Albuquerque Welcomes ART To Service

ABQ RIDE IN ALBUQUERQUE, NM, introduced Albuquerque Rapid Transit (ART) BRT service on the Central Avenue corridor on Nov. 30, with free rides through December.

The two ART routes, known as the Red Line and Green Line, replaced the Rapid Ride routes that previously operated on Central Avenue.

Transit Director Danny Holcomb said ART will bring twice the amount of service to the city’s Westside than the Rapid Rides could provide. On opening day, he said, ambassadors from the agency visited the former Rapid Ride stops to redirect riders to the new ART platforms and guide them through the experience.

Chief Operating Officer Lawrence Rael said ABQ RIDE will evaluate possible safety and operational issues that may arise as the ART project enters regular service.

Prior to the beginning of service, ABQ RIDE invited customers to the UNM/Popejoy ART Station to familiarize themselves with the bus and station platform.

U.S. High-Speed Rail Connections ‘Coming to Life’

APTA Convenes Sixth High-Speed Rail Policy Forum

APTA PRESIDENT AND CEO Paul P. Skoutelas cited the “wide variety of improvements and connections … coming to life” regarding U.S. progress in high-speed rail in his opening remarks at the Dec. 4 High-Speed Rail Policy Forum, “Building Capacity for Economic Growth,” held at the APTA offices in Washington, DC.

APTA Vice Chair Jeff Nelson, general manager of the Rock Island County Metropolitan Mass Transit District (MetroLink) in Moline, IL, noted that the forum was convening on the fourth anniversary of President Obama’s signing of the FAST Act, the first surface transportation bill to include passenger rail programs. He added, “I can assure you that this forum plays a vital role in our industry’s strategy for the future.”

Skoutelas said, “We have lots of work to do on high-speed rail, but good things are happening in the United States,” citing the importance of private-sector investment and various forms of P3s as major drivers of high-speed rail, with a prominent role for states in the process.

Citing developments over the past year in Florida, Texas, Nevada, Washington State, Virginia, North Carolina, California and Connecticut, Skoutelas said, “We’re seeing new opportunities and support emerge for high-performance rail—and public transportation overall.”

He cited a CNN report describing how several countries are investing in high-speed rail and developing trains that can reach maximum speeds of 250 or even 300 mph. For example, he said, China had no high-speed rail between cities less than 12 years ago, compared with 15,000 miles—more than all other nations combined—today. He also mentioned Japan, Spain, France and Italy among nations “boosting economic activity by connecting their regional economies with fast, efficient passenger rail service.”

Skoutelas also noted the continuing collaboration of APTA with the International Union of High-Speed Rail Policy Forum

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‘Reindeer Bus’ Returns to Vancouver

TransLink in Vancouver, British Columbia, welcomed the Reindeer Bus back to holiday service on Dec. 3. The bus—illuminated with more than 2,000 Christmas lights and equipped with an animated Christmas tree, responsive lighting, a flashing nose, carrots and an inflatable Santa Claus—is a tradition in the Vancouver region, collecting donated toys as part of the Toys for Tots initiative for delivery Dec. 20.
With 26 years of experience in the health and public transportation industries, I am convinced—now more than ever—that these two industries must work together to ensure transportation is available for people to access health services.

Mobility managers can be the bridge between public transit and the emerging person-centered care delivery approach.

- Monitor origin and destination information to ensure services can adjust for the rise of medical malls, urgent care or medical facilities;
- Participate in public hearings regarding state policies on Medicaid;
- Monitor and participate in local community health needs assessments for hospitals and public health departments, as well as community needs assessments for community agencies that identify community transportation needs and possible pilots to test emerging microtransit and on-demand mobility programs;
- Adopt a relentless focus on customer and use-design approaches to ensure a personalized customer experience, free of friction and convenient;
- Partner with healthcare providers to design and deploy “complete trip” pilots leveraging up to $50 million available from U.S. DOT’s solicitation; and
- Engage with Medicare Advantage plans that provide supplemental benefits such as transportation for non-medical needs, such as grocery shopping, to improve overall health in communities. Note: approximately 250 plans in 2020 will offer access to these types of benefits, reaching an estimated 1.2 million enrollees.

Seema Verma, administrator of the Centers for Medicaid and Medicare Services (the federal agency that administers major healthcare programs including Medicare, Medicaid and the Children’s Health Insurance Program), recently said, “If we are serious about improving health outcomes, then we must address the social determinants of health.” Healthcare experts and providers know that transportation is a determinant of health.

As the healthcare industry is evolving, it is time for public transit to work more closely with healthcare partners to better address our customers’ healthcare transportation needs.

Castillo is a former member of the NJ Transit Board of Directors and former vice president transportation, UnitedHealthcare. She is a National Senior Campuses Advisory Committee member. She served as APTA chair in 2012-2013.
JTA Completes Installation Of Bus Protective Barriers

All 187 fixed-route buses in the Jacksonville (FL) Transportation Authority (JTA) fleet are now equipped with protective barriers that provide an additional level of security to its bus operators. The JTA Board of Directors allocated $600,000 in funding earlier this year to purchase the clear, retractable, lockable shields—which cover the bus operator’s right side, facing boarding or departing customers—and retrofit the fleet. New buses ordered by JTA will already have these safety devices in place.

“The safety and security of our customers and our employees is our top priority at the JTA,” said Chief Executive Officer Nathaniel P. Ford Sr. “That’s why we work so closely with law enforcement and why we proactively invest in safety measures like these new shields.”

JTA Vice President of Transit Operations and Chief Transit Officer Lisa Darnall explained that closing the shield protects operators from potential attacks on their blind side. “That flexibility empowers our operators to be proactive about their safety without cutting off the valuable connection to their customers,” she added.

The installation of barriers is just part of JTA’s investment in safety, which has increased by more than 34 percent since 2015.

Ford called on JTA leadership to investigate this security feature in 2018, based on feedback from JTA Transit Operations, bus operators and national and local trends that showed an increase in assaults on bus operators while on the job. The investment in shields for the entire fleet followed a year-long pilot program and included input from bus operators.

Assaulting public transit officials as they perform their duties is a felony in Florida. JTA works proactively with the Jacksonville Sheriff’s Office to locate and apprehend individuals who physically assault agency employees.

UTCs, Via Launch Microtransit Program

The Utah Transit Authority (UTA) recently launched “UTA On Demand by Via,” a microtransit service covering five communities in southern Salt Lake County.

