

PASSENGER Transport

THE SOURCE FOR PUBLIC TRANSPORTATION NEWS AND ANALYSIS

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Xcelsior CHARGE NG is New Flyer's next generation battery-electric, zero-emission bus.

New Flyer Unveils Xcelsior CHARGE NG

NEW FLYER OF AMERICA INC., ST. CLOUD, MN, HAS unveiled its next-generation battery-electric heavy-duty bus, the Xcelsior CHARGE NG.

The Xcelsior CHARGE NG incorporates three distinct technology advancements, including next-generation high-energy batteries that extend range up to 13 percent; advanced protective battery packaging designed for easy install and simpler serviceability; and a new, lightweight electric traction drive system with up to 90 percent energy recovery.

"The Xcelsior CHARGE NG harnesses the best technology on the market," said Chris Stoddart, president, New Flyer and MCI. "It includes a streamlined design that reduces maintenance, increases energy density and improves energy recovery while significantly reducing weight—offering a lighter, more energy-efficient and longer-range electric bus."

The battery packaging, developed by New Flyer, utilizes a single waterproof enclosure design that allows "plug in" or "unplug" of individual battery packs, reducing bus downtime and allowing easy replacement as needed. High-energy, long-range batteries utilize an active liquid cooling system to maintain temperature and respond quickly to increases in power demand and environmental loads.

APTA Holds Successful Mobility Conference

MORE THAN 500 PEOPLE ATTENDED APTA'S three-day virtual Mobility Conference March 16-18. Speakers included APTA President and CEO Paul P. Skoutelas; APTA Chair Jeff Nelson, general manager, Rock Island County Metropolitan Mass Transit District (MetroLINK), Moline, IL; FTA Acting Administrator Nuria Fernandez; and Kira Banks, associate professor, St. Louis University, among many others.

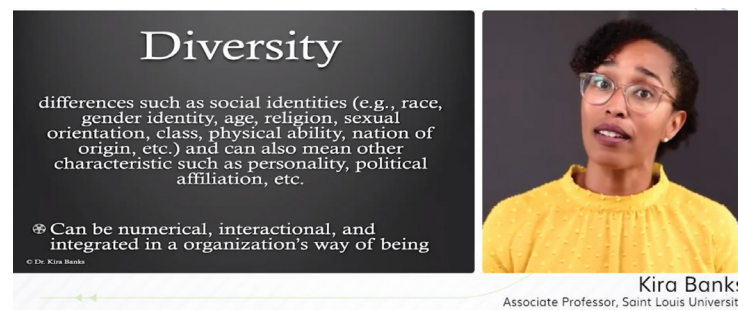
Skoutelas kicked off the event, thanking Nova Bus for sponsoring the conference and BYD for sponsoring the opening session. He noted that after "weathering several crises simultaneously, from the global pandemic to civil and political unrest ... to one of the most difficult economic downturns in our history, we are here ... ready to build back better!"

As more Americans receive vaccines, Skoutelas said, and as a dialogue about racial and economic equity continues to grow and the Biden Administration defines a new agenda, there are reasons to be optimistic. "We have worked tirelessly with members of Congress on COVID-19 emergency

funding for our transit agencies," he said. "When combined with last year's CARES Act and end-of-year assistance known as CRSSA, public transportation has received more targeted pandemic relief than any other mode of transportation ... nearly \$70 billion in new, additional funding to stabilize transit budgets and operations. APTA is actively involved in discussions with the new Administration and Congress over a major infrastructure proposal."

Nelson acknowledged the need for the industry to win back riders, restore and reinvent services, advocate for more funding and invest in a different kind of post-COVID future. But,

SUCCESSFUL MOBILITY CONFERENCE
CONTINUED ON PAGE 9



Celebrating Women in Public Transportation

March is Women's History Month. In this issue of *Passenger Transport*, a broad cross-section of female leaders discuss the role of women and the opportunities and challenges they have faced during their careers in public transportation.

Dismantling Barriers, Promoting Equity

BY NURIA FERNANDEZ
Acting Administrator
FTA

WOMEN'S HISTORY
Month provides an opportunity to reflect on the progress women have made in the transportation field and our role in advancing the principles of equity and



Nuria Fernandez

inclusion throughout the industry.

We have long faced the challenge of how to make our transportation systems more equitable. Under the Biden-Harris Administration, we have received unprecedented support to overcome that challenge. On his first day in office, President Biden committed to advance equity by issuing an Executive Order that directs the

DISMANTLING BARRIERS, PROMOTING EQUITY CONTINUED ON PAGE 5



COMMENTARY

BY CARRIE BUTLER

Executive Director
Transit Authority of River City (TARC)
Louisville, KY

Committing to Those Who've Come Before Us, and Setting The Stage for Those to Come

I didn't want to write this article. Not for expected reasons: too busy with a new job, everything feels like too much with COVID around, too much on my plate. It was the topic. Women's History. For a public transportation industry magazine.

WHAT ON EARTH COULD I TALK ABOUT on that subject? I do identify as a woman, and I think I am familiar with history generally, and I have lots to say on assorted topics; but about Women's History? This topic, shamefully, I doubt I could get through a round of Jeopardy. You, as the reader, may be asking, why should I keep reading? I thought about changing gears and using a dramatic 'click bait' title like 'Claudette Colvin was the real Rosa Parks.' 'Top Five things you never knew about Women's History but thought you did' or 'Doctors say this one thing about Women's History will cure your belly bloat.'

I reconsidered and thought candor and honesty would be best. In this moment, and countless moments of reflection that the unprecedented times 2020-2021 have brought upon us, I have had to use every single method I know of to make it through—sometimes just to make it through a day. What I found I was most grateful for was the simple act of being grateful, which brings me back to Women's History.

I have felt a more profound sense of appreciation for what and who came before me. I would not be where I am without a long list of family, friends, babysitters, teachers, coaches, managers, bosses, colleagues, clients, sales-clerks, flight attendants, servers, nurses, doctors, drivers—too many to name, but all of whom played some small or large role in my present status. And for that, I am grateful. Truly, deeply grateful.

But what about all the people—women—who I don't know personally or who came well before me or my time? I feel fortunate to have been working in the past 20 years. By the time I entered the professional workforce, there were female heads of the Department of Transportation (Elaine Chao), Federal Railroad Administration (Jolene Molitoris) and Federal Transit Administration (Nuria Fernandez; twice!). There may not have been a ton of women in any room where I worked, but I wasn't the only one.

Someone is always first. Someone starts out being the only one. There have been plenty of times when someone is the ONLY one of anything in a room or the first of one in some situation. I commend every single person who had the guts, grit and grace to take a seat at the table, behind the wheel or in a railcar and change the course for everyone that comes after. I hope everyone reading can share my gratitude, even if your first hasn't arrived yet, or your first came eons ago.

In thinking of firsts, there are a few names I would like to recognize, specific to transportation. First up, Mary Fields or StageCoach Mary, circa 1832-1914, who drove a stage-coach across the growing United States. Susan Morningstar is the first woman on record employed by a railroad, around 1855. Wilma Russey, in 1915, was the first taxi driver and an expert garage mechanic. Mary Wallace may

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not have been the absolute first female bus driver, but she was the first in Chicago; and Christine Gonzalez Aldeis was the first woman to work on the railroad as an engineer. Carmen Turner was the first black female to lead a large transit agency (WMATA).

Countless others shared firsts in cities large and small, and even if their names may have been forgotten, I choose to remember them now and give my thanks and gratitude for their work and their ambition. But not all of us will ever be recognized for our work or succeed fully in all of our ambitions. So, I consider the many women who use public transportation—the majority of riders in many cities who are working every day to get to school, to jobs, to daycare, to stores, to go on a date, to see a concert (once we're rid of this virus)—and I wonder, are we doing enough to recognize their needs along with the next generation of firsts? I ask what I can do, and perhaps what can we *all* do to honor and work for those that came before us, those that we serve now, and help set the stage for those that come after us.

I commit to listening without judgment or doling out advice on what someone's experience is and hearing that it may be markedly different than my experience.

I commit to fully understanding what it means to rely entirely on public transportation.

I commit to improving public transportation, so it is a non-issue whether you own or drive a car versus whether you take transit.

I think those that came before me would want us all to commit to this, too.

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WMATA Awards Hitachi Contract for 8000-Series Railcars

THE WASHINGTON METROPOLITAN Area Transit Authority (WMATA) has awarded Hitachi Rail Washington a contract worth up to \$2.2 billion to design and build 256 8000-series railcar vehicles, with an option to build up to 800.

“Investing in the 8000-series railcars is an investment in safe, reliable transportation for Metro’s customers and an investment in the region we serve by contributing to the local economy,” said Paul J. Wiedefeld, WMATA general manager/CEO. “This is a win-win that supports the future of Metro, the local economy and job creation throughout the National Capital Region.”

The new railcars are designed to be lighter, safer and more energy-efficient, with improved regenerative braking technology, ventilation system improvements, high-definition cameras

and stringent cybersecurity requirements. The vehicles feature more digital screens and real-time information, dynamic maps, electrical outlets for charging personal devices and additional hand holds throughout the interior.

“We are honored to help Metro meet their mobility needs, providing innovative solutions to customers and improving the passenger experience,” said Andrew Barr, chief executive officer, Hitachi Rail Group. “The rapid growth of our business translates into direct and indirect U.S. jobs and further capital investments. The 8000-series award signals a major expansion of our U.S. business.”

The initial pilot vehicles are expected to be delivered in 2024.



Hitachi Rail plans to add U.S. skilled trades jobs to tackle assembly of new 8000-series railcars for WMATA.

USDOT Launches “Mask Up” Campaign

USDOT HAS LAUNCHED ITS “MASK Up” campaign to help ensure the safety of transportation workers across all forms of transportation. The campaign is a joint effort by FTA, FRA, the Federal Motor Carrier Safety Administration and FAA.

