APTA Congratulates President-Elect Biden and Vice President-Elect Harris

APTA WELcomed and congratulated President-Elect Joseph R. Biden Jr. and Vice President-Elect Kamala Harris in a statement Nov. 7.

“President-Elect Biden has been a tireless champion for public transit and passenger rail over his many years of public service, and we look forward to working with his Administration on numerous issues of importance to millions of Americans who rely on bus and rail to get to work, to school, to family and across this great nation,” said APTA President and CEO Paul P. Skoutelas.

Investment in public transit is a bipartisan issue, Skoutelas added, pledging that APTA will continue to work with republicans and democrats alike in Congress to build a public transportation infrastructure that is “the pride of the nation and rebuilds our economy.”

Skoutelas said that APTA looks forward to working with Senate Majority Leader Mitch McConnell (R-KY) and Speaker of the House Nancy Pelosi (D-CA) during the lame-dock session to pass an immediate COVID-19 relief package to support public transit agencies with at least $32 billion in emergency funding. APTA is also strongly urging Congress to complete action on the Transportation, Housing and Urban Development, and Related Agencies Appropriations bill and provide the highest possible funding for public transit and passenger rail.

In addition, Skoutelas said that the public transportation industry “stands ready to work with President-Elect Biden, Vice President-Elect Harris and the new Congress in a unified push to move our country forward and build the public transportation infrastructure of the future.”

LA Metro CEO Washington to Lead Transportation Transition Team

Los Angeles County Metropolitan Transportation Authority CEO Phillip A. Washington will oversee a panel of 17 experts who will advise on federal transportation policy and agencies, including US DOT and Amtrak.

Other APTA members on the transition team include David Cameron, assistant director, Brotherhood of Maintenance of Way Employees; Brendan Danaher, executive director, Transport Workers Union of America; Gabe Klein, partner, Cityfi; Jeff Moroceanu, director, District of Columbia DOT; Therese McMillan, executive director of the San Francisco Bay Area’s Metropolitan Transportation Commission, who is a former FTA deputy administrator and acting administrator; Brad Mims, CEO, Conference of Minority Transportation Officials; Robert Molofsky, general counsel, Amalgamated Transit Union; and Polly Trottenberg, commissioner, New York City DOT, who served previously as undersecretary for policy at US DOT.

For the entire list, visit www.buildbackbetter.com/the-transition/agency-review-teams.

Fairfax County Launches Virginia’s First Publicly Funded AV Pilot

FAirfax County, VA, in partnership with the Virginia Department of Rail and Public Transportation (VDRPT), Virginia DOT, Virginia Tech Transportation Institute, George Mason University, Dominion Energy and Mosaic District developer EDENS, has launched Relay, the first publicly funded autonomous, zero-emissions electric shuttle pilot in the Commonwealth of Virginia.

Passengers can take a free ride from the Mosaic District to the Washington Metropolitan Area Transit Authority’s Dunn Loring–Merrifield Metrorail station. While Relay is fully autonomous and
Building Community Support, One Engagement at a Time

The coronavirus pandemic has forced public transit agencies throughout the country to re-assess service models. At Rock Region METRO, we merged pandemic-related service adjustments with a transit network redesign project to build more community support for needed changes, investing relationship-building time among stakeholders, riders and residents for ultimate success.

For the relatively young transit agency serving what is arguably the only urban core in a small, mainly rural state, this is a major feat. To achieve it, the METRO team used our comprehensive operational analysis, the R.I.D.E.—or, Route Innovation, Development and Evaluation—2020 project, to educate community stakeholders on the state of METRO service today, research and document what unmet transit needs exist in the region, build a case for meaningful service changes and create a catalyst for revamping a 34-year-old funding structure that unintentionally stifled the innovation and nimbleness demanded from would-be transit supporters. As the largest public transit agency within a state usually ranking in the Top 15 among states for vehicle miles traveled per capita, METRO serves a unique market where numerous riders depend on daily transit service and where many local leaders have a preference to drive personal vehicles in a traffic system known for relatively fast commutes with few bottlenecks. At the onset of the R.I.D.E. 2020 project, we worked to identify these influencers, recognizing them as audiences ripe for messaging regarding the state of the transit system in relation to peer agencies, community attitudes toward public transit and a transit funding formula analysis.

Through personal asks, we recruited 33 leaders from the government, business, healthcare, education, social services and education sectors to join the R.I.D.E. 2020 Stakeholder Advisory Committee and developed immersive transit presentations and discussions to build understanding and consensus for how to support the state capital’s essential public transit service.