One-year pilot program is designed to increase public transit service in southern Salt Lake County by complementing UTA’s existing bus and rail system, providing first- and last-mile solutions to connect with TRAX light rail and FrontRunner commuter rail and trips to hospitals, grocery stores, jobs and other local destinations. Funding comes from county sales tax revenues.

“UTA is excited to study this innovative service that can provide convenient, customized transit in this area of Salt Lake County and possibly in other communities. Our goals are to find ways to provide first- and last-mile connections to our regular bus and rail system, as well as increase access within communities,” said UTA Board Chair Carlton Christensen.

Via’s smart technology for shared rides powers the service, with an app that allows riders to hail a ride at the touch of a button. Multiple passengers headed in the same direction travel in a single vehicle within a 65-square-mile service area. The service fleet includes wheelchair-accessible vehicles.

Ride Free During Reno’s Double-Decker Bus Pilot

The Regional Transportation Commission (RTC) of Washoe County in Reno, NV, recently launched a three-week pilot demonstration of a double-decker bus from Alexander Dennis. Customers ride free—in fact, the bus does not even have a farebox. RTC is operating the diesel-powered vehicle on regular fixed routes, the RAPID Lincoln Line and regional service to Carson City.

Santa Barbara Transitions To Renewable Diesel

As of Dec. 2, the Santa Barbara (CA) Metropolitan Transit District (MTD) has stopped purchasing petroleum diesel and will now fuel its fleet with renewable diesel refined from a mix of more than 10 different wastes, residues and vegetable oils.

According to MTD, renewable diesel is odorless and emits 33 percent fewer fine particulates that aggravate asthma than traditional diesel. While not a zero-emission fuel, it represents an 80 percent reduction in emissions and carbon intensity compared with petroleum diesel. Its carbon intensity is about one-third of that of a battery-electric vehicle charging on the California grid.

The transition requires no infrastructure changes and the new fuel can be dispensed into the same tank that held the old fuel.

The shift to renewable diesel is the first step toward a goal set by the MTD Board of Directors in November 2018 to transition the entire fleet to 100 percent battery-electric by 2030. It speeds up a reduction in emissions fleetwide and provides an opportunity to green the remaining diesel fleet.

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Contact Congress About Public Transit Funding

APTA URGES ITS MEMBERS to contact their elected representatives regarding public transit funding levels in the FY 2020 Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations Act. House and Senate Appropriations Committee leaders are working to resolve differences between the two versions of the appropriations bill.

The House-passed THUD Appropriations bill provides $13.48 billion for public transit programs and $2.7 billion for intercity passenger rail grants. The Senate bill provides $520 million less for public transit.

APTA members can go online to identify their members of Congress and senators and then call 202-224-3121. A sample call script is available at https://bit.ly/2DNSWqC.

On Nov. 26, APTA sent a letter to House and Senate THUD Appropriations Committee leaders regarding funding and policy priorities for the FY 2020 bill, calling for the highest possible transit and passenger rail funding levels. APTA urges Congress to provide the highest possible funding level for public transit (at least $13.5 billion). View the letter at https://bit.ly/2DGWyJv.

APTA Hosts UIC Meeting

As part of a longstanding cooperative agreement with the International Union of Railways (UIC), APTA hosted a plenary meeting of the UIC InterCity and High-Speed Committee at APTA offices Dec. 3, including representatives from Spain, France, Italy, Sweden, China and Japan. The following day, members of the UIC delegation participated in a panel discussion on “International Experiences of Economic Growth through Rail” at the APTA High-Speed Rail Policy Forum. APTA President and CEO Paul P. Skoutelas is sixth from right. Marc Guigon, passenger department director, UIC, is eighth from right.

SacRT 2019 Holiday Bus Benefits Children’s Charity

The Sacramento (CA) Regional Transit District (SacRT) and the Sacramento Children’s Home unveiled this year’s SacRT Holiday Bus at a recent event. SacRT General Manager/Chief Executive Officer Henry Li explained that passengers ride free on the bus is operated on different routes through Jan. 1, 2020. They also can make donations to the Children’s Home at the farebox or by texting from their smartphones. The Sacramento Children’s Home was founded in 1867 and today is the most comprehensive child and family service organization in Sacramento County.

FTA Releases FAQs For Bus Automation

IN RESPONSE TO INCREASED public transit industry interest in automated transit buses and the possible impact of new technologies on employees, riders and the general public, FTA has developed Transit Bus Automation Policy FAQs, which can be found at https://bit.ly/33n8NAA. This information includes U.S. DOT requirements, FTA requirements and other considerations. To review FTA’s transit automation research, visit https://bit.ly/2PTZv1B.

ARBOC Low-Floor Trolleys for LAX-It

THE LOS ANGELES WORLD AIRPORT Group has taken delivery of 36 Low Floor Spirit of America Trolleys, manufactured by ARBOC Specialty Vehicles, as part of the new LAX-it program at Los Angeles International Airport. The 35-foot trolley-replica buses transport customers from outside baggage claim areas to the LAX pickup lot, where they then meet their taxi or TNC ride.

The service, operated by First Transit, is designed to relieve congested passenger pickups through the airport loop. Between 18,000 and 20,000 passengers will use these vehicles each day.

Berlin Retires as PT Senior Editor

THIS ISSUE OF PASSENGER Transport will be the last in more than 25 years to include the editing and writing contributions of Senior Editor Susan Berlin, who will retire from APTA on Dec. 13.

Berlin joined APTA as assistant editor in the spring of 1994 and subsequently was promoted to senior editor.

She participated in the shift of Passenger Transport from weekly to biweekly publication, the launch of the PT electronic edition and Passenger Transport Express and several redesigns. She contributed to special issues commemorating the 25th anniversary of APTA in 1999 and the 75th anniversary of Passenger Transport in 2017, as well as publications in 2001 focusing on public transit’s response in the aftermath of the 9/11 attacks and in 2015 to commemorate the 25th anniversary of ADA.

When Berlin joined APTA, its offices were at 1201 New York Avenue NW in Washington and the federal surface transportation law was ISTEA. That was two office moves and four authorization bills (TEA-21, SAFETEA-LU, MAP-21 and the FAST Act) ago.

During her time with APTA, Berlin has seen cellphone-based fare systems progress from theory to widespread use and the increased presence of hybrid-electric and fuel cell buses.

Retirement doesn’t mean that Berlin is giving up writing and editing altogether. She will continue her part-time gig as Washington regional theater reviewer for the national website www.talkinbroadway.com.