“Throughout the pandemic, transpor-

tation workers have played a vital role connecting Americans to their jobs, keeping goods moving and ensuring that vaccines get to where they’re needed,” said USDOT Secretary Pete Buttigieg. “With this campaign, we’ll send a clear message to people who travel: When

you wear a mask, you’re protecting the safety of our essential transportation workers, your fellow passengers and yourself.”

The campaign is aimed at educating travelers and transportation providers on their responsibility to comply with wearing a mask when traveling. There is a national requirement to wear a mask while traveling, per an order issued by the CDC and the current TSA security directive.

The centerpiece of the “Mask Up” campaign is a digital toolkit including posters, social media, FAQs and other resources—all of which can be found at www.transportation.gov/maskup.



New Streetcars for Valley Metro

BROOKVILLE EQUIPMENT Corporation, Brookville, PA, has delivered the first of six new off-wire-capable Liberty NXT Streetcar vehicles to Valley Metro, Phoenix, AZ, for the agency’s Tempe Streetcar service, expected to open later this year.

“It’s an exciting time for us,” said Scott Smith, Valley Metro CEO. “The delivery of the first streetcar vehicle opens up a new chapter for regional transit in the Valley.”

Tempe Streetcar will connect Tempe residents and visitors, as well as Arizona State University students, with key current and emerging local destinations.

The 72-foot-long Liberty NXT Streetcars feature a three-section carbody connected by two articulation joints with more than 70 percent available low-floor standing area, station-level easy boarding achieved through an automatic load leveling system, and seating for 40 passengers with the ability to transport 120 passengers.



The first Liberty NXT Streetcar for Valley Metro’s Tempe Streetcar at Brookville’s manufacturing facility.

“We are elated to deliver the first Liberty NXT Streetcar vehicle to our friends at Valley Metro,” said Joel McNeil, vice president of business development for Brookville. “These vehicles integrate the latest in rail technology systems and are designed and manufactured by an American workforce to provide a long-term transit solution for one of the most prestigious transit agencies in the United States—Valley Metro Rail.”

APTA’s 2021 Virtual Canada Study Mission

Developing a Pandemic-Resilient Transit Recovery Strategy

THROUGHOUT THE PANDEMIC, THE Canadian federal government has reaffirmed its support for public transit through providing operating funding support and committing to investing the equivalent of U.S. \$11.7 billion in transit capital projects over the next eight years. Public transit agencies in Canada anticipate maintaining full service in their communities through the remainder of the pandemic and recovery. Join APTA in a virtual study mission

to Canada, April 20-22, in collaboration with the Canadian Urban Transit Association (CUTA), to examine the future of transit through the lens of recovery, touching on such topics as new innovative revenue and financing opportunities, infrastructure planning and investment, gaining back ridership, alternative service delivery models and mobility innovation. Learn more and register at www.apta.com/2021-international-study-mission-virtual-event.



Via Acquires Remix

VIA, NEW YORK, NY, HAS ACQUIRED transportation mapping platform Remix, bringing together technology solutions to support planning, scheduling and operating on-demand and fixed-route transit, paratransit and school bus service.

“We have always held the Remix product in the highest regard, and are delighted to be working with Tiffany, Dan and their exceptional team,” said Daniel Ramot and Oren Shoal, co-founders of Via. “We share a vision for working alongside our partners to create transit systems that are equitable, accessible and efficient for riders and cities alike. Together, we have ambitious plans to invest in and expand the Remix product suite to offer



enhanced capabilities for planning and bus scheduling and operations.”

“Remix’s mission is to create more livable cities by expanding access within them,” said Tiffany Chu, Remix CEO and co-founder. “We are excited to join forces with Via, a company equally focused on increasing access by improving transportation options available to communities, and empowering cities with best-in-class technology for data-driven decision-making. The acquisition marks a new era for our customers, partners and team.”

Ottawa's Stage 2 LRT Project Digs Deep

OTTAWA'S PUBLIC TRANSIT network is undergoing a significant transformation. In 2019, Canada's capital city entered a new chapter in public transit when it replaced diesel buses in the downtown core with light rail. By 2025, the O-Train system will have tripled in length from 20.5 to 64 kilometers of rail as part of the Stage 2 Light Rail Transit (LRT) Project.

Stage 2 LRT will extend the O-Train network farther south, east and west, ultimately bringing 77 percent of Ottawa residents within five kilometers of rail.

While the project predominantly takes advantage of existing transportation corridors such as BRT facilities, highways and former railways, two tunnels are being constructed to extend the City's rail network through existing neighborhoods.

The two tunnels are both found on the project's west extension and are being constructed from the surface down using the cut and cover method. An estimated half a million cubic meters of ground material will be excavated and removed as part of tunneling. Prior to digging the tunnel, crews have been relocating utilities and installing tunnel support walls to reinforce excavation activities.

Work is progressing well on the three-kilometer Parkway Tunnel, which will see two open air stations constructed below grade. Stage 2 LRT crews recently celebrated digging down to the full station depth of 10 meters at the future New Orchard Station. When station excavation is complete, crews will shift their focus to the station foundation and walls.



Crews have reached the full station depth of 10 meters at the future New Orchard Station.



An artistic representation of the New Orchard Station.

Nominate for 2021 APTA Awards!

HAVE YOU NOMINATED YET FOR the 2021 APTA Awards? The annual APTA Awards recognize public transit excellence in North America at both the individual and the organizational level. Nominate your choices by **April 13** and celebrate the public transportation industry's "Best of the Best!"

The categories for 2021, which recognize accomplishments that have greatly advanced public transportation, are:

- Outstanding Public Transportation Manager (head of transit system)
- Outstanding Public Transportation Board Member

- Outstanding Public Transportation Business Member
- Distinguished Service (State & Local)
- Hall of Fame
- Innovation
- Outstanding Public Transportation System Achievement

Nominate at www.apta.com/member-resources/recognition-programs/apta-awards. For more information, contact Kym Hill at khill@apta.com or Ann-Marie Glanville at aglanville@apta.com.



Laketran's new Frank J. Polivka Transit Center at Lakeland Community College includes charging infrastructure—ready to deploy the agency's first battery-electric buses this summer.

Laketran Opens New Transit Center

LAKETRAN, LAKE COUNTY, OH, has opened its Frank J. Polivka Transit Center at Lakeland Community College—named in honor of Laketran's first employee, who served as the agency's general manager from 1979 to 2003. The center will serve as a transfer point for six local routes, Park-n-Ride service to Cleveland and Campus Loop shuttle service.

The center, adjacent to State Route 306, includes an indoor waiting area, accessible real-time information, public restrooms, Wi-Fi and charging infrastructure for the agency's battery-electric bus fleet arriving later this year.

"When the college approached us about the idea of a transit center on the property, it was a win-win for both organizations. The new transit center will alleviate bus traffic on campus, making it more pedestrian friendly, and improves the waiting environment for our riders—many of whom are students coming to Lakeland," said Laketran CEO Ben Capelle. "Plus, we were look-

ing for a place on campus to install charging stations for our electric buses arriving this summer."

"I remember the early years of Laketran and having to convince the Lake County community there is a need for public transit service," said Polivka about starting the agency. "It's humbling to see what this agency has become to the community almost 50 years later and to be recognized in this way."

Laketran anticipates the center will serve 65,000 commuters annually between the local fixed-route, Park-n-Ride and Campus Loop services. Lakeland Community College donated the land for the transit center.

"Transportation is a challenge for many of our students. Having this Laketran transit center on Lakeland's campus will eliminate that barrier so more students can attend classes," said Dr. Morris W. Beverage Jr., president of Lakeland Community College.

STA Unveils City Line BRT Battery-Electric Bus

THE SPOKANE TRANSIT AUTHORITY (STA), Spokane, WA, has unveiled its first-ever zero-emission battery-electric bus (BEB)—a 60-foot, five-door Xcelsior CHARGE from New Flyer.

The new bus arrived in late December and has undergone acceptance testing and has enabled further planning to ensure successful launch of the agency's City Line—the region's first BRT route—in 2022. City Line will operate between Browne's Addition and Spokane Community College via downtown Spokane and the University District, including Gonzaga University.

The bus is the first of 10 Xcelsior CHARGE models that will service the

City Line. Each vehicle will be able to operate approximately 120 miles before requiring recharge.

"More than a decade of community planning and hard work have paved the way for this exciting vehicle introduction, both in terms of the upcoming City Line service and the even bigger vision of electrifying STA's fleet," said Pam Haley, STA Board Chair and City of Spokane Valley council member. "With additional state and federal funding support to help offset higher capital costs, STA will be able to advance fleet electrification at a faster pace, which is an important environmental priority."



An STA City Line bus in the agency's Boone Northwest Garage.

DISMANTLING BARRIERS, PROMOTING EQUITY CONTINUED FROM PAGE 1

federal government to focus on ways to better include people who have been historically underserved.

The President has laid out a bold vision to expand opportunities by breaking down systemic barriers and giving individuals the chance to participate fully in everything our country

offers. Transit is key to creating a level playing field, taking people to jobs, schools and critical services, regardless of whether they own a car or can drive. But for this to happen, equity and accessibility principles need to be interwoven with transportation decision-making, from the earliest planning

stages and throughout operations.

In future transit investments, we will work with communities to ensure that transportation investments benefit all residents of a community, including frequently overlooked, vulnerable community members.

Ensuring transportation access for everyone is not easy. As the Acting Administrator for FTA, I am focused on supporting the nation's transit systems, but I also want to make it safer and easier for people to connect to transit, both in downtowns and in neighboring communities. To that end, I am working with my partners at the Federal Highway Administration and Federal Railroad Administration to explore ways to expand our multimodal approach to develop more seamless, high-quality travel experiences as we build back better.