Like many of our fellow public transit agencies working across the country to make major service changes, we knew documentation of transit needs would be imperative to building support. Key to our transit education and advocacy effort were extensive rider surveys and a non-rider survey administered to hundreds of Pulaski County residents. The non-rider survey, in particular, offered new insights into non-transit-rider support for public transit, the value of the entire community and how to effectively engage the community and determine transit network values.

As transit professionals, we all know it’s hard to argue with data, and we made it the centerpiece of our campaign to engage the community and determine the value of public transit service. In addition to regular public engagement tactics, we found that hands-on participant activities worked best to solicit feedback on service priorities and offered a mix of virtual and COVID-19-safe in-person meetings and pop-ups to get it. Community leaders were led through a discussion of network tradeoffs using limited resources. The resulting budget-neutral transit network plan, unanimously approved by the METRO Board of Directors, makes possible the first major transit network change in three decades.

Critically, the 34-year-old local funding partner contribution formula based solely on service miles was given a much-needed revision as part of the R.I.D.E. project, paving the way for future growth by acknowledging and protecting fixed expenses in a mutually agreed-upon, transparent way. I thank my APTA CEO colleagues for giving me ready advice on this front when needed.

The resulting formula decreases volatility in planning future transit service and promotes regional transit service growth while recognizing the benefit of each jurisdiction’s existing transit service to that jurisdiction, even when city boundaries are crossed in related transit usage. As we all continue to navigate the pandemic, METRO flipped challenges into opportunities to build deeper engagement with our R.I.D.E. 2020 plan, which includes phases still in development—a “moderate funding increase” transit network and an unconstrained network plan. We have logged hours of meetings, resolving potential roadblocks and workingshopping ideas that will strengthen our relationships and continue attracting residents. We have used solid data to best illustrate short-term and long-term goals and their degree of difficulty in achieving. We have used our pivoting skills to phase in the network change launch for riders’ benefit. Importantly, we have created lasting change that will transform access to public transit in central Arkansas and contribute to our region’s success.
Commuter Rail Industry
On Track for Full PTC Implementation

THE COMMUTER RAIL INDUSTRY is on track to complete full implementation of Positive Train Control (PTC) by the Dec. 2020 deadline, based on 2020 third quarter reports, announced APTA. As of Sept. 30, 100 percent of railroads are PTC certified by FRA or awaiting approval on submitted safety plans. Seven out of 23 railroads are certified by FRA, and 16 railroads have submitted their safety plans to FRA—a required step before certification—and are awaiting approval. Six other commuter railroads are tenants and their hosts have been approved by FRA.”

“Riding commuter rail is 18 times safer than driving an auto and, as an industry, we are committed to being a leader in rider safety by implementing Positive Train Control,” said APTA President and CEO Paul P. Skoutelas. “Our industry has devoted tremendous time and resources to ensuring the safety of riders through PTC implementation.”


100% of All Milestones Completed by 28 Commuter Railroads in 2018

- of spectrum acquired
- of wayside equipment installed
- of onboard equipment installed
- of back-office equipment installed
- of staff trained

TransLink Opens New Bus Loop

TRANSLINK, RICHMOND, BC, Canada, has opened a new bus loop at the Richmond-Brighouse Station. The new loop includes space to accommodate articulated buses in the future and allow for bus service expansion in Richmond. Amenities include spacious waiting areas with large bus shelters, enhanced lighting, improved pedestrian connections and new crosswalks between the new loop and Richmond Centre, a sheltered HandyDART pick-up location, new bike lockers, and an acoustic wall to mitigate bus-related light and noise impacts for adjacent residences.

The loop will move the loading areas for five routes and the N10 NightBus off Number 3 Road, which will improve traffic flow.

“Richmond-Brighouse is a very important transfer point on our system, with nearly 12,000 of our customers using the on-street bus exchange each weekday last year,” said Kevin Desmond, TransLink CEO. Centrally located in Richmond, this new bus loop improves the customer experience and will be able to serve a growing number of commuters over many years to come.”

METRA IN CHICAGO, IL, HAS introduced its first bike car on the Milwaukee District North Line as part of a pilot program that will last into the spring of 2021. The new bike car can carry 18 bicycles instead of the usual five allowed on Metra’s accessible diesel railcars. The agency is also temporarily relaxing its policy to allow bikes on all trains across all 11 service lines.

“We’re committed to being part of a regional transportation network, which includes supporting the cycling community by making Metra an accessible part of their trip,” said CEO/Executive Director Jim Derwinski. “We know this car will be more widely used in warmer months, but we decided to debut it as soon as it was ready because we’re hopeful it will create new options for residents looking for ways to get out of the house in a safe, socially distanced way. We look forward to seeing some of the region’s more dedicated cyclists using this new amenity over the winter and to welcoming everyone else aboard in a few months.”

