stations for passengers to purchase PPE. These machines, part of a pilot program, will offer reusable face masks, gloves, hand sanitizer and sanitizing wipes.

“The national increase in COVID-19 cases shows how important it is for us to maintain vigilance on use of masks and other PPE,” said Sarah Feinberg, interim president of MTA New York City Transit. “We want to make it as easy as possible for customers who may not have masks to get them so they can ride the subway. Wearing a mask is the single most important thing our customers can do to protect themselves and those around them – and more than that, it’s absolutely required to ride the system.”

Eight machines, built by retail vending machine manufacturer Vengo, are being installed and stocked by Can-

teen, a division of the Compass Group food services company. Four machines, branded as “Simply,” are being installed and stocked by vending machine company Swyft.

MTA is also distributing hand sanitizer at every station as well as 2 million single-use surgical masks to customers at station booths, thanks to donations from the State of New York and City of New York.

In Atlanta, the Metropolitan Atlanta Rapid Transit Authority (MARTA) is offering free face masks to passengers, with agency employees and volunteers ready to distribute as many as two million disposable masks at rail stations and bus bays.

“Since the onset of the pandemic, we have instituted safety precautions and new cleaning protocols in order to continue providing essential transit service while protecting our customers and employees,” said MARTA General Manager and CEO Jeffrey Parker. “We are now asking our customers to join us in helping to stop the spread of this virus by wearing a mask while on MARTA. We appreciate those riders who are wearing masks and understand you may not have access to masks or there may be a day you forget yours.



The Regional Transportation Commission of Washoe County is offering complimentary masks to its passengers.



Eight machines, built by retail vending machine manufacturer Vengo, offer MTA passengers PPE.



MTA is also deploying four machines, branded as “Simply,” installed and stocked by vending machine company Swyft.



The Metropolitan Atlanta Rapid Transit Authority is distributing disposable masks at rail stations and bus bays.

We want you to know we’ve got you covered and to please take and wear a mask before boarding a bus or train.”

Passengers requiring a mask are advised to seek out a uniformed MARTA station agent or Transit Ambassador

wearing a red “Team MARTA” shirt.

The Regional Transportation Commission of Washoe County (RTC), Reno,

PPE FOR PASSENGERS
CONTINUED ON PAGE 4

House Appropriations Approves THUD Bill

THE HOUSE COMMITTEE ON Appropriations’ Subcommittee on Transportation, and Housing and Urban Development, and Related Agencies (THUD) approved its Fiscal Year 2021 THUD Appropriations bill July 8.

The legislation provides \$158.3 billion in base budgetary resources as well as \$75 billion to support economic recovery from the COVID-19 pandemic by investing in transportation and housing infrastructure. View the legislation at <https://bit.ly/3gxsRHI>.

The legislation contains historic funding levels, including the significant increases proposed for transit formula programs in H.R. 2, the INVEST in America Act. The bill provides \$18.9 billion for FTA programs and \$3 billion for FRA programs.

It also provides an additional \$26 billion of emergency funding for DOT programs. The additional funding includes: \$5 billion for Capital Investment Grants; \$5 billion for Consolidated Rail Infrastructure and Safety Improvements;

\$5 billion for Northeast Corridor Grants to Amtrak; \$3 billion for National Network Grants to Amtrak; \$100 million for Magnetic Levitation Technology Deployment Program; and \$3 billion for BUILD Grants.

The bill does not allow application of the Rostenkowski Test, an administrative provision that would require a \$6 billion cut to public transportation formula grants in FY 2021.

The measure will be considered by the full committee during the week of July 13.

APTA’s Industry Footprint, created especially for its members, shows every public transit system, supplier and manufacturer by congressional district and state. APTA encourages its members to use this resource during congressional meetings to show their members of Congress the importance of the public transportation industry in their regional economy. View APTA’s Industry Footprint at <https://footprint.apta.com/map>.

Link Transit Supports Local Communities

With the help of community partners, Link Transit in Wenatchee, WA, stuffed a bus with 10,000 pounds of donated items and \$15,000 in cash to support SERVE Wenatchee and the Chelan-Douglas Community Action Council. Both organizations strive to counter food insecurity in North Central Washington.

The drive, conducted during the last two weeks of June, was a joint effort of Link Transit, regional Rotary clubs, Chelan County Public Utility District and local businesses. The event was organized to help make up for a canceled postal carrier food drive that generally raises 30,000 pounds of food annually for local food pantries.

Link Transit supervisor Trisha Chang and coach operator Jose Cuevas stand in front of the bus stuffed with donated nonperishable food items for local food pantries.



Photo by Marc Herman, MTA NYC Transit

Photo by Marc Herman, MTA NYC Transit



BYD Delivers 10 Battery-Electric Buses to Link Transit

BYD HAS DELIVERED THE FINAL two of 10 battery-electric K9S buses to Link Transit in Wenatchee, WA. These buses join eight others that had been delivered prior to a temporary closure of the BYD coach and bus manufacturing plant in Lancaster, CA, in mid-March due to the COVID-19 pandemic.

“We’ve been operating the first eight since mid-March and they have been a huge help to our system,” said Richard DeRock, general manager of Link Transit. “They have far exceeded our expectations with their performance.”

The K9S 35-ft electric bus has a range of up to 215 miles, seats up to 32 and can be fully charged in three-

four hours through its wireless charging receiver from Momentum Dynamics. On-route charging increases the range of the bus to allow for virtually perpetual usage.

“We are proud to be working with such a forward-thinking agency as Link Transit in providing cleaner, quieter transportation service to Chelan and Douglas counties,” said BYD North America Vice President Patrick Duan. “The delivery of these buses is a great milestone for Link’s clean technology operations and for BYD as it ramps up production after the COVID-19 shut down.”

