APTA Members Testify On Commuter Rail Issues

THREE CHIEF EXECUTIVE OFFICERS of rail transit systems and APTA President and CEO Paul P. Skoutelas testified before the House Transportation and Infrastructure Subcommittee on Railroads, Pipelines, and Hazardous Materials Sept. 24.

Jim Derwinski of Metra in Chicago, Peter Rogoff of Seattle’s Sound Transit and Stephanie Wiggins of Metrolink in Southern California described challenges and opportunities facing commuter rail.

“Today, commuter rail is a $9.9 billion industry, creating and supporting over 200,000 public- and private-sector jobs,” Skoutelas said. “Moreover, the overwhelming majority (63 percent) of this funding flows through to the private sector.”

He noted that traveling by commuter and intercity passenger rail is 18 times safer than traveling by car and that annually, 32 commuter railroads across America safely carry more than 500 million passenger trips—ridership that has grown by more than 42 million passenger trips (9.2 percent) over the last decade.

Also during his testimony, Skoutelas asked Congress to authorize specifically for commuter rail a total of $1 billion over six years for operations and maintenance of positive train control (PTC) and $1.3 billion for highway-rail grade-crossing safety initiatives. Regarding public transit as a whole, he said, “The federal, state and local partnership is essential to ensure that critical investments are made to our public transportation systems.”

Derwinski told the committee that Metra will meet its 2020 Alternative Schedule deadline for PTC implementation. He also said, “Legacy commuter railroads like Metra face unique capital challenges as we work to maintain and upgrade aging track infrastructure and rolling stock” and the need for sustainable and consistent federal funding for commuter rail operations and capital projects.

Rogoff said that Sound Transit is planning

COMUTER RAIL HEARING CONTINUED ON PAGE 4

APTA’s TRANSform is Just Around the Corner!

APTA’s 2019 TRANSform Conference: a reimagined APTA Annual Meeting is fast approaching! We’ll see you and the rest of the public transportation industry Oct. 13-16 in New York City. Read the latest news on page 3 of this issue. Learn more and register at www.apta.com/conferences-events/transform. NOTE: online registration closes Oct. 4.
The Imperative of a New Cyber Secure Paradigm

Public transit is at the heart of smart-city development. As such, agencies have a critical responsibility to develop secure digital environments to support deployment of advanced systems like automated vehicles.

In 2019 alone, multiple cities and counties had their systems locked with demands from hackers for a ransom to have their data returned. The implementation and development of a “culture of cybersecurity” might have mitigated the impact of these attacks. It would have definitely prompted adequate investment.

Additionally, the rollout of a culture of cybersecurity provides a higher probability that stakeholders live by a code of “good cyber hygiene.” This all works to lower the risk that an employee will click on an email that allows malware into the network.

JTA also recognized that measuring organizational cyber risks is critical and subsequently invested in the National Institute of Standards and Technology Cybersecurity Framework (NIST CSF).

Joe Tenga, JTA’s chief information officer, stated, “When we set out to select a security framework, we wanted to ensure the choice would be both relevant and attainable. This chosen framework would need to be appropriate for securing critical infrastructure. We wanted to adopt a framework that could be implemented in the short term to provide meaningful security measures now, and then add to it incrementally to provide an even more robust security program. The CSF fits the bill for us.”

Chief Information Security Officer Tom Limber added, “The NIST CSF provides a methodology to identify, protect, detect, respond and recover from cyber threats no matter where they originate. Furthermore, as part of our comprehensive DSP [Digital Security Program] plan, we have identified a path forward to adopt additional frameworks such as HIPAA [Health Insurance Portability and Accountability Act], PCI-DSS [Payment Card Industry Data Security Standard], ISO 27000 [Information Security Management Systems standard], and the full NIST 800-53. The implementation of all of these frameworks will help ensure that we are doing everything possible to safeguard its customers and all system data.”

Both JTA cybersecurity leaders agree it is important that organizations place demands on vendors that align new assets with the organization’s DSP. Vendors often inflate prices when security mechanisms are requested. These mechanisms include the ability to remotely identify a model number or asset description. Public transit organizations must change this paradigm by pressuring vendors to meet at least the NIST standards as a condition of purchase.

Each advance in process and security approach will inform the evolution of smart technologies for the entire public transit community. However, the real advancements will come from organizations sharing cyber threat information with each other, and collectively insist on a new cyber secure paradigm.
TransLink Welcomes Battery-Electric Buses

TRANSLINK IN VANCOUVER, British Columbia, recently introduced four zero-emission battery-electric buses to operation on one route as part of a 30-month pilot program in the municipalities of Vancouver, Burnaby and New Westminster, in conjunction with the Canadian Urban Transit Research and Innovation Consortium.

This effort is part of the TransLink Tomorrow Program to help improve mobility in Metro Vancouver. The Canadian government and BC Hydro, an electric utility in the province, are helping to fund this pilot and the future acquisition of another six battery-electric buses.

TransLink Chief Executive Officer Kevin Desmond called the pilot program “a major milestone towards achieving our sustainability targets,” adding, “Our iconic trolleybuses have been running on electricity since 1948 and we’re proud to integrate the first battery-electric buses to our fleet. These buses are a testament to a strong partnership and the common goal of creating a cleaner and greener future.”

The pilot program will also test cross compatibility among the buses and charging station equipment provided by four separate manufacturers: New Flyer, Nova Bus, ABB and Siemens.

Forty million in funding for the pilot program was provided by the following entities: New Flyer, Nova Bus, ABB and Siemens.

Photo by Sarah Marpole

Metro Vancouver’s first battery-electric bus about to go into service at the Marpole Loop public transit exchange.

Live from New York: ‘TRANSform TONIGHT’

WHAT BETTER PLACE THAN New York City, birthplace of the late-night talk show, for APTA to premiere “TRANSform TONIGHT.” This exciting event kicks off the evening of Sunday, Oct. 13, with an informative discussion of public transportation industry accomplishments.