The car can be identified by its blue and grey paint scheme, as well as a large white bicycle decal adjacent to the exterior doors. Metra will gather feedback from riders and transportation advocates about the bike car. A second car is planned to be completed later this year.

APTA, Other Organizations Call for Tax Extenders

THIS WEEK, APTA AND MORE THAN three dozen organizations representing business, energy, transportation, community development and agriculture stakeholders wrote to congressional leaders asking for legislation to extend expiring tax provisions (“tax extenders”) that will expire Dec. 31. APTA continues to advocate for extension of the alternative fuels and related infrastructure tax credits that many public transportation agencies utilize.

APTA also advocates for expansion of the alternative fuels tax credit for transit agencies with electric and hybrid-electric vehicles. The tax credit is currently available to agencies fueling their vehicles with compressed or liquefied natural gas.

In the letter, the organizations said previous lapses of such temporary tax provisions have caused confusion and hardship for the many industry sectors and individuals that utilize these tax incentives. “Allowing these tax extenders to lapse at the end of 2020 would undermine their effectiveness, threaten thousands of jobs in the U.S. economy and cause needless uncertainty for taxpayers at a time when many are coping with severe economic hardship. These measures have a direct impact on hiring, job retention and business investment and their extension would have a positive impact on an economy in serious need of recovery,” the letter stated.

L.A. Metro Opens
New Union Station
Patsaouras Bus Plaza

THE LOS ANGELES COUNTY Metropolitan Transportation Authority (Metro) has opened its new Union Station Patsaouras Bus Plaza. The new busway will make it easier and safer for J Line (Metro Silver Line) and other Metro and Foothill Transit bus riders to access Los Angeles Union Station for making regionwide transit connections.

Amenities include a shade canopy, TAP vending machines, seating, lighting, closed-circuit TV surveillance, electronic message signs, ADA-compliant elevators, stairs and a pedestrian bridge between the platform and Patsaouras Plaza.

“We are making a number of major investments in our bus system to greatly improve our customers’ transit experience,” said Metro CEO Phillip A. Washington. “These improvements will help bring our bus system into the 21st century and will live well beyond COVID-19. Our new Union Station Patsaouras Bus Plaza is just the beginning as we continue to build a world-class transportation system for both bus and rail riders and other travelers in our county.”

The Metro J Line is operated with a fleet of dedicated NABI Metro “CompoBus” vehicles. Each 45-foot-long bus is powered by CNG. The agency plans to transition the J Line to zero-emission electric buses by the end of 2021.

“Our bus network is the heart of our system, and Angelenos deserve to move around their city in state-of-the-art facilities,” said Los Angeles Mayor and Metro Board Chair Eric Garcetti.

“The new Patsaouras Bus Plaza station builds on our historic investments in public transit by making it easier and more enjoyable for riders to switch between lines at Union Station, transforming our most popular transit hub into a model of convenience and sustainability.”

From left: Metro Transit operator Brad Buchanan; SORTA Board Chair Krog Keese; Darryl Haley; U.S. Army veteran and Metro rider Jay Wooten; Chief Master Sgt. Scott Robinson; and Danielle Gentry-Barth, VP of development & marketing, Easterseals. The New York City Veterans Employee Resource Group, which helps veterans at the MTA and those wishing to be hired.

Aleyda Meyers, MTA director of all agency veteran recruitment and staffing initiatives, has worked at the MTA for 26 years, including playing an integral role in the agency recruiting and hiring approximately 1,440 servicemembers over the past six years. She volunteered at Fort Hamilton to assist servicemembers and veterans after 9/11.

Ricky Semple is a manager in the MTA construction & development signals & train control department, who recently retired as a colonel after serving 42 years in the U.S. Army. He has worked at the MTA for 35 years.

“As a veteran who served 31 years in the United States Army, it’s a special honor to recognize and thank our servicemembers including those who continue to serve the public through the MTA,” said MTA Chief Safety and Security Officer Patrick Warren. “Colonel Semple and Ms. Meyers are shining examples of how the excellence that brings someone to serve in the military and care for veterans can be applied to help all New Yorkers through public transportation.”

For 25 years, Laketran in Lake County, OH, has operated a special Veterans Medical Transportation service, which guarantees access to VA appointments, healthcare and adult daycare centers by providing free door-to-door transportation for veterans and their spouses. The program has grown to provide more than 10,000 medical trips annually.