Susan Berlin displays the March 28, 1994 issue of Passenger Transport, her first in a 25-year career with APTA.
COTA Plus Provides Microtransit Access to Healthcare

BY JEFF PULLIN
Public Information Officer
Central Ohio Transit Authority

FACED WITH RAPID SUBURBAN growth and the need for equitable access to healthcare, the Central Ohio Transit Authority (COTA) recently introduced COTA Plus, the authority’s first microtransit service, in Grove City, a community southwest of Columbus, OH.

COTA Plus, which launched as a pilot project in July, connects fixed-route customers to the new Mount Carmel Grove City Hospital, a full-service medical facility and emergency room. Grove City is a suburb that has recently grown farther south than COTA’s two fixed-route lines cover.

In 2018, Grove City leaders, Mid-Ohio Foodbank, Mount Carmel and COTA gathered to find a solution: to extend COTA’s service without making existing bus routes longer. COTA Plus was born as a partnership with COTA, the city of Grove City and the Mid-Ohio Regional Planning Commission.

Using a mobile app, powered by Via, customers can book trips on COTA Plus within a five-square-mile zone in Grove City. That defined zone includes a COTA park-and-ride, two business centers, the Mid-Ohio Foodbank that serves thousands of families, and the hospital.

After booking a trip, any rider can connect to or from COTA’s fixed-route service to ride COTA Plus for free. Customers can also use COTA Plus point-to-point for $3, provided the pickup and destination are both within the defined zone.

A COTA-employed operator arrives within minutes to pick up a customer.

COTA Plus is a rideshare service, so multiple customers could share a ride during one trip. The microtransit vehicle can carry up to six customers and is wheelchair accessible.

COTA Plus averages more than 35 trips a day, a strong start for a suburban microtransit pilot service. Many of the customers are either visitors or patients at Mount Carmel Grove City Hospital. In this way, COTA Plus is providing much-needed access to quality medical care to a growing community.

The service is becoming so popular that COTA and Mount Carmel have partnered to provide free promo codes to family members and patients who visit the hospital. The goal is to ensure that no customer misses medical visits or is forced to visit the doctor alone.

COTA Plus has delivered more than 1,500 customers to their destinations since the July launch and boasts high approval ratings from its customers.

COTA PLUS MICROTRANSIT CONTINUED ON PAGE 7

Sacramento Celebrates New Public Transportation Connections with UC Davis Health

THE SACRAMENTO (CA) REGIONAL Transit District (SacRT) recently partnered with UC Davis Health to rename one of its light rail stations after the healthcare provider. The 39th Street/UC Davis Health Station is the stop nearest to UC Davis’ Sacramento campus and a critical transportation link for patients, staff and students.

UC Davis Health provides free shuttle service to and from the light rail station to the UC Davis Medical Center and nearby clinics.

The partnership also is expected to help foster economic improvements in the area and have an increased impact on the overall health of residents and employees in the community.

“On any given day, UC Davis’ Sacramento campus has more than 14,000 employees and students combined. An increase in transit ridership has the potential to greatly reduce traffic congestion and improve air quality,” said SacRT General Manager/Chief Executive Officer Henry Li.

UC Davis Health is the second-largest employer in Sacramento County (after the state of California), so it and SacRT are working together to ensure that the health care system’s employees and patients have convenient mobility options, consistent with its “Discover Health Close to Home” and sustainability initiatives.

“The partnership between UC Davis Health and SacRT is an example of providing more access to health care through transportation,” said David Lubarsky, CEO of UC Davis Health. “It is an important part of our commitment to caring for both our patients and our environment.”

SacRT has future plans to provide additional service to the UC Davis Health community. A dedicated pickup and dropoff location for a new SmarT Ride on-demand microtransit service with stops in downtown and midtown Sacramento is set to arrive in January 2020.

A new electric zero-emission bus service will transport passengers between the UC Davis campuses in Sacramento and Davis starting in spring 2020, pending SacRT board approval. The new service, called the Causeway Connection, will include stops in Davis and in downtown and midtown Sacramento, with direct and express service during peak commute hours.

“This new bus service will help us reach our goal of achieving carbon neutrality while strengthening the link between our city and the major research institution in our region,” said Sacramento Mayor Darrell Steinberg.

“This collaboration is vital as we work together on projects like Aggie Square, the new research campus in Sacramento where we hope to create thousands of jobs,” Li said. “We are very excited to launch this zero-emission frequent bus service that will help connect two major hubs. SacRT is always working to grow our services and create better mobility solutions for the region.”

Photos by UC Davis Health

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Public Transportation, Public Health and Healthcare Working Together

BY ALEXANDRA KING  
Senior Program Associate, Health Care and Transportation  
Community Transportation Association of America

GIVEN THE COMPLEXITY OF what influences our health, there is a growing recognition that no single entity can tackle the wide gamut of social conditions that affect health and well-being on its own.

This recognition is built on the growing acceptance that medical care alone cannot guarantee good health. Improving health outcomes in the U.S. will require new partnerships that break down the silos among healthcare, public health and social services agencies to better address the varied and dynamic factors that affect our health.

Health and well-being are the result of a myriad of factors—commonly referred to as social determinants of health—such as access to healthy food, stable housing, safe living environment, a source of income and social supports.

Transportation is a critical social determinant of health as it directly impacts an individual’s ability to obtain healthcare services and to connect to other services and activities that play a key role in health and well-being.

As a result, transportation agencies, along with other community organizations, can be part of these new partnerships and programs that cross traditional sectors and boundaries of services.

Despite the acknowledgement of the need for a multi-sector approach, addressing these overlapping and cross-sector factors has proven challenging as healthcare, public health and social services have historically operated within separate and distinct divisions: healthcare focuses on clinical care, public health targets population-level health and disease and social services provide specific resources and services such as education, housing and transportation.

The differing goals of each sector create unique challenges in developing programs and policies that span them.

Considerations of data sharing, privacy, technology and payment are just a few of the areas still being ironed out by communities and states tackling these types of challenges.

Despite the role of transportation in the provision of Medicaid’s non-emergency medical transportation (NEMT) program, transportation is still considered a new and somewhat unknown partner for many in the health sector.

The newly recognized value of transportation comes from the idea that transportation and mobility, often couched as access, directly impact an individual’s health and well-being by serving as an access point to health and health-related services—so much so that transportation is increasingly seen as a specific health intervention.

Hospitals are paying out of pocket for transportation for patients to attend appointments. Insurers are covering transportation as a benefit in their plans. The Centers for Medicare and Medicaid Services (CMS) have encouraged the inclusion of transportation as an additional benefit for Medicare enrollees. Additionally, a recent influx of technology companies to the NEMT space highlights the growing understanding that transportation is a valuable asset to healthcare providers and public health programs.