PPE FOR PASSENGERS CONTINUED FROM PAGE 3

NV, is offering complimentary masks to passengers at its customer service locations in Reno and Sparks, per Governor Sisolak’s directive that masks are required when riding RTC services.

The agency is also in the process of installing dispensers with complimentary masks on all fixed-route buses. The RTC’s mask-compliance rate is currently almost 100 percent.

“The health and safety of transit passengers and contracted transit drivers are the RTC’s top priorities,” said RTC Executive Director Bill Thomas. “We want people to know they can ride safely with RTC. To date, there have been no COVID-19 cases reported among transit passengers or transit drivers.”



The Greater Cleveland Regional Transit Authority (RTA) is distributing masks provided by DOT and FEMA.

The Greater Cleveland Regional Transit Authority (RTA) is distributing masks to passengers throughout its service area, with “Need a Mask, Take a Mask” events taking place through August. Cloth masks have been made available to the agency by DOT and FEMA.

“We thank DOT and FEMA for supplying us with masks to not only protect our employees but our riders, as well,”

said RTA Chief Operating Officer Dr. Floun’say Caver.

The Sacramento Regional Transit District, CA, is distributing masks, donated by FTA, at its Customer Service and Sales Center and at key transit centers and stations. Masks are also to be available on buses and light rail trains upon boarding.



USSC Group Now United Safety

USSC GROUP HAS COMPLETED a company-wide rebranding and name change and is now United Safety & Survivability Corporation (United Safety).

“Our vision is to build the next generation of safety and survivability technologies, and we believe this new brand represents that vision,” said Joe Mirabile, president and CEO of United Safety. “We are very excited to share our new technologies with our customers.”

United Safety designs and manufactures safety, survivability and technology solutions across a variety of industries and categories. The company’s portfolio includes seating for buses, motor coaches, rail cars and locomotives, fire trucks, ambulances and military vehicles. The company’s fire suppression systems are used in public transit, school buses, heavy machinery and more.

APTA Releases COVID-19 Public Transit Safety Report

APTA HAS RELEASED A NEW report on the many safety measures public transit systems have put in place as a result of the COVID-19 pandemic. Over the past few months, public transit has provided a critical service to move essential workers to and from work. At the same time, these agencies have taken extraordinary steps to clean and disinfect vehicles and facilities to keep employees and passengers safe.

APTA’s report discusses the latest research from international sources that shows that public transit can be used safely during this pandemic through the use of face coverings, and that shifting trips from public transportation to automobiles would have a negative impact on public health and safety in terms of traffic injuries and deaths as well as vehicle emissions.

none to public transportation. Public transit users do not spend considerable time on any one vehicle. The average transit trip takes 22 minutes of in-vehicle time.

One study in Germany concluded that face masks reduce the daily growth rate of reported infections by approximately 40 percent. In a May survey of more than 4,500 Americans, 84 percent of respondents said they wore face coverings in public. Mask-wearing rates were similar across political affiliations.

Other APTA analysis has shown that there is a relationship between higher metro area public transit use and lower traffic fatality rates. Metro areas with more than 40 annual transit trips per capita have approximately half the traffic fatality rate of areas with fewer than 20 transit trips per capita.

Shifting trips from public transit to automobiles also would increase emissions that present a health risk to the public. Previous studies cited by the CDC have shown that for every passenger mile, public transit produces five percent of the carbon monoxide and eight percent as many volatile organic compounds as private vehicles.

In this context, APTA’s report finds that substituting public transit trips with automobile trips would negatively impact public health and safety.

Read the full report at <https://bit.ly/2ZTMPWj>.

Earn CEUs at APTA’s Virtual Events This Summer!

APTA HAS MADE IT EASY FOR ITS members to keep their professional credentials up to date by offering Continuing Education Units (CEUs) at the association’s two upcoming virtual events: the Sustainability & Multimodal Planning Workshop, July 30-31; and Mobility & Rail NOW!, Aug. 12-13.

Sustainability & Multimodal Planning Workshop participants can earn up to 11 CEUs in such sessions as Responding to COVID-19, Equity in Action: Transforming the Future, Sustainable

Capital Programming, and more. Register at www.apta.com/sustainability-multimodal-planning-workshop.

Mobility & Rail NOW! participants can earn up to 9 CEUs in sessions including Procurement in the Era of COVID-19, Keeping the Supplies Moving in a COVID-19 World, Rail Ridership Post COVID-19, Transit’s Role in Maintaining Social Equity and Inclusion During & Post COVID-19, Prioritizing Accessibility in MOD Grants, and more. Register at www.apta.com/mobility-and-rail-now.

ONE QUESTION: CHRISTIAN KENT

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Stonewall Inn, a bar in New York's Greenwich Village) where the modern LGBTQ rights movement began. The date was June 28, 1969. Starting as an unfortunately routine "raid" of a gathering place for the LGBTQ community, the situation escalated into a riot in reaction to harassing and brutal treatment by police. In the 51 years since Stonewall, significant progress has been made—the legalization of same-sex marriage; the opportunity to serve in the U.S. military; the establishment of hate crime legislation in a number of state and local jurisdictions; and most recently, the United States Supreme Court ruling that

prohibits discrimination in employment against LGBTQ people. Yet discrimination has not been eradicated, and it is imperative that those of us in public service amplify and influence constructive messaging about diversity, inclusiveness, and social equity for all.

How can we curate our environment to prompt inclusive social change? From the inside: speak to the workforce and customer base to gather perspectives (both openly and anonymously) and respond to areas of concern—(ask, would an LGBTQ employee or customer feel welcome interacting with our organization?); update policies, benefits, data collection forms and metrics

to include sexual orientation and gender identity; establish an employee group or diversity council; provide comprehensive "cultural competency" training to all new and existing employees and supervisors that includes LGBTQ and ensure your leadership models these behaviors; ensure inclusive representation at all levels of the organization, particularly in leadership; and most

importantly, hold everyone accountable for discriminatory behavior. On the outside: advertise the organization's diversity and support for equality; participate in and recruit for employees, customers and suppliers at LGBTQ

community events; and provide philanthropic support of LGBTQ organizations or events.