“We have a deep respect and appreciation for the sacrifices our veterans have made,” said Ben Capelle, Laketran CEO. “Laketran is proud to partner with Lake County Veterans Service Commission and the Lake County Commissioners to ensure our veterans have accessible transportation to get the care they need.”

Perry resident Mark Sweeney served in the U.S. Army in the early 1980s.

“This is a great service. I don’t have a car and people are not always reliable to get me to my medical appointments,” he said. “This program helps me get the care I need and helps me financially.”

PUBLIC TRANSIT AGENCIES ACROSS the country honored veterans, active-duty servicemembers and their families this Veterans Day, Nov. 11, with free rides, ceremonies and critical services.

In Cincinnati, Metro Transit commemorated Veterans Day with the launch of its Metro Veterans Program of half-price fares on all services for military veterans and active-duty personnel, including the National Guard and Reserves.

“The Metro Veterans Program is our small way of saying thank you to our region’s veterans and active-duty military for their sacrifice, bravery and commitment to serving and protecting our country,” said Darryl Haley, CEO and general manager. “There are at least 54,000 veterans living in Hamilton County, and Metro wants each and every one of them to be able to access jobs, healthcare and any other services they need.”

“Our Community One Source hotline has had 470 calls from veterans asking for help, and more than half—250 calls—were about transportation,” said Chief Master Sgt. Scott Robinson, director of military and veteran services at Easterseals. “Transportation hurdles can be a huge barrier to employment. The cost savings from the Metro Veterans Program can give a veteran with a modest income back the equivalent of a day’s wages—money that can be used for food, medicine or utilities.”

The New York Metropolitan Transportation Authority (MTA) honored two employees at a recent small, safely distanced ceremony in downtown Brooklyn, conducted by the New York City Veterans Employee Resource Group, which helps with outreach to veterans working at the MTA and those wishing to be hired.

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Twenty-First Century Problems Demand Twenty-First Century Solutions

BY MATT FLECK
Swiftly, Inc.

TWENTY-FIRST CENTURY problems require twenty-first century solutions. As the coronavirus pandemic grinds on, public transit agencies continue to battle to meet demands placed on their operations. Early departures and vehicle crowding, in particular, are proving a challenge. Two big drivers of these challenges are variable traffic conditions and fluctuating ridership. Why are operations teams having such a hard time staying nimble and keeping early departures and vehicle crowding in check?

A large part comes down to the tools that agencies are using. Most transit tools today simply aren’t designed to be nimble. Public transit agencies need twenty-first century solutions.

Maintaining social distancing on a transit vehicle is an intricate dance between software, hardware, data and the human element. First, you need accurate real-time arrival information to keep passenger boardings predictable. Then, you need automated vehicle locator (AVL) units recording and sending high-frequency location data to help keep vehicle spacing consistent to prevent bus bunching and, as a result, onboard crowding. And of course, vehicle operators need to be properly equipped to execute service according to the schedule during the whole process.

Take CapMetro in Austin, TX, for example. The pandemic has greatly reduced the amount of traffic on its routes, and vehicle operators, who are used to pushing to stay on schedule, need to adapt to the new conditions. Early departures have increased as a result. The mobile data terminals (MDTs) onboard are too clunky to actually help vehicle operators stay on schedule and modernizing the MDTs would require the agency to rip and replace their entire CAD/AVL system. Therefore, on-time performance and vehicle spacing continue to suffer.

Another example is Miami-Dade Transit. Its strategy for maintaining social distancing has been to expand service; more buses means fewer riders per bus. Finding new vehicles to add to the fleet was hard enough—the agency ended up contracting tour buses to do the job—but outfitting these new buses with the hardware, software and data necessary to operate during COVID-19 would have been very challenging with the existing CAD/AVL systems. It would have meant going through a complex process to expand the current CAD/AVL contract to install onboard hardware on temporary vehicles, which would have been cost-prohibitive and taken months to complete. In the meantime, the new buses would have been forced to run as ‘ghost buses’ without the proper hardware on board, likely causing irregular vehicle spacing, unpredictable passenger loads and confusion among riders.

In the end, both CapMetro and Miami-Dade employed a simple solution to stay nimble: decoupling their software from their hardware. In Austin, CapMetro bought off-the-shelf tablets that could run cloud-based software to give operators better visibility into their on-time performance in real time. The tablets run Swiftly’s Onboard App and show operators a streamlined version of the same information that operations staff in the OCC sees. Are they running hot? On time? Falling behind? This real-time information has allowed operators to self-manage on-time performance and make small adjustments during runs to keep service on track.

