

PASSENGER Transport

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Passengers board OC Transpo's new Confederation Line train.

Photo courtesy of OC Transpo

OC Transpo Makes History with Confederation Line

First BRT-Light Rail Conversion in World

OC TRANSPO IN OTTAWA, ONTARIO, is making history with the Sept. 14 opening of O-Train Line 1, the Confederation Line—the world's first conversion of BRT to light rail.

Ottawa continues to experience growth and its public transit system had become near capacity through the downtown core. The time had come to build a world-class system, including a 2.5-km tunnel under the downtown core.

The city of Ottawa assembled a strong public-private partnership that included financial commitments from the province of Ontario and Canada's federal government. The Rideau Transit Group, a consortium of Canadian and international companies, was selected through a highly competitive process to build and maintain the new system. Six years in the making, the O-Train Confederation Line launched with OC Transpo as operator.

John Manconi, general manager of the city's Transportation Services Department, said that with trains arriving every five minutes or less, the new line is expected to carry up to 10,700 passengers per hour in each direction during weekday peak periods, which would make it the busiest light rail

OC TRANSPO'S CONFEDERATION LINE

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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



Testifying, from left: Paul P. Skoutelas, Jim Derwinski, Peter Rogoff and Stephanie Wiggins.

Photo by Steve Barrett Photography

operations and maintenance of positive train control (PTC) and \$1.5 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

COMMUTER 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.**

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

Photo by Sarah Kertcher, TransLink Social Media



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 K. Jane Williams will discuss FTA’s initiatives and priorities, from infrastructure investments to mobility management, workforce development and more, at the Oct. 14 General Session: FTA Update during APTA’s 2019 TRANSform Conference: a *reimagined* APTA Annual Meeting, Oct. 13-16 in New York City.



K. Jane Williams

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 Hakim, managing director of the New York Metropolitan Transportation Authority, and Polly Trottenberg, 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

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.”





VIA Metropolitan Transit President/CEO Jeffrey C. Arndt, third from right, joins other local officials at ribbon-cutting ceremonies to open the VIA Brooks Transit Center.

VIA Opens ‘Smart’ Public Transit Hub

VIA 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.”

Transit Cybersecurity eLearning Course

APTAU WILL LAUNCH A NEW TRANSIT CYBERSECURITY eLEARNING course at a special breakout session Monday, Oct. 14, in New York City, during APTA’s 2019 TRANSform Conference: a *reimagined* APTA Annual Meeting, Oct. 13-16.

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

Enhance Your Cybersecurity Best Practices

OCTOBER IS NATIONAL Cybersecurity Awareness Month (NCSAM). While attending APTA’s 2019 TRANSform Conference: a *reimagined* APTA Annual Meeting Oct. 13-16 in New York City, be sure to participate in APTA’s Procurement Summit, an excellent opportunity for procurement professionals to network and hear from procurement experts the latest best practices for mitigating cybersecurity threats and more.

During the morning of Monday, Oct. 14, dive into the overall framework

of current cybersecurity risks threatening the public transportation industry with Procurement Summit 1: *On the Front Line: 21st Century Cybersecurity in Transit*. Procurement Summit 2: *On the Front Line: Procurement Cybersecurity Best Practices* continues that afternoon with best practices for mitigating cybersecurity threats as a procurement professional.

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

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 patterns and gas prices, public transit systems continue to enhance the customer experience while also striving to innovate to meet the needs of our riders.”

The full report is available at www.apta.com/news-publications/press-releases.

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.

CHSRA 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/2IBeg2x>.

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 Holdzkorn at kholdzkorn@transportcenter.org.

COMMUTER RAIL HEARING

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for “a mix of investments” to expand Sounder commuter rail service, “both by expanding the capacity of the trains themselves and exploring the opportunity to operate a greater frequency of service during more hours of the day.” Among the challenges facing the

agency, he said, are the fact that Sound Transit owns less than 10 percent of the tracks on which Sounder operates and that, because of operating and capital costs, “our taxpayer subsidy per Sounder passenger is 50 percent higher than express buses and nearly triple

the per-rider subsidy for our light rail passengers.”

Wiggins testified that Metrolink was the first commuter rail operator in the nation to bring PTC online, committing approximately \$250 million to its development and installation since 2009.