Public transportation has a unique opportunity to leverage this growing acknowledgement and create a space for itself within this expanding market. The agencies highlighted in this publication illustrate innovators developing these partnerships. They have made healthcare connections in their communities and are leading the way in developing models of how public transportation can be a strong partner in the improvement of health and well-being. They have deployed new technologies guided by practicality and common sense.

While there still is a distance to go in terms of identifying and implementing gold-standard strategies that combine transportation and health needs, many agencies also is preparing to launch a healthcare access shuttle, which will use FTA funds from the Innovative Coordinated Access and Mobility (ICAM) Pilot Program to connect riders to medical appointments and pharmacies.

COMET To The Market is a convenient and efficient on-demand and door-to-door public transit option in areas where traditional bus services have been a challenge for customers trying to access fresh food.

Say a single parent with two children takes a regular COMET bus route home after work, picks up the children at daycare, then stops by the grocery store. Between traveling with children and navigating the system, the parent may only be able to bring home a limited quantity of groceries and will still have to walk home from the bus stop.

COMET To The Market provides a one-seat ride from the origin point to the grocery store and back.

For users of COMET To The Market, the agency will pay up to $5 of fares for travel within the fixed-route service area. The program is available seven days a week between 6 a.m. and 10 p.m. and customers can use the program up to twice a week. They must use The COMET’s app and enter a code to receive the discount. Lyft and Uber have provided 11,596 customer trips through this program since December 2018.

The COMET also has teamed up with FoodShare South Carolina to increase fresh food access and affordability for public transit riders in Columbia. “Fresh Food On-The-Go” allows customers with bus schedules to get fresh produce delivered twice a day afternoon. These fresh food boxes contain 12-15 types of fruits and vegetables and may be ordered in advance, with a limited number of boxes available for same-day purchase. The COMET customer service staff accepts cash or EBT cards for the boxes.

Activities at COMET Central  
As the hub of activity for the agency, COMET Central is the perfect location for The COMET to inform custom- ers about quality-of-life opportuni- ties. Monthly programs by firefighters, police and emergency management teams emphasize safety. The station also houses table displays from FoodShare, American Diabetes Association, National Kidney Foundation, the county health department and Eat Smart Move Move.

The COMET Connects Customers to Healthier Opportunities

BY JOHN ANDOH  
Executive Director/CEO  
The COMET  
Columbia, SC

SINCE DECEMBER 2018, The COMET in Columbia, SC, has implemented several partnerships to connect its customers to a healthier lifestyle.

These programs include COMET To The Market, a partnership with Lyft and Uber that helps provide access to fresh produce and meat for people who live in food deserts in the Columbia Urbanized Area, and FoodShare at COMET Central, which offers opportunities for public transit customers to purchase fresh produce every Tuesday.

In addition, every month The COMET hosts community events at COMET Central that include health clinics, HIV awareness, registering to vote and signing up for lifeline telephones.

The COMET departing COMET Central.

The COMET bus picking up a customer at Walmart.
BY HARMONY LLOYD
Chief Operating Officer of Planning and Innovation
Mass Transportation Authority
Flint, MI

ACCORDING TO A WELL-KNOWN proverb, “He who has health has hope; and he who has hope has everything.” Anyone who has personally battled with health issues or has watched a loved one experience a health struggle knows this proverb rings true.

And yet it is estimated that 3.6 million Americans miss or delay medical treatment because of a lack of transportation. Their hope may very well be linked, not just to their ability to receive medical treatment, but to make the trip to access that care.

In Flint, MI, as in many other communities, high rates of missed medical appointments and cancellations, excessive use of emergency rooms and a high number of patients who need dialysis and treatment for other chronic conditions led to an unmet need for specialized medical transportation.

As the Flint Mass Transportation Authority (MTA) began exploring a solution to this ever-growing issue, the agency saw, with the myriad of needs related to health and wellness transportation, an opportunity to create an innovative solution that would begin to move the needle favorably on this problem.

In 2016, MTA began Rides to Wellness, an initiative that combines the best of public transportation with the convenience and personalization of ridehailing services. In response to stakeholder feedback, MTA felt that, to be successful, it could not simply model its services after private nonemergency medical transportation programs, yet just copying TNC models would not work either. To effectively meet the needs in the community, MTA would need to develop a more responsive system.

So how does this program operate? Rides to Wellness offers pre-scheduled or same-day transportation with ride pickup available in as little as 30 minutes. Mobility Navigators work with partner agencies—such as hospitals, nonprofits and local government agencies—to identify clients in need of door-to-door transportation. These partner agencies pay the fare on behalf of their clients.

Each agency has different parameters, but allowable destinations for the program are primarily medical appointments, pharmacies, hospital discharge, grocery stores and farmers markets, and nonprofit organizations.

MTA’s partnership with the local Veterans Services office has had a major impact in reducing transportation as a barrier for veterans. While VA hospitals offer transportation as a benefit, it is only to and from the hospitals and does not provide transportation for the many other needs of veterans.

Through this local partnership with the Genesee County Department of Veterans Services, veterans and their spouses or surviving spouses are allowed five free round trips a month to health- and wellness-related destinations. To ensure ease of access, veterans only need to be certified once as an eligible veteran and then they are free to call Rides to Wellness and schedule their trips, without delay and whenever needed.

“When we first started talking about the need, we learned the Veterans Services office was getting calls from widows of veterans who could no longer drive and had no way to access groceries. They were dependent on neighbors and friends to take them to the grocery store and they felt like a burden to others. We knew this was an issue we needed to fix and so we did,” said MTA General Manager Ed Benning.

McLaren Flint, a local hospital, has been another important partner agency with the Rides to Wellness program. McLaren had been struggling with the issue of patients who were ready to be discharged but had no means of transportation to return home. Hospital administrators knew it was not financially sound to keep a patient in a bed simply because of a lack of transportation.

After several months of planning, Rides to Wellness was able to develop an online partner portal giving McLaren Flint staff direct access to request a ride for a patient. There is no waiting on the phone and busy hospital staff can make the online ride request in less than 5 minutes and know their patient will be safely transported home.

MTA’s Rides to Wellness has seen massive growth in its ridership since its introduction. During October 2018, Rides to Wellness provided 8,081 trips; one year later, in October 2019, the number had jumped to 13,300 trips, a 64 percent increase.