I’ve long wanted to test out our hope and belief that one day we could move away from a large, clunky, proprietary CAD/AVL system. Swiftly’s Onboard App has done exactly that.

— Dottie Watkins, COO
CapMetro

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**Keolis Operating OmniRide Services**

**KEOLIS HAS BEGUN OPERATING** the Potomac and Rappahannock Transportation Commission’s (PRTC) OmniRide services in Northern Virginia. Keolis’ partnership with PRTC is part of the operator’s expanding footprint in the greater Washington D.C. metro region, which includes operation of Virginia Railway Express.

OmniRide provides service in Prince William and surrounding counties, including commuter and local bus services, carpools, vanpools, ridesharing and a new pilot paratransit service. It also co-sponsors the Virginia Railway Express in partnership with the Northern Virginia Transportation Commission.

In line with Keolis’ drive to increase diversity at all levels, the OmniRide management team includes 86 percent female leadership. General Manager Barbara Murdock, with more than 30 years in the transportation industry, heads the OmniRide team.

“Seeing months of careful planning come to fruition is truly rewarding. The entire leadership team has been working tirelessly to ensure a smooth and seamless transition,” said Murdock.

“Keolis’ commitment to diversity is part of what brought me here, and I look forward to bringing those values to work every day as we build strong relationships with our employees and the OmniRide community.”

“We are excited to expand our partnership with the PRTC and to officially begin OmniRide operations,” said President and CEO of U.S. Bus Operations Aline Frantzen. “With the addition of OmniRide services, Keolis is providing critical multi-modal transportation and commuter services to Northern Virginia and Washington D.C. residents. This is the first step in seamless travel, and we look forward to helping people move better throughout the area.”

**DASH Deploys First ZEBs In Northern Virginia**

The Alexandria Transit Company (DASH), Alexandria, VA, unveiled the first two of three 40-foot New Flyer battery-electric buses at recent ceremonies attended by Virginia Gov. Ralph Northam and other dignitaries, including Secretary of Transportation Shannon Valentine and Mayor Justin Wilson.

This marks a historic first for the agency, Alexandria and Northern Virginia. DASH is the first public transit agency in the region to deploy zero-emission buses, with a commitment to convert entirely to electric buses. An additional three buses will be supplied by Proterra.

“Every single DASH trip plays a significant role in reducing carbon and greenhouse gas emissions within our community,” said Josh Baker, DASH CEO and general manager. “Transit, by its very nature, is a green way to travel and is proven effective at decreasing the number of single-occupant trips within our community. These buses are the natural next step in our commitment to achieving sustainable, clean transit.”

In addition to these buses, DASH plans to introduce eight more into service by winter 2021, funded by the Northern Virginia Transportation Authority. This will include four 60-foot articulated buses from New Flyer and four more 40-foot models from Proterra.

“Every electric bus we put on our streets is a step toward building a cleaner, healthier future that is less dependent on fossil fuels,” said Gov. Northam. “I want to congratulate DASH on reaching this important milestone for sustainable transit, which will help address the climate crisis, reduce air pollution in our communities and drive innovation in Northern Virginia and across the Commonwealth.”

“By operating completely on electric power without burning any fossil fuels, these vehicles will cut down on hundreds of tons of carbon and greenhouse gas emissions generated on Alexandria’s streets,” said Mayor Wilson.

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**Onboard App CONTINUED FROM PAGE 5**

**CAD/AVL provider to set any of it up.**

Early departures have reduced by 48 percent since implementing the tablet setup.

In Miami, the operations team also bought off-the-shelf tablets that run the onboard app. The aim was to quickly outfit the expanded fleet with vehicle location capabilities so that the new vehicles wouldn’t all turn into permanent ghost buses. Off-the-shelf tablets include built-in GPS functionality, so the tablets simply send vehicle location data to the GTFS feed via Swiftly. It didn’t require any expansion of the existing CAD/AVL system; in fact, the tablet-and-software solution bypassed the CAD/AVL system altogether in a fraction of the time. Now, the agency’s expanded fleet shows up in real-time arrival information just like its buses outfitted with standard CAD/AVL hardware.

Twenty-first century problems require twenty-first century solutions. Using best-of-breed software with commoditized hardware allows public transit agencies to be more reliable and trustworthy at a time when agility is key to keeping riders and operators safe.