The recently passed American Rescue Plan Act is a critical first step in promoting equity. The plan, which contains funding to help speed up vaccine distribution, reopen schools and provide relief to transit agencies, is essential. We know Americans depend on transit to get to jobs, healthcare and vaccine appointments, and back to school. At FTA, we will work quickly to distribute and manage the American Rescue Plan funding responsibly—and equitably.

This Women's History Month, I want to recognize the women who have made our successful journey possible and to celebrate all who are "firsts" in their families to achieve major milestones. Traditionally, women have been

I am particularly proud to lead a diverse workforce at FTA, one where women are in the majority and the overall agency's composition is very diverse.

underrepresented in the transit sector, but, over time, we have seen a sea change in the number of women choosing to work in the transit profession. The numbers of those advancing into management and leadership positions has also been very promising. I am particularly proud to lead a diverse workforce at FTA, one where women are in the majority and the overall agency's composition is very diverse.

More than ever, women are advancing into positions where we can influence outcomes and make impactful changes to our communities—all through an equity lens. I chose this field because I wanted to do my part to support what transit makes possible: access to a world of opportunities through a network that connects people to jobs, education, entertainment and services—lifting up people and lifting up communities. With my colleagues at FTA and transit partners throughout the nation, I am confident we are making great progress toward achieving that vision.

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Honoring Our Past and Seizing Opportunities Today

BY PAULA HAMMOND

Senior Vice President
National Transportation Market Leader
WSP
Seattle, WA
Chair
WTS International Board of Directors

WE FINALLY MADE IT TO 2021. THIS

year will undoubtedly be remembered as one of opportunity, revitalization and foresight stemming from our experiences in 2020. In all areas of our personal and professional lives, the profound impact of the pandemic and the societal recognition of racial



Paula Hammond

inequities has created the impetus for change. Our transportation industry finds itself at a pivotal moment where, if handled correctly, we can fundamentally change transportation for the future, creating a gender-balanced and diverse workforce and achieving equitable transportation systems and services.

We have an aging workforce with high rates of retirement coming in both the private and public sectors. At the local, state and federal level, there is growing recognition and commitment that our transportation systems need to be modernized, more integrated and made more accessible to all communities. As we shape and define our workforce of the future, we have a tremendous opportunity to make the transportation field the "career of choice," calling on diverse and multi-disciplined individuals to contrib-

ute, transform and provide leadership as we create organizations that truly represent the communities we serve and make decisions for equitable transportation for all.

In celebration of Women's History Month, I want to highlight and acknowledge women pioneers that paved the way for today's women in transportation. Women leaders in our industry are role models for others and demonstrate the opportunities available today. As each decade goes by, we see the numbers of women joining the industry grow and they are filling positions at all career levels. With the growing influence of women leaders in all modes of transportation, we are benefiting from the experiences and perspectives they bring that contribute to broader considerations for transportation users.

The WTS association was formed in 1977 by a group of women who didn't see themselves represented as a growing part of the transportation industry and wanted to connect with others like

them who were few and far between. Today, WTS International has over 65 local chapters and 8,500 members. As our mission has evolved, we are focused on advancing transportation by growing the contributions of women in all areas of our industry. We are focused on our objectives of 1) attracting women to the myriad of disciplines and roles in transportation; 2) encouraging inclusive cultures and workplace policies that are flexible and family friendly; 3) providing programs that mentor, grow networks and develop leadership skills; and 4) encouraging and celebrating the advancement of women throughout their careers.

Imagine a future where transportation decisions are made by a diverse and inclusive team of people, representative of the population we serve, working together to consider all communities' needs and interests, and providing accessible and connected transportation. The future is now. Let's make it happen.

Inspiring Others to Excel, at Every Level

BY LISA WOMACK

Director, Mobility Services
Kansas City Area Transportation
Authority
Kansas City, MO
Alum
2019 APTA Emerging Leaders Program

I BEGAN MY CAREER IN transportation in the trucking industry at a time, and with a company, that wasn't forward thinking. I have encountered many other obstacles and challenges along the way.



Lisa Womack

Currently, if you read trade articles/posts, more and more women are being selected for executive roles. It is encouraging and promising. My hope is that this isn't a trend. I don't believe that women can do everything better. I just know that women can *do it, too*. Women can bring collaboration skills, strategic thinking, high-level views with an eye on the budget, teamwork and communication, and operational efficiencies to an organization.

Transportation, for a long time, felt like a boy's club, and you needed to find the key. I was lucky enough to land a job on the NEMT side, for a very progressive, woman-owned company. While there, I had a female manager/mentor who saw me and my desire to excel and learn, and she embraced that. She held me to a very high standard, pushed and encouraged me, and eventually helped me earn a promotion, to branch out and to learn the power of

networking. I didn't need a key, I needed someone to give me an opening to walk through.

Since that small start, which was huge for me, I've had many ups and downs but have always landed on my feet. I'm fortunate now to work for KCATA, an organization that has allowed me to grow, participate in conferences and which supported my enthusiasm for this business.

Some things I would tell other women on their journey would be to find ways to grow within your organization and embrace outside groups/committees relevant to where you want to go. Participating on mobility committees and a large local leadership program has helped me to learn more about who I am, my leadership style and the importance of being involved in my community. We all should know that you can lead from any level.

I'm a proud graduate of the APTA Emerging Leaders Program. It allowed me to network with others in the industry who otherwise wouldn't be available to me: my peers in the class and guest speakers and projects they presented to us. One that stood out was a panel of women who are all at the executive level. Listening to them, learning our commonalities, understanding their paths and struggles and seeing the genuineness of women in powerful roles was a priceless opportunity.

I'm honored to have been asked to write this and aspire to be a woman who inspires others to excel. Public transportation is such a powerful industry that affords us the chance to be difference-makers, no matter what level we are on.

BY EVE WILLIAMS

President and CEO
Dikita Enterprises, Inc.
Dallas, TX
Chair
APTA Business Member Board of
Governors (BMBG)

BEING A WOMAN LEADER HAS ITS challenges. While I have been a leader most of my adult life, whether at work, church or serving on several boards, I've often felt the need to "tone" it down. Even as a child



Eve Williams

born to three generations of women leaders, there was always that certain indefinable feeling among the women family members to reveal just enough savvy to achieve the goal, never gloat and certainly not to revel in our successes.

It's no secret that women often get penalized for certain behaviors for which men earn respect. When women are actively aggressive in certain situations, they are deemed as "bossy," while men may be perceived as decisive. When men press forward, directly attacking the problem, people often call them "jerks" and quietly appreciate the forward, no-nonsense approach. When women take the same approach, the label more likely is condescending and profane. Now, we know there are bossy women, but too often ALL women in leadership roles are given this label. Traditionally, we are not supposed to take charge. In my early years as a C-Suite

executive, in a room full of men, I would wait patiently, hold until all ideas were exhausted; it was only then that they'd listen to me. Most women in leadership roles have figured out how to get our points across or how to advance, one way or another. It takes time and a lot of unnecessary strategies. And when we get as far as we can, we hit the proverbial glass ceiling.

As CEO of a small, minority-owned business (and the first African American female to chair APTA's BMBG), I have broken the glass ceiling many times, being the first to *fill in the blank*. I like taking charge and leading. I'm comfortable guiding my team, having happy clients and repeat business. Being the boss does not make me feel uncomfortable. Unfortunately, there is another term that is just as bad, or worse: the "angry black" woman. It is the perception that assertive black women leaders are bossy AND bad-tempered AND hostile. This term has certainly undermined the growth of black female leaders. To overcome both misconceptions, I am conscious of my tone, demeanor and my audience's reactions to help dismiss any false impressions of "anger," while making my point.

I really cannot worry too much about what others think. I concern myself with being the best leader possible by encouraging my team to make decisions, add value and leave a community or situation better than we found it. I hope more fathers encourage their daughters to be assertive and unafraid, as mine did. And at the end of the day, they, like I, will be judged by their accomplishments, not the attitudes of the misguided few.

Reflections on Women's Roles in Our Industry

BY LAURA HENDRICKS

Chief Executive Officer
Transdev U.S.
Lombard, IL

AS I TAKE A STEP BACK TO reflect on

Women's History Month, I continue to be impressed by the prevalence of strong female leaders in our industry. Not every industry can point to this type of representation. More work is yet to be



Laura Hendricks

done, but our industry has made steady progress in the number of women in senior roles over the past few years.

I am honored to be in the esteemed company of other female CEOs in the public transit industry and excited about several recent appointments. Seeing these and other strong women rise to their new positions inspires the next group of women.

Here are five pieces of advice that

helped guide me on my journey:

1. Lead by serving others. I am driven by the concept of servant leadership. Some of the main principles include listening, empathy, persuasion, commitment to the growth of people, and building an inclusive culture. It is vital to empower our teams and ensure they have what they need to be successful in our shared mission. I am dedicated to serving our employees, clients and communities to make a difference in the lives of others.

2. Have a purpose: believe in what you do. In order to successfully lead other people, I think you need to be driven by a sense of purpose. This includes a sense of personal purpose and, if you are lucky, a shared organizational purpose that you align with. Ask anyone who works with me and they will tell you that I always speak about the power of "people

with a passion serving a greater purpose." I have been fortunate to find a strong sense of purpose at Transdev that I believe in and that complements my own.

3. Don't sell yourself short. I had many examples of strong female leadership growing up—starting with my mother. She helped shape my internal drive and embedded the belief that I can do anything. She fostered this in me from a young age. My mother counseled me not to assume that perceived barriers are permanent. Rather, just keep pushing and driving through the openings to break through. Don't let the perceptions of others determine who you are and who you can be. This is something that girls and women need to hear often and learn to embody.

4. Be your authentic self. Do your best to be your true self. Have

confidence in who you are and what you can bring to your work, family, friend group and community. Don't hide your unique voice and perspective in order to secure others' approval. Seek to gain the respect of your colleagues, yet have the courage to express your voice and share honest feedback.