Public transit has a rich history of influence over social equity and justice. Beyond their most basic purpose, buses and trains also serve as moving public stages on which people view the story of American daily life. Let us leverage this platform to remind everyone that we really are "all in this together," and that as a free society, our nation is what we make of it—every single one of us. In the immortal words of Dr. King, "injustice anywhere is a threat to justice everywhere."

10
ONE QUESTION

APTA's Diversity and Inclusion Council

APTA'S DIVERSITY AND INCLUSION COUNCIL, WHICH IS OPEN TO ALL APTA members, is charged with proactively helping to create and maintain a diverse, inclusive and equitable environment at APTA and across the public transit industry.

With the APTA Diversity and Inclusion Strategic Plan in place since October 2017, the council's mission is clear: make public transit a welcoming, inclusive, diverse, nurturing and exciting place to forge a career and to connect communities.

The council has continued to raise awareness about the importance of diversity and inclusion at APTA and in the industry:

- Through sessions and webinars;
- Via articles and thought leadership, such as in this week's issue of *Passenger Transport* and the June 29, 2020 issue devoted to racial equity;
- By collecting best practices on diversity, inclusion and equity currently in the industry through the Transit Cooperative Research Program (TCRP), and;
- Ensuring all APTA programs and services are guided by the association's diversity and inclusion values.

APTA's Policy on Diversity and Inclusion

APTA promotes an inclusive culture that supports and celebrates the unique attributes and perspectives of its individual members, allowing each and every person to make their fullest contribution to the industry. APTA defines diversity as the inclusion of differences and similarities from all categories of members and covers such areas as disability, gender, gender identity and sexual orientation, age, ethnicity, race and geographic origin, size of transit property or business member organization—all of which contribute to the fulfillment of APTA's mission.

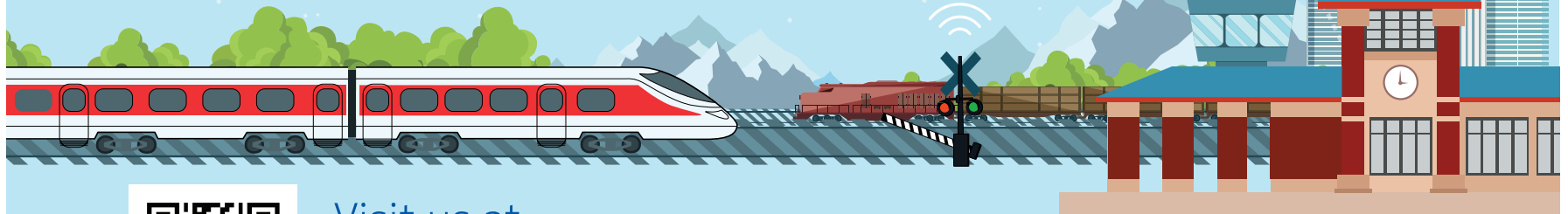
For more information about the work of APTA's Diversity and Inclusion Council, including how to join, contact Petra Mollet at pmollet@apta.com or Darnell Grisby at dgrisby@apta.com.

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NOKIA

Recognizing Diversity and Inclusion as Important Pillars Of the Transit Industry

BY MARCO D'ANGELO

President & CEO
Canadian Urban Transit Association

MOST SOCIAL ISSUES ARE ON FULL

display in cities—

from poverty to public health challenges to race relations. And the LGBTQ+ community is no stranger to urban inequity.

Up to 40 percent of homeless youth in Canadian cities, for example, identify as LGBTQ+. But where does public transit come in? How can our industry promote and embrace LGBTQ+ equality?

One way is through visibility. Buses are great billboards and make for big Pride flags. It's a small gesture, but an important one and participation in Pride parades—back when we had Pride parades—is commonplace among Canadian transit systems. This year, the Toronto Transit Commission (TTC) even has a COVID connection to its Pride buses, covering them like a Skittles package with rainbows saying, "At the end of this, there will be rainbows." I think I speak for everyone when I say please let that end be soon.

But there are other, less visible ways our buses and trains can help. Public transit can also address issues of harassment in public spaces. According to Statistics Canada, for every 1,000 straight Canadians, 69 reported they



had been victims of assault. But among people who identified as lesbian or gay, that number jumped to 142. What can the transit industry do to acknowledge this violence while creating a safe space for Queer individuals?

In 2017, the TTC launched the #ThisIsWhere campaign to combat abuse on public transit. The scope of the campaign included research into harassment based on gender, race, sexual orientation, disability and age. The testimonials collected were displayed in a series of visuals rolled out across transit vehicles and stations. The LGBTQ+ example was from Em and Lisa, who were attacked for their sexuality on their way home from a party.

Acknowledging the LGBTQ+ related violence happening on its vehicles and in its stations, the TTC also developed the SafeTTC mobile app. Customers can use it to report harassment, safety concerns or suspicious activity directly to the TTC. Three years after its launch, the number of offenses taking place has dropped significantly.

There's still a way to go when it comes to advancing LGBTQ+ rights in Canada, and around the world. CUTA was happy to recognize June as Pride Month in Canada because we believe diversity and inclusion are important pillars of the transit industry. During Pride month, and every month.



Championing Initiatives to Advance Diversity, Equity And Inclusion

BY PAULA HAMMOND

Sr. Vice President
National Transportation Market Leader
WSP
Chair, WTSI Board of Directors

WTS INTERNATIONAL IS DEDICATED

to creating a more diverse, inclusive and equitable transportation industry through the global advancement of women.