**Basically, any vehicle can now be part of our transit service in a matter of minutes. It’s a game changer. This will fundamentally change how we think about scaling up and down our services in the future.**

— Carlos Cruz-Casas, Asst. Director Miami-Dade Transit
NCTD Completes Conversion to More Sustainable Vehicles

THE NORTH COUNTY TRANSIT District (NCTD), Oceanside, CA, has ordered two more Charger locomotives from Siemens, for a total order of nine units. These locomotives complete the agency’s conversion of its COASTER fleet to more efficient, lower-emissions vehicles. The new locomotives will also expand the fleet and enable nearly doubled COASTER service frequency.

“Submitting our final order for two additional locomotives cements our commitment to enhancing COASTER riders’ experience,” said Tony Kranz, NCTD board chair and Encinitas councilmember. “In addition to increasing service frequencies, these new locomotives will provide a smoother and more reliable passenger experience, will significantly reduce diesel emissions and improve air quality, and reduce noise pollution for residents and riders.”

The Siemens Charger locomotives will provide an estimated 90 percent reduction in emissions, as compared to previous engines.

“We are grateful to NCTD for their continued confidence in Siemens’ technology. These two additional locomotives represent an important milestone for us, bring the total number of locomotives Siemens Mobility has sold in North America to 300,” said Michael Cahill, president of Siemens Mobility Rolling Stock in North America. “We are proud to be able to manufacture these locomotives by Californians for Californians. Producing these locomotives at our solar powered Sacramento factory further improves the strong environmental footprint of NCTD’s service.”

Looking for New Revenue Streams?

For 26 years, Superlative Group has been leading the public transit industry in naming rights, sponsorships and other non-farebox revenue.

As regional planning agencies, public transit systems and operators continue to explore new sources of revenue, naming rights and corporate partnerships are becoming a more important part of non-farebox revenue growth. Over the past year, LA Metro, Santa Clara Valley Transportation Authority, Miami-Dade Transit, Pierce Transit and Utah Transit Authority have all taken the first steps through a valuation process to understand what naming rights of their assets are worth as they lay the groundwork for successful future programs.

Myles Gallagher founded The Superlative Group, a leader in the industry, in 1994. “Twenty years ago, naming rights was a growing trend on professional stadiums, arenas and ballparks. Today, naming rights is a critical line item in the development proforma in those sectors. We continue to see a similar trajectory in the transit industry and the values are trending upwards,” Gallagher added. “When you look at any market, transit systems and airports are always near the top in terms of most heavily trafficked venues, even up against stadiums and arenas, and that’s only going to increase over time.”

Some of the most successful transit naming rights examples today include Greater Cleveland RTA’s HealthLine, sponsored by Cleveland Clinic and University Hospitals, San Diego MTS’ UC San Diego Health Blue Line and GRTC’s Pulse Line, sponsored by Bon Secours and VCU in Richmond. There are a number of systems who have named stations, and more who are initiating programs as a part of revenue growth and recovery plans for the future as the CARES Act Fund has been depleted.
DCTA Announces New A-Train Contractor

THE DENTON COUNTY Transportation Authority (DCTA), Lewisville, TX, has awarded Rio Grande Pacific a contract for the management of the agency’s A-train operations and maintenance of tracks, signaling, dispatching and communications. RGPC has retained Stadler U.S. Inc. to maintain the rolling stock.

DCTA’s A-train is a 21-mile commuter line linking Denton communities to the full Dallas public transit system. “We’re looking forward to our partnership with Rio Grande Pacific for the management of our A-train rail operations and maintenance, which will enable us to continue providing quality passenger-focused rail service for the many communities we serve,” said DCTA Deputy CEO Kristina Holcomb.

Contribute to Passenger Transport!

Have news, an announcement or story to share with your peers? Passenger Transport Commentary presents the views, opinions and calls-to-action of public transportation thought-leaders. Case Studies examine successful transit operations, practices and technologies. People on the Move deals with transportation planning, implementation and financing of transit, local roads, railroads and waterway infrastructure projects.

DCTA has joined rail and transit firm Quandel Consultants as vice president–director of Wisconsin operations. Simon worked for WisDOT for 32 years, most recently as director of the bureau of transit, local roads, railroads and harbors, where he directed the development, implementation and financing of local road improvements, and railroad and waterway infrastructure projects.

MEMPHIS, TN—The Memphis Area Transit Authority (MATA) has named Ronald Nickle as chief safety and security officer. Nickle has nearly 40 years of safety experience, including providing 15 years of safety oversight for public transportation organizations. He recently served in a consultant role as senior safety and security director for Transit Safety and Security Solutions, Inc., where he managed and consulted on projects for Chicago Transit Authority and King County Metro.

