

# PASSENGER Transport

THE SOURCE FOR PUBLIC TRANSPORTATION NEWS AND ANALYSIS

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## MCDOT Launches Maryland's First BRT Service

**MONTGOMERY COUNTY** Department of Transportation (MCDOT), MD, launched its “Flash” BRT service with recent ceremonies at a Flash station in Silver Spring attended by local dignitaries.

Flash serves the county's busiest transit corridor. Eighty-passenger buses will run the 14-mile route along US Route 29 from Burtonsville to Silver Spring with fewer stops than regular buses; shorter waits at the door-level stations (15 minutes maximum); and will run seven days a week. By paying fares at stations before a bus arrives, boarding at any of three doors on the bus, and with exclusive use of the shoulders along the northern section of US 29 and traffic signal priority, Flash is anticipated to reduce travel times by an estimated 30 percent compared with current bus routes.

Flash buses feature the first interior bike racks in the region; bicycles can be rolled right on board. The buses are also the first in the region to employ a fully automated wheelchair securement system. Flash offers free WiFi and USB ports for charging devices at stations and also on board.

Platforms are decorated with unique, locally inspired inlaid mosaics created by teen artists from Arts on the Block, a nonprofit in Silver Spring providing students with real-world experience in art, design and business. The Flash project also includes improved pedestrian walkways and ADA sidewalk upgrades, bike facilities and 10 new Capital Bikeshare stations along the corridor.

Safety features include Mobileye, a pedestrian detection system that alerts bus drivers when a pedestrian is approaching the vehicle's path. Flash buses are the first in the region to use this new technology, which further supports the county's Vision Zero Initiative to eliminate serious and fatal injuries related to traffic incidents.

“I’m really proud of the entrepreneurial spirit our team has shown,” said MCDOT Director Chris Conklin, “They had a fixed timeline, they had a fixed amount of money to make this project happen and we’ve achieved both of those marks. It’s being delivered on time and on budget and it’s taken collaboration among all of the groups within MCDOT to make that happen. Everything from traffic signals to our transit operators, to the design and construction teams—it has all come together as we wanted it to.”

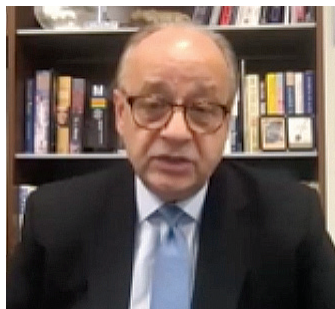
## APTA's TRANScend: Challenges and Opportunities Ahead

**APTA'S VIRTUAL TRANSCEND CONFERENCE**, Oct. 21-22, focused on the critical conversations taking place in the public transit industry as the U.S. confronts the ramifications of a global pandemic. More than 420 leaders participated in sessions ranging from how to bring back riders and instill confidence, to putting social and racial equity at the forefront, to safety and security. Participants heard from renowned educator and futurist Tony Seba and noted scholar Eddie S. Glaude Jr. In keeping with tradition, everyone had the chance to honor the ‘best of the best’ winners at the always festive APTA Awards ceremony.

The conference opened Wednesday morning with remarks from APTA Chair Nuria I. Fernandez, CEO and general manager, Santa Clara Valley Transportation Authority, San Jose, CA, who spoke about last year's annual meeting in New York where one of her first acts as chair was to establish a set of priorities to complement APTA's three-year strategic plan. She created working groups that focused on advocacy, mobility, innovation and technology, workforce readiness and growing the membership.

### OPENING GENERAL SESSION

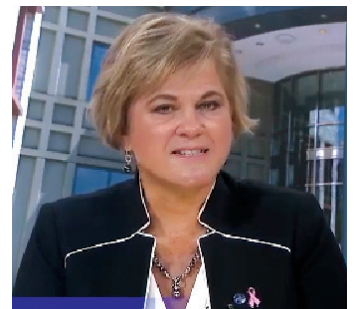
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Paul P. Skoutelas



Nuria I. Fernandez



K. Jane Williams

## USDOT Announces \$291 Million for ‘State of Good Repair’ Rail Grants

**USDOT HAS ANNOUNCED AN INVESTMENT** of more than \$291 million in grants for 11 intercity passenger rail projects in nine states through the Federal-State Partnership for State of Good Repair Program.

These grants “will upgrade rail infrastructure and enhance railroad safety and reliability in communities across America,” said USDOT Secretary Elaine L. Chao.

The program is intended to improve intercity passenger rail performance by funding capital projects to repair, replace or rehabilitate publicly owned or controlled railroad assets, thereby bringing them into a state of good repair. Funding for these awards totals \$291,422,706, with \$198 million made available from the Further Consolidated Appropriations Act of 2020 and \$93,422,706 in remaining funds made available

through the Consolidated Appropriations Act of 2019.

FRA published a Notice of Funding Opportunity for this award cycle June 10. The evaluation and selection process considered several factors in choosing projects, including a project's ability to improve service and safety and to meet existing or anticipated demand.

“These investments have proven vital during this challenging year and kept essential supplies moving throughout our nation, and these State of Good Repair grants will continue those improvements and enhance passenger rail service to ready the nation for the forthcoming recovery,” said FRA Administrator Ronald L. Batory.

Project descriptions are available at <https://bit.ly/2JgGVKn>.







Miami-Dade's GO Connect, with Via, will complement and extend the existing public transit infrastructure by providing flexible mobility options.

# Miami-Dade Transit Launches County's First On-Demand Service

**THE MIAMI-DADE DEPARTMENT OF** Transportation and Public Works (DTPW) and Via have launched the first on-demand service in Miami-Dade County, GO Connect. Using the GO Connect mobile app, provided by Miami-Dade County and powered by Via, passengers can book a ride to connect with Miami-Dade Transit hubs or to travel to nearby destinations.

"By thinking outside the box, we are introducing a new, on-demand option with near door-to-door rides as an innovative mobility solution for mass transit in Miami-Dade County," said DTPW Director Alice N. Bravo. "This is how we are connecting the dots and continuing to make our county a car-optional community."

Through this partnership, DTPW will be able to harness real-time data, rider feed-

back, and ride ratings to create a responsive service that meets the changing needs and travel patterns of Miami-Dade County residents and visitors.

"We are proud to work with the innovative team at Miami-Dade Transit to introduce GO Connect, the first on-demand public transit network in Miami-Dade County," said Daniel Ramot, Via CEO and co-founder. "It's exciting to collaborate on a shared vision for the positive social, economic and environmental impact that digitally powered transit solutions can bring the community."

For non-English speakers, the GO Connect app will be available in Spanish and Creole. The service will offer wheelchair-accessible vehicles, and those without access to a smartphone can book a ride by calling.

# APTA Announces Local Coalition Grant Recipients

**GRASSROOTS ORGANIZING, AND** the broader work of local coalitions, can make the difference when communities seek to protect and expand public transportation services. APTA's Local Coalition Grant program provides funding to groups involved in promoting and seeking additional investment in public transit.

Participating coalitions have support from their local APTA member public

transit agency or municipality and have created a comprehensive plan for generating outcomes in their community. There have been 30 grant recipients during the past three years.

Grants for 2020 were awarded to coalitions in Durham, NC; Philadelphia, PA; Atlanta, GA; Palo Alto, CA; New Orleans, LA; Fort Worth, TX; and Missoula, MT.

# APTA Health & Safety Commitments Program Highlighted in TV Ad

**FOLLOWING THE OCT. 22 TELEVISED PRESIDENTIAL DEBATE,** Washington, DC, television stations broadcast a commercial by the Washington Metropolitan Area Transit Authority that explained its practices to keep passengers safe from COVID-19. The ad featured the APTA Health & Safety Commitments Program seal. More than 200 public transit agencies across North America are participating in the program, which was developed by APTA's Mobility Recovery & Restoration Task Force. Learn more at [www.apta.com/health-safety-commitments-program](http://www.apta.com/health-safety-commitments-program). Watch the ad at <https://bit.ly/3e6oV0q>.