We believe that by advancing women, we will advance the transportation industry. The anniversary of the Stonewall riots and recent wide-



spread protests against systemic racism of African Americans and the black community remind us we have a ways to go for an equitable and inclusive society. While the mission of WTSI is advancing women in the industry, we

believe transportation systems and services of the future must respond to the distinct needs of our diverse communities and provide integrated transportation solutions that enhance quality of life and economic success.

The Stonewall riots are one of the most important events leading to the gay liberation movement and the modern fight for LGBTQ+ rights in the United States. While great strides have been made on the legal front for the LGBTQ+ community, our transportation decision-making has not always considered the unique needs of this and other diverse interests in mobility, safety and their ability to live and work comfortably. As APTA, their public transit members and the industry as a whole seek to promote and embrace LGBTQ+ rights and equity issues, we need to address the issue in both the trans-

portation services and investments we provide within our workforce.

While every transit system serves their respective constituency, it's common that transit is key to many people's access to opportunities and engagement with their social network and community. Transportation agencies and businesses are continuing to seek ways to increase the diversity of their workforce that will reflect the diverse nature of the communities they serve. Who better to meet with at a public open house than someone who you can relate to; a person who understands some of the challenges and experiences community members have, and their interests and needs?

Increasing the diversity of the transportation workforce is a first step, but will be for naught if the work environment is not an inclusive culture. Diversity, coupled with inclusion is where progress is made! When an organization's leadership team champions the initiative to recruit and advance LGBTQ+ and other diverse employees who may have historically been absent, commensurate education, training and trust building must also occur to support their success. Success in providing an inclusive culture takes deliberate institutional actions, expectation setting and accountability at all levels.

WTSI embraces our values of diversity, equity and inclusion to guide our programs and partnerships within the industry for a stronger and more inclusive transportation workforce. In these uncertain times, we need leadership and role models; those who are not afraid to commit to the choice for diversity and inclusion where we work and in the services we provide. We applaud APTA's interest in this issue and encourage public transit agencies to celebrate their best practices and continue to provide leadership in the transportation industry.

Re-Committing to Improving the Quality of Life for All

BY JOANNE PETERSON

Chief of Human Capital & Development
Los Angeles County Metropolitan
Transportation Authority

WITHIN THE PUBLIC TRANSIT

industry, we define mobility as the ability to move or be moved freely and easily.

We think of mobility within our work as providing access to diverse communities within our service areas; to creating pathways to an improved quality of life.

In order for our industry to provide mobility, we need to have a high-performing, diverse and inspired workforce. In the context of our workforce, we think of mobility as the ability to move between different levels in society or employment.

On this anniversary of the Stonewall riots, we need to reflect on how the public transit industry can continue to contribute to the advancement of this movement. This courageous work was



based on equity, inclusion and justice. These are the same principles that we have recently witnessed in the Black Lives Matter movement. Within our industry, we know that discrimination against any defined group only provides permission to discriminate against all defined groups. Equity begets equity and justice begets justice. The fight for these core principles will continue to be the foundation for mobility; mobility for communities and mobility for the workforce that makes it all happen. As we build pathways for diverse communities, we need to build career pathways for all members of the labor market.

Mobility provides opportunities for our patrons and provides opportunities for those who have chosen a career in the public transportation industry. As we prepare our industry for the emerging workforce, we need to demonstrate our commitment to equity, inclusion and justice as the cornerstone of our work. Reflection on the movement that was birthed from the Stonewall riots provides our industry with the opportunity to re-commit to improving the quality of life for all.

Celebrating Pride—Beyond June, Beyond Parades and Toward More Equitable Transit Service for All

BY DANNY DREES

Danny Drees is APTA's program manager – planning & policy. He is staff advisor to the Mobility Management and State Affairs committees, and Transit-Oriented Communities Subcommittee. Contact him at ddrees@apta.com.

MANY CONSIDER LGBTQ PRIDE TO

be begotten from the Stonewall Uprising. Fifty-one years ago, the LGBTQ community began violent demonstrations in response to frequent and violent police raids on the Stonewall Inn, a prominent gay bar in New York City. A year later, pride parades and demonstrations began, and they have continued in the decades since.



The LGBTQ community is blessed to include people of every race, gender, class and more; and, as such, LGBTQ people have a responsibility to confront all forms of injustice. Fifty-one years after Stonewall, there are no parades and no parties. However, Pride has returned to its roots during the time of COVID-19. Thousands of LGBTQ people and allies have taken to the streets to demand an end to police violence and racial injustice against African Americans. Millions more people are thinking and talking more about racism, donating money, working toward policy changes in their communities, and assessing their power to make positive change.

The public transit industry is no exception. Transportation has long

ONE QUESTION: DANNY DREES
CONTINUED ON PAGE 7

Not Tolerating Being Defined by Others

BY RACHEL BARNETT

Bus Driver
Metro Regional Transit Authority
Akron, OH

THE STONEWALL riots in 1969 were demonstrations by members of the LGBTQ community in response to a police raid of the Stonewall Inn in Greenwich



Village, New York City, in June of that year. The riots had to happen to bring attention to the treatment and brutality toward the LGBTQ community. Their treatment was solely based on their lifestyle and who they were.

This year, some major steps are being taken to provide equal rights to the LGBTQ community. On June 15, the Supreme Court ruled that a landmark civil rights law protects gay and transgender workers from workplace discrimination, handing the movement

for LGBTQ equality a long-sought and unexpected victory. In layman terms, it simply means that an employer is not allowed to fire a person based on their sexuality.

With myself being a lesbian, I sometimes feel like I am faced with the double whammy. I deal with racial inequity as a black woman and with being a lesbian. But I refuse to let other people define me as being less than them; we are all equal.

Metro RTA of Akron, OH, my employer, does its best to work on and address equality among its workforce and the community. I have never felt from management any unfair treatment related to my sexuality, nor would I allow it.