She also said, “We are at an important juncture for the future of commuter rail, which provides such a critical alternative to suffering through crushing traffic in our personal automobiles to connect us to each other, affordable housing to jobs, and to leisure travel opportunities.”

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



Michael Greco

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 TRANSP0’s CONFEDERATION LINE

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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 44 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 per cent 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.





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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

LOCATED 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 program overnight—we can't buy our way out of a cyber hole—which means we must commit to a multi-year effort.

At WMATA, the first major strategic initiative was to adopt the National Institute for Standards and Technology (NIST) Cybersecurity Framework (CSF). The CSF is an organizational-level guide to tailoring a program to a user's specific needs. One component of that

is the introduction of the NIST Risk Management Framework (RMF), which essentially guides how to apply security controls to technology based on the significance of that technology.

Don't be surprised to discover you have thousands of systems and applications running, many of which will have little or no security in place and each of which could act as a gateway into the rest of your systems. Another common realization is that having antivirus and 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.

Prevention, Not Cure: Start the Cybersecurity Process Early

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



A railcar is a hybrid IT/OT device. At WMATA, the newest series of railcars deployed have hundreds of pieces of software; cybersecurity is a priority program.

BEGINNING THE PROCESS EARLY
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BEGINNING THE PROCESS EARLY

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center. 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").

"Involving 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."



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 equipment 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.

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 @CISAKrebs @CISAManfra @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 202-496-4895.
- For additional help, and to share what you are doing for NCSAM, contact Polly Hanson.

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

Tima Good
tima.good@theYGSgroup.com
717.430.2282



Houston METRO Provides Assistance In Wake of Tropical Storm Imelda

YET ANOTHER DEVASTATING

flood along the Texas gulf coast had Houston's Metropolitan Transit Authority of Harris County (METRO) activating its Emergency Operations Center, coordinating with regional partners and rolling out the agency's high-water rescue vehicles to assist with emergency response and rescues.

Tropical Storm Imelda made landfall near Freeport, TX, on Sept. 17. The storm quickly weakened to a depression as it moved inland, but when it comes to storms of a tropical nature, weak doesn't mean insignificant.

As METRO assembled its team at Houston TranStar, the region's transportation and emergency coordination center, the authority worked with city, Harris County and Texas DOT officials to prepare for what was to come.

On the morning of Sept. 19, the weather radar showed the storm to the north and east of the city. But by lunchtime, Imelda had gradually moved over the city, dumping record-breaking rainfall in some areas. Road conditions quickly became dangerous. At 11 a.m., METRO made the call to suspend all service and instead provide refuge to patrons and others on light rail trains, buses and at transit centers.

"Our priority was to keep passengers safe while the roads were impassable and then once it was clear to travel again, safely get them to their destinations," said METRO President and Chief Executive Officer Tom Lambert.

METRO bus and rail operators



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

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."



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

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, DC.

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 tech-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.



Summer Youth Program participants gathered in anticipation of the graduation ceremony.



Students, Cardozo faculty and industry partners with former Secretary of Transportation Rodney E. Slater.

People On The Move

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 Subcommittee, Workforce Development Committee and Mid-Size Operations Committee.



Kamp

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.



Dowie

CHICAGO—**Pat Carey** and **David Andalcio** 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.

Andalcio succeeds longtime board member **Patrick J. Durante** in representing DuPage County. He has worked with electronics, distribution, manufacturing and information technology companies and currently is CEO of Wynndalco Enterprises LLC.



Carey



Andalcio

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.



Robinson

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.

Fornelli has worked in both passenger and freight rail in a career of more than 20 years. Prior to joining Metrolink in 2017, he was director of transit and rail programs for the San Bernardino County Transportation Authority, one of Metrolink's member agency partners.

Vides Hirsch comes to Metrolink from the Public Media Group of Southern California, formed by the merger of PBS SoCal and KCET, where she was vice president of marketing, communications and brand. Her career of more than 25 years also includes senior-level brand marketing and communications positions in retail and global communications firms Weber Shandwick and Burson-Marsteller.

Filippi brings nearly 20 years of freight and passenger rail experience from both the public and private sectors. He was chief operations officer and chief safety officer for the North County Transit District, Oceanside, CA, senior transportation supervisor for the California Public Utilities Commission and manager, operating practices, at Union Pacific Railroad.