# METRO Joins APTA Health & Safety Commitments Program With Social-Distanced Event

Santa Cruz METRO, Santa Cruz, CA, has joined more than 200 public transit agencies in signing on to APTA's Health & Safety Commitments Program—the public transportation industry's overarching pledge to passengers that our systems are operating safely as North America recovers from the COVID-19 pandemic—with a masked social-distanced event attended by local media and county representatives. METRO CEO/General Manager Alex Clifford discussed the agency's safety measures, including between-row sneeze barriers, operator curtains, hand sanitizer dispensers and the launch of the METRO Splash Pass contactless mobile ticketing app. "METRO is serious about the safety of our employees and our customers," Clifford said. "On March 3, METRO began initiating new safety measures to address COVID-19, and we continue to do so. This includes following official guidelines, protecting each other with face coverings and healthy behavior and giving you the information to make smart choices. We're putting health first—yours and our employees." Learn about APTA's Health & Safety Commitments Program at [www.apta.com/health-safety-commitments-program](http://www.apta.com/health-safety-commitments-program). Read more about METRO's Health & Safety Commitments Pledge at [www.scmtd.com/aptapledge](http://www.scmtd.com/aptapledge).



# Cities Sue Administration Over "Anarchist Jurisdiction" Designation

**THE CITIES OF SEATTLE, WA;** New York, NY; and Portland, OR, sued the Trump Administration Oct. 22 over their designation as "anarchist jurisdictions" and the potential loss of federal funding that could result. APTA has expressed strong opposition to using this designation to restrict funding for public transportation systems.

FTA issued a Notice of Funding Opportunity (NOFO) to provide federal funding for COVID-19 research demonstration grants Oct. 8. The NOFO states that FTA will review and consider applications in accordance with the Sept. 2 memorandum issued by the White House that restricts the eligibility for federal funds based on the Administration's decision that certain cities are

"anarchist jurisdictions". A fact sheet on the memorandum and NOFO is available at <https://bit.ly/3j0sG8q>.

In their lawsuit, the three cities challenge the "anarchist jurisdiction" designation on both Administrative Procedure Act and constitutional grounds, including the principles of federalism, separation of powers and due process. They also assert that the memorandum seeks to induce cities to violate protesters' First Amendment rights. The lawsuit seeks to vacate the memorandum and designation of "anarchist jurisdictions" and prevent FTA from considering it in issuing grants under the COVID-19 research demonstration grant program. View the complaint at <https://bit.ly/37K2ZXN>.

# Eve Williams Appointed to APTA Executive Committee

**THE APTA BOARD OF DIRECTORS APPROVED ON OCT. 20** the appointment of Eve Williams to the APTA Executive Committee as a BMBG At-Large Representative for a term ending in 2022. Williams is president of Dikita Engineering and was elected chair of the BMBG this month. The seat was held by Huelon Harrison, President of Legacy Group, and former chair of the BMBG.



Eve Williams



# Public Transit Gets Behind Breast Cancer Awareness Month!

**PUBLIC TRANSIT AGENCIES** across the country have once again been out in force raising awareness of Breast Cancer Awareness Month (October). Among those systems supporting this major international health campaign are Palm Tran in West Palm Beach, FL, which debuted its pink, Susan G. Komen Florida bus as part of an annual partnership with Lamar Transit Advertising and Susan G. Komen Florida. The bus promotes the 30<sup>th</sup> Anniversary of the Race for a Cure. This year the race will be virtual and take place Jan. 30, 2021.

“We are honored to once again partner with Palm Tran to bring the pink bus to life,” said Sean Gross, state executive director Florida for Susan G. Komen. “Access to treatments is a barrier that stands in the way for so many

in the fight against breast cancer. Susan G. Komen is dedicated to fighting disparities and creating access to care for all. We are proud that Palm Tran is helping us to create awareness.”

One of the North Central Regional Transit District’s (NCRTD), Española, NM, blue buses went pink for Breast Cancer Awareness Month, and beyond. Under the slogan of “Breast Cancer Awareness is not just a month,” the bus can be seen on the road from Santa Fe to Española to Taos.

“We felt that in this year more than any, when our thoughts are rightfully focused on the health of all around us, our support for breast cancer awareness must not be overlooked,” said Anthony Mortillaro, NCRTD executive director. “People are impacted by breast cancer every day, so it’s also important

that this not be something we just think about for the month of October but keep in our hearts year-round.”

New York MTA’s Mask Force, comprised of volunteers from MTA leadership, employees, elected officials and advocacy groups, traveled throughout the agency’s service region handing out free pink masks to customers. The masks were also

given to employees at New York City Transit subways and buses, Long Island Rail Road, Metro-North Railroad and MTA Bridges and Tunnels.

Mask compliance across the MTA

network is above 95 percent. Since March, the agency has distributed six million surgical masks to customers and 4.4 million masks to employees.



Palm Tran’s pink Susan G. Komen Florida bus will be seen by the public approximately 180,000 times every four weeks.



Adorning the trademark “awareness” ribbon on NCRTD’s special bus are messages of inspiration, including hope, strength, victory, resolve, faith, fight and support.

# LA Metro, Partners Break Ground on SEED School

**THE LOS ANGELES COUNTY** Metropolitan Transportation Authority (LA Metro), in partnership with the County of Los Angeles and the SEED Foundation, have broken ground on the first phase of the SEED School of Los Angeles County (SEED LA), the state’s first public boarding high school.

SEED LA will serve at-risk students from South LA and elsewhere in the county and prepare them for college and beyond. The 147,000-sq. ft. campus will include 170 dorm rooms,

20 staff apartments, 20 classrooms, an art studio, a makerspace lab, a gymnasium, a dining hall, courtyards and a rooftop garden.

“All over this country, infrastructure projects are being designed, built and managed in underserved communities by people who are neither indigenous to these communities nor reflective of these communities’ demographics,” said Metro CEO Phillip A. Washington. “Investing in the education of underserved children of color will bring trans-

formational change to both SEED LA students and the communities they will contribute to in the future.”

The second phase of the project is anticipated to begin in 2021. It will include 180 affordable apartments, 55,000 square feet of community-serving retail, a transit plaza and a Metro-operated Job and Innovation Center.

“Our region’s transit system is undergoing a once-in-a-generation transformation—presenting an immense opportunity for Angelenos to take part in building a more connected, more sustainable, more prosperous future,” said Los Angeles Mayor and Metro

Board Chair Eric Garcetti. “With Measure M, the Los Angeles area will see hundreds of thousands of new jobs in the decades ahead, and the SEED school will connect students to these possibilities and place them on a path to successful, long-lasting careers in the transportation industry.”

The school will also expose students to a range of professional careers within the broader transportation and infrastructure sectors, including interdisciplinary courses in STEM, a mentorship program, internships at Metro and with industry partners, and field trips both locally and globally. The inaugural students will arrive August 2022.

## MCTS: Reminding Riders to Vote!



The Milwaukee County Transit System (MCTS), WI, has been reminding community members to fulfill their civic duty and vote this Election Day by displaying the question, “Did You Vote?”, on digital screens on every bus in its fleet. “We hope this message will serve as a reminder for folks to make a plan to vote—early or on Election Day,” said Matt Sliker, MCTS integrated marketing manager. As part of this effort, MCTS has also been conducting a paid advertising campaign promoting the bus as an ideal option to ride to vote, along with hosting a range of resources at [www.RideMCTS.com/Vote](http://www.RideMCTS.com/Vote).



Groundbreaking for the SEED School of Los Angeles County. From left: Pastor Anthony Williams from the 88<sup>th</sup> St. Church; Anita Landecker, president and CEO, ExED; LA Supervisor Mark Ridley-Thomas; Metro CEO Phillip A. Washington; and Lesley Poole, CEO of the SEED Foundation.



# Putting Social and Racial Equity and Inclusion at the Forefront

**SPEAKERS IN THE “HOW CAN THE Industry Put Social and Racial Equity and Inclusion at the Forefront?” session debated ways to attack racial inequity in America, starting with the public transit industry.**

“This society, as stratified as it is, is not that way simply because of individual choices, but also because of ongoing policy decisions,” said Eddie S. Glaude Jr., chair of African American Studies at Princeton. “Certain communities have access to certain kinds of transit. We have to tell the truth, how our little patch of land contributes to this overall problem.”

As chair of the Conference of Minority Transportation Officials (COMTO), Freddie Fuller II, vice chair, Jacobs, often is asked by public transit agencies for advice on diversifying their organization. “Look at your board. Look at your leadership,” he said. “A lot of times it’s not

reflective of the staff we see in the field.” Inequities can also be seen in the way transit riders are served.