Special guests at “TRANSform TONIGHT” will include APTA’s leadership and the New York Metropolitan Transportation Authority’s chairman and CEO. See the show live Oct. 13, 5-6 p.m. at the New York Marriott Marquis.

Also, more than 35 educational sessions during APTA’s 2019 TRANSform Conference, Oct. 13-16, are being complemented by six workshops before and after the conference. At no extra cost, these deep dives into public transportation topics are available to conference attendees:

- Tactical Urbanism and Transit
- Public Transportation Agency Safety Plan (PTASP) and Safety Management Systems for Executives
- From Portals to Places
- The Challenges and Opportunities of Accessibility within the New Mobility Paradigm
- Comfort, Compassion, and Community: How Transit Agencies are Changing their Approach to People who are Homeless
- FTA Major Capital Projects

Learn more and pre-register for these workshops at http://bit.ly/APTAtransform19program.

Be sure to register for the full conference at www.apta.com/TRANSFORM before online registration ends Friday, Oct. 4.

FTA’s Williams to Address APTA’s TRANSform Conference

FTA ACTING ADMINISTRATOR

Williams also will offer special remarks during the General Session: TRANSformational Technology earlier that day.

In addition, Williams will join the heads of the conference co-host agencies—Veronique Hahn, managing director of the New York Metropolitan Transportation Authority, and Polly Tottenberg, commissioner of New York City DOT—at the Oct. 16 Wednesday Wake Up Breakfast: TRANSformational Influence—Women and Power, being held in conjunction with WTS.

Learn more and register at www.apta.com/conferences-events/transform.

Valley Metro Receives $75 Million FTA Grant For Tempe Streetcar

ON SEPT. 25, FTA ANNOUNCED a $75 million Capital Investment Grant (CIG) to Valley Metro in Phoenix for the Tempe Streetcar project in Tempe, AZ.

The $192.4 million streetcar project will improve mobility and public transit service through the historic downtown Tempe area, which is the city’s government and financial center, linking riders to Arizona State University and Valley Metro’s existing light rail system.

DOT Secretary Elaine L. Chao said, “This federal grant to Valley Metro for the Tempe Streetcar Project will help connect people to jobs and educational opportunities, and support continued economic growth throughout the greater Phoenix area.”

FTA Acting Administrator K. Jane Williams said, “The Tempe Streetcar will provide fast and efficient service, improving mobility and access to other transportation services for the thousands of riders who use this service every day.”

Since Jan. 20, 2017, FTA has advanced funding for 25 new CIG projects throughout the nation totaling approximately $7.63 billion in funding commitments. With the Tempe infrastructure funding agreement, this administration has executed 16 CIG funding agreements totaling more than $3.53 billion in funding.

In Memoriam

Abernathy, Civil Rights Leader, MARTA Board Member

JUANITA ABERNATHY, 88, of Atlanta, a civil rights leader who helped to plan the 1955-56 bus boycott in Montgomery, AL, with her husband, the late Rev. Dr. Ralph Abernathy, died Sept. 12.

In later years, Abernathy served on the Metropolitan Atlanta Rapid Transit Authority (MARTA) Board of Directors and on the APTA Transit Board Members Committee.

MARTA General Manager Jeffrey A. Parker said upon her passing, “Juanita Abernathy dedicated her life to meeting the critical needs of all people and ensuring justice and access for all. She served MARTA’s board with distinction from 2001 to 2017, not only as board secretary and treasurer, but as a trusted advisor, voice of the community and conscientious collaborator. Mrs. Abernathy was an advocate for transit equality and helped to shape our goals and vision.”

MARTA Board Chair Freda B. Hardage called Abernathy “a trailblazer ... a wife, mother, teacher, businesswoman and community activist—all during an era when women were not expected to multitask. She did it all and did it with excellence. MARTA was fortunate to have her as part of its board.”
VI METROPOLITAN TRANSIT IN San Antonio celebrated the opening and dedication of its newest Smart Transit Hub, the Brooks Transit Center, at a Sept. 14 event. The facility has provided Primo BRT and express service since late August.

Amenities at the 4,300-square-foot facility include real-time next-bus information, digital planning kiosks, ticket vending machines, free Wi-Fi, a full-service information center, free parking, electric-car charging stations, solar panels, environmentally friendly landscaping, phone-charging ports, public art and an IKE Smart City kiosk, which provides detailed listings of services and businesses in the immediate area. Brooks is a mixed-use community on the south side of San Antonio, located on the site of a former U.S. Air Force base with more than a century of history. At the event, VIA President/Chief Executive Officer Jeffrey C. Arndt said, “The rapid and dynamic growth happening at Brooks is driving growth in our region and VIA is proud to be a part of that.”

VIA Opens ‘Smart’ Public Transit Hub

CHSRA Board Approves Preferred Route Proposals

THE CALIFORNIA HIGH-SPEED Rail Authority (CHSRA) Board of Directors voted Sept. 17 to approve the preferred route for a Merced-San Jose connec­tion, one of four route proposals, that ultimately will provide service to the Bay Area. The board also green lit the preferred route between San Jose and San Francisco along the existing Caltrain corridor.

The San Jose-Merced route incorporates a San Jose-Gilroy segment in the existing Caltrain and Union Pacific corridors, then shifts to a dedicated high-speed rail alignment including a tunnel through Pacheco Pass. The San Jose-San Francisco route includes the location for a light maintenance facility and upgrades to the existing rail corridor.

The San Jose-Merced segment will cover 84 miles, and the 51-mile Bay Area segment will run between the San Jose Diridon Station to San Francisco’s Transbay Transit Center.

CHAIRA Chief Executive Officer Brian Kelly called the vote “a major milestone for the high-speed rail program in Northern California.”

More 2Q Public Transit Trips Than Last Year

AMERICANS TOOK MORE THAN 2.5 billion public transit trips in the second quarter of 2019. 11 million more than the same period in 2018 or an increase of nearly one-half percent across all modes, according to APTA’s quarterly Transit Ridership Report.