I believe that the public transit system can help with community awareness about LGBTQ issues. This could be done by sponsoring different com-

munity events, posting information showing support, and listing community events by advertising inside and outside of buses, and to have literature available in the transit center from support groups during Gay Pride events and also throughout the year. All transit authorities' providers should keep the doors of communication open with the LGBTQ community.

I often refer to a quote that I really like from the late actor Paul Newman: *"I'm a supporter of gay rights. And not a closet supporter, either. From the time I was a kid, I have never been able to understand attacks upon the gay community. There are so many qualities that make up a human being... by the time I get through with all the things that I really admire about people, what they do with their private parts is probably so low on the list that it is irrelevant."*

ONE QUESTION: DANNY DREES CONTINUED FROM PAGE 6

been an obstacle for LGBTQ people, whether it's a transgender person who doesn't feel safe on a bus late at night, an LGBTQ person of color wrongly suspected of fare evasion, or a young person who doesn't have transportation to an LGBTQ Community Center or an affirming healthcare provider.

Every person in the industry has some power to make public transit more inclusive and equitable for all customers. At APTA, I work closely with our Mobility Management Committee, and our committee leadership keeps accessibility at the forefront of our priorities. How can we ensure mobility innovations are accessible to all customers? How can we leverage new mobility to benefit the transit riders that need it the most? What impact do mobility changes have on women, LGBTQ people and people of color in particular?

Accessibility is also a main compo-

nent of the work in APTA's partnership with the National Center for Mobility Management (NCMM). NCMM works diligently to leverage funds in a way that empowers mobility providers to identify the social determinants of health in their communities and take steps to mitigate ones that disproportionately impact people of color, people with disabilities and LGBTQ people.

Ultimately, APTA is here to serve members and support the industry, whether that's improving safety on a transit system, promoting accessible new mobility or countless other initiatives. I am inspired by so many people in the industry who work to recognize and correct the social barriers that affect so many public transit riders. I'm excited to continue to know and use my power to work with members and colleagues to promote a more equitable and inclusive public transit industry.

CTA Improves West Side Transit Connections

THE CHICAGO TRANSIT AUTHORITY (CTA) has begun a new one-year pilot to extend the #157 Streeterville/Taylor bus route to better serve the city's West Side.

For members of the North Lawndale community, this change in service also means improved access to jobs, healthcare, schools and other services, including the Illinois Medical District, University of Illinois at Chicago, Mt. Sinai Hospital medical campus, Cinemaspace Chicago Film Studios and the Lawndale Christian Health Center.

"The return of bus services along

this corridor is the latest in a series of investments to improve Chicago's bus network under the leadership of Mayor [Lori Elaine] Lightfoot," said CTA President Dorval R. Carter, Jr. "We look forward to working with the city to identify additional opportunities for improving service and transit connections across the city."

"This pilot is a great example of one of the ways our public organizations can take action to reverse and address years of disinvestment," said Mayor Lightfoot.

JOIN US FOR THESE UPCOMING APTA VIRTUAL EVENTS

APTA's virtual events bring you timely, relevant content delivered directly to your desk. Join us and gain exposure to new people and new ways of thinking for your long-term success, learn from industry thought leaders, and recharge your passion for your profession.

Sustainability & Multimodal Planning Workshop

JULY 30-31

Mobility & Rail **NOW!**

AUGUST 12-13

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Community Transit CEO Emmett Heath to Retire

SNOHOMISH COUNTY, WA—After more than 40 years of public service, including 15 years at Community Transit, CEO Emmett Heath has announced that he will retire later this year.

Heath has served as CEO for Community Transit for six years and, before being selected CEO, held the position of director of administration for nine years. He has had a long career in public service in the Puget Sound region, holding executive leadership positions at both King County Metro and the Snohomish County PUD before moving to Community Transit in 2005.

Heath, who had been considering retirement since late last year, put his plans on hold to help lead the agency through the initial emergency phases of the COVID-19 pandemic. He will continue to serve as CEO until a successor is selected.



Heath

has been in the transportation industry for eight years. Most recently, Helm was a regional sales manager at American Seating, and prior to that he sold fleet management solutions as a sales executive at Fortress Mobile.

Lauren Cochran Scoville has been promoted to senior director of sales for the Southwest U.S. at Proterra, where she has helped transit agencies implement battery-electric buses for the past three years. Previously, she served as director of innovation for Houston METRO, and prior to that was Foothill Transit's director of maintenance and vehicle technology. Scoville is a Leadership APTA graduate and serves as secretary of APTA's Connected and Automated Vehicle Committee.



Scoville

AUSTIN, TX—**Brian Everett** has

been named regional civil transportation Technical Excellence Center lead for Texas at WSP USA. In this new role, Everett will lead the civil team responsible for project management, design, coordination and delivery of transportation projects for public and private clients across Texas. He has 20 years of experience in the engineering field, including previously serving as vice president and managing principal of the Central Texas Region for a national architectural and engineering design firm.



Everett

CORPUS CHRISTI, TX—The Corpus

Christi Regional Transportation Authority has named **Michael Ledesma** as its new director of transportation. Ledesma started his 34-year career in public transportation as a bus operator at



Ledesma

VIA Metropolitan Transit in San Antonio, TX, serving in a variety of operational roles before retiring from VIA as the manager of bus service transportation. At VIA he was the project manager for VIALink, a mobility-on-demand service.

(SCMAGLEV) technology. Frederes brings 20 years of project management experience to the organization.

Joseph Rosenthal has also joined the team as assistant project manager, responsible for driving the integrated schedule for efforts to bring a high-speed rail solution in the Northeast Corridor using SCMAGLEV technology. Rosenthal brings considerable project management experience, coming to the private sector after spending more than six years as a U.S. Army logistics officer. He remains in service as an Army reservist out of Fort Meade.



Rosenthal

BALTIMORE, MD—**Kris Frederes** has joined Northeast Maglev as project manager.