“We have created an innovative service that is highly responsive to our riders’ needs and the community has responded with more enthusiasm than we could have ever anticipated. We look forward to continuing to improve the health of the Flint community,” said Benning.

COTA PLUS MICROTRANSIT CONTINUED FROM PAGE 5

The service has a 4.9 star rating on the COTA Plus app and is known for quick response times. On average, customers are picked up within 7 minutes of booking their trips and are delivered to their destination within minutes.

The microtransit service is also gaining the attention of other communities in Central Ohio. COTA plans to launch additional COTA Plus service in 2020, serving the needs of other communities looking for enhanced access to healthcare, jobs and education. COTA is also looking at expanding Grove City’s defined zone, to serve more residents and more jobs.

WORKING TOGETHER CONTINUED FROM PAGE 6

are making headway to get us to that point.

As a starting point for this support, one-time investments are great launchpads and are testing opportunities for communities to dip their toes into these types of partnerships. But it will take sustainable infrastructure and shared financing to develop and maintain long-lasting, fruitful cross-sector partnerships. Additionally, all sectors need to ensure the development and tracking of real metrics related to health outcomes and cost savings to illustrate the value of transportation in these partnerships.

As we continue to consider how all aspects of our lives impact our ability to successfully manage disease, stay healthy and out of the hospital and live the life we want to be living, transportation will only play a growing role in these conversations.
Q What are your primary responsibilities at APTA and those of your department?

A APTA’s Human Resources & Administration Department has overall responsibility for employment, benefits and the APTA Conference Center located on the 11th floor of our building. As receptionist and administrative coordinator, my responsibilities include receiving and responding to phone and email inquiries and requests from APTA members and the general public, greeting visitors to APTA offices and helping them with whatever they need during their visit, and coordinating internal and external calendar requests. I regularly assist our vice president-human resources & administration with, among other duties, recruitment efforts for APTA; creating, modifying and managing the performance review system; administering a range of employee benefits; and assisting with our monthly all-staff meeting. I am also responsible for building-related requests from employees and managing the unique key fobs that allow staff access to the APTA offices. Finally, I assist with APTA social activities (including outings and holiday week) and manage and edit APTA’s internal HR Monthly Newsletter, which shares information on upcoming events, benefits, fun contests, how to get to know fellow APTA colleagues and other APTA news. The newsletter was established one year ago, and staff love it.

Q To what extent do you have direct contact with APTA members?

A Most of my day is spent in direct contact with APTA members! Much of what I do on a daily basis ensures that APTA members receive up-to-date information and the help and guidance they need.

Q Please describe the type of information and guidance that members can turn to you for.

A When people reach out to APTA, I identify either the most useful information to provide them or the most appropriate person to put them in contact with. I regularly guide members through the registration process for APTA conferences and events, how to create accounts and how to navigate APTA’s website. I inform callers of their membership status, whether or not they are registered for a particular event or activity and send them their confirmations.

Q During APTA events, I field calls and provide information on event schedules, locations, costs and important on-site contacts.

Q How did you come to be at APTA? Please describe your professional background.

A I have been working as a receptionist/administrative coordinator for eight years in total. I was working with a recruiting agency, Hire Strategy, and they told me about a temp position with APTA last September. I was really attracted to the position because I knew I could grow within APTA and gain experience within a different industry. I had always wondered how public transportation organizations function, since I take the Metro mostly everywhere I go. I’m glad that I went for the interview and I’m still learning every day about public transportation—it’s very exciting! While serving as a temp at APTA, I worked really hard to establish myself and learn as much as I could. When the opportunity came to transition to a full-time APTA employee, I jumped at the chance! I love it here, being involved with something as important as public transportation and helping APTA members and my colleagues every day.

Q Do you have any professional affiliations or are a member of any associations or organizations?

A I am a member of Young Professionals in Transportation, the Society for Human Resource Management and the American Society of Association Executives. This involvement is invaluable for professional development, fellowship and networking, and helps me gain the experience I need and the essential tools to make my role—and, indeed, APTA as a whole—more successful.

Q Could you tell us a little something about yourself?

A I’m originally from Germantown, MD, and grew up in Montgomery County. I moved to Florida while working on my bachelor’s degree and decided with my husband to move back to Maryland. We currently live in Silver Spring with our Yorkshire Terrier, Max. We love taking him on long walks.

Contact Danielle at dbarba@apta.com.

### MEET THE APTA STAFF

**DANIELLE BARBA**

Receptionist & Administrative Coordinator
Human Resources & Administration Department

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**‘Stuff the Bus’ Helps Delaware Food Bank**

Students from the Dover Campus of Delaware Technical & Community College joined the Delaware Transit Corporation and DART First State collected 13.1 tons of food for statewide distribution through the Food Bank of Delaware. This is the 22nd year for the agency’s “Stuff the Bus” drive, and students from the college have supported the effort for more than 15 years. In addition to individual donations, businesses, schools, organizations and state agencies participated in the annual drive.

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**HIGH-SPEED RAIL POLICY FORUM**

CONTINUED FROM PAGE 1

Railways (UIC), which held its annual meeting Dec. 3 at the APTA offices. He listed three ways in which APTA and its members are moving this issue forward: partnerships with organizations such as the National Governors Association, state and local governments, employers and higher education institutions; reaching out to international organizations like UIC; and ongoing advocacy efforts for a new surface transportation authorization bill and major investments in passenger rail. Nelson spoke about the efforts of APTA’s High-Speed and Intercity Passenger Rail and Commuter Rail committees in promoting high-performance rail as “an essential part of America’s national, multimodal transportation network.” He also noted that the forum, the sixth APTA has convened on high-performance passenger rail, addresses issues that relate to three of the association’s strategic goals: high-performance passenger rail is part of an integrated mobility network and public transportation and passenger rail must remain the backbone of that mobility network; high-performance passenger rail requires the adoption of new technologies and investment in new workforce skills; and high-performance passenger rail is a top priority in APTA’s advocacy efforts.

Other topics addressed during the day-long forum included:

- How High-Speed Rail Promotes Economic Growth;
- Connecting the Mega-Regions;
- International Examples of Economic Growth Through Rail;
- FRA’s Support of Passenger Rail in the United States;
- The Economic Power of Rail Hubs;
- Partnering to Save the Planet: Leveraging Technology to Facilitate Conversion to Renewable Fuels and Reduced Energy Intensity;
- Why Businesses Need Higher Performance Passenger Rail;
- Building Bi-Partisan Support for Infrastructure; and
- Closing Session: Leading the HSR Transformation.