Commuter rail ridership increased by 3.54 percent, with an increase of 1.44 percent for heavy rail. Bus ridership rose by 1.51 percent in communities of fewer than 100,000 people and by 0.5 percent in communities of more than two million people. “Mobility is a focus of communities nationwide and public transit is a safe, reliable and convenient option for tens of millions of residents. Every day, public transportation gets Americans to work, to education and to healthcare,” said APTA President and CEO Paul P. Skoutelas. “While trends fluctuate with driving parameters and gas prices, public transit systems continue to enhance the customer experience while also striving to innovate to meet the needs of our riders.”


Transit Cybersecurity eLearning Course


APTA is a one-stop education, professional, career and workforce development center. Learn more at www.apta.com/research-technical-resources/apta. Register for the TRANSform conference at www.apta.com/conferences-events/transform.

CHSRA Board Approves Preferred Route Proposals

THE CALIFORNIA HIGH-SPEED Rail Authority (CHSRA) Board of Directors voted Sept. 17 to approve the preferred route for a Merced-San Jose connec­tion, one of four route proposals, that ultimately will provide service to the Bay Area. The board also green lit the preferred route between San Jose and San Francisco along the existing Caltrain corridor.

The San Jose-Merced route incor­porates a San Jose-Gilroy segment in the existing Caltrain and Union Pacific corridors, then shifts to a dedicated high-speed rail alignment including a tunnel through Pacheco Pass. The San Jose-San Francisco route includes the location for a light maintenance facility and upgrades to the existing rail corridor.

The San Jose-Merced segment will cover 84 miles, and the 51-mile Bay Area segment will run between the San Jose Diridon Station to San Francisco’s Transbay Transit Center.

CHAIRA Chief Executive Officer Brian Kelly called the vote “a major milestone for the high-speed rail program in Northern California.”

‘Making Connections’ Focuses On the Transit Workforce

PUBLIC TRANSPORTATION leaders including APTA President and CEO Paul P. Skoutelas, Amalgamated Transit Union International President John Costa and National Transit Institute Director Billy Terry will speak at “Mak­ing Connections,” an Oct. 17 event in Philadelphia being presented by the Transportation Learning Center.

This conference provides an oppor­tunity for public transit professionals and partners from transit workforce development and education to exchange ideas, share successes and learn about emerging best practices for public transportation and transportation workforce development. The schedule includes numerous workshops—on topics including apprenticeship, diversity, new technology and new trends in training—and two plenary sessions, Emerging Technologies and Diversifying the Transit Workforce.

Making Connections will convene at the Warwick Rittenhouse Square in Philadelphia. To register, visit https://conta.cc/2BEdJx.

The Transportation Learning Center is a national nonprofit dedicated to improving public transportation at the national level and within communities. To accomplish this mission, the center builds labor-management training partnerships that improve organizational performance, expand workforce knowledge, skills and abilities and promote career advancement.

For more information, contact Karitsa Holdzkom at kholdzkom@transport center.org.
Labor Law Issues for the Public Transit Employer Considering Automation

BY MICHAEL GRECO
Regional Managing Partner
Fisher Phillips LLP
Denver

AUTONOMOUS VEHICLE technology has reached a place where certain technologies are market-ready or readily adaptable to public transit operations and further automation technologies continue to be developed.

These developments are expected to result in future operational savings in part through the elimination of driver and maintenance staff positions and reduced overtime. For the remaining workers, job responsibilities will change and new skills will be required. Even partial automation may result in job losses or a “de-skilling” of the vehicle operator role. These eventualities will trigger labor law obligations.

Legal protections for public transit labor may exist in collective bargaining agreements, federal or state law and under section 13(c) of the Federal Transit Act. If a mass layoff or closing is necessary, advance notice to employees and government entities may be required.

When a public transit authority considers automation, a duty may arise to bargain with labor over the decision to automate and over the effects of the decision. This duty may arise from one of three types of labor laws that govern the transit employment relationship: the National Labor Relations Act, the Railway Labor Act or state-specific public sector collective bargaining statutes. Also, obligations may arise from an employer’s collective bargaining agreement with a union if the agreement addresses the implementation of automation, robotics or artificial intelligence. The employer may have agreed to bargain over the decision to automate or the agreement may reserve such decisions to management. If the agreement is silent on the issue, the statutory requirements come into play.

If a public transit authority is receiving or seeking a construction grant or loan from FTA related to its efforts to automate, it will want to consider its obligations to employees affected by that project under the Federal Transit Act. The Act protects transit workers by requiring that labor standards be maintained on construction work financed with an FTA grant or loan. As a precondition to receiving a grant or loan, an applicant must enter into a protective arrangement with the U.S. Department of Labor that provides for the preservation of rights and benefits of employees under existing collective bargaining agreements, the continuation of collective bargaining rights, the protection of individual employees against a worsening of their positions in relation to their employment, assurances of employment to employees of acquired public transit systems, priority of reemployment and paid training or retraining programs.

An employer contemplating automation must also keep in mind that the elimination of a sizable number of positions or a closing may trigger notice requirements under the Worker Adjustment and Retraining Notification Act (also known as WARN) and state law counterparts or a collective bargaining agreement.

For a more in-depth analysis and overview of the labor law issues discussed in this article, please refer to our white paper, Labor Law Issues in Deciding to Automate Mass Transit Operations, at www.fisherphillips.com/document-mass-transit-white-paper.

OC TRANSPO’s CONFEDERATION LINE

CONTINUED FROM PAGE 1
line in North America.

The line operates on a fully segregated 12.5-km route with no grade crossings and can operate at speeds of up to 100 km/hr. Thirteen stations, four of them underground, serve the line, from Tunney’s Pasture Station in the west to Blair Station in the east. The system was designed for headways as fast as every 90 seconds and all stations have been designed to accommodate longer trains over the next 30 years.

Construction has already begun on a $4.6 billion (Cdn.) expansion to the O-Train system that will add 24 new km of rail and 24 new stations in the east, west and south, including a link to Ottawa’s international airport. These expansions are set to enter service on a staggered schedule between 2022 and 2025. Once these are complete, 77 percent of Ottawa residents will live within 5 km of the light rail system.