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New York—HNTB Corporation has named Sally Librera vice president of strategic planning and client support. Her transportation career includes 16 years solving infrastructure and transportation challenges in the New York area. She recently served as senior vice president–NYC transit subways for the Metropolitan Transportation Authority (MTA)—the first woman to hold the position. She also led the MTA’s Staten Island Railway, where she served in the groundbreaking role of the first female to lead Staten Island’s 24/7 heavy rail operation.
Lupe Jarelz is celebrating 40 years driving buses for Gold Coast Transit District (GCTD), Oxnard, CA. She is also part of the district’s Two Million Mile Club, as determined by the National Safety Council, having driven 50,000 hours without a preventable accident. “GCTD is proud to have Lupe on board, ensuring the safety of our passengers each day,” said Steven Brown, GCTD general manager. “She is our ‘Number 1’ driver as far as her seniority in the workplace culture to deliver on these plans.” During her career, Lupe has driven through earthquakes, wildfires, historic economic and social changes, and most recently COVID-19. Lupe’s son, Manuel Barajas, is also employed by GCTD, working as an operations supervisor.

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: passenger.transport@pennlive.com. Mail-in address is: Passenger Transport, 13001 Street, NW, Suite 1200 East, Washington, DC 20005. Ad copy is not accepted by phone. Deadline: 3 pm, EST, Friday, one week prior to publication date. INFORMATION: Phone (202) 496-4877.

BIDS/PROPOSALS

REQUEST FOR PROPOSAL FOR VIA SCOBEY STORAGE COMPLEX DEVELOPMENT VIA CONTRACT #21-012 VIA Metropolitan Transit is seeking proposals from responsible firms for VIA Scobery Storage Complex Development. Proposals will be accepted until 4:45 PM, December 10, 2020. Proposals received after that time and date will not be considered.

A Site Visit will be held at 10:00 AM and 2:00 PM, November 5, 2020. A Pre-proposal Conference will be held at 10:00 AM, November 6, 2020, via Microsoft Teams. Vendors interested in attending the pre-proposal conference must email VIA at transportation@viametrotexas.net for participation instructions prior to 4:45 PM, November 5, 2020.

Proposal documents may be obtained from VIA’s Procurement Department, 800 W. Myrtle, Suite 203, San Antonio, Texas 78212. Please visit via.diversitycompliance.com to register with VIA and to download the document. Information on current solicitations is listed under the View Procurement Opportunities section.

REQUEST FOR PROPOSALS #2021-03 PARATRANSIT SCHEDULING SOFTWARE The Transit Authority of Northern Kentucky (TANK) is seeking proposals from qualified vendors to provide Paratransit Scheduling Software. The solicitation will be issued on November 2, 2020. Proposals are due by 2:00 PM on December 10, 2020. To obtain a copy of the request contact Luindy Whitaker at 859-814-2129 or lwhitaker@tankbus.org

INVITATION TO BID Notice is hereby given that the City of Gainesville, Florida will receive electronic bid submittals for “Cellular Service for Transit Buses”, Invitation to Bid #RT521-210906-D5. A pre-bid meeting will not be held. The question submittal deadline is November 30, 2020. Only bid responses (in pdf format), uploaded electronically to DemandStar, before 3:00 p.m. (local time) on December 10, 2020 will be accepted. Paper copy submittals are not accepted.

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.

For additional information please contact the Procurement Ordinance 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 by the City Manager at the City Commission on the day of submittal.

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HELP WANTED REGIONAL TRANSIT SERVICES COMMISSION (RTSC) CHIEF EXECUTIVE OFFICER Reports to: Board of Directors

As the founding Chief Executive Officer (CEO) of RTSC, the successful candidate has the challenging and exhilarating opportunity to steward an employee’s growth from a single employee to a fully-operational service-delivery organization responsible for innovative transit-service delivery for the second-fastest growing region in Canada. Reporting to the Board, the CEO will oversee and direct the start-up and operation of the Commission, building a progressive, modern organization. The CEO will create a vision of service to inspire a leadership team and workforce that will deliver over 6,000 estimated weekly conveniences and assists on time.

The CEO will work with the Board to create a strategic plan to guide the start-up and operations of the Commission. The CEO will build their leadership team and surround themselves with talented leaders who can deliver on the vision and mission of the RTSC. The CEO, as a forward-thinking executive leader, will drive innovative solutions for mobility in the region and a diverse and inclusive workplace culture to deliver on these plans. The CEO will be savvy and skilled at partnering with unions and non-union workforce groups, and an expert in aligning and achieving optimal outcomes with a wide range of stakeholder. The successful candidate will be fiscally prudent and oversee a capital program related to transit infrastructure development as well as deliver a multi-year operating budget.

