

# PASSENGER Transport

THE SOURCE FOR PUBLIC TRANSPORTATION NEWS AND ANALYSIS

FRIDAY, DECEMBER 11, 2020 | VOLUME 78, NO. 23



Operating along Bayshore Drive, St. Petersburg, PSTA's AVA is the first autonomous vehicle fleet launched by a public transit agency in mixed traffic in Florida.

## PSTA Launches Ground-Breaking AV Pilot

**THE PINELLAS SUNCOAST TRANSIT AUTHORITY (PSTA)**, St. Petersburg, FL, in partnership with autonomous mobility solution company Beep and funded by Florida DOT (FDOT), has launched the first of its kind autonomous vehicle (AV) pilot in downtown St. Petersburg. The fare-free all-electric shuttle, AVA (Autonomous Vehicle Advantage), is the first AV fleet launched by a public transit agency in mixed traffic in Florida.

"We are beyond excited for the community to try this all new experience with AVA," said Brad Miller, PSTA chief executive officer. "Like an attraction at Disney World, we hope all who come to enjoy AVA leave with a better understanding of how technology can help enhance safety all while providing clean-energy solutions that could transform transportation."

The shuttles have eight sensors on their exterior providing a 360-degree view of the environment and are equipped with multiple onboard LiDAR sensors and GPS tracking to ensure the pre-determined route is maintained during operation. An on-board attendant serves as an ambassador to oversee the passenger experience and explain the technology. The vehicles will operate at a maximum speed of 15 mph as part of the three-month pilot.

"Launching AVA along Bayshore Drive is the first step into the future of safer and transformative transportation along the tourist corridor. Public and private partnerships such as the project with PSTA will only continue to position the state as innovators and integrators of autonomous technology in the transit industry," said Joe Moye, Beep CEO. "We are committed to the safe testing of these vehicles in communities and with agencies who share the same vision of implementing the transportation of the future on the roads of today."

"We appreciate PSTA's forward thinking and perseverance in bringing the AVA to fruition. This project exemplifies FDOT's ongoing effort to enhance mobility through innovation and partnership," said FDOT District Seven Secretary David Gwynn.

## Public Transportation: A Year in Review

BY KATHY GOLDEN

Sr. Director-Publications and  
Passenger Transport  
APTA

2020. A year none of us will ever forget.

As public transportation agencies and businesses were preparing to welcome a new year in January 2020—and with it, grand

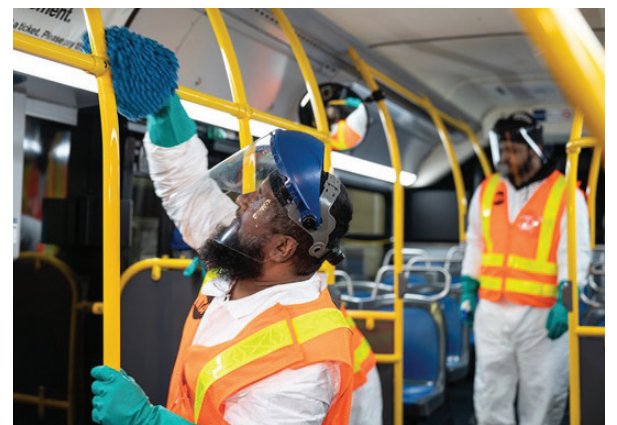
plans for expansion, development and innovation—COVID-19 was beginning to make its way across the U.S. By March, many businesses had sent their employees home to telework, and transit ridership and revenue were declining. Despite the coming hardships, it was a time for our industry to rally. And it did.

Our transit systems and businesses united and stepped up to the challenge. Agencies offered free rides to healthcare workers and other essential employees. They instituted strict disinfecting and cleaning protocols of their facilities and vehicles. They installed protective barriers on vehicles, distributed personal protective equipment, and encouraged face coverings and social distancing. Along with business members, they worked with organizations in their communi-

ties to quickly produce health and safety equipment such as hundreds of thousands of gowns, masks and hand sanitizers.

Nine months later, the virus continues to ravage our country—and our industry. Deep cuts in funding, drastic decreases in ridership and skyrocketing costs have put unprecedented strain on our industry. Public transit's front-line workers

**A YEAR IN REVIEW** CONTINUED ON PAGE 5



## Public Transit Agencies Honor Rosa Parks

Public transit agencies across the country marked the days around Rosa Parks Day, Dec. 1, by reserving seats on buses in tribute to the civil rights icon and her contributions to equity in public transportation. In addition to its annual on-board tribute, the Milwaukee County Transit System (MCTS) announced the first-ever MCTS Rosa Parks Tribute Scholarship. The agency is inviting high school seniors in Milwaukee County who will attend a trade school, college or university to submit an essay inspired by Parks' quote: "Each person must live their life as a model for others." Parks was arrested Dec. 1, 1955, after refusing to give up her seat to a white man in Montgomery, AL, leading to a Supreme Court ruling that outlawed segregation on public transportation.





# COMMENTARY

**BY DEBRA A. JOHNSON**  
General Manager and Chief Executive Officer  
Regional Transportation District  
Denver, CO

# Identifying Opportunities Among Difficult Challenges

With the end of the calendar year rapidly approaching, December lends itself to deeper levels of reflection in our personal and professional lives. Like so many of you, I am preparing for what lies ahead while reflecting carefully on the past nine months—a period unlike any we have lived through and, we hope, will not see again in this lifetime. Who would have imagined that a global health pandemic would lead to significant adverse impacts and lasting repercussions for our agencies and industry in a matter of weeks?

**THE PHRASE “20/20 VISION” FEELS** especially apt right now, as its meaning—having average visual acuity—is precisely what we’ve been trying to do during this unprecedented time: making decisions based upon factors and circumstances that are a short distance in front of us. We are doing our utmost with the information we have at the moment, driven to honor our employees, especially our frontline, and serve our customers in the most suitable manner possible. We have made “business as unusual” a new way of doing business as usual, and we are all adjusting to these changes together. No one possessed a blueprint for this set of challenges; we have been developing it daily.

I believe we are living and leading through a defining moment for the transit industry, because COVID-19 will enable us to look at our business model and repurpose it. I have said countless times that as long as there are people on this planet, there will always be a need for sanitation, healthcare, education and transportation. That fact does not change with the advent of a pandemic. It may change the manner in which we provide transit services, but it does not change the inherent need for transit.

Public transportation agencies in every city across the globe are having to make hard but necessary decisions related to service delivery, including reducing service for an indefinite period of time in response to fewer customers on our systems. The Regional Transportation District is no different: In metropolitan Denver, we reduced service levels 40 percent in April, and our ridership is hovering around 40 percent of what it was before the pandemic.

I think that as transit organizations look thoughtfully upon what it means to be more lean, we can optimize our services for the betterment of those who are most dependent upon transportation. I am proud to lead a workforce that includes essential employees who are moving essential employees across our region. When we place proper emphasis on those essential services that have enabled us to weather this proverbial storm, we are better equipped to identify efficiencies that allow us to do more with less. Whether it’s COVID-19 or a catastrophic event that comes our way in the next generation, we will have experience that we can leverage.

This doesn’t mean that the decisions will be easy, as we know. Longstanding issues, such as chronic underinvestment in public transportation, have been laid bare during the pandemic. Public and elected officials will remind us of the constituencies they serve. Our core business often lies in the inner cities and downtown areas, a fact that does not suit everyone. Let me be clear: governing during a pandemic is not a popularity contest—it’s about acting with integrity to do what’s best in the public interest. It’s about holding responsibility for taxpayer dollars and making the best use of them. It’s about having respect for self and others, recognizing the need to deliver our essential frontline workers—who have sacrificed so much of themselves

**I think that as transit organizations look thoughtfully upon what it means to be more lean, we can optimize our services for the betterment of those who are most dependent upon transportation.**

during this pandemic—to their places of employment. Looking at service delivery through such an intentional lens primes us to provide service in the most optimal manner.

I fervently believe that challenges are coupled with opportunities, and I am constantly asking myself what I can learn from this moment. One reality constantly affirmed is the need to be highly communicative to manage people’s expectations, so assumptions are not made in the absence of real information. Keeping our boards of directors, employees and customers apprised of what’s going on will yield great returns in the long run. People may not like the information they’re receiving because it’s not what they want to hear, but they deserve to have it, nonetheless. It is our responsibility to be as forthright as possible about the realities before us.

RTD, like so many agencies, is having to reduce its workforce, a fact that no leader wants to carry forward. As we work through this process, I commit to share information with our employees and work in partnership with our union to ensure that, when reinvesting in our transit system is possible again, we could reinstate some of those employees. I recognize that their willingness to come back to our organization may be determined by how we treated them during this time of transition. As a person in the people business, I believe it is paramount to honor the human element and show compassion.