Ottawa Mayor Jim Watson and Ontario Minister of Transportation Caroline Mulroney were among the dignitaries who attended the Sept. 14 opening-day ceremonies, and boarded the train for its inaugural ride, before the system opened to the public later that afternoon.

The construction of the Confederation Line was the largest infrastructure project ever undertaken in the city of Ottawa, generating thousands of direct and indirect jobs with an economic impact of approximately $3.2 billion.

O-Train Line 1, the Confederation Line, encourages active multimodal commuting by providing pedestrian and cycling connections throughout the system and supports sustainable growth across the city.
Engaging with Stakeholders and Improving Cybersecurity

October is National Cybersecurity Awareness Month (NCSAM), a collaborative effort between government and industry to raise awareness about the importance of cybersecurity and to share valuable resources. Here, two APTA members discuss their cybersecurity priorities and some of the ways in which they are working to keep riders, employees, the public, and assets and infrastructure secure.

Cybersecurity: A Priority in Public Transportation

BY KYLE N. MALO
Senior Director, Cybersecurity & Chief Information Security Officer
Office of Cybersecurity
Information Technology Department, Internal Business Operations
Washington Metropolitan Area Transit Authority

LOCFACED IN THE HEART OF THE NATION’S capital, the Washington Metropolitan Area Transit Authority (WMATA) faces both typical and atypical challenges associated with the transportation sector. Modernizing and expanding a rail system offers the opportunity to introduce technology that can enhance reliability and improve the customer experience. But it also comes with new cyber risks.

In late 2018, in the shadow of a billion-dollar railcar procurement, Congress gave particular attention to WMATA’s cybersecurity program. It’s an inevitable fact of the business we’re in: more automation, smarter vehicles and better data from those devices to drive business decisions brings our operational technology (OT) into our information technology (IT) space.

For most of us, the departments that manage IT are different from the ones that manage OT, which introduces the potential for greater gaps in our security. When we buy a new business software, such as an asset management tool, it generally comes with some embedded security and our IT staff will be accustomed to working with cybersecurity professionals to deploy a secure solution. Conversely, new OT often does not have those features baked in and OT staff are generally less familiar with cybersecurity requirements.

A railcar is a hybrid IT/OT device. At WMATA, the newest series of railcars deployed have hundreds of pieces of software whereas the previous generation of cars, only a decade older, have a fraction of that. It’s fair to expect the newer cars, still being procured, will have much more.

With adversaries from the furthest reaches of the world able to conduct advanced cyberattacks for profit or political reasons, and subway systems being historic targets of traditional attacks, it stands to reason that cyberattacks are inevitable and that IT and OT are equal marks in the eyes of threat actors. If they don’t recognize the difference between those targets, our cybersecurity programs can’t either.

At WMATA, cybersecurity is a priority program—not because of congressional inquiry, but because it’s recognized that cyber is simply a part of doing business. We must equate cyber with safety and reliability in our business decision matrix. As an industry, we cannot wait for regulation or mandatory audits and we certainly don’t want victimization to be the driving factor for committing resources to a cyber program. But no amount of resourcing will establish a firewall is not sufficient cybersecurity—a program must have threat intelligence and analytics to focus a response to attacks.

If all of this sounds like a lot to consider, you’re right. A good first step is to have an expert assess your situation. Enlist an external firm to conduct a capability maturity assessment on your organization; this will provide a baseline for understanding what is missing. Second, hire a chief information security officer if you don’t already have one to develop a comprehensive systemwide plan. Then be ready to have a serious discussion about resourcing the program.

Consider the costs of a ransomware attack, the loss of ridership and reputation, official government scrutiny and the media inquiries after an attack, then ask what avoiding that is worth to your organization.

BY LAURIE HUFF
Senior Specialist, Public Affairs
Regional Transportation District
Denver

WHEN YOU BAKE A CAKE, you wouldn’t add something crucial solely to the frosting, would you? No. You’d recognize the importance of baking it in.

“Trying to do security after engineering is hard,” said Sheri Ricardo, manager of cybersecurity at Denver’s Regional Transportation District (RTD). “It’s much harder to say, we’ve built this, now how do you secure this? It’s important to start early in the process. The appearance of security is not actually security.”

Ricardo leads a three-person team dedicated to ensuring that the agency—which moves hundreds of thousands of people every day—does so as safely as possible. A key point her team emphasizes is that cybersecurity is everyone’s job, not simply the work of the small number of people carrying that title. All must exercise a mindset of caution, recognizing that security is a reflection of the people practicing it, proper maintenance and proper quality of work.

The work of RTD’s cybersecurity team has evolved over the approximately six years it has existed as its members continue to develop an understanding of how best to apply the team’s expertise to meet the agency’s needs and priorities.

On the face of it, cybersecurity provides visibility to risks inherent in technology, offering foresight and perspective into how technology can be a help or a hindrance. The most significant part of the team’s job, its members say, is to consider how to make improvements across RTD within existing constraints. This work touches on all aspects of the agency’s operations, projects and initiatives. Cybersecurity conducts several assessments to understand security risks and prioritize improvements.

The team now trains close to 3,500 employees annually in cybersecurity awareness and tests them with phishing exercises throughout the year. It conducts testing on the www.rtd-denver.com website and has completed several assessments of the agency’s light rail and commuter rail control systems. The team also helps assess vendors, especially on cloud contracts that involve partnership with RTD’s purchasing, information technology and legal departments.

Cybersecurity is now working on a project with the agency’s transit police, light rail and information technology departments to combine physical and cyber systems into a single monitoring system.

Prevention, Not Cure: Start the Cybersecurity Process Early

BEGINNING THE PROCESS EARLY CONTINUED ON PAGE 7
BEGINNING THE PROCESS EARLY
CONTINUED FROM PAGE 6

This approach is a logical one, given that a lot of RTD’s computer equipment lives along the rail alignment and on vehicles instead of in data centers. That means that many cyber risks also pose physical risks.