Alva Carrasco, president of Latinos in Transit and an executive at WSP USA, talked about the different experiences

of choice riders, who choose to take transit, and dependent riders, who have to use transit because they don’t have a car.

“Choice riders get a significant portion of funding,” she said. “They get nicer amenities, like a shade at the bus stop.”

Not all the inequities are caused by transit agency policies. Fuller gave the example of a bus stop that stops short of a retail center where bus passengers work, forcing them to cross a major bridge or highway on foot for the last part of their commute.

“If you’re a developer, you say you don’t want a stop on the property because ‘we don’t want those people here,’ even though you’re hiring them to work in the stores,” said Adelee Marie Le Grand, first vice chair of APTA’s Diversity and Inclusion Council and a vice president at Transdev North America.



Panelists (clockwise from top left): Alva Carrasco, Freddie C. Fuller II, Adelee Marie Le Grand and Eddie S. Glaude Jr.

## The Changing Face of Public Transit Policing

**COMMUNITY ENGAGEMENT AND transparency were overarching themes of the “How Have Calls to Reform Policing Affected Transit Security?” session, where four public transit agencies discussed their approaches to public safety and relationships with the communities they serve.**

Vera Bumpers, chief of police, Metropolitan Transit Authority of Harris County (Metro), Houston, TX, discussed how her agency is meeting the principles of Eight Can’t Wait, eight police reforms that include de-escalation, a ban on chokeholds and strangleholds, a ban on shooting at moving vehicles and a duty to intervene. “Metro was

already implementing the principles,” she said, “But I was pleased that this brought attention to the issue so that police departments could look at their policies and procedures and see where they could improve.” She noted how Metro has created a video highlighting how it is implementing all eight of the principles. But just as important, she explained, is to look at training procedures to ensure these initiatives are understood and being adopted by new recruits.

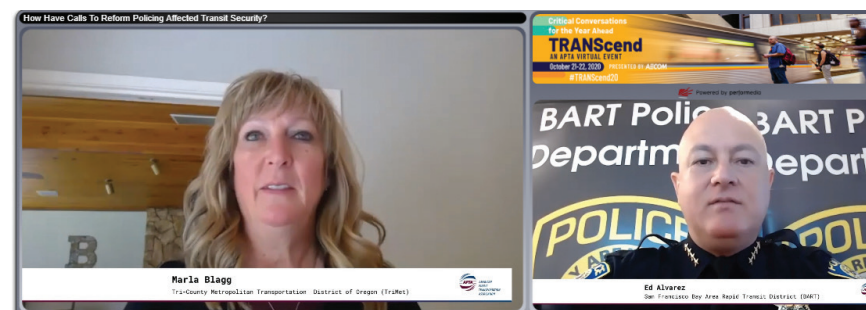
When asked about calls for “defunding police,” Bumpers said that there should be a nationwide conversation on exactly what that means, as it means

very different things for different people in different areas.

Ed Alvarez, chief of police, San Francisco Bay Area Rapid Transit District (BART), Oakland, CA, described how

the 2009 killing of Oscar Grant at a BART station led his department into

**PUBLIC TRANSIT POLICING**  
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Marla Blagg and Ed Alvarez

## OPENING GENERAL SESSION CONTINUED FROM PAGE 1

Fernandez recounted making a pledge to lead the industry through transformational change. “Little did I know at the time just how transformational 2020 would turn out to be,” she said.

She cited what she called a triple threat the industry faces today: “a convergence of crises in public health; the economy; and social and racial inequity.”

“Public transportation has a key role to play as an essential service during the pandemic, as a catalyst for economic recovery and as a change agent on social issues like access to opportunities, homelessness and racial equity,” she said.

Citing the resiliency of APTA over the last seven months, she remarked on the association’s successful efforts to secure \$25 billion in relief through the Coronavirus Aid, Relief, and Economic Security Act (CARES) for transit systems.

In March, in response to COVID-19’s impact on transit systems, Fernandez created the APTA Mobility Recovery and Restoration Task Force chaired by Phillip A. Washington, CEO, Los Angeles County Metropolitan Transportation Authority.

The task force’s 40 APTA participating members quickly assembled a resource library of best practices to avoid the spread of the virus, created a checklist of issues that agencies need to consider as they ramp up to full capacity service, developed a comprehensive set of recommendations for cleaning and disinfecting transit vehicles and facilities, and launched an industry-wide Health & Safety Commitments Program with more than 200 transit systems participating.

Every agency that meets APTA’s health and safety commitments can display a “Commitments Seal” to show passengers that they have adopted

these industry-accepted practices and policies.

APTA President and CEO Paul P. Skoutelas said, “after witnessing the way this industry has responded (to the pandemic) in the last seven months, I am confident that we will come through this even stronger. I’ve been humbled by the sacrifices of our members and frontline workers, who remained on the job throughout declining ridership and revenue to keep our communities moving.”

He said he was proud of what APTA and the industry have been able to accomplish, including receiving regulatory relief on key deadlines, funding for the Mass Transit Account, and a one-year extension of the Fixing America’s Surface Transportation (FAST) Act.

APTA is also strongly advocating for an additional \$32 billion in emergency federal funding.

FTA Deputy Administrator K. Jane

Williams reiterated her agency’s commitment to safety, infrastructure investment and innovation in the public transit industry.

She said the partnership between APTA and FTA has never been more important and thanked the industry for continuing to provide service during “a public health emergency as it continues to transport essential workers where they need to go.”

Williams pledged to continue to work together with APTA and the industry as we “look ahead to new year. “Ridership is down nationwide,” she said, “but we are beginning to see positive trends. Transit agencies have adopted strict cleaning protocols, which is helping to make riders feel safer. FTA is committed to its mission to do all we can to support all of your efforts, and we have prioritized safety and innovation and made significant investments in infrastructure during this Administration.”



# Unexpected Opportunities from the Pandemic

**AT THE BEGINNING OF THE** coronavirus pandemic, a number of cities discovered just how critical public transit is for many residents. That's one of the lessons speakers on the TRANScend panel "What Will Cities Look Like in 2025?" said they have learned this year.

In March, Miami-Dade Transit emphasized safety, requiring sanitizer, personal protective equipment (PPE) for drivers, and social distancing.

"What we learned is that despite these hurdles, there were still a lot of people who needed our transit system," said Alice Bravo, the agency's director. "They had to go to work, or they needed to buy supplies."

Bravo sees the lessons of the pandemic as creating an opportunity. As ridership starts to rebound, the agency plans to increase frequency of service on its core network. For underused routes, the agency is looking at creat-

ing a voucher program in collaboration with a local rideshare program.

In Pittsburgh, Karina Ricks, director of the city's Department of Mobility and Infrastructure, said micromobility systems including bike share, walking and running have seen record increases.

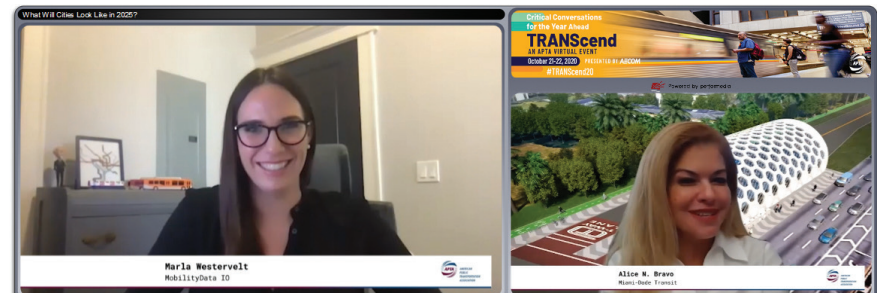
"As it gets colder, we do have a golden opportunity to safely capture those rides back on public mass transit," she said. But transit needs funding. "We need to make a decision on how much we value this critical backbone of urbanity."

Andres Sevtsuk, associate professor of Urban Science and Planning at MIT, agreed that the pandemic gives the nation a chance to reassess its attitude toward public transit.