We must be flexible and agile as we chart this course. We all are learning how to make modifications on the fly within a changing environment, and we must continue to do so going forward. Crisis doesn’t make a leader—it defines one. To paraphrase former First Lady Eleanor Roosevelt: When you want to see what a teabag does, put it in hot water and see if it becomes stronger. The mission of public transportation has never been more important than it is now. As we look toward the new year, we will meet the challenges the pandemic has brought precisely because of all that we have learned together.

# PASSENGER Transport

ISSN 0364-345X  
*The Source for Public Transportation News and Analysis*  
**VOLUME 78, NUMBER 23**  
**ESTABLISHED 1943**

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

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

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

11-20 copies	\$65 each copy
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POSTMASTER: Send address changes to: *Passenger Transport*, 1300 I St., NW, Suite 1200 East, Washington, DC 20005. Periodicals Postage paid at Washington, DC and additional mailing offices.

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# MTA Announces New Route with New Electric Bus

**MACON-BIBB COUNTY TRANSIT** Authority (MTA), Macon, GA, has launched its Second Street Corridor route, serviced by “Sparky,” one of the agency’s two new K9S 35-foot, zero-emission electric buses from BYD.

MTA is the first public transit agency in Georgia to operate electric buses. Sparky and her brother, “Bolt,” will alternate routes throughout the agency’s system. Both buses were unveiled in October.

“We have been working on this bold initiative for more than two years and are delighted to leap into the future. The citizens of Macon-Bibb County will be well-served by buses that utilize this clean, safe and efficient technology,” said MTA CEO Craig Ross. “The dual bus wrap design featuring a lightning bolt on one side and an electric plug

on the other was chosen as an attention-getter highlighting our new green technology.”

The Second Street Corridor route includes service for the first time to the front steps of Coliseum Medical Centers on Hospital Drive, significantly increasing accessibility to the hospital and other buildings on the campus.

“This is very exciting for us and we’re so thankful to Macon-Bibb County Transit Authority for adding a regularly scheduled stop at Coliseum Medical Centers,” said Stephen J. Daugherty, CEO, Coliseum Health System. “Our first priority is our patients and improving access to the hospital for them and their loved ones is paramount. We want to make sure everyone who needs us can easily reach us, whether to visit our hospital or their physicians on our campus.”



Macon-Bibb County Transit Authority’s two new electric buses, Sparky and Bolt, feature a lightning bolt on one side and an electric plug on the other.

## APTA Partners with Transit app on Ridership Data

**APTA AND TRANSIT APP ARE** partnering to provide up-to-date, week-by-week estimations of public transit ridership for agencies across the U.S. The APTA Ridership Trends dashboard is available at [www.transitapp.com/APTA](http://www.transitapp.com/APTA).

Since the onset of COVID-19, public transit ridership has risen and fallen rapidly, making it difficult for agencies that rely on monthly or quarterly reporting to follow up-to-date ridership trends and benchmark against their peers. To tackle this challenge, the dashboard will allow APTA members to track demand for public transit and publish estimates of ridership changes in real time.

“APTA is excited to announce this new partnership with the Transit app,” said APTA President and CEO Paul P. Skoutelas. “Agencies around the country need up-to-date information to help them make critical business decisions

during this unprecedented pandemic. This new partnership will benefit our members and riders all around the nation.”

“We work hand-in-hand with transit agencies around the country every day,” said David Block-Schachter, chief business officer of Transit. “Agencies are looking for new, faster ways to gather data in order to respond to rider demand. The number of people using our app for transit information is a great barometer for estimating overall ridership in near real-time. Together with APTA, we’ve been able to refine this data to provide insights to the entire industry.”

Join APTA and Transit for a webinar Jan. 12 at 2:00 p.m. Eastern to learn more about how this new dashboard can supplement ridership reporting and benchmarking. Register at [www.transitapp.com/apta-webinar](http://www.transitapp.com/apta-webinar).

# TRANSform Conference & EXPO Set for Sept. 1-3

**APTA HAS RESCHEDULED ITS** TRANSform Conference & EXPO due to the ongoing COVID-19 pandemic. The event will take place Sept. 1-3, 2021, in Anaheim, CA.

The decision to postpone the event was made out of concern for the safety of all attendees, exhibitors and partners, and in response to public health advisories to limit travel and the prohibition of large gatherings.

APTA’s TRANSform Conference & EXPO is the world’s most comprehensive public transportation showcase. With attendees and exhibitors from around the globe, the event plays a pivotal role in connecting the industry to what’s now and what’s next in public transportation.

Be sure to visit [www.aptaexpo.com](http://www.aptaexpo.com) regularly for updates on registration, hotel and program information.

## New CEO Named

Stephen J. Gardner, Amtrak

**THE AMTRAK BOARD OF DIRECTORS HAS APPOINTED**

Stephen J. Gardner as president. In this role, he will lead the company’s day-to-day operations and be responsible for modernizing Amtrak’s products, services, infrastructure and fleet.

Gardner came to Amtrak in 2009. He led the company’s commercial function as executive vice president since Oct. 2017 and served as senior executive vice president and chief operating and commercial officer from May 2019 through Nov. 2020. He has been responsible for efforts to expand state-supported service partnerships, increase Acela capacity and improve Northeast Corridor infrastructure.

Prior to Amtrak, Gardner worked for the U.S. Senate Committee on Commerce, Science and Transportation’s Subcommittee on Surface Transportation & Merchant Marine Infrastructure, Safety and Security. In this capacity, he directed all legislative and oversight activities related to the safety, security, infrastructure and operations of railroads, motor carriers, pipelines and hazardous materials transportation, including overseeing all related federal agencies. Before that, he served as legislative assistant for transportation for Sen. Tom Carper (D-DE) and Rep. Bob Clement (D-TN).



Stephen J. Gardner

## APTA VP of Communications & Marketing Retires

**IT IS WITH BOTH** sadness and best wishes that APTA wishes Rosemary (Rose) Sheridan, vice president, Communications & Marketing, a happy and fulfilling retirement after nearly 23 years at APTA.

APTA President & CEO Paul P. Skoutelas said, “Rose has been a dedicated and passionate proponent of public transportation and is a respected professional in our industry. She has helped shape the image of public transportation during her more than two decades at APTA. Every APTA member is in her



Rosemary Sheridan

debt for her many contributions. I wish her wonderful things in her well-earned retirement.”

In her role at APTA, Rose has created and managed numerous communications campaigns, worked across all association departments to ensure the public transportation industry’s messages were heard, and oversaw many award-

winning publications.

As publisher of *Passenger Transport*, Rose has brought her vast knowledge and expertise to our pages weekly. We will greatly miss her.

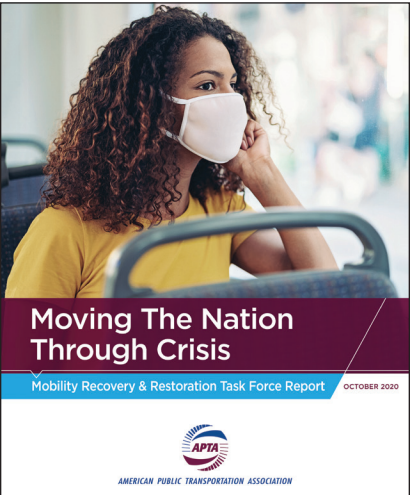


# APTA Publishes Mobility Recovery & Restoration Task Force Report

APTA HAS RELEASED THE FINAL report from its Mobility Recovery & Restoration Task Force. The report summarizes the group’s six-months of work to support public transit agencies and reposition the industry for an essential role in the nation’s post-pandemic economic recovery.

The Task Force was established by APTA Chair Nuria I. Fernandez, general manager and CEO, Santa Clara Valley Transportation Authority, San Jose, CA, and chaired by Los Angeles County Metropolitan Transportation Authority CEO Philip A. Washington.

Access the report at <https://bit.ly/3ITvrtV>.



# Stantec Announces Launch of Stantec GenerationAV

GLOBAL DESIGN FIRM STANTEC has launched Stantec GenerationAV to assist clients in deploying autonomous vehicle (AV) projects. The tools and services offered through the program will complement the firm’s architecture, engineering, planning and design services to offer comprehensive solutions for transportation systems.