The project also could help transit police by allowing cybersecurity to monitor and secure the equipment police use—such as door locks and cameras—to manage physical security systems.

More generally, the cybersecurity team meets weekly with project managers on the N Line, a forthcoming commuter rail line, and information technology to assess cybersecurity hazards.

Its members meet monthly with other teams across the agency, including application development, infrastructure, security, legal and rail operations, to discuss how to address operational and safety concerns. And while it may seem simple, the team has found it effective to use language around its work that others are more familiar with (e.g., “FTA regulations” and “hazard reporting” in place of “CVSS scores”).

“Inviting your cybersecurity practitioners in the earliest stages of a technology or engineering project—and iteratively throughout the project’s development—allows you to anticipate risks, plan and address them as the project evolves,” Ricardo said. “Just as a project team would plan ahead to ensure that their product properly addresses customer needs and can be put together within a certain budget to avoid unpleasant surprises and provide the best value to their customers, so should project teams plan to address cybersecurity.”

Ricardo noted that a failure to plan often leads to unpleasant surprises such as delays, unanticipated expenses and significant rework. And cybersecurity rework is often too expensive or disruptive after the fact, so the agency would be taking a gamble on deploying shaky software or loosely controlled systems with the intent to introduce a fix later or if a problem occurs.

“It’s a big gamble, as often the cost and disruption required to address a security breach is far greater than it would have been were the risks addressed in a controlled fashion,” Ricardo said. “As they say, an ounce of prevention is worth a pound of cure.”

Related Resources

- Learn more about NCSAM and access resources and a toolkit at www.dhs.gov/national-cyber-security-awareness-month
- Join the conversation on social media by using the hashtags #BeCyberSmart #CyberAware and follow Cybersecurity and Infrastructure Security Agency cybersecurity outlets @Cyber @CISA @Krebs @CISAMantra @StaySafeOnline
- APTA’s Enterprise Cyber Security Standards and related Recommended Practices address security from multiple perspectives, including electronic systems. Visit www.apta.com/research-technical-resources/standards/security
- APTA’s Enterprise Cyber Security and Control and Communications Security Working Groups are excellent forums for public transportation professionals to address critical security issues. For more information, contact Polly Hanson—APTA’s senior director – security, risk & emergency management and vice chair of TSA’s Surface Transportation Security Advisory Committee, at phanson@apta.com or 202-496-4885.
- For additional help, and to share what you are doing for NCSAM, contact Polly Hanson.

Your Target Audience Is Reading.

ADVERTISE TODAY!

A superior editorial platform, an influential readership, and cost-effective pricing combine to make Passenger Transport advertising opportunities the best marketing avenue to reach public transportation industry buyers.

Passenger Transport reaches 20,000+ readers.

Related Resources

- Learn more about NCSAM and access resources and a toolkit at www.dhs.gov/national-cyber-security-awareness-month
- Join the conversation on social media by using the hashtags #BeCyberSmart #CyberAware and follow Cybersecurity and Infrastructure Security Agency cybersecurity outlets @Cyber @CISA @Krebs @CISAMantra @StaySafeOnline
- APTA’s Enterprise Cyber Security Standards and related Recommended Practices address security from multiple perspectives, including electronic systems. Visit www.apta.com/research-technical-resources/standards/security
- APTA’s Enterprise Cyber Security and Control and Communications Security Working Groups are excellent forums for public transportation professionals to address critical security issues. For more information, contact Polly Hanson—APTA’s senior director – security, risk & emergency management and vice chair of TSA’s Surface Transportation Security Advisory Committee, at phanson@apta.com or 202-496-4885.
- For additional help, and to share what you are doing for NCSAM, contact Polly Hanson.

Interested in digital?
Contact us to learn more and maximize your exposure through print and digital.

Natalie Matter-Bellis
natalie.matterbellis@theYGgroup.com
717.580.8184

Tina Good
tima.good@theYGgroup.com
717.430.2282

RTD information systems risk analyst Melvina Beard and light rail SCADA (Supervisory Control and Data Acquisition) engineer Dan Sullivan perform a walk-through of an RTD SCADA communications house and management last year during a cybersecurity assessment. The cybersecurity and the light rail network teams worked together to validate and ensure the safety and security of the agency’s light rail SCADA network system.
Houston METRO Provides Assistance In Wake of Tropical Storm Imelda

YEAST UNDER THE SUMMER, THE APTA Business Members Sponsor Summer Youth Program

METRO’s four high-water rescue vehicles aided the county and Houston Fire Department with emergency response and rescue operations.

METRO bus and rail operators ensured that all passengers were kept safe and only one of the nearly 700 buses on the street received significant damage in the flood.

As was the case with Hurricane Harvey a little over two years ago, the agency’s planning paid off. Prior to the flood, METRO removed all electronic equipment from the High Occupancy Vehicle/High Occupancy Toll lanes it manages. That forethought prevented any loss of the computer equipment used to operate those lanes.

METRO Executive Vice President of Operations, Public Safety and Customer Service Tim Kelly explained that the agency works year-round on processes and procedures to make sure it remains adaptable in the event of a crisis.

“METRO maintains an all-hazards emergency management plan, which provides guidance before, during and after a catastrophic event,” said Kelly.

“It includes everything from employee training to assessment of METRO systems.”

Communication is also key in helping the region quickly get back to normalcy. METRO used traditional media as well as its own digital platforms to inform its customers and the community. The system posted nearly 30 weather-related messages on its Facebook, Twitter and Instagram pages; responded to more than 700 social media inquiries and issued seven press releases.

Meanwhile, the authority’s four high-water rescue vehicles were also rolling, aiding the county and Houston Fire Department with emergency response and rescue operations. During the eight-hour period in which the greater Houston area was paralyzed by rising floodwaters, the METRO vehicles, along with equipment from the Houston Fire Department, Houston Police Department and the city’s Public Works Department, responded to more than 900 calls for help. Each of these vehicles included a METRO operator and a swift water rescue team. METRO also began providing shuttles to and from shelters for displaced residents.