TAMPA, FL—The Hillsborough Area Regional Transit Authority has named veteran journalist **Carson Chambers** director of communications. Chambers' 20-year career includes coverage of two Super Bowls in Tampa, the 2000 Florida presidential election recount, the Deepwater Horizon oil spill, Orlando's Pulse Nightclub shootings and memorial and more than a dozen hurricanes and significant tropical storms.



Chambers

WASHINGTON, DC—Operation Lifesaver Inc. (OLI) has announced three state coordinators: **Rob Stapleton** in Florida, **Phil Merens** in New York State and **Renée Salmon** in Virginia.

Stapleton, rail operations administrator at Florida DOT, assumed the lead role

for Florida Operation Lifesaver following the retirement of **Scott Allbritton**.

Merens, who succeeded retiring New York State Coordinator **Evan Eisenhandler**, has served in management positions of nonprofit organizations since 1990.

Salmon is restarting a Virginia OL program that had been dormant for some years; she is a nearly 30-year employee of the Virginia State Corporation Commission, primarily in the Division of Utility and Railroad Safety and currently its operations manager.

COLUMBUS, OH—The Central Ohio

Transit Authority has hired **Sophia Mohr** as its first-ever chief innovation officer. She served most recently as vice president of owner experience design and strategy at NetJets, a Berkshire Hathaway company headquartered in Columbus.



Mohr

ALLENTOWN, PA—**Gary P. Mercer**

has joined Continental as western sales manager. He has worked for more than three decades in the automotive aftermarket industry, including as western divisional sales director for Pro-max Auto Parts Depot; director of sales and marketing for Best Brakes, an OEM brake distributor; and executive vice president at ABC Brakes.



Mercer

DALLAS—Dallas Area Rapid Transit (DART) has promoted

Joe Costello, an agency employee since 2014, to chief financial officer. Costello came to DART from the Regional Transportation Authority of Northeastern Illinois, where he was chief financial officer and then executive director. Earlier he worked in finance with three multinational firms after starting his career at Price Waterhouse. For APTA, he is vice chair of the Financial Management Committee.



Costello

RIVERSIDE, CA—The Riverside Transit Agency Board of Directors has named Wildomar City Council Member **Bridgette Moore** as its chair, serving through the end of 2020. She joined the board in 2010, was first vice chair in 2019 and succeeds Murrieta City Councilman **Randon Lane**, who joined U.S. DOT. Moore also is the first woman in Wildomar's history to serve



Moore

as mayor, from 2010-2016.

Board members also voted Norco Mayor Pro Tem **Berwin Hanna** first vice chair through the end of 2020.



ELYRIA, OH—Bendix Commercial Vehicle Systems LLC presented the 2019 Excellence in Bendix Leadership Award to, from second from left, **Mike Goetz**, **Jackie Perez** and **Kathy Gosnell**. The honor recognizes employees at all levels who exemplify leadership in their behavior and actions. Goetz, a 29-year employee, is quality director based at the company's headquarters. Perez is plant manager for Bendix's Acuña, Mexico, facility and a company employee for 16 years. Gosnell is group controller for North America, a 43-year Bendix employee based in Elyria. Bendix President and CEO **Michael J. Hawthorne** is at left and **Joe McAleese**, chairman, is at right.

MONTEREY, CA—Monterey-Salinas Transit (MST) announced that **Lisa Rheinheimer** has been promoted to assistant general manager following the retirement of **Hunter Harvath**.



Rheinheimer

Rheinheimer joined MST in 2014 as director of planning and also served as director of marketing before her promotion. Harvath joined MST in 2003 and oversaw projects including the agency's first BRT project, the Jazz.

PHOENIX—Valley Metro announced the appointments of **Alexis Tameron Kinsey** as chief of staff and senior



Tameron Kinsey

advisor and **Abigail Cooksey-Williams** as manager of transportation demand management.

Tameron Kinsey previously was director of government relations at Verra Mobility, a global technology company providing transportation safety solutions for government agencies and commercial fleets. Cooksey-Williams has worked as change management lead for the Maricopa County Assessor's Office, while also serving as an appointee on the Regional Travel Reduction Task Force.



Cooksey-Williams

St. Louis Area Schools Compete In 'College Transit Challenge'

STUDENTS, FACULTY, STAFF AND mascots from five St. Louis area colleges and universities recently hopped on board St. Louis Metro to compete in the first-ever College Transit Challenge, with the University of Missouri-St. Louis winning the event.