5. Keep learning. Be intellectually curious. Read, watch or listen to what gives you inspiration. Learn best practices from our industry and others that could apply to your context. I try hard to listen to people with diverse viewpoints and enjoy being challenged by others who may see things differently. Staying connected and attuned to many different perspectives at all levels of our organizations is a key leadership skill.

I hope these pieces of advice are as helpful to you as they have been to me.

Every Woman Should Own a Toolbox

BY ALVA CARRASCO

Transit & Rail—Sr. Business Development
Northern California & ZEB Programs
WSP USA
San Francisco, CA
President of the Board
Latinos In Transit

EVERY WOMAN NEEDS A TOOLBOX,

and not just the kind that contains a hammer and screwdriver. I am talking about a toolbox you can reach into every time you are confronted with career challenges and opportunities. And



Alva Carrasco

what are you stocking in this valuable toolbox? Your professional network, of course! Step back and ask yourself, "Who is in my network?" If the only people you come up with are your best friend from college and your *tia's* husband, you have a lot of work to do! If you are planning a career in transportation, you need a diverse network of professionals from every area that transit touches.

So, let's work on that toolbox. It should include the top person in the organization and/or someone from the executive team. Your network should include colleagues from across all departments. You should also make a point of getting to know colleagues from outside your organization to share ideas and hopefully collaborate on local and regional projects. Every person

you connect with, whether through a project, workshop or conference, is a person you should incorporate into your network. Expand your network even more by volunteering to be part of a committee, workshop panelist or moderator, or as an evaluator on a procurement panel or interview. By doing so, you are more likely to know what's going on not only in your organization, but also in the overall industry. You'll be in a good position to share resources and best practices and will also gain access to people and resources that may play a part in your career development. You should always be in bridge-building mode because in transportation, everyone you work with has the potential of becoming your future boss and/or an evaluator at a future job interview.

Part of your arsenal in your career development must include a mentor. Select a mentor with more experience than yourself and someone who is considered a leader in what she or he does. Don't be shy about asking someone you admire professionally to be your mentor. You will both learn and grow from it professionally.

Considered a transportation veteran now, I like to share what I have learned throughout my career with emerging leaders, especially women. In this toolbox, there will inadvertently be some loose nuts and bolts, and those should be treated as opportunities. After all, women are the most resilient creatures on the planet because we have the inner strength to overcome anything and bounce back stronger.

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Women—A Growing Force in Transportation And Nonprofit Organizations

BY RACHEL MALEH

Executive Director
Operation Lifesaver, Inc.
Washington, DC

WOMEN'S HISTORY MONTH IS A

great time to talk about the role women play in not only transportation and transit, but in the nonprofit industry, too.

I love talking about my organization, Operation Lifesaver, Inc (OLI), because it is a perfect blend of passionate, mission-driven people encompassing industry, government, law enforcement, education and community-based organizations as well as



Rachel Maleh

our terrific state coordinators and volunteers around the country.

As the executive director of OLI, I have the privilege of working with an amazing group of women in transportation—starting with OLI's board chair, Jo Strang of the American Short Line and Regional Railroads Association. Additionally, over a third of OLI's national board members are women, and 44 percent of OLI state programs are headed by women. Since I am relatively new to the transportation field, I am thrilled to be learning from these women leaders representing all modes of transportation.

Every day, OLI staff, board, state coordinators and partners deliver the rail safety message across the country. Since OLI's inception, there has been an 82 percent drop in the number of train/motor vehicle collisions. Joining

this vibrant organization was an easy choice when the opportunity presented itself. I was invested in rail safety long before I joined OLI—both as a transit and rail rider (and I am married to a rail fan). But the mission and passion of everyone involved with OLI is what hooked me. Professionally, I have had a long career with organizations that make a difference and have had positive impacts on communities and individuals—from the American Heart Association to the Peace Corps. As a mission-driven person, I feel fortunate to be leading OLI with its rich almost 50-year history.

The best advice that I would give a woman in the transportation field—or, honestly, in *any* field—is to own and honor your skill set; be generous with your expertise and time while accepting and filling the gaps in your knowledge. Also, recognize that there is always room to grow and learn. The women of OLI and in the transportation field have been so generous with me and I look forward to paying it forward!

Volunteering with OLI is a great place to develop your skill set and increase your rail safety knowledge! Learn more and consider joining us at www.oli.org.

Mentorship Makes A Difference

BY JANA DEMAS

Rail Deputy Director
King County Metro
Seattle, WA
Graduate
Leadership APTA Class of 2019

FOR THE PAST 15 YEARS, I HAVE

had the great fortune of working in the public transportation industry. I believe deeply in the importance of transit and the role it plays in shaping our communities for the better and offering opportunity to people to access the things in their lives that they need.

I have held a number of positions in service planning, long-range planning and human resources management and am currently the deputy director of King County Metro's rail division. I have had wonderful female and male mentors and have had many opportunities to grow in my career—from going to China as part of the Institute for Transportation and Development's Mobilize Summit in Yichang to present on the importance of long-range planning, to participating as a mentor in the Transit Center's first Women Changing Transportation Mentorship Program, to being a part of Leadership APTA's Class of 2019.

I have had many opportunities to grow and demonstrate my skills and now have a diverse portfolio and skillset to draw from as I continue to find ways to contribute to the industry. If I told my younger self in the beginning of my career what my journey would be,



Jana Demas

I would not have believed it.

When I started my career in transit, I spent the first few years doing mostly administrative tasks for my predominantly male team. I was the only transportation planner who primarily wrote correspondence, organized meetings and office parties and helped create plans and structures that made things function better and run smoother. I did not really have the language for the office housework yet, but looking back, I did end up doing a lot of it. I also worked for some male supervisors who liked the products of my work and what I was able to accomplish but did not care as much to make sure I had the commensurate title and pay for the work.

That all changed when I started working for a strong female leader who had my best interests at heart. With her help, support and encouragement, I was able to climb the ladder at Metro. I was promoted once in the six years prior to working for her. In the seven years since I started working for her, I have been promoted four times into positions of increasing influence and exposure.

When I look back on my career, I am proud of where I have come from and I am appreciative of the help I have had along the way. My goal is to do the same for people who are sometimes overlooked—namely women and people of color—that was done for me. As leaders, we have an obligation to lift up those who are coming after us and to constantly look for ways to bring more perspectives and experiences to the table. Our industry is stronger when we raise up and amplify diverse voices and perspectives.

A Woman's Place

BY STEPHANIE WIGGINS

Chief Executive Officer
Metrolink
Los Angeles, CA

THROUGHOUT HISTORY, THE

gender gap in the labor force has persisted. But now, new research shows how equality for working women has been dealt a serious blow by the COVID-19 pandemic—in particular, for women of color.

According to the U.S. Census Bureau, 2.3 million women 20 years and older have left the workforce since February 2020. This exodus has widened the racial divide. Black women represented 14 percent of the female labor force in February 2020 but have accounted for a disproportionate 26 percent of female labor force dropouts since then. Hispanic women were 17 percent of the female labor force in February 2020 but have accounted for 27 percent of the female labor force dropouts.

Women are being forced to exit the labor market for reasons that have remained unchanged for generations—most notably, the role women play in childcare. Work-life balance is tricky for anyone, but particularly difficult for women trying to advance into leadership positions while maintaining an active presence in their children's lives.

In other words, with all the progress women have made over the last century, and with all the contributions made by women recognized annually in



Stephanie Wiggins

March, the statistics are still sobering. But sobering does not necessarily mean discouraging. It just means bearing down, staying vigilant and making sure to ferret out discrimination in the fine print and not simply noticing it in the C-Suite. Creating an equitable workforce requires changing exclusionary perceptions in policies and practices and paying close attention to HR documents—job descriptions, hiring policies, workplace guidelines—and then revising them with an eye toward inclusion.

After stay-at-home orders were instituted, I announced that staff could work remotely and would not have to return to the office before in-person learning for k-12 returned. This provided relief for working parents stressed out over childcare. Soon after, I extended the telecommuting policy, allowing staff to work remotely out-of-state. A benefit to all employees, yet I received the most praise from our female workforce.

It's important to recognize the nature of work and the "workplace" is changing. As a leader, I believe that this can serve to be transformational for women in transportation and create career opportunities for our industry.

I am the first woman, and the first African American to be chief executive of Metrolink. This is notable because when I started in this industry, there were not a lot of people who looked like me making decisions. And I am bringing my lived experience to that decision-making activity; I am, by my presence in the process, including the people in the under-represented communities we serve. I hope my experiences can help pave an easier path for the many women of color who are seeking careers in transportation.

As a leader, I believe that the changing 'workplace' can serve to be transformational for women in transportation and create career opportunities for our industry.

FTA Panelists Discuss Priorities and the Future

FTA ACTING ADMINISTRATOR Nuria Fernandez and three FTA staff members participated on a panel discussing the Biden-Harris Administration's priorities to improve safety, promote equity, help combat climate change, support economic recovery and how the agency is supporting these efforts.

Subash Iyer, chief counsel, said he previously worked as risk counsel at the New York MTA, so he has seen firsthand how "essential transit is, especially in a crisis like the one we have seen for the past year." At FTA, his focus is on com-

bating climate change and advancing equity. "We need to plan our communities in a way that makes space for new technologies like e-scooters, and also for better options for people who bike and walk. Looking at transportation with a broader lens will improve access to public transit systems and open the doors of possibility," he explained.