For a detailed job description please go to: https://optimumtalent.com/opportunities/registration-oregon-executive-officer-regional-transit-ser-vices-commission/

PAYROLL MANAGER (PS101503) Position is located in San Rafael, CA. Salary Range: $102,522.80 to $132,593.60 annually plus excellent benefits, 40-hour work week.

Employee pays 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 Applicants must apply online by the deadline date. Applications received after the deadline date will not be considered. For directions and general information, visit our website www.goldengate.org.

DIRECTOR OF PLANNING This position is responsible for developing and analyzing transit service planning, scheduling, capital planning, data reporting and analysis, improvements and innovative projects for near-term and intermediate range service planning, and creating transit service delivery options.

Minimum Qualifications:
• Familiar with local, state, federal laws and regulations governing public transit systems and operations and transportation grant funding.
• Knowledgeable in modern transit system operating principles and practices.
• Experience working with ArcGIS and Microsoft Office. Prefer experience with Adobe Creative Cloud, Remix planning software, DoubleMap CAD software and TransLoc Architect.
• Experience in grant writing.
• Strong organizational and analytical skills to interpret complex Excel datasets.
• Must have excellent communication skills, oral and written, strong analytical skills, research abilities, and understanding of service cost and budget impacts.
• Ability to establish and maintain effective working relationships with Topeka Metro staff, members of state/federal agencies, local government, and the general public.
• Proficient with statistical principles and survey techniques.
• Ability to analyze and interpret data regarding ridership, demographics, traffic surveys, maps, costs, and service performance.
• Proficiency in quality assurance methods used in schedule production.

Topeka Metro offers great benefits and KPERS. Salary will commensurate with experience. Submit cover letter, resume and references to: Topeka Metro 201 N. Kansas Ave. Topeka, KS 66603 Email: resumes@topeakemetro.org

DEPUTY DIRECTOR REGIONAL TRANSPORTATION AUTHORITY MASSACHUSETTS BAY TRANSPORTATION AUTHORITY Salary: $135,000.00 Annually Location: Boston, MA This position will assist the Director of Maintenance of Way in providing oversight to approximately 330 employees.

Primary Responsibilities The following is only a brief summary of the primary duties and responsibilities.

• Responsible for the maintenance of the customer experience through the oversight and direction of all activities associated with the repair, spade, and modification of all track infrastructures.
• Supervise in a highly unionized environment and thrive and partnership. Supervisors and Forepersons all maintainance, engineering and administrative staff responsible for the inspection, repair, construction, modification, design, installation and all other activities associated with the track infrastructure.
• Review all specifications and RPs associated with the selection of consultants and/or vendors for services and materials related to track infrastructure, maintenance, repairs and modifications.

For complete job description and to apply, please visit: https://www.mbta.com/careers

The MBTA/MASSDOT is an Affirmative Action/Equal Opportunity Employer.

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 operations.

Job Functions:
Oversee and execute maintenance actions within the budget. Develop plans to meet unexpected situations, emergencies and unusual events. Performs inspections of LRVs and sub-systems to ensure proper maintenance schedules and supervisory procedures. Oversees, reviews, and accepts or rejects work projects by contractors. Trains employees in the safe and efficient performance of LRV system maintenance and proper operating procedures and practices. Responsible for monitoring productivity and quality of maintenance personnel performance. Develop, administer, and maintain records of instruction programs for safety, preventive 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 lead and guide maintenance personnel in the interpretation of LRV Maintenance Management System

Training/Experience/Qualification:
• Associate Degree/Vocational Training certificate in the Electrical/Electrical technical field and 4 years of related trade experience with a minimum of 2 years with OR High School Diploma/GED with 6 years of related trade experience.

License:
CDL or CLP class B with air brake and passenger endorsement

To apply online at www.goohrt.com/transit careers.

Topeka Metro is an Equal Opportunity Employer.
EMPLOYMENT OPPORTUNITY

NEW ORLEANS REGIONAL TRANSIT AUTHORITY

SAP-120: Classification: Exempt
Salary Range: $47,000-$59,000
Position Title: Maintenance Director
Closing Date: 03/11/20

For a complete job description and to apply, please visit norta.com/jobs

This is a full-time, non-exempt position. Applicants must be willing and able to work rotating shifts and weekends. The Regional Transit Authority gets people moving around New Orleans. Our transit services bring people together to get to their jobs, students to their schools and fun seekers to entertainment, shopping areas and restaurants. We partner with our local emergency responders and the city as well as tourists, taking them to and from their hotels to historical neighborhoods and countless attractions. RTS's system includes five streetcar lines, 34 bus routes, two ferry routes and paratransit services.