Sessions have been videotaped and will be posted at www.apta.com.

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**THE COMET’S PARTNERSHIPS**

CONTINUED FROM PAGE 6

More and hosts opportunities for people to obtain lifeline cellphones and register to vote.

Last year The COMET received a grant from FTA to implement a service that would increase access to coordinated healthcare services in Columbia, helping passengers schedule and book trips and plan ahead for picking up prescriptions, follow-up appointments and other vital issues via computer, phone or app. The COMET staff is determining the best way to provide this service in partnership with Feonix Mobility. Users throughout Richland and Lexington counties in South Carolina would be able to access the service seven days a week between 7 a.m. and 7 p.m., for medical appointments and to visit the pharmacy. Eligibility is open to residents age 65 or above; people with a disability that makes them eligible for either The COMET Half Fare ID Card program or DART paratransit; and low-income residents who meet Department of Health and Human Services poverty guidelines. Applications to determine eligibility would be required prior to using the program.

Through these programs and others, The COMET aims to reduce single-occupancy trips, improve access to the community for all residents and encourage public transit commuting for those that need easier access to food or healthcare.
Bendix Educational Program Nears 300 Graduates

Company Employees Can Graduate at All Levels

IN 1995, AT AGE 36, SIMON RAMIREZ was a production department supervisor at Bendix Commercial Vehicle Systems’ manufacturing campus in Acura, Mexico. That year, the company launched an education program to support its employees who had not had the opportunity to complete traditional schooling.

Ramirez, who started at Bendix in 1990, enrolled and earned his middle and high school diplomas—and then he kept going.

“With Bendix support and scholarships, I earned my engineering degree, and three months later I joined the Engineering Department,” said Ramirez, today a manufacturing engineer with the company. “A few years later, I earned an English language teaching degree, and after that my master’s degree in manufacturing business management. Now, in addition to working at Bendix, I’ve been teaching engineering classes—which was always one of my goals—at Instituto Tecnológico Superior de Ciudad Acura.”

Ramirez is one of 297 graduates of Bendix’s employee education program, which celebrated its 24th consecutive graduating class this summer.

“Our employees here in Acura and their dedication to our mission of safer vehicles are at the very heart of our efforts,” said Jackie Perez, Acura plant manager. “They are the future of who we are as a company and what we can accomplish together. For almost a quarter-century, we’ve offered these education programs and scholarships for their personal and professional development—because knowledge and growth are among our core values and integral to what we do every day.”

Bendix, a leader in the development and manufacture of active safety, air management and braking system technologies for commercial vehicles, opened its original Acura plant in 1988. The campus now consists of three state-of-the-art facilities and a logistics center, employing more than 1,800 workers and encompassing 412,000 square feet.

Individual Educational Journeys

Employees seeking elementary, middle and high school diplomas take their educational journeys at their own pace, covering a specific amount of material on various subjects at each level.

While the program is part of a government effort to focus on people who didn’t finish their studies in a traditional school, Bendix provides a teaching center in each of its three Acura plants and pays teachers to provide academic advice and guidance. The company also covers the cost of the exams that students must take to graduate. These courses of study are open to employees after three months with the company who also meet attendance requirements.

Beyond high school, at the undergraduate and master’s degree levels, Bendix provides scholarships for employees who want to study business- and industry-related fields.

“Over the years, the program has grown as the Acura campus has,” Perez said. “There are currently 118 employees pursuing university-level education—including eight master’s degree students—as well as 71 seeking their high school diplomas and five studying the middle school curriculum.”

Juan Hernandez, a value stream leader at Bendix Acura who earned his high school diploma and industrial engineering degree through the educational program and scholarships, told how the company’s support opened doors to new opportunities.

“They were the chance to grow personally and professionally and to provide a better quality of life for my family,” he said. “When you find a company that cares enough to offer the tools to keep improving, it really makes you feel grateful and committed to the team and what we’re all hoping to achieve as together we shape tomorrow’s transportation.”

A Culture of Education

Bendix’s culture of education in Acura extends beyond its walls and into the community. One example is the Industrial Production Apprenticeship program, in which students earn both their high school diplomas and technical degrees through a two-year dual-education program designed to prepare them for careers in the manufacturing industry.

The apprenticeship program, which graduated its first class this summer, was designed through a partnership between Bendix and Colegio de Estudios Científicos y Tecnológicos del Estado de Coahuila (CEDYTEC), a local technical vocational school in Ciudad Acura.

Through the unique two-year program, students gain work experience in an industrial setting while earning a high school diploma. The program is officially recognized as part of the Dual Education Mexican Model (MMFD), thanks to its combination of technical applied apprenticeships at Bendix and the high school curricula.

Bendix also contributed to the design and construction of a new industrial production laboratory on the CEDYTEC campus, open to all of the institution’s students.

The Krom-Bremse Group, Bendix’s parent company, recognized the Acura operation as its top-ranked plant worldwide in 2011. Bendix also maintains other operations in Mexico, including an engineering research and development center in Monterrey and a distribution center in Mexico City.

Honoring a VRE Board Member

Virginia Railway Express commuter rail named one of its locomotives after Bill Greenup, a former VRE Operations Board chairman and mayor of Fredericksburg, VA, at recent ceremonies at the system’s Crossroads Yard in Spotsylvania County, VA. Greenup died in 2015; his daughters—Elizabeth Greenup White, left, and Taylor Greenup—represented the family at the event. VRE noted that Greenup, who chaired the board in 1996 and 2000, was instrumental in bringing commuter rail service to Fredericksburg and the region.

BYD, Toyota to Establish Joint Company

BYD COMPANY LTD. AND TOYOTA Motor Corporation have signed an agreement to establish a joint company for research and development of battery electric vehicles (BEVs). The new R&D company, which will work on designing and developing BEVs (including platform) and its related parts, is anticipated to be established in China in 2020, with BYD and Toyota to each share 50 percent of the total capital needed.

The two companies plan to staff the new venture by transferring engineers and the positions currently involved in related research and development from their respective companies.
CLASSIFIEDS

The Public Transit Marketplace — Passenger
Transport Classified Ads are the marketplace for public transit. All classified ads appearing in the print version of Passenger Transportation also appear in the electronic version. All help wanted ads must appear in print in order to be posted online.

TO PLACE AN AD: E-mail the requested date(s) of publication to: ptds@pqmail.com. Mailing address is: Passenger Transportation, 1300 1st Street, NW, Suite 1200, Washington, D.C. 20004. Ad copy is not accepted by phone. TUESDAY DEADLINE for publication is Friday, one week prior to publication date.