Henrika Buchanan, chief safety officer, spoke about FTA's efforts to promote the federal mask requirement for transit. "We need to keep our transit workers and passengers safe, and the

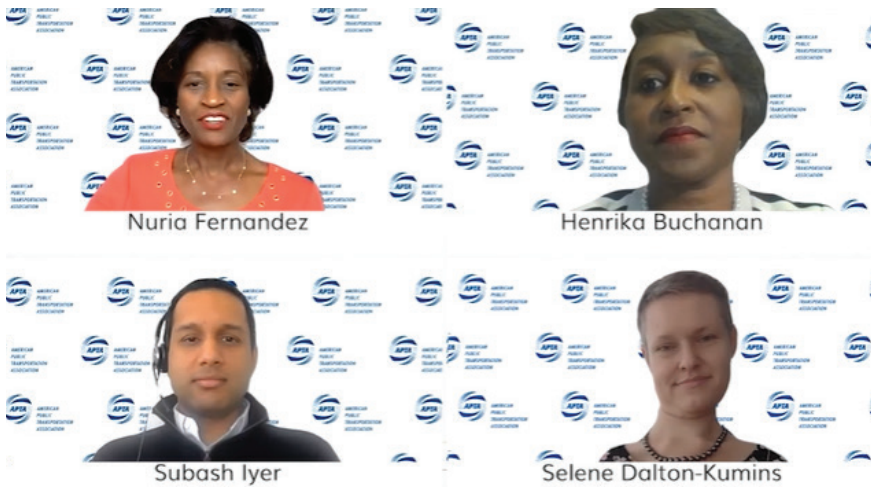
mask requirement will help us do that," she said.

FTA has hosted listening sessions on the mask requirement, held panel discussions and stakeholder calls and has posted FAQs on its website that provide more information about enforcement, applicability and implementation. Buchanan encouraged public transit systems to reach out to FTA with comments and questions and to use FTA as a partner and resource as they implement the mask requirement.

Selene Dalton-Kumins, associate administrator for civil rights, reinforced FTA's commitment to promote mobility throughout the nation's transportation network. "Equitable, accessible public transit is a foundation for breaking down

systemic barriers and giving individuals and communities the fair chance to participate fully in everything our country offers," she said. "Transit is key to creating a level playing field, taking people to jobs to schools to social activities, regardless of whether they own a car or can drive." But for this to happen, she emphasized, equity and accessibility principles need to be interwoven with transportation decision-making, from the earliest planning stages and throughout operations.

While the pandemic has brought challenges, Dalton-Kumins added, "it's important to work together to ensure that communities of color and low-income populations do not bear the brunt of these changes."



SUCCESSFUL MOBILITY CONFERENCE

CONTINUED FROM PAGE 1

he noted that the "pandemic forced changes on us that we knew were coming, . . . but instead of having years to prepare, they are here now. We had to learn to be flexible, more innovative and efficient. We prioritized and made tough choices. Our customers' personal and work lives have been upended, resulting in changing needs that must be met."

Building a stronger and more dynamic future for public transportation, Nelson said, "will require us to embrace and serve a different world. In some ways, the pandemic has given us a kind of Rosetta Stone for the future we need to build."

Banks discussed racial equity and said that, in the past year, "we have seen an increase of attention by organizations to understand racism not only externally but also internally." She cited as an example the financial institution Blackrock and Warner Media as two large institutions who, in the wake of the death of George Floyd and others, are not just talking about what is happening externally, regarding racial equity, but also internally.

Banks explained what it means to use a "racial equity lens," saying that:

- We need to *illuminate* racism to *eliminate* racism.
- When we are not *consciously* addressing racial equity, we are often *subconsciously* replicating racism.

- We need to challenge racism (anti-racism) and advocate for equitable alternatives (advancing equity).
- It is not enough to be *reactive*; we need to be *proactive*.
- We need to address racism *explicitly*, but not necessarily *exclusively*.

Fernandez, who opened the second day of the conference, thanked Congress and the Administration for passage of the American Rescue Plan Act. She thanked the transit industry

employees who ensured essential workers were safely taken to their destinations during the pandemic, saying their commitment was "remarkable." She also noted that safety is a hallmark of the current Administration, which is also "focusing on prioritizing equity, combating climate change and supporting economic recovery. We need to work together on these priorities," she told attendees. "This is transit's moment. I know you all will join me in supporting the Administration's goals to promote safety and equity,

while we do what we do best: provide transportation options that contribute to the nation's economic recovery and, in the long run, help alleviate the climate crisis."



Jeffrey A. Nelson



Paul P. Skoutelas

Mobility-as-a-Service: Emerging Ideas and Applications

THE COVID-19 PANDEMIC HAS

provided new opportunities for public transit systems to integrate the digital, physical and operational elements of mobility services. While ridership has declined overall during the pandemic, many bus routes have retained ridership levels and have been the primary mode of transportation for essential workers over the last year and bicycle usage has increased exponentially. Mobility-as-a-Service trends both during the pandemic and looking forward was the topic of discussion at a panel during APTA's Mobility Conference.

Adelee Le Grand, CEO, Hillsborough Area Regional Transit Authority, Tampa, FL, served as moderator. Bill Nesper, executive director, League of American Bicyclists; Katherine Kortum, senior program officer, Transportation Research Board; and Sharmila Mukherjee, executive vice president—planning and development at the Capital Metropolitan Transportation Authority (CapMetro), Austin, TX, were panelists.

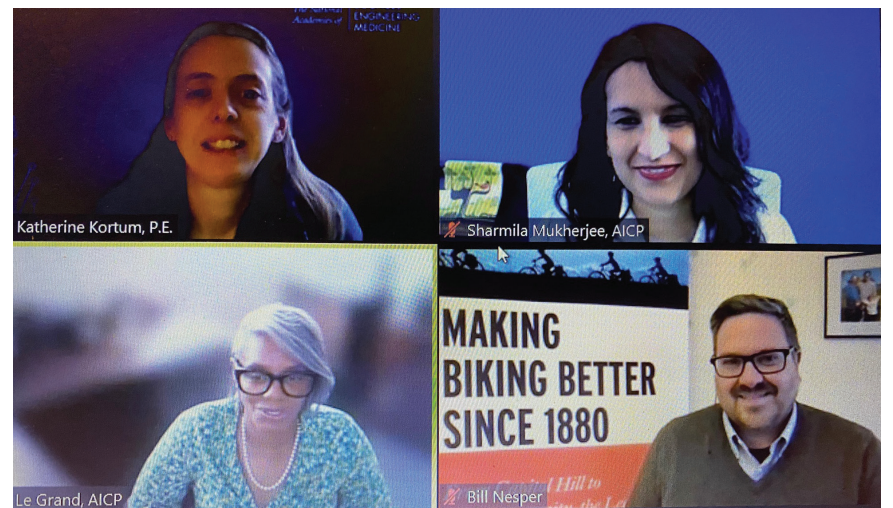
Kortum discussed *TRB Report 337: The Role of Transit, Shared Modes, and Public Policy in the New Mobility Land-*

scape. Because of fragmented governance, she said, regions lack common goals and shared strategies to facilitate multi-modal services that cross jurisdictional boundaries. There are, however, opportunities to overcome these barriers by collaboration among cities, public transit agencies and shared mobility providers, she explained.

Mukherjee talked about emerging trends, saying that at CapMetro the agency had seen 18 straight months of ridership growth before the pandemic struck. Collaboration with partners is key, she said, during this time. The agency is expanding its bicycle fleet with e-bikes and scooters, which helps the agency's first- and last-mile solutions and offers a personal mobility option that allows for early collaboration with the community and integration which, she said, is the recipe to success. She described an ambitious system expansion plan called Project Connect, which she said was unanimously approved in November and will

MOBILITY-AS-A-SERVICE

CONTINUED ON PAGE 10





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Ramping Up to a New Normal in Ridership

RIDERSHIP IN A POST-PANDEMIC

world was the topic of discussion at the Mobility Conference March 17. Panelists discussed a range of topics, from current trends to new and different approaches managers will need to embrace when people are back to their offices.

Mark Heavey, director, marketing and advertising, New York MTA, moderated the session with panelists Jameson Auten, deputy general manager, Kansas City Area Transportation Authority and chair of APTA's Mobility Management Committee; Mick Spiers, general manager, Umo at Cubic Transportation Systems; and Susan Shaheen, University of California-Berkeley.

Spiers discussed the need to build trust with riders. He said contactless fare and occupancy tools will be needed to reassure riders of safety on board public transit vehicles. He also noted the need to "embrace and encourage" people to cycle and walk as society looks to the future. The industry needs to use incentives. For example, he said, if a rider sees a bus is full, an incentive program could offer award points for a coffee around the corner while waiting for the next bus to appear. The local

coffee shop gets business, and the rider is happy; everyone wins, he said.

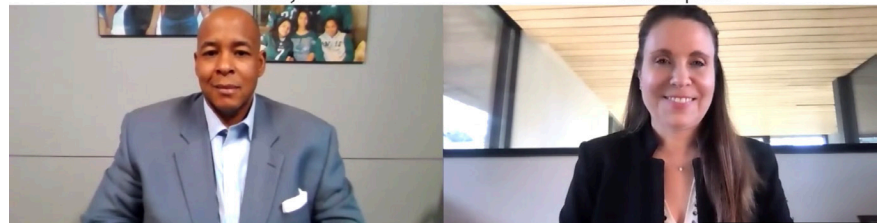
Shaheen said she sees a positive trend toward people wanting more road space for bikes and scooters due to the pandemic. And she sees a trend toward more seamless routing and seamless mobility. People, she said, "have an appetite for mobility-as-a-service." She noted that the industry has to work "collectively to make the good things that came out of the pandemic stick and make public transportation and other modes, such as scooters and bikes, more attractive."

Auten talked about the strong partnerships his agency has with taxis, bikes and scooter companies. Creating these partnerships, he said, was deliberate to make it easy on riders. "We want to make sure our customers have a choice on what mode they choose and that it is safe," he explained. "We need to embrace change, shift our focus. We don't need to own and operate everything. It's more important that people get where they need to go safely." The biggest shift, he said, however, is mindset. He cautioned attendees that sometimes they might fail, but that is O.K. "That's the way we learn."