Frederes will play a key role in developing the project implementation and construction plan to bring a high-speed rail solution in the Northeast Corridor using Superconducting Maglev



Frederes



Helm

BURLINGAME, CA—**Josh Helm** has joined Proterra as the regional sales director of the Southeast U.S. Helm brings more than 12 years of sales experience to Proterra. He

Proterra has also named **Mike**

Hennessy as vice president of sales, overseeing U.S. and Canada sales of electric buses and charging systems. Hennessy is in his 9th year with Proterra and has more than

40 years of experience in the transit industry, formerly serving as general manager of bus operations at the Chicago Transit Authority. He is an active member of APTA and has held a number of leadership positions on various committees, including chair of the International Bus Rodeo committee.



Hennessy

BELLEVUE, WA—HNTB Corporation

has named **Teri Marsh** project manager for rail and transit projects in its Bellevue office. She will lead design teams on various projects and manage the firm's on-call value engineering, risk assessment and constructability review contract for Sound Transit. Marsh brings more than 10 years of experience in design, project management and construction management, having previously worked in HNTB's Los Angeles office as a transit project engineer and in HNTB's Seattle office as a rail and transit project engineer. She is a member of APTA's Emerging Leaders Program Alumni, and a member of the Membership and Early Career Program Class of 2016 committees.



Marsh

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.

	APTA Member	APTA Non-Member
1 insertion*	\$1.65 per word	\$1.90 per word
Multiple insertions* (with no copy change)	\$1.50 per word	\$1.70 per word
Display classifieds / column inch rate	\$80.00	\$95.00
Minimum charge	\$95.00	\$95.00
Logo Placement (per issue)	\$45.00	\$45.00
Affidavits	\$3.50	\$3.50
Blind box fee	\$25.00	\$25.00
Minimum charge	\$95.00	\$95.00

To estimate the price of your ad, you may use Microsoft Word's "word count."
* Non-Commissionable

NOTICES

DBE FY 2021 GOAL

In accordance with the requirements of the U.S. Department of Transportation, set forth in 49 C.F.R. Part 26, **Alexander Dennis, Inc.**, hereby notifies the public that it is proposing the following Disadvantaged Business Enterprise ("DBE") goal for applicable professional services, construction and procurement contracts during Fiscal Year 2021, beginning October 1, 2020 and ending September 30, 2021. The overall total DBE goal for Fiscal Year 2021 is 2.5%.

Information pertaining to this goal and a description of how it was selected will be available for inspection from 8:00 a.m. to 5:00 p.m. (Eastern Time) at DLA Piper, LLP (US), 500 8th Street, NW, Washington, D.C. 20004 for 30 calendar days following the date of publication of this notice. Written comments on this goal will be accepted for 45 calendar days from the date of publication of this notice. The comments are for informational purposes only and may be sent to Daniel Cook, same address, AND to the Regional Civil Rights Officer,

Federal Transit Administration, Region IX, 201 Mission Street, Suite 1650, San Francisco, CA 94105-1839 (telephone: (415) 744-3133; fax: (415) 744-2726).

FOR SALE

NOTICE OF SALE OF SURPLUS EQUIPMENT

The **Western Reserve Transit Authority** will be selling surplus equipment by means of public online auction. Equipment will be advertised and sold through Public Surplus Online Auction Services website publicsurplus.com. Public Surplus terms and conditions apply to all bidders. All equipment will be sold on an "as is and with all faults" basis. No warranty or mechanical condition of fitness for a particular purpose or otherwise shall be given. The online auction of three model year 2013 International Passport Conversion transit buses, will begin on Monday, July 13, 2020. Additional information can be found at publicsurplus.com or by contacting Matthew Kotanchek (330) 941-5762 Monday through Friday between 7:00 a.m. and 3:30 p.m.

MTA Completes Improvements at Canarsie-Rockaway Parkway Station

MTA NEW YORK CITY TRANSIT HAS

completed the final phase of a three-part, year-long project to enhance accessibility and improve the station environment at the Canarsie-Rockaway Parkway I subway station in Brooklyn.

This third and final phase, which was conducted almost entirely during the COVID-19 pandemic, brought a new Americans with Disabilities Act (ADA) compliant ramp in addition to new lighting and signage, an upgraded PA system and other amenities to the I line's terminal station. This phase also included the completion of new facility

rooms for employees and managers.

"We had teams working relentlessly to keep this project on schedule and on budget despite the immense challenges of COVID-19," said Interim New York City Transit President Sarah Feinberg. "Our Canarsie customers and our hard-working employees who begin and end their day at the Canarsie-Rockaway Park station will be greeted with a markedly improved station complex and our customers with disabilities will have an easier time navigating the area as well."

BIDS/PROPOSALS

REQUEST FOR PROPOSALS 20PC18674

TAXI AND/OR TRANSPORTATION NETWORK COMPANIES SERVICES

The **City of Detroit**, Office of Contracting and Procurement (OCP) requests proposals from qualified firms to provide Taxi and/or Transportation Network Companies Services. Proposals must be received **on or before 4:00 p.m. (EST), August 7, 2020** and are to be submitted in accordance with Request for Proposals (RFP) 20PC18674 dated July 7, 2020. THERE WILL BE NO PUBLIC OPENING OF THE PROPOSALS.

A virtual Pre-Proposal Conference is scheduled for Tuesday, July 14, 2020 at 11:00 a.m. via Zoom (<https://us02web.zoom.us/j/85867609816?pwd=bjZETHNiWxpdx0RiN25PVC9ZSnBndz09>). All questions related to the RFP must be submitted through the Oracle e-procurement system on or before 4:00 p.m. (EST), Friday, July 17, 2020. Answers will be available via Oracle. Respondents must be registered in the City of Detroit's Oracle supplier database in order to submit a proposal. Registration can be completed at www.Detroitmi.gov/Supplier.