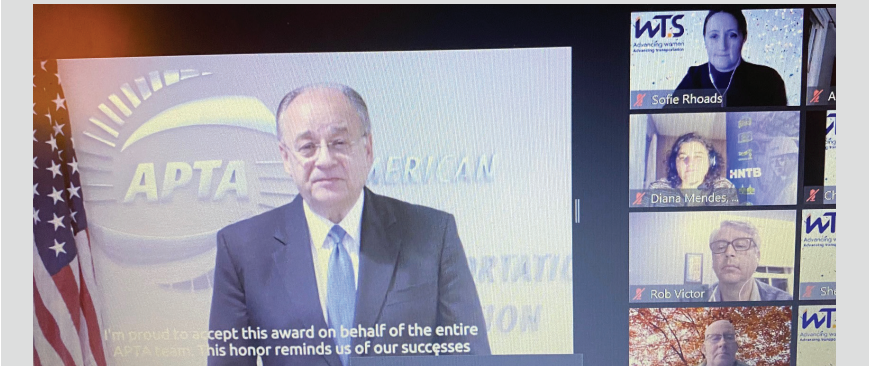
Stantec GenerationAV uses a data-driven process to remove barriers to AV programs most commonly identified by clients: selecting technology suppliers, addressing regulatory requirements and building an efficient roadmap to safe deployment.

“There is a lot of desire out there to harness the power of AVs, but very

little in terms of resources that connect all the necessary dots,” said Corey Clothier, director of Stantec GenerationAV. “The technology is there to make our transportation systems safer, cleaner and more equitable for our communities. Stantec GenerationAV is going to get us there sooner through comprehensive education; strategic connections; and smart, fit-for-purpose deployments.”

Stantec GenerationAV was created in concert with the 2020 launch of Stantec’s Innovation Office, which was designed to identify, incubate, accelerate and operationalize client-focused research into scalable infrastructure solutions.

# WTS-DC Names APTA Employer Of the Year



At the virtual WTS-DC Holiday Party & Awards Ceremony Dec. 8, APTA was recognized by the organization as Employer of the Year, reflecting the association’s commitment to diversity and inclusion and advancing women at APTA and throughout the industry. APTA President and CEO Paul P. Skoutelas thanked the organization for the honor.

# APTA AdWheel Awards Now Open for Entries

THE CALL FOR ENTRIES FOR APTA’S 2021 ADWHEEL AWARDS IS NOW OPEN. AdWheel recognizes APTA members’ top marketing and communications initiatives that advance the strategic interests of public transportation organizations. This year, APTA has added a special COVID-19 category to recognize efforts to communicate health information, showcase employees as essential workers and inform the public about new community safety efforts, among others. The deadline to submit entries is Jan. 6.

Awards will be given in four main categories:

- Best Marketing and Communications on the COVID-19 Pandemic
- Best Marketing and Communications to Support Ridership or Sales
- Best Marketing and Communications Educational Initiatives (Non-COVID)
- Best Marketing and Communications to Highlight Transit Needs/Funding

Learn more and submit entries at [www.apta.com/adwheel-awards](http://www.apta.com/adwheel-awards).

# Thank You to APTA Photo Invitational Participants!

HUNDREDS OF ENTRIES WERE submitted to APTA’s 2020 Photo Invitational, and twelve photos that epitomize public transportation at work and its importance to the community were selected as Photos of the Month for 2020. Here is a look back at the winners for Aug.–Dec.!

**Mid-Region Council of Governments – Albuquerque, NM**  
Photographer Allen Winston (August)



**Roaring Fork Transportation Authority – Aspen, CO**  
Photographer Jennifer Balmes (September)



**Metropolitan Transportation Authority – New York, NY**  
Photographer Patrick J. Cashin (October)



**First Transit/LSU – Baton Rouge, LA**  
Photographer Collin Richie (November)



**Washington Metropolitan Area Transit Authority – Washington, DC**  
Photographer Kyle Anderson (December)





## A YEAR IN REVIEW CONTINUED FROM PAGE 1

have made enormous sacrifices, and many systems have lost cherished employees to the virus.

Just as our members pivoted to address all these challenges, so did APTA. We developed new tools and aggressively sought—and won—\$25 billion in emergency funding from the federal government under the Coronavirus Aid, Relief, and Economic Security (CARES) Act that included funding for public transit and passenger rail, including Amtrak. This was the largest transit appropriation in history and almost three times the fiscal year 2020 transit formula grant funding.

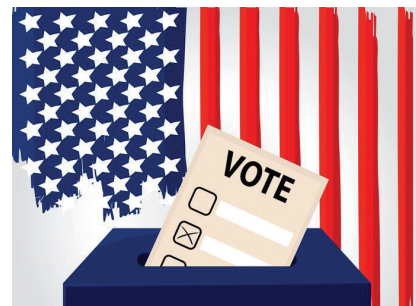
APTA continued to make a strong case for additional COVID-19 funding, asking for at least \$32 billion. And now, congressional support is growing for some level of help. As of Dec. 10, an aid package with \$15 billion for public transit is being discussed in Congress. While APTA believes this is a start, we are still advocating for at least the \$32 billion.

These funds are desperately need if the public transit industry is to survive the ravages of coronavirus. Transit systems across the country have announced they will have to institute a variety of extreme measures, such as cutting service in half, eliminating weekend service and laying off as much as half their workforce.

### Public Transportation Systems and Businesses Face Increasingly Dire Situation

In fact, APTA conducted a survey of its transit system and business members in mid-September and found that six in 10 public transit systems will be forced to reduce service and furlough employees in the coming months if they do not receive an additional \$32 billion in emergency federal funding from Congress. In addition, nearly one-half

of public transit industry businesses (47 percent) expect to lay off employees, and nearly one-third of transit industry businesses (31 percent) are concerned they may go out of business if additional federal funding is not provided.



### Voters Want More Public Transportation

Just last month, voters across the nation continued to voice strong support for public transportation, even during the pandemic.

They gave their overwhelming support for public transit by approving 15 out of 18 measures supporting it. This year's total amounted to 47 out of 52 wins for public transit, a 90 percent win rate for 2020, representing \$753,284,585 in new revenue annually and \$17,928,135,098 in total revenue.

These ballots initiatives once again underscored the importance of local, state and federal partnerships in transportation investment.

### Capital Projects Move Ahead

Despite the massive cuts to both services and revenue, some capital projects still moved forward this year. The Los Angeles County Metropolitan Transportation Authority (LA Metro) is working on several major projects, including its Sepulveda Transit Corridor project, which will build a high-speed, high-capacity transit line connecting

the San Fernando Valley, Westside and LAX airport.

LA Metro is also advancing three possible routes for the Crenshaw Northern Extension project, as well as a \$50.3-million contract for environmental analysis, which is expected to begin later this year.

The LA Metro Board amended the Purple Line Extension Section 1 budget from \$2.77 billion to \$2.97 billion to cover differing site conditions and additional third-party and safety requirements.

Also in the works is a life-of-project budget of \$5 million for a High Desert Intercity Rail Corridor Service Development

Plan to study high-speed rail between Antelope Valley and Victor Valley.

And, Minnesota received a \$928.8M full-funding grant to construct its Green Line light rail extension, which will clear the way for the completion of the state's largest ever public works project.

### Agencies Move Forward with Innovation

Public transit agencies continued to make and meet important milestones this year, in spite of the many

## A YEAR IN REVIEW

CONTINUED ON PAGE 6



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challenges they faced in the wake of coronavirus. For example, the Santa Clara Valley Transportation Authority’s 10-mile BART Silicon Valley Berryessa Extension, which launched in June, marking the opening of the Milpitas and Berryessa/North San Jose BART stations. It is the biggest infrastructure project in its county’s history.

The Toronto Transit Commission announced that it is now operating the largest fleet of electric buses in North America, with its third new electric bus model moving into service.

The Alameda-Contra Costa Transit District in Oakland, CA, launched the East Bay’s first BRT, “Tempo.” Offering service from Uptown Oakland to the San Leandro Transit Center, Tempo is a 9.5-mile network of dedicated and painted bus-only lanes with 46 curbside and center median stations.

Many transit systems instituted or increased the use of contact-free payment systems to help riders feel safer.

Mobility Recovery & Transportation Task Force

In April, in response to the pandemic, APTA Chair Nuria I. Fernandez, general manager and CEO, Santa Clara Valley Transportation Authority, Santa Clara, CA, created the Mobility Recovery & Restoration Task Force and selected Phillip A. Washington, CEO of LA Metro, to chair the group.

The group was tasked with providing transit agencies with information and resources to help them maintain core functions and financial stability, win back riders’ confidence and prepare for life post-pandemic. They created an online COVID-19 resource hub, which includes official health and safety guidance, best practices and studies to help agencies respond to the pandemic.

The task force also launched a health and safety commitments program, which involves a pledge between transit users and workers to embrace safety by adhering to certain practices.

Additional Resources for Members

Since March, APTA produced nearly 50 webinars and town halls led by industry and health experts to provide members with information and tools to help cope with the pandemic. Topics included workforce challenges and how to restore and reimagine transit service in a pandemic-transformed world.

APTA also produced a variety of research documents and white papers on the impact of COVID-19 on transit and on funding.