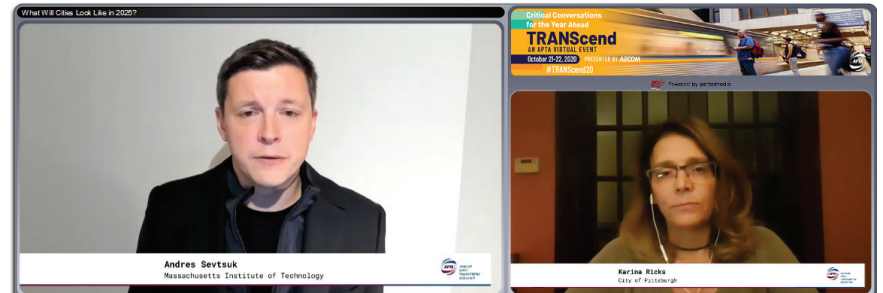
"We need to normalize the use of public transportation," Sevtsuk said, "destigmatize it, enormously increase its quality so it's the rational choice, the logical choice."

In the short term, this might be a good time for public transit agencies to invest more in relatively low-cost soft-

ware upgrades rather than costly route expansions, said Marla Westervelt, head of MobilityData IO.



Marla Westervelt and Alice N. Bravo



Andres Sevtsuk and Karina Ricks

## Addressing the Nation's Divisions

**EDDIE S. GLAUDE JR.**, the James S. McDonnell Distinguished University Professor and chair of African American Studies at Princeton University and keynote speaker for Day 2 of TRANScend, spoke passionately about racial history in the U.S. and current divisions.

In the current protests, said Glaude, "people are facing what to me has been obvious for generations: that in this country, supposedly committed to American democracy, the lives of black people are less valued than others." The problem is deeply rooted, he said. "The American ideal is in profound trouble. Today, we confront the ugliness of who we are and the fragility of this experiment in democracy itself."

Glaude admitted that he often finds himself struggling with despair. "The euphoria of the election of the first black president, and the declaration that we have turned the corner, were met with the venom of our current misery," he said.

But Glaude ended on a note of hope, inspired by the writings of James Baldwin. "America has to choose whether it will finally become a multiracial democracy," he said. "We have to tell the truth about the wealth gap, the achievement gap, disparities in healthcare. Policy created this mess and policy will be the way we undo it." Our new policy should be based on a "broad infrastructure of care," he noted. "It goes beyond the safety net." Quoting Baldwin, Glaude said, "human beings are both miracles and disasters. But if we show up and risk everything, we at least have a chance."

Before Glaude spoke, APTA Vice Chair Jeffrey A. Nelson, general manager of MetroLink in Moline, IL., reviewed and previewed the highlights of the two-day conference and spoke of APTA's critical role in the current crisis.

"APT has not just pivoted to handle the triple threat of a global pandemic, economic crisis and society inequities, but our association has won some big legislative victories," including \$25 billion for public transit under the CARES Act.



Eddie S. Glaude Jr.



Jeffrey A. Nelson

## Seba: Disruptive Technologies Will Change Way We Live

**"WE ARE ON THE CUSP OF THE** fastest, deepest, most consequential transformation of human civilization in history, a transformation every bit as significant as the move from foraging to cities and agriculture 10,000 years ago." That was the forecast of renowned author, thought-leader, educator and entrepreneur Tony Seba, who was the keynote presenter at APTA's opening session during TRANScend.

Seba predicts a future where automated fleets of electric vehicles replace personal cars, cities become more self-sufficient and regions accumulate political power, all driven by disruptive advances in technology. Public transit leaders, he said, will need to lead rather than react to these changes.

During the 2020s, he said, key technologies will converge to completely disrupt the five foundational sectors of the global economy: information, energy, food, transportation and materials. Our current production system, he said, will shift away from a centralized focus with scarce resources that requires vast physical scale and reach, to a model of localized creation—"a world built not on coal, oil, steel, livestock and concrete but on photons, electrons, DNA and such." Product design and development will be performed collaboratively over information

networks while physical production and distribution will be fulfilled locally. "We will be able to solve, if we want to, all the world's problems, from inequality to climate change to poverty." This new system will be built on technologies we are already using today, and will be "more equitable, robust and resilient

than any we have ever seen and will be one of shared prosperity and collaboration."

Transportation, he said, will have a role in helping to redesign cities in the next 10 years. Transportation as a Service (TaaS) (shared automated electric vehicles hailed on demand) will rapidly replace the model of individual car ownership, and

with it the combustion engine. Electric vehicles (trucks, vans, buses and cars) can drive half a million miles (soon to be one million) as opposed to around 140,000 miles for internal combustion engine vehicles (ICE). This means fleets will also have to go electric because the per-mile cost of EVs is one third (soon to be one sixth) the cost of ICE transportation in high-utilization models. He cited companies like Amazon and FedEx who, he said, will have no choice but to quickly replace their entire fleets with electric trucks and vans for economic reasons.

**DISRUPTIVE TECHNOLOGIES**

CONTINUED ON PAGE 8



# Closing Session: Transit as a Change Agent

## AFTER TWO DAYS OF

wide-ranging discussions at the TRANScend conference, APTA leaders highlighted a couple of overarching themes in the closing session: the societal potential of public transit, and the industry's resilience in dealing with outside disruption.

"Transit is an equalizer," said Jeffrey A. Nelson, APTA vice chair and general manager of MetroLink in Moline, IL. "That came out over and over again."

Nelson and Nuria I. Fernandez, APTA chair and CEO of the Santa Clara Valley Transportation Authority, San Jose, CA, discussed issues raised by the second day's keynote speaker, Eddie S. Glaude Jr., chair of African American Studies at Princeton.



Nuria I. Fernandez



Jeffrey A. Nelson



Paul P. Skoutelas

"Automation, electrification and the shared economy are happening," said APTA President and CEO Paul P. Skoutelas. "Automation gives transit an opportunity to leverage those challenges."

Nelson said transit is well positioned to deal with the changes, but it needs to keep moving. "We've embraced microtransit," he said. "We've looked at autonomous vehicles. If we're not in the palm of the hand, I'm not sure we're going to be relevant in the community."

All three leaders remain optimistic about public transit's future. "We'll come back in a more resilient, more inventive way to the communities we serve," said Nelson.

"We have shied away from discussions on social justice and race," Fernandez said. But on public transit, "everyone is welcome. We need to translate that welcome mat into an embracing of our differences. Public transportation can be the change agent."

Another trend highlighted at the conference, evidenced by COVID-19

and by California's mandate for zero emissions statewide by 2020: "Disruption happens from the outside, and we can't forget that," said Fernandez. "We're always planning, but we're not thinking externally. So, we end up reacting, trying to figure out how big the disruption is rather than embracing it."

Conference speakers touched on a variety of trends affecting the industry.

# Public Transit Leading in a Disrupted Future

**FOLLOWING TONY SEBA'S** keynote address, public transit agency leaders addressed the question of "How Can Transit Lead in a Disrupted Future?"

"We're not going to snap our fingers and have a large percentage of our fleet automated," said Leslie Richards, general manager of the Southeastern Pennsylvania Transportation Authority. "It's going to be many years, maybe a decade or more. We'll have a mixed fleet. When he [Seba] talks about 90 percent of passenger miles automated, I think that's further off in the future."

Whatever the timing, public transit will continue to play a critical role, as it has through past transitions, said Dorval R. Carter Jr., president of the

Chicago Transit Authority. "The bigger challenge we face isn't that there's going to be some massive change in technology," he said. "It's more how do we integrate the technology we know is coming to create a better-quality experience for our customers and more efficiency in our operations."

The safety, throughput and mobility benefits of an automated fleet are realized only if the entire fleet is automated, said Peter Rogoff, CEO of Sound Transit in Seattle. "Who's buying everyone one of these vehicles?" he posed. "The average length of cars on the road is

**LEADING IN A DISRUPTED FUTURE**  
CONTINUED ON PAGE 9



Panelists (clockwise from top left): Peter M. Rogoff, Leslie S. Richards, Dorval R. Carter Jr. and Julie Timm.

## PUBLIC TRANSIT POLICING

CONTINUED FROM PAGE 5

a reform process, which is ongoing. NOBLE (the National Organization of Black Law Enforcement Executives) undertook a comprehensive audit of the department. "We re-did our entire policy manual and put it online for everyone to see," he said. "We were one of the first departments in the country to look at body cameras for officers."

BART police also changed its policy on how use-of-force incidents are reported and expanded its internal affairs department from one to four officers and increased civilian over-

sight. They made sure the community understood these and other reforms by improving and increasing community outreach and asking the question: "What are we doing wrong; what can we do better; and how can we all work together and make that happen?"