This project contains a subcontracting requirement of 10% with those firms who have obtained certification as a Disadvantaged Business Enterprise (DBE) firm, as defined by 49 CFR Part 26 from the DDOT Office of Contract Compliance, another transit authority, or the Michigan Department of Transportation (MDOT), or as a small business [SBA-n (a)], as determined by the U.S. Small Business Administration (SBA).

The City of Detroit reserves the right to postpone, accept or reject any or all proposals, in whole or in part, at its discretion, subject to the rules and regulations set forth by the City of Detroit, the State of Michigan and the Federal Transit Administration. Firms or individuals whose names appear on the U.S. Comptroller General's list of ineligible contractors will not be considered.

The City of Detroit affirmatively assures that no proposer will be discriminated against on the basis of race, color, sex, age, disability, religion, ancestry, marital status, national origin, place of birth or sexual orientation. The successful proposer will be required to comply with all applicable federal, state and local laws and regulations.

For a copy of the RFP, interested parties must download a copy through Oracle.

Pamela L. Crump; (313) 833-9655

CITY OF GAINESVILLE

INVITATION TO BID

Notice is hereby given that the City of Gainesville, Florida will receive electronic submittals for **"Gasoline and Diesel Fuel for Regional Transit System"**, ITB #RTSX-200040-DS. A pre-bid/proposal meeting will not be held. Question submittal deadline is July 27, 2020. Only responses (in pdf format), uploaded electronically to DemandStar, **before 3:00 p.m. (local time) on August 6, 2020** will be accepted. Paper copy submittals will not be accepted. The DemandStar platform does not accept late submittals and the City of Gainesville will not accept any submittals in any format after the 3:00 pm deadline.

The solicitation will be publicly opened within DemandStar via a Zoom meeting, refer to Part 1, 1.2 of the ITB for meeting details. Registration through Zoom is required. The City utilizes DemandStar to perform bid notification, document fulfillment, and e-bidding. Interested bidders may download the City's solicitations for free, but to use the service, your company must register with DemandStar is required. They can be reached at 1-866-273-1863, hello@demandstar.com, or www.demandstar.com.

For additional information please contact the Procurement Division at (352) 334-5021. Pursuant to the City's Financial Services Procedures Manual Section 41-424, the Cone of Silence period is in effect until the contract is awarded (including City Commission approval, if required). "Violation of this provision shall result in disqualification..."

The City of Gainesville reserves the right to reject any and all electronic submittals received in response to the solicitation as determined to be in the best interest of the City of Gainesville.

Daphne SESCO, Procurement Specialist
Procurement Division

REQUEST FOR PROPOSALS

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.

PUBLIC NOTICE

REQUEST FOR PROPOSALS (RFP)

The **Central Midlands Regional Transit Authority (The COMET)** will accept proposals from qualified Proposers that can provide with requisite experience to provide the following services, as separate Contracts:

- **Building maintenance and janitorial services**
- **Landscaping**
- **Security guard services**

These are individual contracts that would be awarded as a five (5) year Contract with five (5) one year options for a total of 10 years if all options were awarded.

All these services are done at COMET Central or The COMET's Operations & Maintenance Facility in Columbia, South Carolina.

All proposals must be submitted by **Friday, July 24, 2020 by 10 a.m., EDT**. Please reference the RFP document(s) for submission requirements. The COMET encourages the use of recycled paper, and where practicable, printed on both sides, for all submittals.

There will be a pre-proposal conference for this RFP on Thursday, July 9, 2020 at The COMET, 3613 Lucius Road, Columbia, SC 29201. 10:00 a.m. is for janitorial services, 11 a.m. is for landscaping and 12 p.m. is for security guard services.

All proposal responses should be mailed or delivered to, in accordance with the requirements in the RFP to:

The COMET
ATTN: John Andoh, Contracting Officer
3613 Lucius Road
Columbia, SC 29201

For a copy of the RFP, please visit The COMET website at www.CatchTheCOMET.org.

HELP WANTED

INNOVATIVE MASS TRANSIT SYSTEM NEEDS DIVISION DIRECTOR

Danville, Virginia Mass Transit seeks a passionate, customer service-oriented leader for their next Transit Division Director. This is an operations-focused position that requires someone who understands the technical demands of mass transit and has the skills to manage and motivate a workforce who provide fixed route bus, Handivan (paratransit), Reserve a Ride (dial-a ride), and coordinated Human Service Transportation operations to the community. Check out the recruitment brochure here. **Qualifications:** The successful candidate has a background in diverse front-line transit roles and three (3) years of recent, verifiable, and increasingly responsible management within transit operations, including fixed-route, on-demand, and paratransit services as well as service development in an organization comparable to DMT at the supervisory, division manager, or assistant director level. A bachelor's degree is strongly preferred or some combination of education and experience. A CDL or ability to acquire one is desired. Strong preference for supervisory/ management level experience within a combination of these areas and experience managing or supporting departments/functions such as Training, Safety, Procurement, and Customer Service. **Salary and Benefits:** The midpoint of the range is 80,000 with a full range of \$59,369-94,991 annually. Starting salary will depend on experience and qualifications. City provides an excellent benefits package. **To apply**, please go to <http://www.developmentalassociates.com> and click on the Transit Division Director – Danville, VA link on the left side of the home page. Application review begins August 5, 2020. The City of Danville is an EOE. All inquiries should be emailed to hiring@developmentalassociates.com. Recruitment and selection services managed by Developmental Associates, LLC.