INFORMATION: Phone (202) 496-4877.

US & Canadian Commuter Rail Fare Data
Ever wonder how your system fares compare to others? Don't spend staff time collecting it. PTDI Transportation | 4:45 pm.

NOTICES

BIDS/PROPOSALS

REQUEST FOR PROPOSAL FOR
ADVERTISING AND MARKETING SERVICES

VIA CONTRACT #29-017

VIA Metropolitan Transit is seeking proposals from responsible and qualified agencies for providing advertising and marketing services. Proposals will be accepted until 4:45 PM, January 9, 2020. Proposals received after that time and date will not be considered.

A Pre-Proposal Conference will be held at 11:30 AM, December 3, 2019 in the Board Room located at 1021 San Pedro, San Antonio, Texas 78212. Please visit https://via.mobde.com to register with VIA and to download the document. Information on current solicitations is listed under the View Procurement Opportunities section.

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA)

INVITATION FOR BID

LACMTA will receive Bids/Proposals for OP6644 - 40 Foot Single-Deck Low Floor Buses. Vendor/Contract Management Department, One Gateway Plaza, Los Angeles, CA 90012.

A Pre-Bid conference will be held on Thursday, December 5, 2019, 10:00 a.m., at One Gateway Plaza, Los Angeles, CA 90012, Palisades Room 80-98. All Bids must be submitted to LACMTA and must be filed at the reception desk, 9th floor, VCM Department, on or before 1:00 p.m. Pacific Time on Wednesday, January 8, 2020, at which time bids will be opened and publicly read. Bids received after the above date and time may be rejected and returned unopened. Each

BID must be sealed and marked Bid No. OP6644. For a copy of the Proposal/Bid specification visit our website on our Vendor Portal at https://business.metro.net or for further information email Aruni Gayzum at gazum@lacmta.net.

C-1221341926

Prop缦on Transport c/o Amer

PUBLIC TRANSIT MARKETPLACE — Passenger
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Industry Briefs

Users Praise MCTS App — The Milwaukee County Transit System (MCTS) has announced that its sold-out MCTS app is now the top-rated customized public transit tracking and mobile ticketing app in North America, with an average rating of 4.8 out of five stars in the iOS App Store. The free app has since downloaded more than 100,000 times in the past two years.

LAVTA Posts Record Rider- ship — Systemwide ridership in September 2019 on Livermore Amador Valley Transit (LAVTA) was almost 17 percent higher than the same month in September 2018 and average weekday ridership during the month exceeded 8,000 passengers for the first time since November 2008. Contributing factors include more middle and high school students taking the bus to school and increased use of the agency’s two limited-stop Rapid routes.

UTA Preares for Increased Ski Bus Service — The Utah Transit Authority (UTA) in Salt Lake City is partnering with member jurisdictions, ski resorts, advocacy groups and the Central Wasatch Commission to increase and streamline its service to four area ski resorts for the 2019-2020 ski season.


• Course instruction and managing group ac- tivities, preferably using a flipped classroom approach.
• Pre- submit qualifications packets (up to 12 pages including attachments) to Billy Terry at billy.terry@rutgers.edu by December 20, 2019. When sub- missions are completed qualifications packets please title line “Transit Asset Lifecycle Management Qualifica- tions.” Each packet must include:
  • Resume if submission if from an individual or an organizational description (if submission is from a firm).
  • A description and T&M related proj- ects/initiatives completed within the last four years.
  • A listing and description of instruction and course development projects/initiatives com- pleted in the last four years, and
  • Recommendation letters (at least two).

HELP WANTED

DIVISION ADMINISTRATIVE OFFICER

Full-Time Opportunity for a Division Administrative Officer.

Where: 2061 State Street in Hampden, Connecticut

Hours: Business hours are Monday – Friday 8:00 a.m. to 4:30 p.m.

Duties: This is an Executive level position res- ponsible for managing day-to-day operations to ensure safe, reliable, responsive service within the New Haven Division. This position manages the division Finance Department employees and ensures completion of weekly employment (roll calls) and daily revenue collection. This role also serves as Designated Representative (as it pertains to the Hartford and Alcohol Program). This position receives and monitors dispatching, work distribution, supervi- sors, and operators, and performs, as necessary, work for Bus Operators in collaboration with Superintendent(s) of Transportation.

Assists and acts in place of Division Manager as required to administer administrative functions to ensure compliance with policies, regulations, and Union agreements, to ensure safe, reliable, responsive service within the New Haven division.

Qualifications: If you have a minimum of three (3) years of supervisory and managerial experience in public transportation operations and are an up and coming leader in the industry this may be the job for you. Appropriate preparatory training beyond high school or the attainment of technical skills and knowledge in a relevant non-supervisory position is required. You are expected to be prepared for a portion of the experience requirement.

Compensation: Competitive Salary with Excel- lent Benefits! Employee benefits include free for CTtransit buses.

Apply Now: Please visit our website at http:// www.cttransit.com/careers/ to view the full job de- scription and apply.

CTtransit is an Equal Opportunity/Affirmative Action Employer.

ChIEF OPERATING OFFICER

Des Moines Area Regional Transit Authority (DMARTA), the local public transit agency serving a re- gion of nearly 600,000 residents. Greater Des Moines is a hub of commercial, cultural and political activity, home to two major colleges, and is widely considered one of the top three “insurance capitals” in the world. In 2016, Business Insider ranked Des Moines the #1 “Best City for the Middle Class” and World Report ranked Des Moines as the #2 Best Affordable Place to Live in the U.S. and Fortune ranked Des Moines as the #1 “Best Place Where Millennials Are Buying Homes.”

With an annual budget of $130 million, DMARTA’s 114 localized buses, 17 paratransit and on-call vehicles, and 112 ride share vans, provides nearly 5 million rides per year.

The Chief Operating Officer (COO) is a member of the Chief Executive Officer, the Chief Executive Officer is responsible for the day-to-day management of DMARTA’s fixed-route transit, paratransit and fleet facilities mainte- nance providing direction, effective communication and support to ensure safe, reliable and customer- focused service. In addition, the COO will administer collective bargaining agreements, assist in contract negotiations, handle staff hiring and per- formance evaluations, and ensure the safety, training, security, and facility maintenance.