BART's Ambassador Program was established this year to increase the police department's presence without the need for additional law enforcement officers. "They are another set of eyes and ears; they ride the trains and walk the platforms, assist riders and

answer questions. It started with a pilot program, but we got so much positive feedback we've expanded it," Alvarez said.

Marla Blagg, executive director of safety and security, Tri-County Metropolitan Transportation District of Oregon (TriMet), Portland, OR, described how, in the wake of the George Floyd killing, protests in Portland have not disrupted law enforcement and security activities, but have disrupted service on almost a daily basis, requiring changes in planning and scheduling and an outreach program to inform riders of the changes.

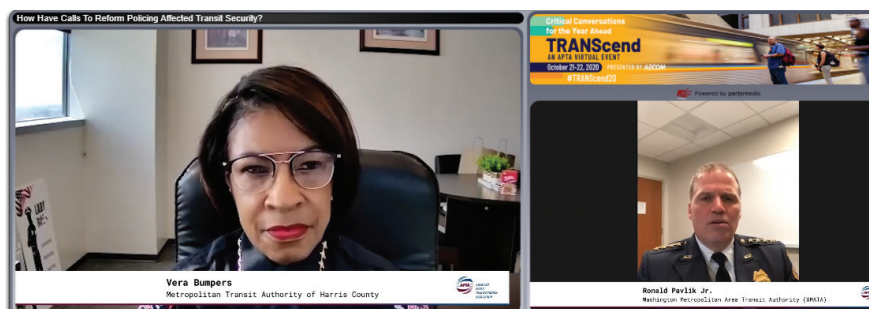
The 'de-fund the police' movement is strong in the Portland Metropolitan region, Blagg explained, and the agency has converted six vacant law enforcement positions to the Reimagine Public Safety initiative. The agency is also looking at Mobile Health Crisis Response Teams, more lighting and other initiatives to make riders feel safe on the system.

Ronald Pavlik Jr., chief of police, Washington Metropolitan Area Transit

Authority (WMATA), Washington, DC, described how his department's "Blue Courage" training courses focus on the guardian versus warrior approach to policing and how his officers interact with the public. The department also trains bus drivers and station managers on how to recognize and respond to possible mental health problems among riders and to avoid potential confrontations.

The department also stages pop-up outreach events at stations to expand community engagement and explain the ways in which it serves riders. "Don't come to us just in times of need; we're here for you *all* the time," is the message. The department has also formed partnerships with school administrators and officers go into schools to discuss safety on public transit and how to behave at stations.

"There is no doubt that policing is changing," said Pavlik, "But it's a slow walk; it can't happen overnight; and we can all draw on lessons learned from around the country."



Vera Bumpers and Ronald Pavlik Jr.



# APTA Honors the 'Best of the Best'

**APTA'S ANNUAL AWARDS** Ceremony honoring the 'best of the best' in the public transportation industry was one of the highlights of TRANScend, and ZOOM captured most of the winners as they enjoyed connecting with each other.

APTA Chair Nuria I. Fernandez recognized the winners with the "prestigious honor for their commitment, dedication and passion."

APTA President and CEO Paul P. Skoutelas told the honorees they "embody characteristics that have changed lives and improved the communities where they live." He commended their hard work and said he was looking forward to the time when everyone can be together so he can personally hand them their awards.

Read about this year's winners at <https://bit.ly/34z8y9l>.



Nuria I. Fernandez



APTA Awards winners connected and celebrated via Zoom.



Paul P. Skoutelas

# Bringing Riders Back

**PUBLIC TRANSIT AGENCIES HAVE** learned varied lessons from the coronavirus pandemic: the danger of over-reliance on farebox revenue; ways to juggle different health guidelines from state, county and city; and the critical role public transit plays in many communities. Those were among the themes discussed by panelists at the session, "How Do We Bring Back Riders and Broadly Position Public Transit in the Year Ahead?"

Katharine Kelleman, CEO of the Port Authority of Allegheny County, PA, who kicked off the session, said her system receives \$75 million per year from the state and an additional local match from the drink tax. But no one is going out to have a drink, she said, and ridership is down. Kelleman asked Transport for London's (TfL) Commissioner Andy Byford how his system was responding to the COVID-19 pandemic.

TfL received 72 percent of its revenues from fares before the pandemic, said Byford. "We almost got to the point of being self-sufficient," he said. "We had no government support." But, as the pandemic revealed, "When you

have a catastrophic drop in ridership, this is an untenable situation."

Meanwhile, the Indianapolis Public Transportation Corporation (IndyGo) is considering whether it will be fare-free, said CEO Inez Evans. Doing so would take a legislative change, as the system is mandated to recover 27 percent of revenues from fares.

Both IndyGo and TFL have become more aware of their role in supporting essential workers.

"We have routes that aren't very high volume," said Evans. "But we maintained them because without us, the lifeline to those communities would be cut off. Is the 40-foot bus the solution to providing that transportation? I would say no." The agency is working on alternative micromobility solutions.

That effort reinforces an idea expressed by Randy Clarke, CapMetro CEO: "Transit is a public good. Public goods need to be funded. We're not supposed to make money. That awareness has been highlighted."

Kelleman echoed that idea. "Even when we had 25 percent ridership, we carried 50,000 people a day," she said.



Andy Byford and Katharine Kelleman



Inez Evans and Randy S. Clarke

## DISRUPTIVE TECHNOLOGIES

CONTINUED FROM PAGE 6

As human drivers are replaced, congestion will ease and the possibility of integrating other electric forms of transportation (scooters, drones and bikes) will emerge. Together, these disruptions will deliver a transportation system 10 times less expensive and more efficient than the one it replaces. As the speed of transportation improves in congested areas, this new system will create possibilities to change where we live and work, transforming the layout of cities and towns. New modes of transportation will restructure culture, entertainment and commerce.

Seba predicted that by 2030, 95 percent of all U.S. passenger miles traveled

would be served by on-demand, autonomous, electric vehicles owned by fleets (TaaS). The impacts of TaaS, he said, include an 80 percent reduction in transportation energy demand, a 90 percent reduction in tailpipe emissions, \$1 trillion in household savings and more than 200 million cars taken off American roads.

Seba is the author of the best-selling book *Clean Disruption of Energy and Transportation* and co-author of *Rethinking Transportation 2020-2030*. He teaches at Stanford University and is also a co-founder of RethinkX, a think tank that focuses on technology disruption and its implications for society.



# Megatrends Shaping Public Transit, Today and in the Future

**IN THE “WHAT MEGATREND** Should we be Paying Most Attention to Right Now?” session, presented by Proterra Inc., panelists discussed automation, enhanced connectivity, a retreat from density and other potential megatrends—all in light of the overarching forces of climate change and political polarization.

The new paradigm is how to make things simple and easy to understand for customers, who might be using multiple modes, explained Nathaniel P. Ford Sr., former APTA chair and chief executive officer, Jacksonville Transportation Authority (JTA), Jacksonville, FL, “Our customers aren’t just riders; they often park at our stations and need to be

able to use their fare media to pay for parking as well. And they are also using bikeshare, scootershare and TNCs.”

Ford described the steep ‘learning curve’ that automated vehicles must go through to operate safely in their environment. He noted how visitors to the JTA’s Ultimate Urban Circulator (U<sup>2</sup>C) test track often remark on how slow the vehicles operate. They can certainly go faster, he said, but they are still learning all the different scenarios you would experience in mixed traffic.

Dr. Kari Edison Watkins, P.E., associate professor, School of Civil and Environmental Engineering, Georgia Institute of Technology, Atlanta, GA, discussed ridership trends post-COVID. While she

said that telework is likely to stay, with an impact on ridership, ridership losses to TNCs might improve. She suggested that passengers should be confident that public transit agency vehicles are cleaned according to best practices, but how do riders assess the cleanliness of a privately owned TNC vehicle?

“Transit agencies need to be morphing around the idea of dedicated right-of-ways,” she also said. I still see 40-foot fixed-route buses in the future, but in their own bus lane.”

Charles A. Zelle, chair, Metropolitan Council, St. Paul, MN, said that, post-COVID, public transit can’t just be built back to the way it was. “We have an opportunity to rethink how we mix our route system,” he said. “We have to think differently about the communities we serve: the service; frequency; where are people going? The big thing is to look at transit more as a network rather

than point-to-point. And all this in a safe and healthy environment.”

