Continuing Resolution Funds Government, Extends Surface Transportation Programs

THE U.S. SENATE PASSED A CONTINUING Resolution, Sept. 30, that prevented a government shutdown by continuing to fund federal programs at current levels through Dec. 11, 2020. It also extends the Fixing America’s Surface Transportation (FAST) Act for one year and ensures the Mass Transit Account of the Highway Trust Fund will remain solvent during that time. President Trump signed the bill.

APTA President and CEO Paul P. Skoutelas said, “The American Public Transportation Association, on behalf of the entire public transportation industry, applauds congressional leaders and the Trump Administration for reaching a bipartisan agreement on H.R. 8337, the ‘Continuing Appropriations Act, 2021 and Other Extensions Act’. This is the first time in 30 years that Congress has enacted a one-year extension of surface transportation authorization programs after the lapse of a multi-year authorization act.”

RTD Opens N Line Service

THE REGIONAL TRANSPORTATION DISTRICT (RTD), Denver, has opened its newest rail service, the N Line commuter rail service from Denver to Thornton.

“I’m excited for all that the N Line will bring to the Denver metro region. Not only will it bring another option for people who are stuck in traffic, but more importantly, connectivity to the entire RTD system,” said RTD Chief Executive Officer and General Manager Paul J. Ballard. “The positive impacts of this new commuter rail line will not only create enhanced mobility today but will pay dividends for decades to come.”

“The opening of the N Line is a tremendous milestone for not only the northern communities, but the whole region,” said RTD Chair Angie Rivera-Malpiede. “Now our riders are even more connected to our thriving metro area. This line is a true testament to what can happen when constituents, elected officials, staff and public and private entities come together to get things done for the benefit of all.”


The N Line will serve Denver, Commerce City, Northglenn and Thornton. It includes six new stations and 2,480 new parking spaces along a 13-mile corridor between Union Station and Eastlake 124th Station. The remaining 5.5 miles of the corridor will be built as funds become available. The entire 18.5-mile line is part of RTD’s 2004 voter-approved FastTracks program to expand transit across the Denver metro region. The N Line is the seventh FastTracks project to open since 2016.
Safely Across the Board: Making Cybersecurity a Core Transit Priority

BY MICHAEL ECHOLS, MBA CISSP
CEO and Founder
MAX Cybersecurity LLC

BY KYLE MALO
Senior Director of Cybersecurity and CISO
Washington Metropolitan Area Transit Authority

PUBLIC TRANSIT AGENCIES IN THE U.S. FACE an evolving threat to infrastructure and data systems not seen since 9/11. The growth of interconnected systems and linked safety mechanisms creates a growing threat vector that can undermine financial stability and take lives. A successful attack on most agencies would also yield cascading consequences magnifying the outage across a region.

Even with the U.S. government’s focus on critical infrastructure protection, the cyber vision of executive leadership will define the capacity of public transit systems to continuously reduce cyber risks. A systematic and strategic agency-level approach to cybersecurity engagement must become resident and remain a significant priority of transit leadership. The recent successful attacks on those organizations that had the financial resources to forge the best cyber planning and mitigation practices identifies a real threat to all transit systems.

As attacks to critical infrastructure multiply and increase in complexity, richer, more sustainable methodology will become vital to the protection of safe and secure transportation systems. The lack of systematic approaches to unearth vulnerabilities and mitigating the threats will allow hackers multifaceted opportunities to defeat stagnant security strategies.

Successful defense-in-depth strategies demand that cybersecurity be a core function of transit system management. Organizations must seek out unseen vulnerabilities to manage them accordingly. A growing cadre of skilled hackers makes this an imperative. Likely attackers will enlist artificial intelligence strategies and use known vulnerabilities in complexity, as equipment in immature as well as sophisticated maliciousware, to gain unauthorized access.

Just as leaders understand financial uncertainty and plan to navigate financial risks, they must develop a visibility mechanism to understand what they don’t know. Effective security strategies interrupt a hacker’s ability to fully exercise vulnerabilities. This starts with a systemwide expectation of cybersecurity excellence that incorporates the proper tools, processes and training. Researchers at IBM advise the worldwide average cost of a data breach is $3.92 million. This cost includes discovery, notification, response and business loss. It does not include the long-term loss of riders associated with the event if safety systems were to falter. In measuring the worldwide average cost of a data breach is $3.92 million. This cost includes discovery, notification, response and business loss. It does not include the long-term loss of riders associated with the event if safety systems were to falter.