The competition—hosted by Citizens for Modern Transit (CMT), Metro Transit, St. Clair County Transit District, St. Louis County Police Department, St. Louis Metropolitan Police Department, 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, Southwestern Illinois College and Washington University in St. Louis.

Those affiliated with the respective schools helped their college or university compete by taking MetroBus or MetroLink light rail and checking in throughout the day via social media with a status update or photo with #iTakeTransit, along with mentioning their school.

Bi-State Development President and CEO Taulby Roach shared how public transit is particularly viable for students as high school, college and university students alone accounted for nearly two million MetroLink and 1.6 million MetroBus passenger trips last school year. He described Metro Transit's University Pass program, through which partnering academic institutions provide more than 100,000 passes that offer unlimited access of the system for students and faculty.

"We spend a lot of time talking about the importance of transit for economic



Competitors in the recent College Transit Challenge, including representatives of five colleges and universities in the St. Louis area.

development and for connecting people with jobs and employers. But, for about 20 percent of all of our riders, Metro Transit is a vital link to school and education, to creating a better future and a better life for themselves and their families," said Roach. "To all the

students who are a part of the Metro Transit community who depend on us to get to class and other important, as well as fun, destinations around the region, we say thank you for choosing us as your mode of transportation."

CLASSIFIEDS

NOTICES

LEGAL NOTICE

The **Connecticut Department of Transportation** will be conducting its annual prequalification of professional consultant firms who desire to **provide services for the 2020 calendar year**. Additional information can be obtained at: www.ct.gov/dot/business/consultant/selection

Submittals must be hand delivered by **3:00 pm on Friday, November 15, 2019** or postmarked by this date and received by November 20th. No submittals will be accepted after these dates.

Connecticut Department of Transportation
An EO/AA/ADA Employer

BIDS/PROPOSALS

REQUEST FOR PROPOSALS (RFP)

On September 13, 2019 the **New Orleans Regional Transit Authority (RTA)** released a Request for Proposals (RFP) for the **provision of Ferry Service Operations and Maintenance (O&M)**. The RTA is seeking to engage a qualified firm, or a joint venture of qualified firms, to provide the day-to-day O&M for the passenger and vehicular ferry services crossing the Mississippi River in New Orleans and the vicinity. The **deadline** for submissions is **November 7, 2019**. Visit driveRTAforward.com for more information and instructions to proposers.

REQUEST FOR PROPOSALS (RFP)

The **Golden Gate Bridge, Highway and Transportation District** seeks proposals for **RFP No. 2019-BT-042, Safety & Compliance Assessment Services**. Interested Proposers must submit proposals by way of upload to the District's Procurement Portal: <https://ggbhdt.bonfirehub.com> by **Tuesday, October 22, 2019, at 4:00 p.m., PT**.



VALLEY METRO

REQUEST FOR PROPOSALS

RFP NO. SH-20001

Valley Metro requests interested parties to submit Proposals for Enterprise Resource Planning (ERP) and/or Enterprise Asset Management (EAM) System Selection.

Project Overview:

Valley Metro (Agency) seeks a qualified Enterprise Resource Planning (ERP) and/or Enterprise Asset Management (EAM) Project Management solution provider. It is the Agency's intent to replace the current legacy enterprise systems Abila for Financials and Ellipse for Asset Management. Additionally, the Agency will be looking to bring its Payroll function, currently managed by ADP, in house within the selected ERP solution.

Pre-Proposal Conference:

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 Date/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/home>. 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/home> by selecting the clarification tab. Questions will be answered through the E-Procurement Website and are due no less 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, concessionaires, and other relevant stakeholders regarding the **implementation of Bus Rapid Transit on MD 355** with a focus on innovative project delivery including private financial participation, novel design, construction, and operating strategies. More information is available here: www.montgomerycountymd.gov/dot-dir/Resources/Files/355RFI.pdf

SOUTH CAROLINA MULTI AGENCY PUBLIC TRANSPORTATION SAFETY PLAN PREPARATION

REQUEST FOR PROPOSALS

The RFP seeks a Contractor to provide the scope of services requested here in this RFP. The prime Contractor shall provide and pay for all materials, tools, equipment, labor, professional and non-professional services. In addition, the Contractor shall perform all other acts and supply other things necessary, to fully and properly perform and complete the work requested in this RFP. The Contractor must act as the prime Contractor and assume full responsibility for any subcontractor's performance. The Contractor will be considered the sole point of contact with regard to all situations, including payment of charges and the meeting of other requirements.