Commuter Rail Industry on Track To Meet PTC Deadline

Throughout the year, APTA commuter rail members continued to make strong and continuous progress toward installing and implementing Positive Train Control (PTC) and is on track to complete full implementation by the December 2020 deadline. PTC is a complex signaling and communications technology that provides critical safety redundancies to an already safe commuter rail industry.

As of Sept. 30, 100 percent of railroads are PTC certified by FRA or awaiting its approval on submitted PTC safety plans. Seven out of 23 railroads are certified by FRA, and 16 railroads have submitted their safety plans—a required step before certification—and are awaiting the agency’s approval. Six other commuter railroads are tenants and their hosts have been approved by FRA.

Industry Confronts Racial Inequity

As Americans struggled with the impact of COVID-19, which uprooted every aspect of their personal and professional lives, they had to come face-to-face this year with another very real epidemic: that of racial inequity.

The killings of George Floyd and many other people of color at the hands of the police rocked our nation and



re-awakened in us the need for systemic, positive change.

Our agencies and businesses had to confront an ugly truth and reassess their policies and take a stand for racial equity and justice. Many created or updated their racial equity statements and began reassessing ways that public transit can become more accessible to people in underserved areas. In the special June 29 issue of *Passenger Transport*, they told honest and tough stories of their personal and professional experiences. Find that issue, and more, at [www.apta.com/](http://www.apta.com/)

passenger-transport/archived-issues.

As this year comes to an end, and a COVID-19 vaccine appears to be imminent, APTA members have come together to offer their services to our nation’s governors to help facilitate its distribution and transport people in their communities to vaccination sites.

APTA looks forward to continuing to work closely with its members, government and all supporters of public transit to meet, head on, the opportunities and challenges of 2021 and to champion our industry and its immeasurable contributions to society.

Laketrans’ Transit GO Helps Reduce Barriers for Workers

LAKETRAN, LAKE COUNTY, OH, HAS launched Transit GO, a new employee transit benefit program for Lake County employers, in partnership with the Lake County Commissioners and Alliance for Working Together. The pilot program offers enrolled Lake County employers free local route bus trips for employees or for recruits throughout the hiring process.

“Laketrans has added a significant amount of service with our two new in-county routes 8 and 9, and routes 10 and 12 that connect with downtown Cleveland,” said CEO Ben Capelle. “We hope this new program will incent employers to consider transit options for their employees and enable them

to offer a more competitive benefits package to bring new talent to Lake County.”

“It is getting harder to access a qualified workforce, especially for Lake County’s manufacturing industry,” said Alliance for Working Together Director Juliana Petti. “Any additional benefits employers can offer will help bring workers to Lake County.”

The program is funded by a grant from The Paradox Prize, an initiative to improve the mobility of Northeast Ohio’s workforce and generate sustainable solutions to eliminate the “no car, no job; no job, no car” paradox in the region.



Special Palm Tran Bus Honors Employees

Palm Tran, West Palm Beach, FL, is honoring agency employees with its “Frontline Faces Taking You Places” bus. The special bus features photos of team members who continue to serve the public throughout the coronavirus pandemic, including operators of fixed-route buses and Palm Tran Connection and Go Glades vehicles, mechanics and road supervisors. “Our frontline workers are heroes who transport many fellow essential workers on a daily basis,” said Clinton B. Forbes, executive director. “From those who disinfect medical facilities to those who stock grocery store shelves, Palm Tran is a lifeline for them and that’s why we will continue to provide service throughout the pandemic. I couldn’t be more proud of their dedication.” The individuals featured on the bus were present at an event for its debut. The bus will be seen by the public approximately 180,000 times every four weeks.



Jerry Dobbs of Mentor uses Laketrans’ Route 1 to get to work at Hobby Lobby.



# Now More Than Ever, Bus Rapid Transit Makes Sense

BY JOE CALABRESE

Director of Bus Rapid Transit Strategy  
AECOM

## IN 2020, THE WORLD'S PUBLIC

transit systems were forced to cope with a new set of challenges, including decreased ridership, slashed revenues, enhanced safety requirements and reduced confidence in their ability to safely serve customers. And while these current issues require immediate management, the industry is also being challenged to take meaningful steps to improve our systems for the future. I think a new focus on Bus Rapid Transit (BRT) just might be the answer.

Introduced nearly 20 years ago in the U.S., BRT is the fastest growing mode of public transportation in North America, with more than 100 systems operating in large and small cities. BRT systems consist of a suite of elements that create a high-quality rapid-transit experience. These elements may include level boarding, off-vehicle fare payment, unique stations and vehicles and branded identity. They are very successful because they are scalable and have the capacity to improve customer service while encouraging economic development and enhancing a transit systems' overall image. BRT also integrates rail characteristics that reduce the cost-per-passenger when compared to conventional local bus service, shorten travel times and provide higher frequency service—all of which makes them more efficient than traditional bus services.

What's more, several full-feature BRT systems can be built for the cost of one light rail system, delivering additional high-quality transit to underserved areas and equitable mobility to a larger and more diverse population. For agencies working to stretch limited financial resources, BRT deserves a serious look.

## One Size Does Not Fit All

When I mention that BRT can be adapted to suit almost all municipal needs, I'm not assuming, I'm looking at reality. When I was CEO of the Greater Cleveland Regional Transit Authority,

we launched the HealthLine BRT with tremendous regional support. In its first year of operation, the BRT saw a 40 percent increase in ridership. The Greater Cleveland area also benefited from \$4.2 billion in investments along the corridor, even before revenue service commenced.

The Cleveland experience is not unique; many have recognized the positive impacts of BRT. In York Region, north of Toronto, AECOM assisted with the planning, design and implementation of the VIVA BRT system. Initiated in the early 2000s, VIVA has continued to grow and support business and residential development. In Los Angeles, the LA Metro Orange Line carries 20,000 daily transit riders to jobs, schools, shopping and recreational destinations. Moving forward, LA Metro is implementing projects to extend Orange Line ridership capacity through strategic grade separations as well as advanced vehicle automation and technologies.

Lori Labrum, vice president and AECOM transit engineer said: "We think the future of BRT is unlimited. We're focused on BRT planning, design and system implementation as well as incorporating semi-autonomous and connected technologies to address our current mobility challenges."

## Future Forward

BRT systems can incorporate cutting-edge technologies that increase performance and create a premium experience for riders. For example, current technologies allow BRT systems to control traffic signalization systems and reduce travel time. And there are many other technologies that can improve BRT systems, such as lane departure and emergency braking, which enhance safety and reduce needed lane-width, making space for bicycles and pedestrians while preserving valuable rights-of-way.

"Recent advances in technology and design make BRT a viable solution for today and the foreseeable future for transit operators interested in long-term transit that can grow and accommodate increasing ridership demands," said



Initiated in the early 2000s, the VIVA BRT system in York Region near Toronto has continued to grow and support business and residential development.

Alvin Livingstone, AECOM associate vice president/senior project manager.

Increasing service capacity is a priority for BRT systems. This can be accomplished using future technologies that allow multiple buses to operate as a unit. Technologies meant to assist—but not replace—the driver may also expand capacity. These include communication advances that control separation between buses, enabling increased frequency and consistent vehicle spacing.

Vehicle electrification is also expected to enhance BRT's desirability by reducing noise and improving air quality. Increasing numbers of cities are adopting electric vehicle technology—many with a mandate for their use. Los Angeles and New York have introduced electric buses, with LA Metro setting a goal for a complete electric fleet by 2030.

## What Does The Future Hold?

Future flexibility is another BRT benefit. As an integral part of a transit network,

BRT preserves rights-of-way that, when warranted, can easily and cost efficiently be upgraded to light rail transit (LRT). Early BRT design strategies such as relocating underground utilities and installing conduits for overhead catenary and communication lines during construction can reduce LRT conversion costs.

As we discuss needed continued investment in higher capacity, better quality and more efficient systems, it is also important to recognize the current environment of uncertainty around transit—and consider what we can do about it. Transit systems need to plan for an uncertain future by engaging in action today. While the tomorrow is never guaranteed, I do feel that reserving needed rights-of-way, and developing and implementing a BRT system along a city's strongest corridor, can improve the connectivity and economic health across the city, no matter what the future may hold.

## APTA'S BRT STANDARDS WORKING GROUP HAS PUBLISHED UPDATES

to four BRT recommended practices that can help public transit agencies in the planning, design and development of BRT systems. The recommended practices, which provide guidance on key elements that distinguish BRT from other types of bus service, are as follows:

- Bus Rapid Transit Service Design and Operations
- Bus Rapid Transit Stations
- Designing Bus Rapid Transit Running Ways
- BRT Branding, Imaging and Marketing

The BRT Standards Working Group is chaired by Mark Huffer of HNTB and Spring Worth of the District Department of Transportation (Washington, DC), and includes 28 BRT experts from public transit agencies, consultancies, state DOTs and non-profit/academic institutions.