Many commuters at the Downtown Transit Center found shelter inside METRO’s adjacent headquarters. There, members of the agency’s Customer Service and Police departments handed out popcorn to hungry, weary riders and gave them a dry place to wait out the storm.

By 5:30 that evening, METRO’s three light rail lines were operating again. Less than two hours later, buses were also rolling, some with detours.

“With each severe weather event, we learn more about how to better prepare and, even more importantly, quickly restore services,” said Lambert. “It is part of our commitment to this community as well as our transportation and municipal partners.”

APTA Business Members Sponsor Summer Youth Program

OVER THE SUMMER, THE APTA Business Member Board of Governors (BMBG), with the support of APTAU, partnered with Introducing Youth to America’s Infrastructure (iyai+) and the nationally recognized TransSTEM Academy for a youth engagement program. This pilot program was led by Dr. Beverly A. Scott, founder and CEO of iyai+, and held at the Cardozo Education Campus in Washington, D.C.

The six-week program introduced students to infrastructure careers across the nation’s critical lifeline sectors—transportation, water/wastewater systems, energy and communications—in connection with technical-readiness support and exposure to the importance of the advanced manufacturing sector.

Through APTAU, APTA’s new one-stop education, professional career and workforce development center, the BMBG had the opportunity to help develop and deliver the public transit sector-specific component of the program. The five-day program was kicked off July 8 by Freddie Fuller II, APTA secretary-treasurer and Jacobs vice president—electronic payment systems. The program included classroom instruction, educational sessions and presentations, interactive activities, group discussions and off-site tours.

BMBG Chair Huelon Harrison said he was pleased that APTA’s business members had the opportunity to support the pilot program.

“The BMBG is committed to the development and preparation of a pipeline of qualified employees for our industry,” Harrison said. “The summer youth program with TransSTEM Academy is just one of the programs we supported to promote public transportation as a career choice. Through this program and others, we continue to play an integral role in APTA’s strategic goal on workforce development.”

Participating business members included Genfare, HDR, HNTB, Jacobs, Squire Patton Boggs and WSP USA.

The summer youth pilot program concluded with student presentations and documentary shorts showcasing their key takeaways. A graduation ceremony was held at Cardozo Education Campus with a keynote address featuring former U.S. Secretary of Transportation Rodney E. Slater.
PHOENIX—Andy Dowie has joined Eberle Design Inc. as engineering director. He previously held senior engineering positions with companies including Twitter, Versalogic Corporation, RadiSys Corporation and IBM UK Labs.

CHICAGO—Pat Carey and David Andalico have joined the Regional Transportation Authority Board of Directors. Carey, who succeeds 20-year board member Dwight (Ike) Magalis, represents Lake County. She was senior vice president, technology services, for WorldTravel BTI and most recently worked in an economic development and marketing role for the village of Arlington Heights. She is also a former trustee and mayor of Grayslake. Andalico succeeds longtime board member Patrick J. Durante in representing DuPage County. He has worked with electronics, distribution, management and information technology companies and currently is CEO of Wynn达尔co Enterprises LLC.

SAVANNAH, GA—Gertrude Robinson has joined the Chatham Area Transit Authority Board of Trustees for a five-year term, approved by the Chatham County Commission. She succeeds Howard French, who chaired the board prior to the expiration of his term in June.

LOS ANGELES—Metrolink commuter rail announced the appointments of Justin Fornelli, acting chief of program delivery, to that position on a permanent basis. Jennifer Vides Hirsch as chief marketing and communications officer, and Don Filippi as chief safety, security and compliance officer, a job he previously performed in an acting capacity.

Kamp to Retire as Madison GM

MADISON, WI—Chuck Kamp, general manager of Metro Transit in Madison since 2006, has announced he is to retire in November.

During Kamp’s tenure, APTA recognized Metro Transit with its 2012 Outstanding Public Transportation System Achievement Award. Kamp oversaw the agency as it acquired 19 hybrid-electric buses (10 percent of the fleet) and experienced the highest ridership in its history in 2014. Future plans for the system include BRT and the introduction of all-electric vehicles.

For APTA, Kamp is a member of the Public Transportation CEO Coordinating Council, Education and Career Awareness Subcommitte, Workforce Development Committee and Mid-Size Operations Committee.

PHOENIX—Andy Dowie has joined Eberle Design Inc. as engineering director. He previously held senior engineering positions with companies including Twitter, Versalogic Corporation, RadiSys Corporation and IBM UK Labs.

CHICAGO—Pat Carey and David Andalico have joined the Regional Transportation Authority Board of Directors. Carey, who succeeds 20-year board member Dwight (Ike) Magalis, represents Lake County. She was senior vice president, technology services, for WorldTravel BTI and most recently worked in an economic development and marketing role for the village of Arlington Heights. She is also a former trustee and mayor of Grayslake. Andalico succeeds longtime board member Patrick J. Durante in representing DuPage County. He has worked with electronics, distribution, management and information technology companies and currently is CEO of Wynn达尔co Enterprises LLC.

SAVANNAH, GA—Gertrude Robinson has joined the Chatham Area Transit Authority Board of Trustees for a five-year term, approved by the Chatham County Commission. She succeeds Howard French, who chaired the board prior to the expiration of his term in June.

LOS ANGELES—Metrolink commuter rail announced the appointments of Justin Fornelli, acting chief of program delivery, to that position on a permanent basis. Jennifer Vides Hirsch as chief marketing and communications officer, and Don Filippi as chief safety, security and compliance officer, a job he previously performed in an acting capacity.

Kamp to Retire as Madison GM

MADISON, WI—Chuck Kamp, general manager of Metro Transit in Madison since 2006, has announced he is to retire in November.

During Kamp’s tenure, APTA recognized Metro Transit with its 2012 Outstanding Public Transportation System Achievement Award. Kamp oversaw the agency as it acquired 19 hybrid-electric buses (10 percent of the fleet) and experienced the highest ridership in its history in 2014. Future plans for the system include BRT and the introduction of all-electric vehicles.