Mark R. Heavey

Mick Spiers



Jameson T. Auten

Susan Shaheen

MOBILITY-AS-A-SERVICE CONTINUED FROM PAGE 9

be moving forward. Project Connect includes a new rail system, a downtown transit tunnel, an expanded bus system and transition to an all-electric fleet. Also important, she noted, is mobility planning with an equity lens to ensure the agency's unbanked customers are able to use cash for fares.

Nesper said that bicycles are part of the solution to the mobility challenges of today. "We can add to the recovery by better connecting biking to transit," he said. During the pandemic, people embraced biking. It was a way to get exercise and get to places at a safe social distance. Huge increases were seen in bike sales as well. As more peo-

ple got on bikes, "we saw lack of vehicles; stores were selling out of them."

As more people get on bikes, though, Nesper said, the League has recognized there is a lack of cohesive networks, bike lanes, low speed streets and connected trails. "The lack of access and good options further exacerbated systemic inequities in health and well-being," he noted.

Going forward, Nesper suggests there is an opportunity for people to see how biking and public transit can work in their lives, and with better coordination, the League and its partners can help improve the overall rider experience.

People On The Move

ARLINGTON, VA—Diana Mendes,

AICP, has been named HNTB's corporate president of infrastructure and mobility equity, a new position responsible for shaping transportation and mobility equity policy through collaboration with federal, state and local agency leaders. Mendes has more than 35 years in the industry, including five years with HNTB. She most recently served as the firm's Mid-Atlantic Division president. Prior to that, she was HNTB's transit and rail market sector leader. For several years, Mendes has been an adjunct professor at Rutgers University, teaching the National Transit Institute's Advanced Environmental Justice seminar. Her notable career achievements include serving as chair of APTA's Legislative Committee to develop Surface Transportation Authorization Recommendations (she now serves as a member of the committee); receiving the American Road & Transportation Builders Association's Ethel S. Birchland Lifetime Achievement Award; and being recognized as COMTO's Executive of the Year. Also, for APTA, Mendes is a member of the Authorization Task Force, Diversity and Inclusion Council, and High-Speed & Intercity Passenger Rail and Sustainability committees, among others.



Mendes

NEW YORK, NY—Bytemark is

expanding its leadership team with a new hire focused on the Canadian market. **John Pagliaro** has been named executive director for Canada. With a career spanning more



Pagliaro

than 30 years in the payments industry, Pagliaro previously served in leadership roles at Moneris, American Express Canada and Royal Bank of Canada. During almost 20 years at Moneris Canada, Pagliaro's clients included Metrolinx and other major Canadian public transit agencies.

DALLAS, TX—WSP USA has welcomed **Thomas LeBeau** and **Darwin Desen** to its national transit and rail team.

LeBeau will serve as the transit and rail market lead, and Desen will serve as senior managing director for transit and rail. LeBeau has held executive-level positions in all areas of the industry, developing relationships with agencies such as Houston METRO, Texas DOT, Dallas Area Rapid Transit, Denton County Transportation Authority, Trinity Metro, Austin Capital Metropolitan Transportation Authority, Virginia Railway Express, Los Angeles Metro, South Florida



LeBeau

Regional Transportation Authority, Bay Area Rapid Transit, CalTrain and New York City Metropolitan Transportation Authority. For APTA, he is a member of the High-Speed & Intercity Passenger Rail Committee.

Desen has more than 30 years of experience in all phases of design, including working with FTA, FRA, the Federal Highway Administration and the Surface Transportation Board, related to the planning and design of rail infrastructure projects.



Desen

HOUSTON, TX—AECOM has promoted **Lori Labrum, PE**, to the position of senior transit/rail division manager and **Steve Lowry, PE**, to senior program delivery director, transportation in its Houston office. Each have more than 30 years' experience. Labrum provides engineering and planning experience for public transit agencies, and Lowry provides strategic leadership and management experience for much of the mobility infrastructure environment.

Labrum's work at AECOM includes project management and BRT design, including Utah Transit Authority's 10.5-mile BRT project through Provo and Orem. Since joining AECOM in March 2020, Lowry has managed major infrastructure programs such as bridge and highway systems, BRT, high-speed transit and commuter rail, tunnels and subway systems.



Labrum



Lowry

COLUMBUS, OH—Monica Jones, former associate dean of students and chief diversity officer for Marietta College, has been named as the Central Ohio Transit Authority's (COTA) first chief equity officer. Jones will oversee the conception, design, implementation, growth and evaluation of the agency's strategy surrounding equity, diversity and inclusion. She also will partner with leaders to develop and implement strategies, programs, policies and metrics that attract, retain and advance diversity within and outside COTA.

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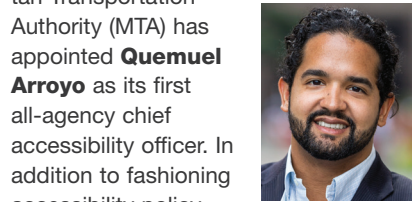
Jones

OMAHA, NE—HDR has named Tom McLaughlin, PE, as president of its global transportation program. He was previously the organization's U.S. northeast regional director of operations. Before joining HDR 18 years ago, McLaughlin worked as a consultant and for New York State DOT. He played

a key role in many projects during his tenure, including the Bayonne Bridge Navigational Clearance Program in New York and New Jersey, Hampton Roads Bridge-Tunnel Expansion in Virginia, MTA Open Road Tolling Program and NY MTA Central Business District Tolling Program.

HDR also has named **Theresa McClure** as strategic communications director for the firm's transportation practice. In this role, she will help lead communication efforts with the national cross sector, which includes 130 practitioners in 24 areas. With nearly 20 years of industry experience, McClure is well versed in delivering communication efforts that include underrepresented and hard-to-reach populations, with her expertise applied to all transportation market sectors and across major geographies in the U.S. and Canada.

NEW YORK, NY—The Metropolitan Transportation Authority (MTA) has appointed **Quemuel Arroyo** as its first all-agency chief accessibility officer. In addition to fashioning accessibility policy and initiatives, he will serve as a key point of contact for the region's diverse community of disability rights advocates. Arroyo previously



Arroyo

served in a similar capacity at the New York City DOT and most recently was interim president and global head of community for GetCharged Inc.

DALLAS, TX—Johannes "John" Merkler, AIA, NCARB, has joined



Merkler

Huitt-Zollars as director of transit in the firm's Los Angeles office. Merkler brings more than 30 years of experience in senior leadership roles for several global engineering firms, where he has managed design and construction of transportation, institutional, retail and office facilities projects, including the \$14M Redondo Beach Transit Center, CA; the Porter Square Subway Station-Red Line Extension, Boston; and the Government Center Station for Miami-Dade Transit, FL.

SEATTLE, WA—Sound Transit has named **Jonté Robinson** as chief diversity, equity and inclusion officer. Robinson has been with Sound Transit since 2015, most recently serving as acting chief diversity, equity and inclusion officer. Prior to that, she helped establish the agency's equal employment opportunity program, lead the Title VI program and served as deputy director of civil rights. Prior to joining Sound Transit, Robinson was the Title VI coordinator and a human resource consultant with Washington State DOT. She is a U.S. Army veteran.

Robinson has been with Sound Transit since 2015, most recently serving as acting chief diversity, equity and inclusion officer. Prior to that, she helped establish the agency's equal employment opportunity program, lead the Title VI program and served as deputy director of civil rights. Prior to joining Sound Transit, Robinson was the Title VI coordinator and a human resource consultant with Washington State DOT. She is a U.S. Army veteran.



Robinson



Kitsap Transit Acquires M/V Solano Fast Ferry

KITSAP TRANSIT, BREMERTON, WA, has added an additional high-speed passenger-only ferry to its fleet, with the purchase of the M/V Solano from the San Francisco Bay Area Water Emergency Transportation Authority. The 125-foot-long power catamaran can travel at 32.5 knots with a full load.

"This is a great opportunity for us to expand the fleet but also to provide a greater level of reliability to our com-

munity, in the form of a first-class spare vessel," said John Clauson, Kitsap Transit executive director.

The agency is to explore the feasibility of modifying the vessel to load passengers from the bow. As a bow-loading vessel, Solano could potentially serve as a spare on Kitsap Transit's planned Southworth/Seattle route, which is anticipated to launch this year.

Solar Farm for SEPTA

THE 17.5-MEGAWATT ELK HILL Solar 2 solar farm—developed, owned and operated by Lightsource bp—is operational. The facility, located in Franklin County, PA, will generate an estimated 27,377 MWh of solar energy, or nearly 10 percent of the Southeastern Pennsylvania Transportation Authority's (SEPTA) 380,000 MWh per year electricity demand.

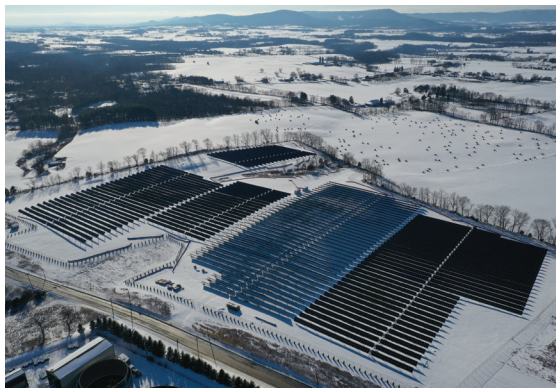
"Transit is inherently sustainable, and this is just another example of how solar investment benefits not just the environment, but the transit industry as

a whole," said SEPTA General Manager Leslie S. Richards. "Supporting the development of local renewable energy is another way we can deepen our positive environmental impact, and this premier project will start the charge in achieving our long-term and ambitious sustainability goals in this vital field, which will only become more important in the future."

"We're thrilled to partner with SEPTA, an organization committed to its sustainability goals, while supporting development of new solar energy sources

within the state to create jobs in local communities during these challenging times," said Kevin Smith, chief executive officer of Lightsource bp in the Americas.