Access the updated recommended practices at [www.apta.com/standards/bus-transit-systems-standards-program](http://www.apta.com/standards/bus-transit-systems-standards-program). For questions and additional information, contact working group staff advisor, Lisa Jerram, at [ljerram@apta.com](mailto:ljerram@apta.com).



The HealthLine BRT, run by the Greater Cleveland Regional Transit Authority, saw a 40 percent increase in ridership in its first year of operation.



LA Metro is looking to extend Orange Line ridership capacity through strategic grade separations and advanced vehicle automation and technologies.



# 2020 CEO Spotlight

SPECIAL ADVERTISING SECTION



## Finding a New Normal

Leveraging Technological Advancements to Move the Transit Industry Forward

In 2005, Bridgette Beato began the implementation of a \$200 million project to modernize fare collection for the Metropolitan Atlanta Rapid Transit Authority. That experience helped Beato see the huge opportunity the public transit industry presented. Across the country, thousands of public transit systems functioned as vital civic and economic infrastructure – and yet many were relying on equipment that was decades out of date.

To address this need for innovation, Beato launched Lumenor Consulting Group in 2007. Today, Lumenor is a certified WBE/DBE/SBE with offices in Alpharetta, Georgia, Philadelphia, PA, New York, NY and Washington, DC. “Since we started, the pace of change has only accelerated,” Beato says. “Riders have more options than ever, so public transit agencies must adapt to stay relevant.”

By instrumentizing their physical assets through well-designed systems, transit agencies can access data about vehicle locations, impending maintenance, traffic signaling, ridership patterns and more. “With the right technologies in place, public transit still has advantages to leverage, in terms of user convenience, operational efficiencies, environmental sustainability,” says Beato. “That’s what we try to unleash.”

While Covid-19 has created new challenges for public transit, Beato says that has only increased her commitment to helping the industry achieve new levels of service. “In the worst times, essential workers need safe, reliable transport to get to their jobs. When things improve and we can resume more activities, taking the subway to the ballgame or the airport will be one of the key ways we mark a return to normalcy. At Lumenor, we want to be part of that.”

Lumenor Consulting Group  
470-747-1946  
www.lumenorconsulting.com



# New Orleans RTA Introduces ADA-Compliant Streetcars

## THE NEW ORLEANS REGIONAL

Transit Authority (RTA) introduced three new ADA-compliant streetcars for the St. Charles Line with a recent ribbon cutting at its Willow Street Streetcar Maintenance Facility. The new vehicles, marked with the universal accessibility icon on their front and side, are equipped with wheelchair lifts at the front and rear.

“As the RTA continues to prioritize the needs of riders, our commitment to creating accessible transit options is critical,” said Alex Z. Wiggins, RTA CEO. “Beginning today, transit riders with limited mobility will be able to more easily enjoy our iconic and historic St. Charles Streetcar Line, a service long overdue for New Orleans residents and visitors. This project is the first and important step in creating a completely accessible transit system.”

The project also includes modification of 12 St. Charles Streetcar Line stops, featuring platforms wide enough for deploying ADA ramps, installation of yellow tactile warning strips and protective bollards, and regrading stations to provide

vide level ADA-compliant surfaces.

Dating back to 1835, the St. Charles Streetcar Line is the oldest continuously operating streetcar line in the U.S. The line is a National Historic Landmark, featuring iconic green and crimson “Perley Thomas” streetcars. The new ADA-compliant streetcars are retrofitted Riverfront vehicles. Each vehicle required 1200-man hours for conversion into a replica of a St. Charles car, including painting inside and out to match the Perley Thomas vehicles.



Clockwise from far left: Councilmember Kristin G. Palmer, New Orleans Mayor LaToya Cantrell, Alex Wiggins, RTA Board Chairman Flozell Daniels, Jr., RTA Board Vice Chairman Mark Raymond, Jr. with one of New Orleans RTA's new ADA-compliant streetcars.

## People On The Move

### GRAND RAPIDS, MI

—The Rapid has appointed **Steve Schipper** as chief operating officer (COO). He has been serving as interim COO since June. Schipper joined the agency in 2009 as fleet and facilities manager, bringing more than 20 years of transportation experience. In 2015, he was appointed to the role of transportation manager where he managed bus operators, dispatch operations, accident prevention, safety programs and training. In his spare time, Schipper is a volunteer and lieutenant with the Cedar Springs Fire Department, where he is an emergency medical first responder, firefighter and holds numerous FEMA certifications in Emergency Incident Management.



### BALTIMORE, MD

—Omni Strategy has hired **Harpal S. Kapoor** as vice president of advanced bus technology. He will provide strategic leadership in developing advanced bus technology programs with a focus on zero-



Kapoor

emission technologies. Kapoor brings more than 35 years of experience with transit agencies in executive management and consulting roles with Booz-Allen Hamilton, CH2M, Jacobs and HDR. He has led all phases of transit system development and operations and spearheaded long- and short-term strategic plans for bus and rail, operations, maintenance, capital programs and zero-emission transitions. For APTA, he is a past member of the Board of Directors and past vice chair of the Bus Technical Maintenance Committee, and is a current member of the Bus Technical Maintenance, Connected and Automated Vehicle, and Clean Propulsion committees, among others.

### PHILADELPHIA, PA

—Urban Engineers has named **Deborah Boe, PE**, to its project management oversight team. Boe joins the firm with more than 40 years of experience in large, complex engineering and construction projects, with the last 30 years in project management. She also has years of experience working with FTA and the development of transit projects.



Boe



# APTA Welcomes

## Its New Members Who Joined During 2020

*Congratulations on Joining — and Thank You for Supporting APTA*

**321 Strategies, LLC  
Greensboro, NC**

Patrick Scully, Manager  
336-255-2093

**ADK Consulting, Inc.  
Atlantic Beach, FL**

Blake Astran, VP, Business  
Operations  
904-536-8102

**Ameroc Export Inc.  
Glenview, IL**

Sophia Leaguedi, President/  
General Manager  
818-961-1806

**AmPLY Power Inc.  
Mountain View, CA**

Vic Shao, Sr., CEO

**Apex Design  
Denver, CO**

Carly Macias, Senior  
Transportation Planner  
303-339-0440

**Baltimore County  
Department of Public  
Works  
Towson, MD**

D'Andrea L. Walker, Deputy for  
Public Works Transportation  
410-887-4120

**Berger-Levrault  
Laval, QC, CANADA**

Patrick Warren, Sales Director  
North America-EAM  
514-251-2622

**Betterez  
Toronto, ON, CANADA**

Mike Van Horn, Senior VP  
858-366-3733

**Bike Racks for Buses  
Port Melbourne, VIC,  
AUSTRALIA**

Chris Lowe  
+ 61 3 9645 3300

**Champlain Cable  
Corporation  
Colchester, VT**

Bruce Sinnott, VP, Business  
Development  
802-654-4200

**City of Fort Lauderdale  
Fort Lauderdale, FL**

Lisa Marie Glover, Transportation  
Division Manager  
954-828-4698

**Claire Merrick LLC  
Bowie, MD**

Claire Merrick, Executive Editor  
301-390-9770

**ClorDiSys Solutions Inc.  
Branchburg, NJ**

Kevin Lorcheim, Senior Manager  
908-236-4100

**Cobb and Associates  
Consulting LLC  
Lawrenceville, GA**

Natasha Cobb, Managing Director  
404-702-9089

**Coosa Composites  
Pelham, AL**

Chris Drahman, VP  
Sales/Marketing  
615-982-0262

**CPM Associates, Inc.  
San Francisco, CA**

Rafael Bolon, Vice President  
415-543-6515

**Daylight Medical Inc.  
Middleburg Heights, OH**

Gary W. Enos, President  
216-570-1571

**Electriphi Inc.  
San Francisco, CA**

Joel Torr  
408-877-6586

**EMD Performance  
Materials  
Philadelphia, PA**

Kostas Sklikas, Marketing  
Manager-Industrials  
215-388-4898

**Enclosure Guy  
Gonzales, TX**

Clint R. Oliveira, CEO  
512-791-4679

**Eric C. Peterson  
Vienna, VA**

Eric C. Peterson, Principal  
703-346-6945

**Grand River Transit  
(Region of Waterloo)  
Kitchener, ON, CANADA**

Peter Zinck, Director,  
Transit Services  
519-585-7597 (7277)