METROPOLITAN TRANSPORTATION COMMISSION ASSOCIATION OF BAY AREA GOVERNMENTS

GENERAL COUNSEL

Salary: negotiable DOQ DOE First resume review: 07/24/2020 Headquartered in San Francisco, MTC and ABAG serve as the Regional Transportation Plan Agency (RTPA) and the Metropolitan Planning Organization (MPO) for the nine counties and 101 cities and towns of the San Francisco Bay Region. A bachelor's degree, graduation from an accredited law school and admission to the California Bar is expected, in addition to ten years of experience in the active practice of law in California which includes extensive litigation preferably with a public agency of similar size and scope and five years of supervisory experience. Submit your resume, cover letter, and a list of six work-related references (two supervisors, two direct reports and two colleagues): <https://executivesearch.cpshr.us/JobDetail?ID=1670> Pam Derby CPS HR Consulting 916-471-3126 Online brochure: executivesearch.cpshr.us Metropolitan Transportation Commission: www.mtc.ca.gov Association of Bay Area Governments: www.abag.ca.gov EOE

CHIEF PUBLIC AFFAIRS OFFICER

Supervisor's Title: President and Chief Executive Officer

FLSA Status: Exempt

Department: Public Affairs

Position Purpose

Under the direction of the President and Chief Executive Officer, the Chief Public Affairs Officer ("CPO") is responsible for the overall management and control of IndyGo's communication and public affairs operations as well as its outreach and marketing efforts. The CPO is further responsible for developing procedures for the coordinated response to the media and responsible for directing, assigning, explaining, reporting and promoting information and programs regarding the President/CEO an IndyGo and provides accurate and supportive coverage of the efforts and accomplishments of individual departments. The CPO will also supervise employees and contractors working in public affairs, the public information, marketing and design, outreach and workforce development.

Essential Functions And Responsibilities

The following duties are not intended to serve as a comprehensive list of all duties performed by all employees in this classification, only a representative summary of the primary duties and responsibilities.

- Provide a detailed understanding of coordinating media responses and outreach, delivering major infrastructure projects, strong project management skills, understanding of finance and grant management, staff management skills, and the ability to effectively communicate with a wide variety of project stakeholders, including elected leaders.
- Coordinates and directs the President/CEO's communication and public affairs efforts including responses to media inquiry, press releases, community outreach and speaking engagements.
- Directs the development of public service announcements and community relations efforts.
- Works directly with government officials and politicians.
- Direct research efforts and develop and implement processes regarding the marketing and communication of IndyGo service and programs and the President/CEO's agenda. Represents the President/CEO as directed and community group events.
- Participates in or attends confidential discussions with the President/CEO and executive staff and other staff to respond to media inquiries or address IndyGo service and programs.
- Provides assignment and direction to the Vice President of Government Affairs, the Director of Public Relations and Partnerships and all other employees in public affairs.
- Represents the President/CEO before the media and coordinates media access to the President/CEO, including but not limited to press conferences and TV interviews.
- Develops strategies for public dissemination of IndyGo information about service and programs regarding Department directives.
- Supervises the compilation of press clippings for records and easy reference.
- Drafts speeches, PSA's, brochures, press releases, as required.
- Responsible for authorizing all quotes for

newsletters, resolutions, congratulatory letters, press releases, and media inquiry.

- Analyzes problems, identifies alternative solutions; projects the consequences of proposed actions; implements recommendations in support of projects and IndyGo goals.
- Provides regular updates to IndyGo staff, stakeholders, elected leaders, and the public.
- Participates as a contributing member in IndyGo initiatives and represents project issues to the departments/divisions, the executive staff, and the Board of Directors as well stakeholders.
- Provides leadership and direction to subordinates in relation to their individual project scopes, schedules and role.

Chief Public Affairs Officer - Created June 2020

This description is intended to describe the general content of and requirements for the performance of this position.

It is not to be construed as an exhaustive statement of duties, responsibilities, or requirements.

IndyGo is an Equal Opportunity Employer

METRA COMMUTER RAIL SYSTEM CHICAGO, ILLINOIS

CHIEF HUMAN RESOURCES OFFICER

Metra is a nationally recognized commuter rail system serving the City of Chicago and surrounding suburbs. Metra seeks a progressive, innovative, experienced leader to serve as its next Chief Human Resources Officer who will lead programs including talent acquisition, retention efforts, compensation/benefits administration, workforce/succession planning, employee development and diversity and inclusion initiatives. Visit www.GovHRjobs.com to see full description and how to apply. Click HERE to Apply! <https://govhrusa.applytojob.com/apply/PxrlfvQZxy/Metra-Commuter-Rail-System-Chief-Human-Resources-Officer>

MANAGER - COMMUTERIDE

Applications are now being accepted for a Manager in the Commuteride Section of the Administration Dept. Starting wage is \$76,731-92,061 per year/DOQ.

Primary Responsibilities:

- The Manager of Commuteride manages the technical and clerical subordinates and activities of the section and is responsible for the overall operations of the District's Commuteride Section. The incumbent is responsible for the management of the Vanpool program and is responsible for the outreach efforts to promote alternative transportation programs.
- The incumbent leads the marketing efforts of rideshare, vanpool and other Commuteride programs and develops and implements programs related to ride-sharing transportation systems within the concepts of established policy.

Qualifications:

- Must have considerable knowledge of Federal, State, and local agency regulations concerning ridesharing and transportation programs; considerable knowledge of alternative transportation program practices, including marketing and outreach.
- Must have considerable knowledge of Federal Transit Administration and Federal Highway Administration regulations.
- Must have considerable knowledge of fiscal record keeping and budgeting procedures.
- Must have the ability to make public presentations, compile data into written reports/publications/ presentations, and use all related computer software.
- Experience in program management and/or public transportation is required. Associates or Bachelor Degree, with emphasis in public relations, transportation, or marketing is preferred; OR Any equivalent combination of experience and training which provides the required knowledge, skills, abilities.

A completed application is required and must be submitted to Human Resources by **4:30 p.m., July 29, 2020**. Applications are available at 3775 N. Adams; Garden City, ID 83714 or visit our website at www.achdidaho.org.

An AA/EEO/ADA Employer

Preference may be given to veterans who qualify under state and federal laws and regulation.