In conjunction with senior staff the COO will pro- vide the Authority with strategic planning, policy and procedure development, capital project planning, and will remain current on emerging industry prac- tices and technologies to improve service efficiency and service for the customer. The COO must also be an excellent communicator both inside the organization and externally, as the COO may be called upon to repre- sent the General Manager and/or the Commission with stakeholders.

A Bachelor’s Degree in Planning, Public Adminis- tration, Transportation, Engineering, Business Ad- ministration, or related field, and a minimum of 10 years of progressively responsible management, su- pervisory and labor relations experience, preferably in a public transportation environment, is required. A Masters Degree is preferred.

DMART offers competitive benefits/salary and is an EEO employer. Interested parties are encouraged to apply. A full description, visit www.harrisrand.com Submit resume and salary requirements in confidence to Christopher Boylan at chboylan@harrisrand.com.
Ac Transit, the third-largest public bus system in California, is committed to ensuring that no person is excluded from its services on the basis of race, color, or natural origin, and is seeking a bold and energetic leader to lead the District’s Civil Rights and Compliance Programs. The new leader will ensure that both inside and outside the organization, Ac Transit is an employer free of discrimination, and sexual harassment. In addition, the Director will oversee the agency’s compliance efforts, ensuring strong compliance with Department of Transportation licensing regulations.

This position requires a minimum of eight years of operating experience in similar or related public transit agency leadership. Bachelor’s degree from an accredited four-year college or university in Business/Public Administration or a related field is required. A law degree is desirable. The salary range for this unrepresented at-will position is $156,960 - $187,402 annually, DOQ. To be considered, please visit the Avery Associates Career Portal at www.averyassoc.net/current-searches/ to upload your letter of interest, resume and contact information including email address for five work-related references to Bill Avery by January 10, 2020.

Senior Buyer - Contracts (PST01-144S)

Location: San Francisco, CA - Golden Gate Bridge Salary Range: $102,252.00 - $132,593.60 annually, plus benefits (40-hour workweek)

Deal with staff to identify organizational needs, and develop and implement plans to meet those challenges for the entire organization.

A Bachelor’s degree in engineering, management, or business administration or a related field is required. Seven to 10 years of progressively responsible experience in municipal and/or public transportation, including five to 7 years supervisory experience or an equivalent combination of education and experience, is desired.

Salary range is $110,000 - $125,000 DOQ with a generous benefits package. Interested candidates should apply online at www.goldengate.org. The District’s primary and official means of application notification is via EMAIL. Thus, applicants are encouraged to check their email for their application status updates.

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Job Posting #2019-30  Deputy CEO – VIA Metropolitan Transit

Closing Date: Open Until Filled

Salary: $80,535.94 - $131,263.39 (Min-Max Annually)

Position Summary:

A Business Enterprise (DBE) program.

- Supervises department personnel by ensuring activities comply with all RTA personnel policies, procedures, and regulations in all areas of employment such as work assignment, review, training, performance evaluations, discipline, and safety.

- Manages the development and administration of contracts.

- Assures the Regional Transportation Authority (RTA) is in compliance with state and federal procurement regulations and with the disadvantaged businesses.

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CORPUS CHRISTI REGIONAL TRANSPORTATION AUTHORITY

JOB POSTING #2019-30  DIRECTOR OF PROCUREMENT

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UPCOMING APTA CONFERENCES

Business Members Annual Meeting
January 29-31, 2020
Carlsbad, CA

Marketing & Communications Workshop
February 23-26, 2020
Orlando, FL

Legal Affairs Seminar
February 23-25, 2020
San Diego, CA

LEARN MORE AT WWW.APTA.COM

People On The Move

Hakim Retires from New York MTA

NEW YORK CITY—Veronique (Ronnie) Hakim retired Nov. 27 as managing director of the New York Metropolitan Transportation Authority (MTA) after a public transit career of more than 30 years. She returned to the MTA in 2015 after an earlier 23-year tenure; in the interim, she was executive director for New Jersey Transit Corporation and executive director of the New Jersey Turnpike Authority.

For APTA, Hakim served on the Board of Directors and was a member of the Legacy Systems, Public Transportation CEO Coordinating Council, 2020-2022 Strategic Plan Steering, Legislative and Rail Transit CEOs committees.

Genova to Retire from Denver’s RTD

DENVER—David A. Genova, general manager and chief executive officer of the Regional Transportation District (RTD) since 2016, has announced his retirement for late January. Genova joined RTD in 1994 as a manager of safety and environmental compliance, subsequently becoming assistant general manager of safety, security and facilities before being named to the top job. He is a member of the APTA Executive Committee and Board of Directors; chairs the Rail Transit CEOs and Rail Transit committees; and serves on numerous other committees including Public Transportation CEO Coordinating Council; Innovative Funding, Finance and P3; Bus and Paratransit CEOs; Rail Safety; and Bus Safety.

STEVENSVILLE, MD—Stertil-Koni USA has announced the retirement of Jim Sylvester, vice president of sales. Sylvester joined the company in 1998.

SAN FRANCISCO—David Carlson has joined WSP USA as its Northern California environmental manager, based in San Francisco. Carlson began his career of more than 30 years in federal service, first with EPA and then as a team leader and environmental protection specialist with U.S. DOT. He recently was transportation and climate adaptation planning director for a California environmental services practice.

NEWARK, NJ—Naeem Din has joined New Jersey Transit Corporation as chief of equal employment opportunity and affirmative action. He joins the agency after serving the New York Metropolitan Transportation Authority as deputy chief diversity officer and assistant counsel in the General Counsel’s Office.

NEW YORK CITY—HNTB Corporation announced the appointment of Michael McNamara as regional senior director of rail and transit systems and vice president, based in King of Prussia, PA. He has more than 40 years of experience in the design, construction and maintenance of railroads and public transit systems, specializing in railway systems engineering. Most recently he was president of transit and rail systems for another national consulting firm.

LAŚ VEGAS—The Regional Transportation Commission of Southern Nevada (RTC) has announced the appointments of David Swallow and Francis Julien as deputy chief executive officers. Angela Castro as chief strategy, policy and marketing officer and Marc Traasdal, chief financial officer.

Swallow, an RTC employee since 2001, has more than 25 years of transportation industry experience. Julien joins the agency from Keolis Transit America, where he most recently served as vice president of western region operations; under his leadership, Keolis partnered with the RTC to launch the Trip to Strip microtransit pilot and managed the launch of the AAA/Keolis autonomous shuttle.

Castro, with more than 15 years of experience, oversees the agency’s strategic and public-facing initiatives. Traasdal joins the RTC with more than 25 years of accounting experience at public, private and nonprofit agencies.