**Half Associates Inc.  
Austin, TX**

Lee Nichols, Senior  
Transit Planner  
512-777-4574

**Hygiena LLC  
Camarillo, CA**

Kevin Habas, VP,  
Sales & Marketing  
805-388-8007

**Itinera Infrastructure  
Concessions  
Nanuet, NY**

Connie E. Crawford, P.E.,  
Director of Transit  
845-735-3511

**Jill Stober, Transportation  
Consultant  
Fort Mill, SC**

Jill Chen Stober, Principal  
919-622-0881

**Just Touch Interactive  
Pearland, TX**

Jason St Luce, President  
832-725-2122

**Knick Interface  
Huntington Beach, VA**

Steve Allard, Manager  
888-625-6425

**Kootenai County  
Public Transportation  
Coeur D'Alene, ID**

Judy Bieze, Director  
208-446-2102

**MagicBus, Inc.  
Los Angeles, CA**

Chris Upjohn, CEO  
415-967-2385

**Mesmerize  
New York, NY**

Evan Gordon, Senior Vice  
President  
212-370-1113

**Pantonium, Inc.  
Toronto, ON, CANADA**

Luke Mellor, Marketing Director  
866-797-0426

**Pelivan Transit  
Big Cabin, OK**

Kendra S McGeady, Transit  
Director  
800-482-4594

**Porter Group LLC  
Washington, DC**

J. Chris Porter, Jr., SVP  
202-733-4960

**Potomac and Chesapeake  
Cycling  
Arlington, VA**

Charles Denney, President  
703-599-9874

**Rainguard Brands, Inc.  
Phoenix, AZ**

Dianna Gonzales, Special  
Projects Manager  
800-272-4647

**Raymond Ellis  
McLean, VA**

Raymond H. Ellis  
703-625-7004

**RazorSecure  
Basing View, Basingstoke,  
UNITED KINGDOM**

Robert Brown, Executive  
Chairman  
+44(0)7860-399068

**RBC Professionals, Inc.  
Columbia, MD**

Rodrigo Bitar, President  
443-653-6071

**Renee Marler Consulting  
Mill Valley, CA**

Renee Marler, Principal  
415-722-8648

**River to Sea  
Transportation Planning  
Organization  
Daytona Beach, FL**

Lois Bollenback, Executive  
Director  
386-226-0422

**RMP Safety Services, Inc.  
Rancho Cucamonga, CA**

Alfredo Valdez, President  
909-728-3270

**Robert W. Previdi  
Philadelphia, PA**

267-235-8523

**Robotic Research, LLC  
Clarksburg, MD**

Joseph Putney, Director,  
Commercial Systems  
240-631-0008

**Romeo Power Technology  
Vernon, CA**

Lucindy Panerrio, Executive  
Assistant  
844-257-8557

**San Luis Obispo Transit  
San Luis Obispo, CA**

Gamaliel Anguiano, Transit  
Manager  
805-781-7121

**Shift5 Inc  
Rosslyn, VA**

Michael Weigand, CEO  
703-810-3320

**Spare Labs  
Vancouver, BC, CANADA**

Kristoffer Vik Hansen, CEO  
778-995-6401

**SPE Thermoforming  
Division  
Carmel, NY**

Lesley Kyle, Conference  
Coordinator  
914-671-9524

**Spruce Grove Transit  
Spruce Grove, AB,  
CANADA**

Bill Sabey, Transit Specialist  
780-962-7634

**Standard Forged Products  
McKees Rocks, PA**

Shawn Holmberg, Engineering &  
Sales Manager  
412-778-2054

**Swartz Engineering  
Bristol, VA**

Justin Tidd, Chief Sales Officer  
276-285-3841

**Teneo Strategy  
Washington, DC**

Jeffrey Gallart, Senior Vice  
President  
202-215-2809

**TESIAC  
Boston, MA**

Karen Morgan, Managing Partner  
415-970-5300

**Tier 5 Locomotive, LLC  
Kildeer, IL**

Michael E. Iden, Consultant  
708-860-0078

**Volanno  
Washington, DC**

Maroun Ghanem, Director of  
Product Management  
202-455-4781

**Wise Charging  
Eindhoven, THE  
NETHERLANDS**

Andrew Rutgers, Principal  
Consultant  
+31 648 022204

**Xybix Systems, Inc.  
Littleton, CO**

Ken Carson, Vice President  
303-683-5656

**Y2X Life Sciences  
Seattle, WA**

Manny Leon, Financial Controller  
201-539-1330

**Zoono Protect America  
San Antonio, TX**

David Nolan, Managing Partner  
210-385-4400



# APTA Emerging Leaders Graduate with Virtual Ceremony

**APTA'S EMERGING LEADERS** Program (ELP) Class of 2020 participated in a virtual graduation ceremony Nov. 20, joined by friends, colleagues and family. APTA President and CEO Paul P. Skoutelas was opening speaker, congratulating the participants and noting that they are "proof that public transportation has an exciting, successful and even more vital future."

The class of 2020 is officially the program's longest, running just under 18 months due to the COVID-19 pandemic. The class commenced in June 2019 at APTA's Rail Conference in Toronto, with the original intention of graduating in May at the Mobility Conference in San Antonio.

Over the past 18 months, class members have successfully adapted to a vir-

tual program, meeting each month with mentoring groups and joining industry webinars. Throughout the program year, class members worked on projects that examine key issues facing the public transit industry. Their capstone projects were offered as an eight-part webinar series, the recordings of which are available at <https://bit.ly/36HOOI7>.

The graduation capped off a week-long virtual capstone program that included breakout sessions, guest speakers and panels featuring industry leaders. Led by ELP Committee Chair Julie Espy, manager, learning & development, Orange County Transportation Authority, CA; Vice-Chair Tom Waldron, global director, transit, HDR; and committee members Jill Stober (transportation consultant) and Pierre

Holloman, assistant transit bureau chief, Arlington County, VA; the class spent the week discussing strategies for leading through crises. Graduation key-

note speaker Robert Prince, Jr. of Foot Prince reminded the class of the importance of building a network of peers to call upon during challenging times.



Emerging Leaders Program Class of 2020, taken in June 2019 at the commencement of the program.

## 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

#### NOTICE TO TRANSPORTATION VEHICLE MANUFACTURERS:

##### INVITATION TO BID

##### ESTABLISH PRICING FOR MID-SIZE TRANSIT VEHICLES FOR

##### GOBUS: OHIO RURAL INTERCITY BUS SERVICE

Hocking Athens Perry Community Action (HAPCAP), is seeking bids to establish pricing for mid-size transit vehicle manufacturing to be used in conjunction with the Federal Transit Administration Section 5311(f) Program for Ohio—GoBus Ohio Rural Intercity Bus Program.

To request a bid package, email either Claudia Bashaw at [claudia.bashaw@hapcap.org](mailto:claudia.bashaw@hapcap.org), or Martin McAvoy at [martinmcavoy@co.knox.oh.us](mailto:martinmcavoy@co.knox.oh.us). The **deadline** for receipt of bids is **January 31st, 2021, at 2:00PM EST**. Bids should be submitted electronically via email to [claudia.bashaw@hapcap.org](mailto:claudia.bashaw@hapcap.org) and [martinmcavoy@co.knox.oh.us](mailto:martinmcavoy@co.knox.oh.us), or delivered in person to Knox Area Transit, 25 Columbus Rd. Mount Vernon, OH 43050. Tentative Award Date is March 31st, 2021.

##### HARTRANSIT RFP 2021-01 ITS SYSTEM

Housatonic Area Regional Transit (HARTransit), the small urban bus system in Danbury CT, seeks a contractor to supply a fully featured, turn-key intelligent transportation system (ITS) including Computer Aided Dispatch (CAD), Automatic Vehicle Location (AVL), Automated Voice Annunciation (AVA), Mobile Data Terminals (MDT), a website-based and a mobile app for live tracking of buses by users, data reporting, and integration with existing on-board systems including internal and external signage, radio, and farebox systems. Proposals shall include separately priced options for Automatic Passenger Counting (APC) with associated data reporting and a Dynamic Passenger Information (DPI) or "Infotainment" system.

**Proposals are due at 12:00 PM EST on January 8, 2021.**

For RFP or information: [www.hartransit.com](http://www.hartransit.com) or [ricks@hartransit.com](mailto:ricks@hartransit.com)

#### PERRY COUNTY TRANSIT (PCT)

##### REQUEST FOR PROPOSAL VEHICLE CAMERA SYSTEM

Perry County Transit located in Southeast Ohio, is seeking proposals from qualified vendors to provide a full Vehicle Camera System including playback. The RFP will be issued November 23rd, 2020. Proposals are **due by 1:00 pm on December 28th, 2020**. To obtain a copy of the RFP contact Mason Dickerson at 740-342-0658 or [Mason.Dickerson@jfs.ohio.gov](mailto:Mason.Dickerson@jfs.ohio.gov).

