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 technology 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 communities 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

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.”

Public transit agencies honor Rosa Parks

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.

A YEAR IN REVIEW CONTINUED ON PAGE 5
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?

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. 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 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 a pandemic is not a popularity contest—it’s about acting with integrity to do what’s best in the public interest.

To paraphrase former First Lady Eleanor Roosevelt: When we stand together, we can overcome many challenges. When we stand alone, we often fail. 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.

The phrase “20/20 vision” feels apt right now, as its meaning—having average visual acuity—is precisely what I’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 usual” 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 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.

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Looking at service delivery through such an intentional lens primes us to provide service in the most optimal manner. We must be flexible and agile as we chart this course. We can optimize our services for the betterment of those who are most dependent upon transportation. 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 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 during this pandemic—to their places of employment.

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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 KRS 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.”

The Second Street Corridor route also serves Coliseum Regional Medical Centers, Amtrak Train Station, Eastside Regional Medical Center, and the Coliseum Health System Corporate Office.

Sparky and her brother, “Bolt,” will alternate routes along the route, servicing other buildings on the campus, and other buildings such as the Coliseum Sports Complex, Georgia College & State University, the Macon-Bibb County Government Complex, and Macon-Bibb County Public Safety Complex.

MTA has added the electric bus to the fleet because the agency is looking to provide up-to-date, week-by-week estimations of public transit ridership for agencies across the U.S. The 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.

The APTA Ridership Trends dashboard allows APTA members to track demand and benchmark against their peers. To tackle this challenge, the dashboard will 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.

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 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 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/3lTvrtV.

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/3lTvrtV.

APTA Publishes Mobility Recovery & Restoration Task Force Report

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.

Stantec Announces Launch of Stantec GenerationAV

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.!

Thank You to APTA Photo Invitational Participants!

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.

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.

APTA AdWheel Awards Now Open for Entries

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

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

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

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

Metropolitan Transportation Authority – New York, NY
Photographer Patrick J. Cashin (October)
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 needed 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 challenges, including adding 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.

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A YEAR IN REVIEW
CONTINUED ON PAGE 6
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, marked 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/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.

**Laketran’s 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.

“Laketran 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.
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 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 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. For questions and additional information, contact working group staff advisor, Lisa Jerram, at ljerram@apta.com.
2020 CEO Spotlight

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 instrumenting 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 ballpark 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.”

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 level ADA-compliant surfaces.

Dating back to 1835, the St. Charles Streetcar Line is the oldest continuously operating streetcar line in the US. The line is a National Historic Landmark, featuring iconic green and crimson “Perley Thomas” streetcars. The new ADA-compliant streetcars are retrofit ted 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.

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.

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-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.

Lumenor Consulting Group
470-747-1946
www.lumenorconsulting.com
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.
Glenvue, IL
Sophia Leaguedi, President/General Manager
818-961-1806

Amply Power Inc.
Mountian 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

Betteretz
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

ClibDiSys Solutions Inc.
Branchburg, NJ
Kevin Loncher, Senior Manager
908-238-3100

Cob & Associates Consulting LLC
Lawrenceville, GA
Natalie Czob, Managing Director
404-702-9089

Cooisa Composites
Pelham, AL
Chris Drahman, VP Sales/Marketing
615-982-0826

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

Electrophi Inc.
San Francisco, CA
Joel Torr
408-877-6586

Enclosure Guy
Gonzales, TX
Cint 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 Zink, Director, Transit Services
519-585-7597 (7277)

Hafﬁ Associates Inc.
Austin, TX
Lee Nichols, Senior Transit Planner
512-777-4574

Hygien LLC
Camarillo, CA
Kevin Habas, VP, Sales & Marketing
805-388-8007

Itineria Infrastructure
Concessions
Manuel, NY
Conni 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
888-665-6245

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
416-797-0426

Pelivan Transit
Big Cabin, OK
Kendra S. McGeady, Transit Director
800-482-4594

Porter Group LLC
Washington, DC
J. Chris Porter Jr., SVP
202-733-4965

Potomac and Chesapeake Cycling
Arlington, VA
Charles Denney, President
703-599-9874

Rainguard Brands, Inc.
Phoenix, AZ
Diana Gonzales, Special Projects Manager
800-272-4647

Raymond Ellis
McLean, VA
Raymond H. Ellis
703-625-7004

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Rodrigo Bitar, President
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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.
San Antonio, TX
Alfredo Valdez, President
909-728-3270

Robert W. Previdi
Philadelphia, PA
267-235-8557

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267-235-8557

Robotic Research, LLC
Rancho Cucamonga, CA
Martin Schrophe, President
909-728-3270

Romeo Power Technology
Vermon, CA
Lucindra Panerio, Executive Assistant
844-257-8557

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844-257-8557

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Xybits Systems, Inc.
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Ken Carson, Vice President
303-683-5656

Y2X Life Sciences
Seattle, WA
Manley Leon, Financial Controller
206-539-1330

Zoono Protect America
San Antonio, TX
David Notan, Managing Partner
210-385-4400

SPE Thermoforming Division
Carmon, NY
Leslie Kyle, Conference Coordinator
914-671-9524

Spruce Grove Transit
Spruce Grove, AB, CANADA
Bill Sabley, Transit Specialist
780-962-7634

Standard Forged Products
McKee’s Rocks, PA
Shawn Holmes, 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
Jeffrey Gallart, Senior Vice President
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Volanno
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APTA Emerging Leaders Graduate with Virtual Ceremony

APTA's Emerging Leaders Program (ELP) Class of 2020, participated in a virtual celebration in June 2020. The graduation capped off a week-long virtual capstone program that included breakout sessions, guest speakers and panels featuring industry leaders. Led by ELP Community Chair Julie Espy, manager, learning & development, Orange County Transportation Authority, CA; Vice-Chair Tom Waldron, general director, transit, HDR; and committee members Jill Stober (transportation consultant) and Pierre Hollowian, assistant transit bureau chief, Arlington County, VA, the class spent the week discussing strategies for leading through crises. Graduation keynote speaker Robert Principe, Jr. of Footprint reminded the class of the importance of building a network of peers to call upon during challenging times.