The Central Midlands Regional Transit Authority (The COMET) will accept proposals from qualified Proposers that can provide a Safety Management System Readiness Assessment and Public Transportation Agency Safety Plan. The Contract resulting from this RFP shall be known as the "Public Transportation Agency Safety Plan" Contract.

All proposals must be **submitted by October 17, 2019**. Please reference the RFP document(s) for submission requirements. The COMET encourages the use of recycled paper, and where practicable, printed on both sides, for all submittals.

There will be a non-mandatory pre-proposal conference held on Monday, September 23, 2019 at 12:30 p.m. at our Administrative Offices located at 3613 Lucius Road, Columbia, SC 29201.

All proposal responses should be mailed or delivered in accordance with the requirements in the RFP to:

The COMET
ATTN: John Andoh, Contracting Officer
3613 Lucius Road
Columbia, SC 29201

For a copy of the RFP, visit www.TheCOMETSC.gov and click on Procurement to download the RFP.



RFP #: 2019-1

AUTOMATED DISPATCH AND SCHEDULING SOFTWARE FOR PARATRANSIT

ClasTran is now accepting Proposals for Automated Dispatch and Scheduling Software for Paratransit.

The requirements for submitting a Proposal are stated in this Request for Proposals (the "RFP"). Please review them carefully.

An electronic copy of the RFP in PDF format may be obtained by going to ClasTran's website: www.clastran.com and navigating to "Doing Business With ClasTran" or by contacting Owen Thomas at othomas@clastran.com.

All Proposals are due to ClasTran **no later than October 29, 2019, at 5:00 p.m. (CDT)**. Proposals received after the deadline will be rejected.

One (1) unbound original Proposal signed in ink by a company official authorized to make a legal and binding offer plus four (4) hard copies of the Proposal (5 copies total) must be submitted in a sealed box or envelope and must be clearly marked "CLASTRAN D & S."

Proposals Must Be Mailed Or Hand Delivered To:

Bacarra Sanderson Mauldin, Executive Director
Birmingham Regional Paratransit Consortium
d/b/a ClasTran

Mailing Address: P.O. Box 10386, Birmingham, Alabama 35202

Delivery Address: 530 West Beacon Parkway, Suite 600, Birmingham, Alabama 35209

RFP questions are due no later than October 13, 2019, at 5:00 p.m. (CDT). All questions must be submitted to Owen Thomas at othomas@clastran.com. Questions and answers shall be made available upon request and with no reference to any particular bidder on or before October 18, 2019. ClasTran is an equal opportunity purchaser.

Owen Thomas
Innovation Manager, ClasTran

HELP WANTED



FRIENDLY DRIVERS WANTED BREMERTON, WA

Kitsap Transit has an immediate need for extra-board drivers. Upon completion of training, extra-board drivers for both Routed and ACCESS will be guaranteed 30-40 hours per week, plus full-time benefits.

Req: HS diploma/GED. Must be at least 18 years old, have a valid WA driver's license, 12 months of driving experience and an excellent driving record.

ROUTED OPERATORS: drive a bus on regularly scheduled routes. You'll receive paid and professional training which may be up to ten weeks at \$17.90/hr and graduate to \$19.98/hr after successfully completing your training and receiving your CDL. Post probationary wage is \$20.31/hr.

ACCESS OPERATORS: drive a bus providing on-demand, door-to-door service for elderly and disabled passengers. You'll start off receiving paid, professional training which may be up to eight weeks at \$16.13/hr and graduate to \$17.97/hr after successfully completing your training and receiving your CDL. Post probationary wage is \$18.33/hr.

Please visit our employment link at <http://kitsaptransit.appone.com/> to apply. Applications accepted until positions are filled. EEO/AA

HELP WANTED



Join the Largest Public Transportation Authority in North America as a

CHIEF STATIONS OFFICER

NYC TRANSIT, DEPARTMENT OF SUBWAYS

JOB VACANCY NUMBER 96239

The NYC Transit Department of Subways employs 30,000 individuals who work together 24/7, 365 days a year, to move millions of customers safely to their destinations. These employees operate trains, maintain railcars, assist customers in stations, make critical right-of-way or electronic repairs, and provide administrative support to deliver timely and reliable customer service.