For APTA, Kamp is a member of the Public Transportation CEO Coordinating Council, Education and Career Awareness Subcommitte, Workforce Development Committee and Mid-Size Operations Committee.

PHOENIX—Andy Dowie has joined Eberle Design Inc. as engineering director. He previously held senior engineering positions with companies including Twitter, Versalogic Corporation, RadiSys Corporation and IBM UK Labs.

CHICAGO—Pat Carey and David Andalico have joined the Regional Transportation Authority Board of Directors. Carey, who succeeds 20-year board member Dwight (Ike) Magalis, represents Lake County. She was senior vice president, technology services, for WorldTravel BTI and most recently worked in an economic development and marketing role for the village of Arlington Heights. She is also a former trustee and mayor of Grayslake. Andalico succeeds longtime board member Patrick J. Durante in representing DuPage County. He has worked with electronics, distribution, management and information technology companies and currently is CEO of Wynn达尔co Enterprises LLC.

SAVANNAH, GA—Gertrude Robinson has joined the Chatham Area Transit Authority Board of Trustees for a five-year term, approved by the Chatham County Commission. She succeeds Howard French, who chaired the board prior to the expiration of his term in June.

LOS ANGELES—Metrolink commuter rail announced the appointments of Justin Fornelli, acting chief of program delivery, to that position on a permanent basis. Jennifer Vides Hirsch as chief marketing and communications officer, and Don Filippi as chief safety, security and compliance officer, a job he previously performed in an acting capacity.

Kamp to Retire as Madison GM

MADISON, WI—Chuck Kamp, general manager of Metro Transit in Madison since 2006, has announced he is to retire in November.

During Kamp’s tenure, APTA recognized Metro Transit with its 2012 Outstanding Public Transportation System Achievement Award. Kamp oversaw the agency as it acquired 19 hybrid-electric buses (10 percent of the fleet) and experienced the highest ridership in its history in 2014. Future plans for the system include BRT and the introduction of all-electric vehicles.

For APTA, Kamp is a member of the Public Transportation CEO Coordinating Council, Education and Career Awareness Subcommitte, Workforce Development Committee and Mid-Size Operations Committee.

PHOENIX—Andy Dowie has joined Eberle Design Inc. as engineering director. He previously held senior engineering positions with companies including Twitter, Versalogic Corporation, RadiSys Corporation and IBM UK Labs.

CHICAGO—Pat Carey and David Andalico have joined the Regional Transportation Authority Board of Directors. Carey, who succeeds 20-year board member Dwight (Ike) Magalis, represents Lake County. She was senior vice president, technology services, for WorldTravel BTI and most recently worked in an economic development and marketing role for the village of Arlington Heights. She is also a former trustee and mayor of Grayslake. Andalico succeeds longtime board member Patrick J. Durante in representing DuPage County. He has worked with electronics, distribution, management and information technology companies and currently is CEO of Wynn达尔co Enterprises LLC.

SAVANNAH, GA—Gertrude Robinson has joined the Chatham Area Transit Authority Board of Trustees for a five-year term, approved by the Chatham County Commission. She succeeds Howard French, who chaired the board prior to the expiration of his term in June.

LOS ANGELES—Metrolink commuter rail announced the appointments of Justin Fornelli, acting chief of program delivery, to that position on a permanent basis. Jennifer Vides Hirsch as chief marketing and communications officer, and Don Filippi as chief safety, security and compliance officer, a job he previously performed in an acting capacity.

Kamp to Retire as Madison GM

MADISON, WI—Chuck Kamp, general manager of Metro Transit in Madison since 2006, has announced he is to retire in November.

During Kamp’s tenure, APTA recognized Metro Transit with its 2012 Outstanding Public Transportation System Achievement Award. Kamp oversaw the agency as it acquired 19 hybrid-electric buses (10 percent of the fleet) and experienced the highest ridership in its history in 2014. Future plans for the system include BRT and the introduction of all-electric vehicles.

For APTA, Kamp is a member of the Public Transportation CEO Coordinating Council, Education and Career Awareness Subcommitte, Workforce Development Committee and Mid-Size Operations Committee.

PHOENIX—Andy Dowie has joined Eberle Design Inc. as engineering director. He previously held senior engineering positions with companies including Twitter, Versalogic Corporation, RadiSys Corporation and IBM UK Labs.

CHICAGO—Pat Carey and David Andalico have joined the Regional Transportation Authority Board of Directors. Carey, who succeeds 20-year board member Dwight (Ike) Magalis, represents Lake County. She was senior vice president, technology services, for WorldTravel BTI and most recently worked in an economic development and marketing role for the village of Arlington Heights. She is also a former trustee and mayor of Grayslake. Andalico succeeds longtime board member Patrick J. Durante in representing DuPage County. He has worked with electronics, distribution, management and information technology companies and currently is CEO of Wynn达尔co Enterprises LLC.

SAVANNAH, GA—Gertrude Robinson has joined the Chatham Area Transit Authority Board of Trustees for a five-year term, approved by the Chatham County Commission. She succeeds Howard French, who chaired the board prior to the expiration of his term in June.

LOS ANGELES—Metrolink commuter rail announced the appointments of Justin Fornelli, acting chief of program delivery, to that position on a permanent basis. Jennifer Vides Hirsch as chief marketing and communications officer, and Don Filippi as chief safety, security and compliance officer, a job he previously performed in an acting capacity.

Kamp to Retire as Madison GM

MADISON, WI—Chuck Kamp, general manager of Metro Transit in Madison since 2006, has announced he is to retire in November.

During Kamp’s tenure, APTA recognized Metro Transit with its 2012 Outstanding Public Transportation System Achievement Award. Kamp oversaw the agency as it acquired 19 hybrid-electric buses (10 percent of the fleet) and experienced the highest ridership in its history in 2014. Future plans for the system include BRT and the introduction of all-electric vehicles.

For APTA, Kamp is a member of the Public Transportation CEO Coordinating Council, Education and Career Awareness Subcommitte, Workforce Development Committee and Mid-Size Operations Committee.