##### INVITATION FOR BID

##### BUS LINE RESIDENT INSPECTION SERVICES

##### Notice to Bidders

The Cumberland-Dauphin-Harrisburg Transit Authority dba Capital Area Transit (CAT) is seeking bids from qualified firms or individuals to provide bus line resident inspection services in compliance with 49 CFR Part 663 Post Delivery Audits of Rolling Stock Purchases and 49 CFR Part 661 Buy America Requirements for fifteen (15) Gillig buses. The selected inspector will monitor the bus assembly process to insure compliance with the contract specifications, prepare regular construction progress reports and certify compliance with contract specifications in a final report.

All questions regarding this IFB should be sent to Mark Mitchell and must be received in writing or emailed by January 4, 2020.

Sealed bids in duplicate (one original and one copy) will be received by the Cumberland-Dauphin-Harrisburg Transit Authority, 901 North Cameron Street, Harrisburg, PA 17101, until no later than: **1:00pm (ET) January 22, 2021**

As per the specifications on file with and available from:

Mark Mitchell  
Maintenance Manager  
Capital Area Transit  
901 North Cameron Street  
Harrisburg, PA, 17101  
717-233-5657, press option 6, Ext. 5120  
[mmitchell@cattransit.com](mailto:mmitchell@cattransit.com)

All bids shall be subject to all applicable state and federal laws, subject to approval of a financial assistance contract between the

Cumberland-Dauphin-Harrisburg Transit Authority and the U. S. Department of Transportation, and in compliance with all applicable Equal Employment Opportunity laws and regulations.

This Authority solicits and encourages Disadvantaged Business Enterprises / Women Business Enterprise participation. DBE's / WBE's will be afforded full consideration of their responses and will not be subject to discrimination. Bidders will be required to comply with the Cumberland-Dauphin-Harrisburg Transit Authority DBE / WBE Program goal requirement where applicable.

The Cumberland-Dauphin-Harrisburg Transit Authority reserves the right to postpone, accept, or reject any and all bids, in whole or in part, or to waive any and all informalities, as it deems in its best interest. Any person on the list of ineligible contractors for federally assisted projects is not an eligible bidder.

#### MILWAUKEE TRANSPORT SERVICES, INC.

##### REQUEST FOR QUALIFICATIONS RFQ 2020-01

##### BUS RAPID TRANSIT - CONSTRUCTION NOVEMBER 20, 2020

The Milwaukee County Transit System (MCTS) operated by the Milwaukee Transport Services, Inc. (MTS), a quasi-governmental instrumentality of Milwaukee County, has posted a Request for Qualifications (RFQ) for construction of the East-West Bus Rapid Transit (BRT) Construction Project (Project) in Milwaukee County, Wisconsin. The RFQ outlines the qualifications requirements for proposers interested in serving as the Construction Contractor (Contractor) for the BRT Project. The purpose of the RFQ is to enable MCTS to determine qualified Proposers to successfully construct the first BRT Project in the state of Wisconsin. The RFQ can be obtained at <https://www.ridemcts.com/business-partners/ebid>.

### HELP WANTED

#### SAN JOAQUIN REGIONAL TRANSIT DISTRICT (RTD)

##### PROCUREMENT MANAGER

**Closing Date: Until Filled**  
**Salary starting at \$77,165 to \$135,000 (DOQ)**

Under general or policy direction manages, plans, and organizes assigned programs and activities of San Joaquin Regional Transit District's (RTD) Procurement Department; manages and participates in the review and monitoring of San Joaquin Regional Transit District (RTD) purchases to ensure compliance with applicable laws, codes, and policies; and performs related duties as assigned.

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

Thank you for your interest in this position.

#### SAN JOAQUIN REGIONAL TRANSIT DISTRICT (RTD)

##### GRANTS MANAGER

**Closing Date: Until Filled**  
**Salary starting at \$77,165 to \$135,000 (DOQ)**

Under general or policy direction, the Grants Manager plans, directs and organizes assigned programs and activities of the Grants Office. The Grants Manager is responsible for managing federal, state, and locally-funded transit grant programs awarded to RTD. These grants are used to fund RTD's capital program, planning activities, and operating expenses. The Grants Manager ensures compliance with all statutes, regulations, and other grant requirements associated with these funding opportunities. The Grants Manager is the main point of contact to external oversight officials and funding partners; and directly supervises the work of subordinate grants analyst staff.

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

Thank you for your interest in this position.

##### MANAGER, PLANNING PROGRAMS

The Southeastern Pennsylvania Transportation Authority (SEPTA), the nation's sixth largest transportation system, is seeking a Manager, Planning Programs in our Center City Philadelphia HQ.

Will direct the design, development and implementation of short and intermediate planning programs, including the Comprehensive Bus Network Redesign (CBNR) Program. This position will represent SEPTA as the face of short and intermediate planning programs and will be responsible for all internal and external communication for these projects.

##### Ideal candidates will possess

- Bachelor's Degree in Urban, Regional or Transportation Planning, Geography, Business Logistics or related field with a minimum of eight (8) years of progressively responsible experience in planning including plan development, evaluation and analysis.
- Professional experience working on, managing, or implementing a bus network redesign program preferred.
- Experience working with finding agreement between numerous internal and external groups and stakeholders with differing viewpoints, interests and priorities, and finding mutual consensus preferred.
- Excellent interpersonal, verbal and written communication skills required. Position requires interface with different internal departments and external organizations, preparation of technical and policy-level reports and verbal presentations.

We offer a competitive salary based on experience and a superior benefits package. Please apply online at: [www.septa.org/careers](http://www.septa.org/careers). SEPTA is an Equal Opportunity Employer committed to diversity



# CLASSIFIEDS

## HELP WANTED

### SAN JOAQUIN REGIONAL TRANSIT DISTRICT (RTD)

#### TRANSIT PLANNER ANALYST OR SPECIALIST OR SENIOR SPECIALIST

Closing Date: Until Filled

Salary starting at \$47,437 to \$90,781 (DOQ)

Under general supervision, performs or assists in performing professional transit planning work in support of San Joaquin Regional Transit District (RTD), including conducting field studies and investigations; conducting public hearings and representing RTD in meetings with other governmental agencies and in public forums on service planning issues; and performs related work as assigned.

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

Thank you for your interest in this position.

### LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (METRO)

#### CHIEF SYSTEMS SECURITY AND LAW ENFORCEMENT OFFICER

Salary:

\$179,524.80 - \$224,411.20 - \$269,297.60

Application deadline: 12/18/2020

The Chief Systems Security and Law Enforcement Officer provides executive direction to Metro's overall security and law enforcement contract compliance, emergency management program, and support of a community-oriented policing philosophy.

The ideal candidate will be able to lead change, drive results, lead people, and act with empathy, compassion, and integrity. The successful candidate will have a bachelor's degree in business or public administration (master's degree, POST certification, and POST-approved law enforcement management credential preferred).

To view additional qualifications and submit your resume, cover letter, and a list of six work-related references (two supervisors, two direct reports and two colleagues) please go to our website: <https://executivesearch.cpshr.us/JobDetail?ID=1713>

For further information contact:

CPS HR Consulting

Andrew Nelson; (916) 471-3329

Josh Jones; (916) 471-3301

Online brochure: [executivesearch.cpshr.us](https://executivesearch.cpshr.us)

LA Metro: [www.metro.net](http://www.metro.net)

EOE

### DIRECTOR OF MAINTENANCE

#### PIONEER VALLEY TRANSIT AUTHORITY SPRINGFIELD, MA

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

**Salary range \$100-110K** commensurate with experience with excellent benefits package, including pension, health/dental, and use of company vehicle. Please review a detailed position description and qualification requirements under Careers at [www.pvta.com](http://www.pvta.com). If you would like to be considered for this excellent career opportunity, please submit your resume and cover letter. Submit electronically via our website or you can mail to PVTA/SATCo, Attn: Director of Human Resources, 665 Cottage Street, Springfield, MA 01104. EOE/AA/DF

### MAINTENANCE SHOP MANAGER

The Maintenance Shop Manager is responsible for assigning and supervising the maintenance staff that maintains the **Norwalk Transit District's** fleet of vehicles and equipment, as well as buildings and facilities; schedules preventive maintenance services and repairs; oversees inventory and fuel and lubricant management; and, participates in the procurement of vehicles, equipment, parts, tools, fuels, lubricants, and other materials necessary to the operations of the company.