The NYC Transit Department of Subways is seeking 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 NYCT's 472 subway stations, while overseeing the management of approximately 6,000 Stations personnel.

Use the following link <https://tinyurl.com/y59krxog> to view the full position description and requirements. Posting Open **Until October 11**. www.mta.info.

MTA NYC Transit is an Equal Opportunity Employer.



EMPLOYMENT OPPORTUNITY ANNOUNCEMENT

CHIEF OPERATING OFFICER

The Northern Indiana Commuter Transportation District ("NICTD") operates a network of electrified passenger trains between South Bend, IN; Chicago, IL; and intermediate points. The District intends to hire a Chief Operating Officer to provide strategic level leadership for its existing South Shore Line service and the anticipated West Lake Corridor and Double Track NWI Projects. To be considered for this position, candidates must have ten (10) or more years of successful and increasingly responsible supervisory and operational experience in railroad or rail transit service. Salary range is \$115K to \$150K with an excellent benefit package. Limited relocation benefits are available. For a full description of this opportunity, and instructions on how to apply, go to: <http://www.mysouthshoreline.com/about/job-opportunities>.

Application Deadline: 3:30 p.m., CDT, Monday, October 28, 2019. Late letters and/or resumes will not be accepted. The District assumes no responsibility for late or undelivered applications. Apply early to ensure consideration; the District reserves the option to close this opportunity prior to October 28, 2019.

Contact Bjarne Henderson, Director of Human Resources & Labor Relations, at (219) 874-4221, ext 223, if you have questions about this opportunity or notice.

NICTD is an Equal Opportunity Employer

DEPUTY ASSISTANT GENERAL MANAGER (AGM), BUS OPERATIONS

At the Regional Transportation District of Denver, CO (RTD) our mission is to meet our constituents' present and future public transit needs by offering safe, clean, reliable, courteous, accessible and cost-effective service throughout the District. We look for candidates to join our team in creating a legacy for current and future generations.

Qualifications:

- Bachelor's degree in Business Administration, Transportation or a related field.
- A minimum of five years of senior or middle manager level experience in management of large scale bus transit operations including experience administering collective bargaining agreements, participating in grievances and arbitrations, and assisting with preparations for labor negotiations.
- Proficiency in principles and practices of program administration and future planning.
- Strong business orientation in maximizing utilization of assigned resources.
- Proficiency in transit operations, principles and practices.
- Proficient with Microsoft Office Suite.
- Ability to communicate effectively, orally and in writing.
- Ability to manage time and workload effectively,

which includes planning, organizing and prioritizing.

- Ability to use sound judgment.

OR

- An equivalent combination of education, experience, knowledge, skills, abilities.

We currently have the following position available: **Deputy Assistant General Manager (AGM), Bus Operations**

Description of Work: This position assists the AGM, Bus Operations in providing leadership and direction to the Bus Operations Department, which includes the following divisions: Bus Transportation, Bus Maintenance, Bus Street Operations, and Contracted and Fixed Route Services. Applications will be accepted through October 11, 2019. For a complete job description, and to apply for this position, please visit our website at www.rtd-denver.com/careers.

Regional Transportation District (RTD)

Denver, CO 80202

EOE/AA/Drug Free

MAINTENANCE SUPERINTENDENT ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

This position serves as the primary maintenance manager overseeing one of our divisions. Under general direction, this position plans, coordinates, and directs the cleaning, service maintenance, repair, and overhaul of District vehicles for an assigned operating division. In addition to working with some of the best in the business at one of the largest bus agencies in California, AC Transit also has an excellent benefits package that includes pension, medical, dental and vision coverage, flexible spending and 457 savings plan.

To apply, visit: <https://apptkr.com/1615175>

Equal Opportunity Employer

TOLEDO AREA REGIONAL TRANSIT AUTHORITY, TOLEDO, OHIO GENERAL MANAGER

The Toledo Area Regional Transit Authority (TARTA) is seeking candidates for General Manager. TARTA is a political subdivision of the State of Ohio and managed by a 13-member Board of Trustees.