Doug Kelsey, general manager, Tri-County Metropolitan Transportation District of Oregon (TriMet), Portland, OR, echoed Zelle. “We can’t just do our business and add a little growth here and there. We can just ‘follow the plan.’ The plan is out the door!” An example he gave was that local meals on wheels services halted during COVID, and his agency stepped in with paratransit staff delivering meals. “Let’s redeploy to strategically reconnect with the goodness that we are as an industry.”

Kelsey also emphasized Ford’s sentiments of public transit agencies moving to ‘mobility providers’, connecting modes, services and fare payment, and also partnering with other systems to create a holistic network that gets passengers where they need to go, irrespective of mode.



Nathaniel P. Ford Sr. and Kari Edison Watkins



Charles A. Zelle and Doug Kelsey

## LEADING IN A DISRUPTED FUTURE

CONTINUED FROM PAGE 7

12 to 13 years.”

Panelists also talked about equity. The benefit of public transit is that it is a social equalizer, noted Carter. In Richmond, VA, most of the riders on the GRTC Transit System are low-income, said CEO Julie Timm. Many cannot afford to own a car.

For that reason and others, government will play a critical role in the transition to automated transportation, the panelists agreed. “What are going to be the policy imperatives?” said Rogoff.

“Innovation unfettered is not going to look after everyone in all communities.”

Some lessons can be learned from the experience of Uber and Lyft, said Richards. Unlike the rideshare companies, the scooter industry reached out to public transit and worked with them. That cooperation has benefited scooter companies, and the lack of it has held back Uber and Lyft. Collaboration among government agencies, the private sector and public transit agencies is better for everyone, Richards said.

## DART Expands GoLink On-Demand Service

**DALLAS AREA RAPID TRANSIT** (DART) has expanded its GoLink personalized curb-to-curb service to Southeast Garland and South Irving.

The on-demand service is already available in Farmers Branch, Far North Plano, Glenn Heights, Inland Port, Kleberg and Rylie, Lake Highlands, Lakewood, Legacy West, North Central Plano/Chase Oaks, North Dallas, Park Cities, Rowlett and Western Carrollton.

In the South Irving zone, it operates out of Downtown Irving/Heritage Crossing Station so that GoLink riders can connect to other DART services. In the Southeast Garland zone, the service operates out of Lake Ray Hubbard Transit Center.

Riders can book and pay for trips either with the GoPass app or with a phone call.



## TARTA Announces Service to Amazon Fulfillment Center

**THE TOLEDO AREA REGIONAL** Transit Authority (TARTA), Toledo, OH, has expanded its service to the recently opened Amazon Rossford Fulfillment Center.

Service will begin at TARTA’s Downtown Toledo Transit Hub and travel through the City of Rossford to key area destinations including the Hollywood Casino, Bass Pro Shop and the Meijer-Rossford.

“TARTA is committed to connecting our customers to jobs in our community like those at the Amazon Rossford Fulfillment Center,” said TARTA CEO Kimberly Dunham. “We are proud to partner in the growth and success of our local economy and are excited to work alongside our business partner, Amazon, to ensure we are meeting their workforce transportation needs.”

In addition, the agency will

provide door-to-door paratransit service to the fulfillment center for riders with qualifying special mobility needs. Service is available seven days a week.

Due to COVID-19, all passengers are required to wear a facial covering. TARTA also has a limit of 10 passengers per bus and five per paratransit vehicle. Vehicles are cleaned and disinfected daily, and hand sanitizer is available on all vehicles.





# New Electric Buses for St. Louis Metro Transit

**METRO TRANSIT IN ST. LOUIS HAS** taken delivery of the first two of 14 60-foot battery electric articulated buses from New Flyer, ahead of the 2021 launch of its first battery electric buses into service. Metro estimates a savings of approximately \$105,000 in diesel fuel and another \$125,000 in maintenance costs over the life of the buses.

“The introduction of these buses into the MetroBus fleet next year represents our commitment to providing economically and environmentally sustainable mobility options as well as an excellent transit experience for our riders,” said Jessica Mefford-Miller, executive direc-

tor. “We will be leaner and greener by introducing this technology, not just with the buses but also through the charging infrastructure and operating facilities.”

The buses will operate exclusively on the #70 MetroBus route, Metro’s busiest route, which carries approximately 10 percent of the agency’s daily customers.

“This is a landmark investment in American infrastructure and zero-emission technology, and we’re pleased to provide sustainable mobility solutions through buses, technology and infrastructure,” said Chris Stoddart, president of New Flyer. “Metro is leading sustainable mobility and shaping the community’s quality of life for the better. Together, we’re making the evolution to electric a reality for greater St. Louis.”

In addition to these articulated buses, Metro will also introduce into its fleet four 40-foot battery electric buses from GILLIG.

“We are honored to provide our latest zero-emission bus technology to Metro and the community they serve,” said Derek Maunus,

GILLIG president and CEO. “GILLIG has delivered nearly 700 safe and reliable buses to Metro throughout our 20-year partnership. Metro’s new GILLIG battery

electric buses and investment in clean technology demonstrate their continued commitment to best-in-class transportation and a sustainable future.”



Each of Metro Transit’s new 60-foot battery electric buses have 320 kilowatts of battery storage—enough to power 10 2,000-square-foot houses for an entire day.

## CLASSIFIEDS

The Public Transit Marketplace—*Passenger Transport Classified Ads* are the marketplace for public transit.

**TO PLACE AN AD:** E-mail the requested date(s) of publication to: [ptads@apta.com](mailto: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

### BIDS/PROPOSALS

**REQUEST FOR PROPOSALS**  
**Chatham Area Transit Authority (CAT)** is seeking proposals/bids for **2021-02 through 11/20/2020 at 2pm EST**. Prospective proposers/bidders can download this solicitation at <https://www.catchacat.org/about-cat/doing-business/procurement/procurement-opportunities/>. For additional information, please contact Victor Colon, Procurement Manager, at 912-651-0453 or via email at [victor.colon@catchacat.org](mailto:victor.colon@catchacat.org).

### REQUEST FOR PROPOSALS

**RFP No. KRT2020-BUS REVENUE**

The **Kanawha Valley Regional Transportation Authority (KVRTA)** is requesting proposals from qualified contractors that are interested in providing advertising, production, and installations of advertising space on its buses through a revenue generating bus-advertising contract. The RFP documents and specifications may be obtained from the Purchasing Department, KVRTA, 1550 4th Avenue, Charleston, WV, 25312, telephone 304-343 3878, fax 304-345-6876 or email [ctyler@rideonkrt.com](mailto:ctyler@rideonkrt.com). Proposals are to be submitted in a sealed envelope and marked, “Bus Advertising.” Proposals are **due on or before 11:00 a.m., Monday, November 30, 2020**. KVRTA reserves the right to reject any or all bids and to waive any informality in bidding on such basis as the Authority deems to be in its best interest. KVRTA is an Equal Opportunity Employer, and Disadvantaged Business Enterprise will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, sex, religion or national origin or any other category in consideration

for an award. RFP Schedule Revenue Contract Advertisement Monday, November 2, 2020 Deadline for Protest to Contract Documents Before Bid Opening Bid Opening Monday, November 30, 2020 at 11:00 am EST Award Pending Board Approval Deadline for Protest to Contract Award 10 working days after award

### REQUEST FOR PROPOSAL

**CITY OF GAINESVILLE, FL**

Notice is hereby given that the City of Gainesville, Florida will receive electronic bid submittals for “**Digital Signage and Content Management Software**”, Request for Proposal #RTSX-210006-DS. A pre-bid meeting will be held on November 17, 2020 at 9:00 a.m. (local time) via Zoom (download the solicitation for the access information). Only bid responses (in pdf format), uploaded electronically to DemandStar, **before 3:00 p.m. (local time) on December 7, 2020** will be accepted. Paper copy submittals are not acceptable. The City utilizes DemandStar to perform bid notification, document fulfillment, and e-bidding. Interested bidders may download our solicitations for free, but you must still register with DemandStar. They can be reached at 1-800-711-1712 or [www.demandstar.com](http://www.demandstar.com). For additional information please contact the Procurement Division at (352) 334-5021. The City of Gainesville reserves the right to reject any and all electronic bids received in response to the Invitation to Bid as determined to be in the best interest of the City of Gainesville. Daphne SESCO, Procurement Specialist 3 Procurement Division