In addition to providing cost-competitive, locally generated renewable energy, Elk Hill Solar 2 created 100 jobs during the construction of the facility. This project is one of two solar farms that SEPTA and Lightsource bp announced on Earth Day in 2020.



Elk Hill Solar 2, developed under a power purchase agreement between SEPTA and Lightsource bp, is helping advance energy and sustainability priorities for both the agency and the Commonwealth of Pennsylvania.

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:** 3 p.m., EST, Friday, one week prior to publication date. **INFORMATION:** Phone (202) 496-4877.

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1 insertion*	\$1.65 per word	\$1.90 per word
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Minimum charge	\$95.00	\$95.00
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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

FOR SALE

FOR SALE

GENFARE ODYSSEY FAREBOX SPARE PARTS

Items to be sold preferably as a complete lot. Individual parts purchase will be considered. For a detailed parts list please contact:

Gary Korneck, Procurement Manager
St. Cloud Metropolitan Transit Commission
665 Franklin Avenue N.E.
St. Cloud, MN 56304
Phone: 320-529-4488
Email: gkorneck@stcloudmtc.com

BIDS/PROPOSALS

PUBLIC NOTICE

REQUEST FOR PROPOSALS (RFP) 1-3379 RAIL TOW VEHICLE

Orange County Transportation Authority invites proposals from qualified contractors to provide one rail tow vehicle.

Proposals are due at or before 2:00 p.m., Pacific Time, April 14, 2021.

The RFP may be downloaded at <https://cammnet.octa.net>

HELP WANTED



PLANNING & DEVELOPMENT MANAGER

Link Transit meets an essential part of the transportation needs of the communities and citizens of Chelan and Douglas Counties. Our Mission is to provide safe, reliable, and cost effective public transportation services that promote citizen access to work, recreation, commerce and public services.

Link is looking for a Planning & Development Manager to help move us forward into the next 30 years of public service. The right person for this position will be able to work collaboratively with Link staff, local officials, agencies and organizations. Create and present reports, presentations, and recommendations to internal stakeholders, governmental agencies, and the community. Manage projects and programs such as the implementation of recommendations from the current transportation study. Develop cost-effective improvement strategies that will increase efficiency to meet the needs of our community.

A bachelor's degree in Urban Planning, Transportation Planning/Engineering, or related field and 5 years' experience with bus planning, transit operations and infrastructure design is required.

Link is a leading edge public transportation provider with our battery electric buses and inductive charging system. We offer superior health and retirement benefits as well as a solid commitment to work-life balance, which provides employees the tools to thrive both at work and outside of work.

Salary range \$94,658 to \$118,215 annually. Starting wage DOE.

Closing date: Tuesday, April 2, 2021; 4 PM. For more information and to apply online go to www.linktransit.com.

Link is an EOE and has a Drug/Tobacco/Marijuana Free workplace.

For more information on Link's EEO policy go to www.linktransit.com.

MANAGER, RAIL

NFTA-METRO career opportunity Manager, Rail. This is highly responsible supervisory and delegated administrative duties inherent in coordinating rail transportation and maintenance functions for the Metro Rail system. Duties include performing all delegated administrative activities involving such areas as developing and establishing goals and objectives, assisting in the evaluation of existing service levels together with making recommendations relative to service level improvements. Responsibilities include coordinating productivity studies and improvement efforts and performing benchmarking and special analyses to monitor and evaluate performance, utilization, and operations.

A Bachelor's degree in public administration, business administration, engineering, or related field and ten (10) years of progressively responsible experience in transportation (rail-related preferred), including at least four years of supervisory experience, or an equivalent combination of education, training, and experience.

For more information and to apply online visit: Jobs.nfta.com

PURCHASING MANAGER

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

\$83,657.60 - \$106,766.40 annually. Salaries are on a six-step salary range schedule.

Under general direction of the Chief Financial Officer (CFO), the Purchasing Manager plans, organizes, directs, develops, and coordinates the activities of the Purchasing department, including contracting and purchasing; ensures compliance with applicable Federal, State, and local laws and regulations; performs complex procurement activities; performs other duties as assigned.

For more information and a complete job description and to apply, please go to our website: <https://www.governmentjobs.com/careers/scmtd>

DEPUTY EXECUTIVE DIRECTOR/ PROGRAM MANAGER

The Tri-Valley – San Joaquin Valley Regional Rail Authority is a relatively new transit authority created by the State of California to plan, design, and deliver the proposed 42 mile, 7-station Valley Link passenger rail project connecting the Dublin/Pleasanton BART station in Alameda County with the approved ACE North Lathrop Station in San Joaquin County, with a potential second phase to Stockton. Over the past three years the Rail Authority has completed a Feasibility Report and will complete CEQA in the next few months. Near future next steps include NEPA and 30% design.

The Deputy Executive Director/Program Manager directs and oversees the design and construction of the \$2.5 billion Valley Link project. The position oversees internal staff and the general engineering contractor and program management support services consultants.

The salary range is \$200,000 to \$260,000. Starting salary is dependent on qualifications and experience. The ideal candidate will be someone who is visionary, a strong leader, and who has experience in delivering a mega passenger rail project, which includes the development of effective and external partnerships.

This position is open until filled, with the first review of applicants on April 2, 2021. For more information on the position and the full job description visit www.valleylinkrail.com/ employment.



ACCESSIBLE SERVICES ADMINISTRATOR

VIA Metropolitan Transit, in San Antonio, is hiring an Accessible Services Administrator. This position is responsible for administration of the ADA Complementary Paratransit eligibility determination process, to include the

supervision of professional staff engaged in the review and assessment of applicants for VIAtrans service and the Reduced Fare program. Also participates in the evaluation of requests for reconsideration of eligibility determinations. Improves and maintains contacts in the local medical, mental health and human service fields and the local disability community. Develops and directs the VIA travel training program and implements the VIAtrans Late Cancellation/No Show Policy. Assists in the review of service delivery policies, procedures, and new initiatives. Creates and distributes statistical and narrative reports. Bachelor's degree in Liberal Arts, Public Administration or a health-related field; two (2) years of public transportation service planning or ADA policy experience; or an equivalent combination of education and experience.

For a full job description and to apply please visit our website at www.viainfo.net.

Equal Opportunity Employer
VIA values diversity and inclusion.

SACRAMENTO REGIONAL TRANSIT DISTRICT

CLERK TO THE BOARD

\$74,148.00 - \$103,800.00 Annually (Plus Excellent Benefits)

The purpose of this position is to assist the Board of Directors and District staff in the conduct of its business by performing duties mandated by state law, agency ordinances, administrative code and Board directives. This is accomplished by managing meeting agendas, coordinating meeting ancillaries, overseeing subcommittees, writing, editing, maintaining and recording resolutions, minutes, motions, and information items, maintaining calendars, preparing documents and correspondence, filing, distributing and retrieving documents, preparing payroll, tracking information, and recording, analyzing and interpreting and reporting data.

This position will remain open until filled with an anticipated start date of May 1, 2021. For complete information on positions and application filing instructions, please visit Sacramento Regional Transit District's website at www.sacrt.com or contact the Human Resources Department at (916) 556-0298. SacRT encourages women and minorities to apply and will make reasonable efforts to accommodate applicants with disabilities.

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

SACRAMENTO REGIONAL TRANSIT DISTRICT

ADA COMPLIANCE OFFICER

\$117,780 - \$164,844 annually (Plus Excellent Benefits)

Final Filing Date: Until Filled

The purpose of this position is to manage, implement, and monitor accessible services programs which may include paratransit eligibility program, service contracts, staff support for disabled and elderly public advisory council, oversight and policy direction on compliance with the Americans with Disabilities Act (ADA) and other applicable state and federal laws. This is accomplished by planning and budgeting for the unit, overseeing and delegating work, establishing department policy, developing, managing, coordinating, and monitoring District policy as it relates to ADA compliance, participating as a member of management in meetings and committees, coordinating and collaborating with other departments on accessibility requirements, identifying, monitoring, and evaluating activities that affect ADA requirements, administering and staffing disabled and elderly public advisory council, developing, managing, and supervising appeals program, and representing the District to disabled/senior groups and agencies on issues pertaining to persons with disabilities and older adults.

For complete information on positions and application filing instructions, please visit Sacramento Regional Transit District's website at www.sacrt.com or contact the Human Resources Department at (916) 556-0298. SacRT encourages women and minorities to apply and will make reasonable efforts to accommodate applicants with disabilities.

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

ANN ARBOR AREA TRANSPORTATION AUTHORITY (THE RIDE)

DEPUTY CEO, FINANCE AND ADMINISTRATION

The Ann Arbor Area Transportation Authority (TheRide), which operates fixed-route bus, commuter bus, paratransit, vanpool and airport service in the thriving Ann Arbor-Ypsilanti area -- home of the University of Michigan -- is looking for an experienced transportation professional to serve as Deputy CEO, Finance and Administration.

With over 120 buses, paratransit, and service vehicles, and 270 employees, TheRide's \$43M operating and \$6.4M capital budgets support 35 routes carrying over 6.4 million riders/yr to over 1,500 stops throughout the region.

Reporting directly to the CEO, the DCEO-FA will oversee, coordinate, and direct TheRide's financial, planning (service development), purchasing, and information technology departments.

He/she will work with the CEO and other Deputy CEOs to provide leadership, management, and oversight necessary to ensure TheRide has appropriate processes, procedures and systems in place to make informed decisions, achieve its overall aims, and run efficiently, while remaining financially sustainable.

He/she will also foster excellent relationships with staff, as well as with regional and community partners, and the State and Federal governments, to advance TheRide's mission to provide first-class service that is safe, affordable, and reliable.

AAATA/TheRide offers a competitive salary and benefits and is an equal opportunity employer.