The General Manager is responsible for overseeing the daily operations of TARTA as well as short and long range capital and maintenance plans, ensuring the organization is working to increase revenues and ridership and developing equitable solutions to meet the future needs of the community. This individual will have outstanding business skills and a strong understanding of how technology and digital communication impacts transit, its riders and the community. They must also have strong, public relations, community relations and governmental relations skills.

Desired qualifications include:

- Bachelor's Degree in Business Management, Transportation, or Public Administration; Master's Degree preferred
- Minimum five years experience in a senior leadership position in a comparable field
- Minimum five years demonstrated success in financial management, operations, staff leadership
- Positive labor relations experience
- Current driver's license

This is a full time position with a salary range of \$130,000 - \$155,000 dependent upon qualifications. Candidate must successfully pass a pre-employment background check, physical, drug and alcohol screening and be willing to comply with TARTA's Substance Abuse and Alcohol Misuse Policy. TARTA offers an attractive benefits package including Ohio Public Employees Retirement System. For a detailed job description and to submit a resume please contact tarta.board@tarta.com. Resumes will be **accepted until October 31, 2019**. Equal Opportunity Employer.

CITY OF AVONDALE, ARIZONA DEVELOPMENT AND ENGINEERING SERVICES DIRECTOR

Annual salary: \$123,254-\$178,719

Application deadline: 10/25/2019

The Development and Engineering Services Director manages the work of all Planning and Engineering Services divisions and the interface of these functions with other departments, including: Planning, Building, Engineering, Sustainability, Transportation, Code Enforcement, and Transit.

Bachelor's degree AND nine (9) years of municipal government experience in a similar capacity; managing daily operations; supporting a city's strategic plan; a background working in a similar sized city; successful experience on large-scale, high profile projects is required. Master's degree is preferred.

Submit your resume (reflecting years/months of employment and positions held as well as relevant

work experience - provide the size budget you've managed and number of staff you've supervised), cover letter, and five work-related references. Apply on our website: <https://executivesearch.cpsshr.us/JobDetail?ID=557>

For more information:

Frank Rojas

CPS HR Consulting

916-471-3111

Online brochure: www.cpsshr.us/search

Avondale, AZ website: www.avondaleaz.gov

EOE

SUPERINTENDENT, TRANSPORTATION OPERATIONS BUS DIVISION (PS101419)

(Position is located in San Rafael, CA)

Salary Range: \$117,728.00 - \$142,292.80

Minimum Qualifications:

Education and /or Experience: Bachelor's degree in Public Administration, Business Administration, Transportation or a related field or related experience. Additional recent position-related experience may be substituted on a year-for-year basis in lieu of education. Applicants who do not possess a degree should attach a statement supporting additional recent position related experience.

- Five years of full-time position (transit-related) experience in transit operations, dispatch and street operations; labor relations and contract interpretation or any combination of the above
- Minimum of 5 years of supervisory experience is preferred.
- Must have intermediate and proficient computer skills, including, but not limited to, Word, Excel, and PowerPoint.

Application Procedure:

Failure To Meet Any Of The Requirements Stated Below May Result In Rejection Of Your Application

To Apply: www.goldengate.org/jobs

Applicants must apply online by the deadline date. Applications received after the deadline will not be considered.

The District's Human Resources Kiosk is available for filling out and submitting your online application and employment documents. The HR kiosk is located at the San Rafael Office. For directions and general information, visit our website www.goldengate.org.

All notices related to District recruitments for which you apply will be sent via email. Please ensure the email address you provide on your application is correct, and add '@goldengate.org' as an accepted address to any email blocking or spam filtering program you may use to ensure receipt of notification from the District regarding your recruitment application. The District is not responsible for notices that are not read, received, or accessed by any applicant for any District recruitment.

The Following Document(s) Must Be Submitted At Time Of Application:

1. GGBHT Online Employment Application
2. Resume (Scan and attach as PDF to your online application.)
3. Cover letter demonstrating applicable work experience (Scan and attach as PDF to your online application.)
4. Applicants who do not possess a degree; attach a statement supporting additional, recent qualifying position related experience
5. DMV K4 Print-out dated within 30 days from the date of job posting (Scan and attach as PDF to your online application.) For internal applicants who are part of the Pull Notice Program, the Human Resources Department will request the applicant's DMV report.