### REQUEST FOR PROPOSALS

**Minnesota Department of Transportation, Office of Transit and Active Transportation** is requesting proposals for:  
**Accessible Transit Buses - Approximately 713 Small & Mid-Sized Body-on-Chassis and 53 Medium-Duty Purpose Built**  
All responses to this solicitation (termed an “Event” within SWIFT) must be submitted through SWIFT using the Supplier portal (<https://mn.gov/supplier>). SWIFT Event ID 2000011216. The responders must review all the solicitation documents for the full specifications, documentation and submittal instructions. In ADDITION to the SWIFT response submittal, two complete sets of supplemental flash drives with the complete SWIFT response documents must be submitted to Department of Administration, Office of State Procurement, 50 Sherburne Avenue, Suite 112, St. Paul, MN 55155. Proposal response submittal flash drives are to be sealed in mailing envelopes or packages with the responder’s name and address clearly identified on the outside. Electronic submission and flash drives are due January 5, 2021, 3:00 PM CST. Assistance to submit your response in SWIFT is available through the SWIFT Supplier/ Vendor Portal Helpdesk at 651-201-8100 option 1

### HELP WANTED

#### CHIEF AUDITOR

**CONNECTING COMMUNITIES AND ENHANCING LIVES**

Located in metro **Phoenix, Arizona, Valley Metro** is an integral part of a fast-growing region that operates a multi-modal, regional transit system including successful light rail, bus and paratransit systems. With a mission of connecting communities and enhancing lives, the agency is responsible for the planning and operations of a regional bus system with 100 routes and the development and operations of 28 miles of light rail. In Fiscal Year 2018, total ridership for the bus and rail systems was 67 million passengers. Six high capacity transit extensions are being planned or under construction that will create a 50-mile system by 2030. Valley Metro also offers alternative transportation programs for seniors and people with disabilities, as well as employer work-site travel reduction support including 400 commuter vanpools, online carpool matching and employer telework assistance. **Chief Auditor - \$93,182.00 - \$139,773.00** The Chief Auditor is responsible for devel-

oping, planning and managing Valley Metro’s Internal Audit function and ensuring Internal Audit is closely aligned with industry best practices in executing the duties across the agency’s business and financial operations. This position works collaboratively with Valley Metro senior management to assist in ensuring there are effective and efficient policies and procedures utilized, and that all staff are complying with Valley Metro policies, procedures, and applicable laws and regulations. **Apply At** <https://www.governmentjobs.com/careers/valleymetro> Valley Metro is an Equal Opportunity Employer

#### SENIOR MECHANICAL ENGINEER (PS101424)

**SAN FRANCISCO, CA – GOLDEN GATE BRIDGE**

**Salary Range: \$125,153.60 - \$151,257.60** annually, plus benefits (40-hour workweek) Employee pays up to 7% of salary/wage toward CalPERS retirement plan **Application Procedure:** **Failure To Meet Any Of The Requirements Stated Below May Result In Rejection Of Your Application** **To Apply:** [www.goldengate.org/jobs](http://www.goldengate.org/jobs) Applicants must apply online by the deadline date. Applications received after the deadline will not be considered. For directions and general information, visit our website [www.goldengate.org](http://www.goldengate.org). The District’s primary and official means of application notification is via EMAIL. Thus, applicants are advised to check their email for their application status updates. **The Following Document(s) Must Be Submitted At Time Of Application:** 1. GGBHTD Online Employment Application 2. Resume – Attach as PDF to your online application 3. A copy of your California P.E. License – Attach as PDF to your online application **The Selection Process For This Position** may include: • Assessment of education, training, and experience • Oral Panel interview • Department interview for final candidates \*\*\*The District will invite **Only** those candidates whose qualifications **Most Closely Match** the position requirements to continue in the selection process.



## SENIOR TRANSIT & TRANSPORTATION PLANNER

The Atlanta-Region Transit Link Authority has an opening for a Senior Transit & Transportation Planner. The job announcement is below. May the notice be added to the current or next publication? If so, may we be invoiced?

### Senior Transit & Transportation Planner

Job Posting: Oct 16, 2020 - Closing Date: Nov 6, 2020

Primary Location: GA-Fulton-Atlanta

Number of Openings: 1

Advertised Salary : \$70K to \$80K annually

#### Description:

Reporting to the Chief Planning Officer, this position will be responsible for performing a variety of transit and transportation planning work activities of the Atlanta-region Transit Link Authority (ATL) and the Authority's affiliated entities, the Georgia Regional Transportation Authority (GRTA) and the State Road and Tollway Authority (SRTA). Work activities include but are not limited to:

- Assisting with planning analysis and report preparation for multimodal planning issues and topics;
- Helping with managing regional transit planning projects;
- Coordinating, reviewing, and providing recommendations for developments of regional impact (DRI) submitted to GRTA;
- Leading outreach efforts for a variety of audiences and stakeholder interest groups and to the public;
- Establishing, monitoring, and controlling project schedules and project budgets as assigned;
- Assisting with the management of projects and tasks assigned to employees, consultants, contractors, suppliers, and vendors;
- Developing tools, systems, and processes for carrying out the regional transit and DRI programs and planning responsibilities.

View the full job announcement at: [https://ga.taleo.net/careersection/ga\\_external/jobdetail.ftl?job=TRA02AW&tz=GMT-04%3A00&tzname=America%2FNew\\_York](https://ga.taleo.net/careersection/ga_external/jobdetail.ftl?job=TRA02AW&tz=GMT-04%3A00&tzname=America%2FNew_York)

## VICE PRESIDENT, BUS OPERATIONS

### SACRAMENTO REGIONAL TRANSIT DISTRICT

How would you like to work for a progressive transportation agency, alongside a committed staff, in one of the most beautiful areas of the country? KL2 Connects LLC has been retained by SacRT to identify candidates for the position of Vice President, Bus Operations. SacRT is the 2019 national TSA Gold Standard Security Award recipient for the highest standard of excellence and is the regional transit provider in the capital of California. The District operates over 80 bus routes (fixed, microtransit and dial-a-ride), 43 miles of light rail serving 52 light rail stations, and ADA paratransit services — all within a 400 square-mile service area.

Reporting directly to the General Manager/CEO, and a member of the Executive Management Team (EMT), the Vice President is responsible for providing executive leadership over all areas of bus operations and maintenance. This position will oversee senior management staff responsible for bus operators, maintenance staff, and maintenance and transportation supervisor training; ensure that all assets are maintained in a reliable and safe condition; ensure that revenue vehicles are available to meet service demands and that vehicles are kept clean; and ensure that fleet replacement plans are kept up to date and implemented. The incumbent will ensure continuous improvement by identifying and developing operational strategies for quality, cost-effective performance, safety, and a positive customer experience. The position will be responsible for SacRT's paratransit operations and innovative new services like microtransit services, contracted services, and the operational transition to zero emission vehicle technology. The Vice President will collaborate with other EMT members to ensure successful transit service delivery and strategic system development; act as a top level advisor to the General Manager/CEO; and coordinate with community partners and stakeholders over issues of service expansion, reduction, and service quality.

This position requires a combination of education and/or experience providing the required knowledge, skills, and abilities to perform the position's essential functions (SacRT reserves the right to determine such

equivalences), as well as broad professional or technical knowledge that is normally acquired through a Bachelor's degree or the equivalent from an accredited college or university. In addition, the position requires a minimum of ten years of progressively responsible public transportation operations management experience (preferably in a bus operations and maintenance environment).

This is an excellent opportunity that offers an attractive compensation, benefits, and relocation package. SacRT values equal opportunity at all levels — diverse candidates are encouraged to apply. To be considered, go to [www.KL2connects.com/openings](http://www.KL2connects.com/openings), upload your letter of interest, resume, salary expectations, and 4-5 professional references (preferably supervisory and including their name, title, phone, email address, and relationship to you). For additional information please contact Christian Kent at [Christian@KL2connects.com](mailto:Christian@KL2connects.com). Thank you for your interest in SacRT!

### SENIOR DIRECTOR, FACILITIES MAINTENANCE (FACILITIES OPERATIONS)

#### PUBLIC TRANSPORTATION SERVICES CORPORATION (PTSC)

**Basic Function:** Directs the overall operation of the Facilities Maintenance Department and ensures consistent achievement of optimal levels of performance and accomplishments.