For a complete job description and details on how to apply, go to www.harrisrand.com and click on "Current Searches," or submit a cover letter, resume and salary requirements in confidence to Christopher Boylan, at Harris Rand Lusk Executive Search: cboylan@harrisrand.com

DIRECTOR, PLANNING AND SCHEDULING; JOB NUMBER: 40509

Get the inside scoop on this exciting opportunity by listening to Carrie Hotton-MacDonald, Branch Manager of Edmonton Transit Service and Sarah Feldman, Director of Business Integration and Workforce Development at ETS in this exclusive podcast (bit.ly/3bPJU8q). Hone in on the valuable insights they share with our listeners, with topics ranging from the mandate of the branch and position, to the different ways the Director will be supporting the Bus Network Redesign. To view a transcript of the conversation, visit bit.ly/2QcqsKH.

The Role:

Edmonton Transit Service (ETS) is a fully integrated, progressive, easy-to-use public transit system that provides over 80 million rides each year. Transit plays an important role in city building and ETS service includes conventional bus, LRT and paratransit service.

The Director, Planning and Scheduling is an integrator that is accountable for building a transit system that advances the City's vision by supporting ridership growth, modal shift and changing urban form. This involves the development of optimally designed transit routes and schedules to meet the objectives of Edmonton's Transit Strategy and provide safe, fast and convenient service for customers; determining capital and operating budget requirements related to service plans; planning service interventions to respond to detours; and managing activities related to special events and regional partnerships.

The Director, Planning & Scheduling provides leadership and strategic management for three (3) units/functions including: planning (service planning, facility design and operations, detour planning/implementation, accessibility planning and travel training); scheduling (scheduling, shift design, maps, data management and analytics); regional and special services (regional contracted service, special events and charters). Reporting to the Director are three managers and support staff with over thirty full time employees in the section.

First year goals and deliverables:

- Direct the planning and scheduling of Edmonton Transit Service routes and schedules ensuring efficient and responsive routes for the users, managing within approved budgeted service hours, vehi-

cles and full time employees.

- Direct service planning input to development of the annual service plan, outlining changes that will be introduced in the upcoming year.
- Ensure service standards are met and decisions comply with the Transit Service Policy approved by Council
- Ensure integration of long-term mass transit plans with ETS service plans, in support of City Plan goals
- Lead the team in review of service related components of LRT expansion, such as approval of the Annual Operations Plan for the Valley Line Southeast and coordinating review of LRT expansion projects
- Lead activities related to regional transit service including building relationships with regional stakeholders, contract management and regional service planning
- Implementation of service planning components from the Transit Strategy and advancing related infrastructure and capital requirements
- Actively participate in the development of strategies for the Branch and in alignment with the City's Service Innovation and Performance Branch, Council, the City Plan and the budget
- Providing relevant business data to guide decision making to meet the goals of citizen-centered service delivery
- Anticipate business opportunities, influence policy, planning and initiatives, and foster a culture of accountability through performance measurement
- Integrate multi-disciplinary teams to work collaboratively with stakeholders supporting corporate priorities
- Build new and innovative collaborative partnerships with external agencies, orders of government, community organizations, and internal departments and branches

What does success look like?

- Apply knowledge or training and/or education in Urban Planning, Civil Engineering, Transportation or Transit Planning or other related disciplines
- Utilize experience in senior leadership roles with a large, complex organization
- Integrate multi-disciplinary teams to work collaboratively with stakeholders supporting corporate priorities
- Think strategically to address large, complex issues, to manage emergent projects while steering dynamically
- Actively participate in the development of strategies for the Branch and in alignment with the City's Service Innovation and Performance Branch
- Build a respectful workplace culture through a values-based influencer approach and work collaboratively
- Balance strategic planning with executive level consulting and communication skills
- Understand complex municipal subject matter and build influential relationships with Council, external agencies, orders of government, community organizations, and internal departments and branches
- Communicate with strong political acumen, strategic planning, issue resolution and decision-making skills
- Present complex ideas to diverse audiences, build positive relationships and establish clear expectations
- Service excellence, embracing diversity and promoting inclusiveness
- Align leadership, organizational climate and resources to support the corporation's strategic management framework
- Demonstrate alignment with the Cultural Commitments of Safe; Helpful; Accountable; Integrated; and Excellent, fostering an environment for others to do the same. For more information on the City's Cultural Commitments, please visit (<http://bit.ly/3bH2Ztv>).
- Demonstrate the foundational competencies, key behaviours and attributes of the City's six leadership competencies: Courage, Inclusivity, Values-Based Influencer, Collaborative Networker, Systems Thinker and Creative Innovator. For more information on the City's leadership competencies, please visit (<http://bit.ly/2PLbz1w>).

We are an equal opportunity employer.

We welcome diversity and encourage applications from all qualified individuals.

1 Permanent, Full-time position

Hours of Work: 36.9 hours per week, Monday - Friday

Salary: \$130,111 - \$162,640 (Annually)
Talent Acquisition Consultant: JM/JB Classification Title: Director, Service Development Posting Date: Mar 17, 2021

Closing Date: Apr 6, 2021 11:59:00 PM (MDT) Number of Openings (up to): 1 - Permanent Full-time Union: Management Department: Edmonton Transit Service Work Location(s): 15th Floor Edmonton Tower, 10111 104 Avenue, Edmonton T5J 0J4 Visit www.edmonton.ca/careers for information on how to apply

GENERAL MANAGER

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION (SMART)

How would you like to work alongside a committed staff, in a vibrant and engaged community, in one of the most culturally diverse areas of the country? KL2 Connects LLC has been retained by the Suburban Mobility Authority for Regional Transportation (SMART) to identify candidates for the position of General Manager. SMART is the public transit operator serving suburban Metro Detroit in partnership with the Detroit Department of Transportation. The Authority operates 44 linehaul and three park-and-ride bus routes in Wayne, Oakland, and Macomb Counties. As of 2008, SMART has the third highest ridership of Michigan's transit systems. SMART is at an exciting point in its history and this position will play a key role in its future. Reporting directly to the Board of Directors the General Manager will be a charismatic, effective, proactive communicator and relationship builder with political acumen and good judgment. He/she will have proven track record of bringing communities together, building consensus, and advocating for diversity. As the Chief Executive Officer he/she will be directly responsible for all Authority operations and activities, subject to legislation, by-laws, and policies, limitations, and budgets established by the Board. This position requires a Bachelor's (Master's or Juris Doctor preferred) in public administration, business administration, urban or regional planning, transportation management, or similar field. It requires at least five years in a senior management public/private sector agency position; effective verbal/written communication skills; a willingness to meet with the public on matters of transportation planning, demand management, and transit programs; and experience in union relations, financial management and budgetary controls, and intergovernmental and community

relations. This is an excellent opportunity that offers attractive compensation, relocation, and equal opportunity. SMART values diversity at all levels of its workforce -- women and minorities are encouraged to apply. To be considered, please go to <https://www.KL2connects.com/openings>, select the SMART listing, and upload your letter of interest, resume, salary expectations, and 4-5 professional references (preferably supervisory and including name, title, phone, email address, and relationship to you). For more information on this exciting opportunity contact KL2 Connects LLC's Christian Kent at Christian@KL2connects.com. Thank you for your interest in SMART!



MANAGER OF SERVICE PLANNING AND SCHEDULING

VIA Metropolitan Transit, in San Antonio, is hiring for a Manager of Service Planning and Scheduling. This position reports to the Director of Capital and Service Planning for VIA's service planning and scheduling functions. Assists the Director in divisional operations, including prioritization of major work assignments. Aides the Director in preparation of the division's manpower and budget activities. Organizes, directs, and monitors the work in Service Planning and Scheduling Department. This position supervises and directs the activities of the service planners, service analysts, schedulers, and service checker staff. Responsible for VIA's annual and five-year transit service plans, triannual transit service changes and annual National Transit Database (NTD) and transit performance reports. Coordinates Long Range Comprehensive Strategic Plan and High-Capacity Transit Corridor planning with the Strategic Planning department. A Bachelors (Master's Degree preferred) in Business Administration, Planning, Engineering, Economics, Finance, Transportation, or related field and at least 7 years of applicable work experience in transit and transportation planning and policy analysis, or an equivalent combination. This experience must include 3 years of transit service planning, and transit scheduling. Must be able to organize and direct the technical work of other planners, schedulers, and analyst.

For a full job description and to apply please visit our website at www.viainfo.net.

Equal Opportunity Employer
VIA values diversity and inclusion.

Three Exciting Caltrain Career Opportunities with the San Mateo County Transit District



Director of Engineering Director, Capital Program Delivery Deputy Director, Railroad Systems Engineering

How would you like to work for a progressive transit agency, alongside a committed staff, in a vibrant and engaged community, in one of the most beautiful areas of the country? KL2 Connects LLC has been retained by the San Mateo County Transit District to identify candidates for three Caltrain positions: (1) Director of Engineering, (2) Director, Capital Program Delivery, and (3) Deputy Director, Railroad Systems Engineering.

Caltrain provides commuter rail service along the San Francisco Peninsula, through the South Bay to San Jose and Gilroy. Its vision is to provide a safe, reliable, sustainable modern rail system that meets the growing mobility needs of the San Francisco Bay Area region.

Our railroad has a 150-year history of serving the San Francisco Bay Area peninsula, and in recent years, we have become a regional and national force and a key link in the future high-speed rail (HSR) network. Our most exciting chapter is being written -- **Caltrain is going electric!**

The \$1.9 billion Caltrain Modernization Program will electrify Caltrain and upgrade its performance, operating efficiency, capacity, safety, and reliability. The Caltrain Modernization Program includes the electrification of the existing Caltrain corridor between San Francisco and San Jose and the replacement of Caltrain's diesel trains with high-performance Electric Multiple Units. This is the first step to realizing Caltrain's 2040 Service Vision that anticipates delivering more than 180K daily rides for the Bay Area.

Come be a part of one of the transit industry's most consequential public projects in the nation! SMCTD is an Equal Employment Opportunity Employer that values diversity at all levels of its workforce -- women and minorities are encouraged to apply.