For more information and to apply, please go to: [www.norwalktransit.com/employment](http://www.norwalktransit.com/employment)

### FORT WAYNE CITILINK

#### TITLE: GENERAL MANAGER

Safety Sensitive: NO

Reports To: Citilink Board of Directors

FLSA Status: Exempt

Supervises: Senior Management Staff

Division: Administration

Basic Function:

Responsible for overseeing Citilink's daily operations and for shaping and leading the strategic long-term vision. Citilink and its Board of Directors are committed to ensuring that the organization is planning to meet current and future needs of the community by providing increased transportation options while not compromising the quality of service currently being delivered on a daily basis. Citilink General Manager should have a proven track record of successfully managing a small or medium transit facility which operates to provide the highest quality of service to its customers. Citilink General Manager must possess outstanding leadership and business skills, strategic planning, a strong financial management background, knowledge of Federal procurement regulations and understanding of various fuel options for the fleet, public relations, community relations, knowledge and experience in safety, NTD, TRAMS, Triennial Reviews, and governmental relations skills.

#### Essential Responsibilities And Functions:

To be successful in this role, Citilink General Manager must have outstanding leadership skills, highest quality of customer service and able to provide public transportation knowledge and solutions. Experienced and capable of managing the organization and positively able to coach and mentor senior management team and other staff. Must be able to effectively communicate with the Citilink Board of Directors in a timely manner. Must be experienced and able to perform time management, planning, financial strategies, public and community relations, procurement, FTA Safety Plan (PTASP), EEOC, ADA Title VI, human resources and operations management skills. The company will make reasonable accommodations to enable individuals with disabilities to perform these functions.

#### Essential Functions:

- Must be able to manage a publicly financed organization that provides transit service to customers emphasizing safety, cost, and reliability and on time performance.

- Must be able and experienced in developing new sustainable revenue streams with public and private partnerships for business operations and planned growth and expansion.

- Oversee and assist with annual operating budget to present to Citilink Board of Directors for review and approval before submitting to Fort Wayne City Council.

- Report to Citilink Board of Directors prior to monthly Board Meetings. Work with Citilink Board of Directors subcommittees and provide expertise in the transit agency field.

- Assist and advise Citilink Board of Directors in generating and achieving the Board's short and long term goals and objectives.

- Experienced and capable of developing relationships with businesses and other organizations to create and maintain public-private partnership opportunities.

- Oversee effective cost-control measures and ensure they are in place at all levels of the transit agency.

- Oversee an effective marketing plan to promote a positive atmosphere and culture and strong public image which will help increase ridership.

- Experience with capital projects and management of daily operations, maintenance.

- Challenge management staff and their teams to offer solutions to problems that will advance the company.

- Develop and promote a positive working atmosphere and clearly define expectations.

- Encourage management staff and their teams to set priorities, make logical decisions, time management, and operate with consistency and good communication.

- Mentor, develop and evaluate management team to ensure that Citilink is providing excellent service that safe, timely and cost effective.

- Delegate responsibilities to empower senior management and employees to lead their departments and make good sound decisions.

- Establish and maintain healthy working relationships with collective bargaining units and all employees in the organization.

- Interact and communicate regularly with employees, customers, Citilink Board of Directors, the public, elected officials, the press and all other stakeholders to provide transparency and insight into the agency's implementation of policies and agendas.

- Maintain on-going effective communication with governmental agencies and elected officials (state, local and federal) to assure maximum cooperation and to achieve the best possible transportation system for the region.

#### Physical Requirements:

- Ability to work in a fast-paced, deadline-oriented office environment.

- Ability to be "on-call" as needed.

- Ability to stand and sit for periods of time and to move intermittently throughout the workday.

- Ability to speak clearly.

- Travel is required.

- Able to work evening and weekend hours as needed.

- Ability to carry out detailed written or verbal instructions; interpret instructions, and to work with little supervision.

- Physical activity includes, but is not limited to: carrying, collating, feeling, grasping, handling, holding, fingering reports and other documents; filling and maintaining records and files; reaching above shoulders, reaching below waist, reaching waist to shoulder when using filing cabinets and shelves; repetitive motion of wrists, hands, arms and/or fingers when using computer and calculator; seeing computer screen and other documents; sitting at desk, talking and hearing when gathering information from co-workers; writing information on forms, talking and hearing on telephone.

#### Education And Experience:

- Bachelor's degree in transportation, transportation management, business management or equivalent required. An equivalent combination of education and experience consistent with the required qualifications will also be considered.

- Seven to Ten years of executive level management experience with transit agency, operating organization or other public or private entity of comparable complexity and size to Citilink.

- Transit experience is preferred, experience from other industries will be considered.

#### Other Requirements, Knowledge, Skills and/or Abilities:

- Must be able to pass a pre-employment drug screen and background checks (including criminal). This is a non-sensitivity position.

- Maintains a valid Indiana Driver's License.

- Proficient with Microsoft Office Suite, Adobe Acrobat, the internet, complex spreadsheets and databases.

- Ability to operate office equipment, including copiers, fax machines and phones.

- Strong verbal and written communication skills.

- Ability to speak publicly and communicate to staff and groups.

- Prioritize, organize and manage multiple tasks and time effectively with strong project management skills.

- Able to motivate and influence others.

- Should have a special sensitivity for the needs of the transit dependent, elderly, disabled and the ability to handle difficult people.

- Should have problem solving skills.

#### Compensation:

Annual compensation range is \$95,000 to \$130,000 unless otherwise negotiated depending upon experience and education. Position classification, C-1 according to the Fort Wayne Public Transportation Corporation, dba Citilink Personnel Policies and Standards handbook.

To apply, download application from the

Citilink Website: [www.fwcitilink.com](http://www.fwcitilink.com).

Submit cover letter, resume, application, and references to: Jean Marie Boykins, Human Resources Director, Citilink, 801 Leesburg Road, Fort Wayne, IN 46808. Or email to: [JMB@fwcitilink.com](mailto:JMB@fwcitilink.com).

Equal Opportunity Employer/ Drug Free Workplace

### DIRECTOR OF TRANSIT

The **Transportation Department at University of California, San Francisco** is seeking a Director of Transit.

The Director will oversee UCSF's complex transit services that include: Shuttle Operations, Fleet Management and Compliance & Safety. The Director will be responsible for realigning the transit service reflecting COVID-19 impacts and strategically planning for the continued growth; operating an extensive transit system with a focus on the safety of the drivers and passengers, managing a fleet of 100+ vehicles, and leading a diverse unionized workforce of over 105 FTEs. This position requires a high-level acumen in the field of transit services, strong leadership skills, track record to ensure driver and passenger safety, and commitment to providing outstanding customer service. Requires a Bachelor's Degree in business, planning, economics, or related area along with 10+ years of relevant progressive experience, and/or equivalent experience/training. Also required is a minimum five years of direct experience in transit route planning, driver scheduling and bidding, en-route shuttle monitoring systems and real-time GPS tracking systems.

To view the full job description and apply please click on the following link: <https://bit.ly/2JRC5mZ> req. 5653BR - Director of Transit

### PORT PANAMA CITY, FL

#### EXECUTIVE DIRECTOR

Port Panama City is a growing regional port, in Northwest Florida, currently handling 1.8 million tons of cargo annually. The Port operates two deep-water terminals and an off-port industrial park. All three facilities are rail-served. The Port's West Terminal includes six berths, four cranes, a container terminal, 290,000 square feet of general cargo warehouses, and a wood pellet export facility. The new East Terminal has one berth with a 260,000 square foot forest products warehouse and a forty car rail-yard. The East Terminal will support a second berth and up to 500,000 square feet of additional warehouses. The Port's Intermodal Distribution Center includes a 250,000 square foot distribution warehouse, a bulk rail transfer facility, and 140 acres available for future development.

The Port Authority is a dependent special district of the City. The Panama City Commission appoints community leaders to the Port Authority Board. The Port Authority plays an active role with local and regional economic development organizations. In FY2019/2020 the Port operations generated \$16 million in annual revenues. Over the last ten years, the Port has invested an average of \$9 million per year in new facilities and equipment. Currently the Port has \$150 million in total assets and \$27 million in liabilities.

The Executive Director reports to the Port Authority Board and is responsible for the operations of the Port, including the development of professional staff and oversight of the operations managers and workforce. The Executive Director of the Panama City Port Authority has "hands-on" responsibilities for business development, terminal operations, tenant relations, strategic planning, facilities development, and financial performance. The Executive Director will represent the Port in the community and with State and Federal agencies.

Requires an educational background that contributes to the candidate's ability to do the job. In addition, candidates should have: Experience in the maritime industry with a good understanding of cargo markets and shipping trends and experience with grant funding and relative agency compliance. Candidates from the public and private sector are strongly encouraged to apply.

**Salary: DOQ.** Please apply on-line by **December 18, 2020** at [www.allianceRC.com](http://www.allianceRC.com). For questions, contact David McDonald at [dmcdonald@alliancerc.com](mailto:dmcdonald@alliancerc.com) or Sherrill Uyeda at [suyeda@alliancerc.com](mailto:suyeda@alliancerc.com) or (562) 901-0769. EEO/ADA.