PHOENIX—Andy Dowie has joined Eberle Design Inc. as engineering director. He previously held senior engineering positions with companies including Twitter, Versalogic Corporation, RadiSys Corporation and IBM UK Labs.

CHICAGO—Pat Carey and David Andalico have joined the Regional Transportation Authority Board of Directors. Carey, who succeeds 20-year board member Dwight (Ike) Magalis, represents Lake County. She was senior vice president, technology services, for WorldTravel BTI and most recently worked in an economic development and marketing role for the village of Arlington Heights. She is also a former trustee and mayor of Grayslake. Andalico succeeds longtime board member Patrick J. Durante in representing DuPage County. He has worked with electronics, distribution, management and information technology companies and currently is CEO of Wynn达尔co Enterprises LLC.
The competition—hosted by Citizens for Modern Transit (CMT), Metro Transit, St. Clair County Sheriff’s Department and the Metro Transit Public Safety Department—was aimed at reinforcing the advantages of a robust public transit system and further boosting ridership among students, faculty and staff at higher education institutions. The other participating schools were St. Louis Community College, Saint Louis University, Southern Illinois University and Washington University in St. Louis.

Additional, 20 percent of our riders, Metro Transit is a vital link to school and education, to creating a better future and a life itself for them and their families,” said Roach. “To all the students who are a part of the Metro Transit community who depend on us to get them to class, as well as fun, destinations around the region, we say thank you for choosing us as your mode of transportation.”

A Pre-Proposal Conference will be held on Thursday, September 26, 2019 at 9:00 A.M. MST located at 101 N 1st Avenue, 14th Floor, Phoenix, Arizona 85003. Proposal Dates/Time: Tuesday, October 22, 2019 at 3:00 P.M. MST. Proposals received after the specified due date and time will not be accepted.

The Request for Proposals (RFP) documents are now available. Interested firms may download the RFP documents at Valley Metro’s E-Procurement Website: https://valleymetro.procurement.com. A login will be required to submit a response.

Questions regarding this solicitation may be submitted via Valley Metro’s E-Procurement Website, https://valleymetro.procurement.com. Firm’s answers will be posted to the site by selecting the clarification tab. Questions will be answered through the E-Procurement Website and are due no later than seven (7) calendar days prior to the specified due date and time.

Valley Metro reserves the right to cancel this solicitation or reject any and all Proposals.

REQUEST FOR INFORMATION (RFI)
Montgomery County Department of Transportation is seeking information and feedback from engineering consultants, contractors, financiers, concessions owners, and other relevant stakeholders regarding the implementation of Bus Rapid Transit on MD-355 with an innovative project delivery including private financial participation, novel design, construction, and operating strategies. More information is available here: www.montgomerycountymd.gov/dot-dr/Resources/Files/355RP1.pdf

STUDENT TRANSPORT
A few transportation companies have long helped educate the nation’s students. Using the backbone of the transit system, a variety of agencies across the country have been able to offer educational and professional training opportunities to students. These programs are known to provide valuable opportunities to students, while simultaneously increasing the workforce for the industry.

A closer look at some of these programs can provide insight into how they are structured and how they can benefit students. In this article, we will explore three different programs that are currently offering educational opportunities to students:

1. School-to-Work Programme
   - This program involves partnerships between schools and transportation companies to provide students with hands-on experience in the transportation industry.
   - By participating in this programme, students are able to gain practical experience and knowledge, which can lead to future job opportunities.
   - In addition, the programme allows transportation companies to identify potential employees who are well-suited for the industry.

2. Teen Driver Program
   - This program is typically offered by transportation companies to high school students, providing them with the opportunity to learn about driving and transportation.
   - Participants in the programme are trained on various aspects of driving, such as vehicle maintenance, route planning, and safety.
   - The programme can also help transportation companies assess potential employees and their adaptability to the industry.

3. Employer-Provided Scholarships
   - Some transportation companies offer scholarship programs to their employees or students enrolled in transportation-related courses.
   - These scholarships can help fund the education of students and contribute to the development of the industry.
   - Additionally, these programs can attract talented individuals to the transportation industry.

In conclusion, the transportation industry offers a variety of educational and training opportunities to students. By participating in these programmes, students can gain valuable knowledge and experience, enhancing their career prospects in the industry.

For more information on these programmes and others, please visit the websites listed below:

1. School-to-Work Programme
   - Transportation Education Foundation
   - Partnership for Young AmeriCorps Members

2. Teen Driver Program
   - Uber
   - Lyft

3. Employer-Provided Scholarships
   - American Public Transportation Association
   - Transportation Research Board

These programmes are just a few examples of how transportation companies are partnering with educational institutions to provide valuable opportunities to students.
Join the Largest Public Transportation Authority in North America as a  
CHIEF OPERATING OFFICER  
NYC TRANSIT, DEPARTMENT OF SUBWAYS  
JOB VACANCY NUMBER 96239  
The NYC Transit Department of Subways employs 35,000 individuals who work together 24/7, 365 days a year, to make sure millions of customers safely to their destinations. These employees operate trains, maintain railcars, assist customers in stations, make critical right-of-way or elevator safety decisions, offer administrative support to deliver timely and reliable customer service.  
The NYC Transit Department of Subways is seek- ing a dynamic, customer-focused, experienced leader to assume the role of Chief Stations Officer. This key executive role is integral to the success of the NYC Transit Subway Action and Fast Forward Plans. The successful candidate will provide executive oversight of all operational, customer service, cleaning and maintenance related aspects of NYC’s 472 subway stations, while overseeing the management of approximately 6,000 stations personnel.  
Use the following link https://tinyurl.com/y8rkrnx to view the full position description and requirements. Posting Open Until October 11. www.mta.info  
MTA NYC Transit is an Equal Opportunity Em- 
ployee.
APTA’s TRANSform is where learning, sharing, experiencing, and networking will take center stage, providing the latest in policy, technology, and new mobility ideas. Join APTA and our hosts, NYC DOT and MTA, and be a part of this premier event.

Learn More at APTA.com/TRANSform