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. Mailing address is: Passenger Transport, 1300 I Street, NW, Suite 1200 East, Washington, DC 20005. Ad copy is not accepted by phone. DEADLINE: 10:00pm EST, Friday, one week prior to publication date.

INFORMATION: Phone (202) 496-4877

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 Ferry Community Action (HAPCAF), is seeking bids to establish pricing for mid-size transit vehicle manufacturing to be used in conjunction with the Federal Transit Administration Section 311 Program for Ohio—GoBus Ohio Rural InterCity Bus Program.

To request a bid package, email either Claudia Bashaw at claudia.bashaw@hapcaf.org, or Martin McCaw at martin.mccaw@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@hapcaf.org and martin.mccaw@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.

HARRTRANS RFP 2021-01 ITS SYSTEM

Housatonic Area Regional Transit (HARRTrans), 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 an interface for existing on-board systems including internal and external signage, radio, and farebox systems. Proposals shall include separately priced offers for Automatic Passenger Counting (APC) with associated data reporting and a Dynamic Passenger Information (DI) or “Infotainment” system.

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

For RFP information: www.harrtransit.com or ricks@harrtransit.com

PERRY COUNTY TRANSPORT (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 30th, 2020. To obtain a copy of the RFP contact Mason Dickerson at 740-342-0658 or Mason.Dickerson@jfs.ohio.gov.

INVITATION FOR BID

BUS LINE RESIDENT INSPECTION SERVICES

Notice to Bidders

The Cumberland-Dauphin-Harrisburg Transportation District's 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 ensure compliance with the contract specifications, prepare regular construction progress reports and certify compliance with contract specifications in a final report.

All questions regarding this RFP should be sent to Mark Mitchell and must be received in writing or emailed by January 4, 2021.

The selected bids in duplicate (one original and one copy) will be received by the Cumberland-Dauphin-Harrisburg Transportation Authority, 901 North Cameron Street, Hanover, PA 17117, on or before January 11, 2021, no later than 1:00pm (ET) on January 11, 2021.

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.

The 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 are required to coordinate with Cumberland-Dauphin-Harrisburg Transit Authority DBE / WBE Program goal requirement where applicable.

SANOJU REGULAR TRANSIT VEHICLES FOR

SERVICES

REQUEST FOR QUALIFICATIONS

RFQ 2020-01

BUS RAPID TRANSIT - CONSTRUCTION

NOVEMBER 20, 2020

The Milwaukee County Transit System (MCTS), the largest transportation system, is seeking a Manager, Planning Programs in our Center City Philadelphia office.

We 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 focal point and intermediate planning programs and will be responsible for all internal and external communication for these programs.

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. SEPTA is an Equal Opportunity Employer committed to diversity.
PORT PANOAMA 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 berths of a 30-foot deep port in an industrial park. All three facilities are rail-served. The Port’s West Terminal includes six berths, four dependent rail-served tracks, 30,000 square feet of general cargo warehouses, and a wood pellet export facility. The new East Terminal includes 100,000 square foot forest products warehouse and a forty car rail-yard. The East Terminal will support a second berth and up to an additional 1,000 feet of additional warehouses. The Port’s Intermodal Distribution Center includes a 250,000 square foot railroad switching yard, a 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. Port Panama City plays an active role with local and regional economic development organizations. In FY2019/2020 the Port operations generated $156 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 Port Director reports to the Port Authority Board and is responsible for the operations of the Port, including the development of new short- and long-term local regulations. This position also oversees multiple facilities and is involved with a variety of capital projects. Our new facilities include a 30,000 square foot maintenance facility and a 300,000 square foot distribution warehouse at the Port.

The Port Director will oversee UCSF’s complex transfer of the Port, including development of new terminal configura-
tions, Fleet Management and Compliance & Safety. The Director will be responsible for managing the Port operations reflecting COVID-19 impacts and strategically planning for the continued growth; operating an exten-
sive port complex to ensure the safety of both the drivers and passengers, managing a fleet of 100+ vehicles, and leading a diverse union-
ized 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 manage-
ment experience and/or equivalent experi-
ence in a related field. Must have minimum five years of direct experience in transit route plan-
ing, driver scheduling and bidding, en-route shuttle monitoring systems and real-time GPS tracking systems.

To apply, please submit a job description and apply please click on the following link: https://bit.ly/2JRSm52 eq. Submit cover letter, resume, application, and references to: Jean Marie Boykins, Human Resources Manager, Citilink, 2900 Park Road, Fort Wayne, IN 46808. Or email to: JMB@fwcitilink.com.

Citilink Website: www.fwcitilink.com

Please submit your resume, cover letter, and a list of six references to: www.pvta.dba Citilink Personnel Policies and Standards handbook.

To apply, download application from the

PIONEER VALLEY TRANSIT AUTHORITY (RTD)


dbajohnson@alliancerc.com or (562) 901-0769.

December 18, 2020

Submit cover letter, resume, application, and references to: Jean Marie Boykins, Human Resources Manager, Citilink, 2900 Park Road, Fort Wayne, IN 46808. Or email to: JMB@fwcitilink.com.

Citilink Website: www.fwcitilink.com

Please submit your resume, cover letter, and a list of six references to: www.pvta.dba Citilink Personnel Policies and Standards handbook.

To apply, download application from the

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To apply, download application from the