The Selection Process For This Position will include:

- Assessment of education, training, and experience
- Oral Panel Interview
- Department interview for final candidates
- Background, Employment and Security Investigation
- Medical Examination, post offer of "conditional employment" (this includes a drug test, physical and a functional performance physical)*
- Background, Employment and Security Investigation

*This position is classified as U.S. Department of Transportation – Federal Transit Administration "Safety Sensitive." Under DOT FTA regulations, employees in "Safety Sensitive" positions are subject to pre-employment, reasonable suspicion, post-accident, random and return-to-duty drug and/or alcohol testing.

The District will only invite those candidates whose qualifications **Most Closely Match the position requirements to continue in the selection process.

Revised: 09/18/2019

AD HR Administration

Human Resources Department

1011 Andersen Drive

San Rafael, CA 94901-5318

GEORGIA DEPARTMENT OF TRANSPORTATION – OFFICE OF INTERMODAL

STATE SAFETY OVERSIGHT PROGRAM MANAGER

Position Specific Duties: Under limited supervision in the Division of Intermodal – Rail and State Safety Oversight Program, the State Safety Oversight Manager performs work of considerable difficulty in the administration of the FTA mandated SSO Program. The SSO Program Manager directs a professional staff and is accountable for establishing and implementing policies, strategic and operating plans, and objectives which support the Department's overall mission and goals. The SSO Program Manager evaluates program performance metrics; ensures compliance with all federal and state regulations regarding the Department's oversight responsibilities for fixed-guideway rail providers in the State of Georgia. The SSO Program Manager ensures compliance and cooperation for all on-site visits of fixed rail providers during audits and/or reviews. Manages and directs consultant staff providing support to the SSO Program. Reviews deliverables against actual completed activities, reviews technical documents, schedules meetings, reviews invoices, and coordinates with other stakeholders as required. The SSO Program Manager determines and sets goals, objects, priorities and policies to meet the requirements of the FTA's State Safety Oversight regulations. Specifically, The SSO Program Manager ensures compliance with the requirements of 49 U.S. Code 5329 Public Transportation Safety Program/Fixing America's Surface Transportation Act (FAST Act) Sections 3013, 3020, 3021, 3022; and 49 CFR Part 674; 49 CFR Part 672; 49 CFR Part 673; 49 CFR Part 670; 49 CFR Part 625; and 49 CFR Part 630; and the Official Code of Georgia Annotated, Title 32 Chapter 9 Section 32-9-10. The State Safety Oversight Program Manager reports to the Rail and State Safety Oversight (SSO) Program Manager.

For additional information and to apply please click the link: https://ga.taleo.net/careersection/ga_external/jobdetail.ftl?job=TRA01XO&tz=GMT-04%3A00&tzname=



SENIOR MANAGER OF QUALITY

The Bay Area Rapid Transit is seeking to fill the **Senior Manager of Quality** position, in the Maintenance and Engineering Department. This position will be tasked with building a Quality Assurance Program for the District (Maintenance & Engineering) in addition to supervising and managing quality audit officers. The incumbent will also be tasked with identifying dependencies and priorities and adjusting plans accordingly to maximize solutions delivery. This position will act as resource to the Maintenance & Engineering Division and has the potential to provide related project management services to other departments within BART.

The incumbent will be responsible for the development and execution of a robust Quality Assurance program. In addition, this position will be accountable for project oversight, implementation, reporting and ongoing operational support of project management practices in support of effective and efficient project execution in the Quality Assurance unit. The incumbent will be the primary liaison and subject matter expert on Quality Assurance practices and processes. The position will also be responsible for performing project reviews and assessments, identifying at risk practices, mentoring/coaching individuals in program management; performs related duties as assigned and project administrative support activities.

The successful candidate will demonstrate the following beyond minimum qualifications:

- Knowledge of ISO-9000, ISO-55000, Asset Management
- Knowledge of continuous improvement principles
- Knowledge of Maintenance best practices
- Knowledge of CMMS and RCM
- Experience with the implementation and sustainability of a Quality Assurance program that achieved targeted results
- Experience with developing and improving quality assurance products
- Experience with developing metrics pertaining to Quality Assurance programs
- Experience with project reporting and data management
- Experience with the formulation of Quality control policies that establish Quality standards
- Comprehensive knowledge of project and program management processes and best practices
- Demonstrated proven leadership skills and ability

To apply or for more information, visit our website at www.bart.gov/jobs and search for JOB ID 8370

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