#### Requirements For Employment

##### Education

- Bachelor's Degree in Management, Engineering, or a related field; Master's Degree in a related field preferred

##### Experience

- Five years of relevant management-level experience in facilities maintenance and/or construction management; some positions in this class may require specialized experience in area of assignment

#### Application Procedure

To apply, visit Metro's website at <https://www.metro.net/about/careers/> and complete an online Employment Application

### RAIL VEHICLE MAINTENANCE SUPERVISOR

Hampton Roads Transit is seeking a Rail Vehicle Maintenance Supervisor to assign, monitor and train technical personnel in connection with the inspection, maintenance, repair, installation and alteration of all Light Rail Vehicles (LRV) and sub-systems to ensure safe and reliable operation.

#### Job Functions:

- Oversee and execute maintenance actions within schedule and budget. Develop plans to meet unexpected situations, emergencies and unusual events. Performs inspections of LRVs and sub-systems. Recommends and executes maintenance schedules and supervisory procedures. Oversees, reviews, and accepts or rejects work performance by contractors. Trains employees in the safe and efficient performance of LRV system maintenance and proper operation of equipment/tooling. Responsible for monitoring productivity and quality of maintenance personnel performance. Develop, administer and maintain records of instruction programs for safety, preventative maintenance and shop equipment.

#### Knowledge, Abilities and Skills:

- Lead and supervise maintenance repair, troubleshooting, rebuilds and overhaul of LRVs. Provide technical training and guidance for maintenance personnel in the diagnosis, repair, preventive maintenance and service of LRVs. Able to read and interpret construction plans, specification and electronic, electrical and electromechanical schematics, and diagrams.

#### Software applications:

- Microsoft (Word, Excel, PowerPoint) and ability to learn the SPEAR Maintenance Management System

#### Training/Education/Experience:

- Associates Degree/Vocational Training certificate in the Electrical/Electronic technical field and 4 years of related trade experience with a Journeymen electrician license. OR High School Diploma/GED with 6 years of related trade experience.

#### License:

- CDL or CLP class B with air brake and passenger endorsement.

- Apply online at [www.gohrt.com/transit/careers/](http://www.gohrt.com/transit/careers/)

- Hampton Roads Transit is an Equal Opportunity Employer

## SAN JOAQUIN REGIONAL TRANSIT DISTRICT (RTD)

### PROCUREMENT MANAGER

#### Closing Date: Until Filled

#### Salary starting at \$77,165 to \$118,005 (DOQ)

Under general or policy direction, plans, organizes, participates in, manages, and evaluates the work of San Joaquin Regional Transit District (RTD) Purchasing department and Contracts Administration; performs, reviews, and monitors RTD purchases to ensure compliance with applicable laws, codes and policies; establishes, develops, and maintains positive supplier relationships; and performs related duties as assigned. Excellent writing skills are essential to successful performance in this position.

In order to learn more about this position, and to apply online, please visit: <http://sanjoaquirtd.com/careers/>

Thank you for your interest in this position.

### SUPERVISOR, INFRASTRUCTURE

#### Overview

Thank you for your interest in working for Long Beach Transit. As a result of the ongoing COVID-19 (coronavirus) pandemic, we regret to inform you that all LBT job applications must be submitted online. We are taking this step out of an abundance of caution.

Thank you for your understanding.

Under the direction of the Infrastructure Manager, the Supervisor plans and coordinates the facilities and equipment maintenance program and supervises the Facilities Technicians and Custodians for Long Beach Transit (LBT). This position is responsible for the daily upkeep, proper functioning and enhancement of all assigned LBT buildings, grounds and equipment.

#### Open Until Filled

#### Responsibilities

- Plans, monitors, trains, disciplines and supervises a staff engaged in daily cleaning and maintenance of the buildings, structures, grounds and related equipment
- Coordinates with Managers and Supervisors regarding their needs and priorities for facilities maintenance and repair, and schedules work accordingly
- Estimates costs and selects the most cost-effective methods of accomplishing the work
- Monitors records, invoices, permits and contracts with vendors to assure product and equipment specification compliance
- Creates requisitions, work orders and performs other business functions within the agency's enterprise software system
- Develops, implements, coordinates and updates a preventive maintenance program and maintains the policies, procedures and/or manuals for repair, maintenance, servicing and other tasks associated with the program, including the equipment
- Identifies needs for materials and equipment, researches and recommends new products and equipment, and requests for acquisition
- Coordinates work of construction contractors, facilities repairs and modifications
- Administers provisions of the collective bargaining agreement with the Amalgamated Transit Union (ATU), Local 1277
- Prepares reports and correspondence
- Maintains adherence to regulations measures and interacts with officials and engages with employees responsible for compliance adherence
- Maintains personnel and staff adherence to all LBT Safety programs and procedures
- Other duties may be assigned

#### Qualifications

To perform this job successfully, an individual must be able to perform each essential duty satisfactorily. The requirements listed below are representative of the knowledge, skill, and/or ability required.

#### Attributes And Skill Sets:

- Consider the "Customer First" in decision making
- Operate with integrity to promote and do what is in the best interest of LBT
- Be proactive and identify problems and seek solutions
- Possess interpersonal skills and be able to engage effectively with a diverse audience and work effectively as a team player
- Must have excellent task management work organization, and leadership skills
- Strong proficiency in Microsoft Office

Suite including, Outlook, Word, Excel and PowerPoint

- Ability to effectively respond to urgent facility needs
- Ability to diagnose facility issues and take corrective measures
- Knowledge of environmental compliance and waste management practices

#### Education And/Or Experience:

- Five years of experience in the maintenance of commercial or industrial facilities and equipment
- Three years of facility maintenance supervisory experience, preferably in a public sector environment
- Minimum of three years of experience in the oversight of construction projects
- High school diploma required, college degree highly preferred
- Possession of a valid California Driver's license with an excellent driving record as evidenced by a current DMV (within 30 days) driving record

#### Working Conditions/Physical Activities

(The physical demands described are representative of those that must be met by the employee to successfully perform the essential functions of this job. Long Beach Transit provides reasonable accommodation to enable individuals with disabilities to perform the essential functions.)

#### Positions in this class typically require:

- Ability to fulfill the physical demands of the job such as walking, stooping, sitting, bending, climbing a ladder and occasional lifting of up to 50 pounds
- Work will at times require more than eight hours per day or an irregular work week to perform the essential duties of the position
- Duties will be performed primarily in a maintenance facility/office environment and will require travel to other locations and agencies

This job description is not intended to be a complete listing of all the job duties required of this position, but to provide information on the general scope of the position.

#### Application

Apply online at [ridelbt.com/careers](http://ridelbt.com/careers). Online applications must include past work history and be fully completed to be considered. Resumes will not be accepted in lieu of a complete online application.

Candidate must be eligible to work in the United States. Long Beach Transit does not sponsor H-1B or other related work visas.

Hiring Range: \$67,767.91 - \$76,512.16 per year (DOQ), with excellent fringe benefits.

Equal Opportunity Employer

Successful candidate must pass agency and Department of Transportation (DOT) physical, drug and alcohol examinations.

Long Beach Transit, 1963 E. Anaheim Street, Long Beach, CA 90813

### SACRAMENTO REGIONAL TRANSIT DISTRICT

#### INTERNAL (ACCOUNTABILITY AND COMPLIANCE) AUDITOR

**\$101,124 - \$141,600 Annually (Plus Excellent Benefits)**

The purpose of this position is to plan, coordinate and oversee organizational risk assessment activities and complex financial, operational, compliance, programmatic contract and technology systems audits in accordance with accepted professional standards. The incumbent will ensure the integrity and efficiency of the District's policies and practices, that internal controls are adequate in effectively managing business risks, that assets and revenues are protected, and the compliance with applicable federal, state and local laws and regulations. This position has authority and responsibility for working collaboratively with management staff at all levels to implement necessary changes or corrections and will maintain direct access to the General Manager as needed.

**Final filing date: November 18, 2020 at 11:59 p.m.** For complete information on positions and application filing instructions, please visit Sacramento Regional Transit District's website at [www.sacrt.com](http://www.sacrt.com) or contact the Human Resources Department at (916) 556-0298. SacRT encourages women and minorities to apply and will make reasonable efforts to accommodate applicants with disabilities.

SacRT is an Equal Opportunity and Affirmative Action EOE/AA Employer - Minorities/ Women/Disabled/Veterans.