For a modest fee, an outside consultant can spend a few weeks in your organization and provide a fairly comprehensive set of security gaps. Most maturity assessments produce results on a 1-5 scale, where “1” is very basic or non-existent practices and “5” is fully optimized. Don’t be shocked to discover you’re at a “1” — it’s common in this sector but should be eye opening. A reasonable three- or four-year goal should be to get to “3,” a defined and realistic program. Once you set your goal, you can start having a frank budget discussion. Again, an independent consultant might help to appreciate the path ahead.

Through this process, it should also become apparent that cybersecurity crosses all boundaries of your organization. This means that, as a sector, it’s time to realize and appreciate that technology is at the heart of our missions. While payment and trip planning systems are core IT, so are the hundreds and thousands of computer-based technologies that actually move the passengers. And they are only getting smarter and more connected. In that way, we are living through our sector’s technical evolution. Historically isolated systems are now providing data that enable better business—but all good things come with risks and costs.

For your cybersecurity team, this can lead to months or even years of work to secure the connections that enable those functions. But just because it’s challenging, doesn’t mean we don’t have a responsibility to take it on. Our customers have always expected safe and reliable service— it’s now very difficult to provide those assurances without a robust cyber program. Public transit organizations have spent decades investing in millions of dollars of technology. Cybersecurity is playing catch up—but make no mistake, it requires appreciation and support from all levels of the organization to be successful.

Safety and physical security are concepts at the center of any successful strategy for safe and reliable service delivery. There are federal and state audits for compliance, training is awarded for those in these areas, and every employee is trained to recognize unsafe practices. But when it comes to cyber, for many, it’s still a nebulous topic.

For much of the last two decades, leaders in any sector or company need to get a lay of the land before they can effectively allocate resources. In evaluating a safety program, they might look to an oversight board’s assessment of the program. In accounting, they might expect to see financial statement audit results. These are indicators as to the overall health of a program. In cyber, a capability maturity assessment is a great tool to grant leaders a clear view of the program’s strengths and gaps. For a modest fee, an outside consultant can spend a few weeks in your organization and provide a fairly comprehensive set of security gaps. Most maturity assessments produce results on a 1-5 scale, where “1” is very basic or non-existent practices and “5” is fully optimized. Don’t be shocked to discover you’re at a “1” — it’s common in this sector but should be eye opening. A reasonable three- or four-year goal should be to get to “3,” a defined and realistic program. Once you set your goal, you can start having a frank budget discussion. Again, an independent consultant might help to appreciate the path ahead.

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THE U.S. HOUSE OF Representatives passed H.R. 5139, the “Stop Sexual Assault and Harassment in Transportation Act”, by voice vote Oct. 1. The bill requires public transit agencies, commuter and intercity passenger railroads, transportation network companies and other transportation modes to issue formal policies to help track and prevent sexual assaults and sexual harassment incidents.

Under the bill, the policies are developed in consultation with labor representatives and include elements such as employee training, passenger outreach, confidential reporting and potential bans for offenders. USDOT collects information on the number of sexual assault or harassment incidents and makes the information publicly available.

The bill also establishes civil penalties for individuals who physically or sexually threaten or assault transportation employees or take “any action that poses an imminent threat to the safety of a vehicle . . . that is transporting passengers.”


The updates to the Train Time app include a real-time train tracking map; a one-tap link to view and purchase tickets via MTA ETS; the ability to bookmark favorite trips and stations; and the option to use the app in Chinese, Italian, Portuguese, Spanish and Yiddish.

“The updates to the Train Time app really enhance the customer experience and address the needs of Metro-North riders as they come back to the system,” said Catherine Rinaldi, president of MTA Metro-North Railroad. “I’m proud of our in-house staff and supporting IT experts who continue to innovate and find ways to make commuting safer and more reliable.”

Information technology experts are working on another update for later this fall that will enable passenger counts of each car, allowing riders to more efficiently social distance on trains, thanks to help from students and members of the tech community who participated in a Metro-North hackathon in July.

Victor Valley Awards Keolis Five-Year Contract

THE VICTOR VALLEY TRANSIT Authority (VFTA) has awarded Keolis a five-year contract to operate and maintain its services.

“Here at VFTA, we look to a long and successful partnership with Keolis,” said Executive Director Kevin Kane. “VFTA is at the forefront of providing innovative mobility options to the High Desert communities, and we feel Keolis is at the forefront of providing professional transit services that will meet and exceed our expectations.”

“VFTA transit services are vital in ensuring residents have access to mobility and essential services. We are eager to have this opportunity to bring our passenger-centric approach to the VFTA and its riders,” said Keolis North America President and CEO Clement Michel.

New CEO Named Hendricks, Transdev U.S.

TRANSDEV HAS ANNOUNCED THAT LAURA HENDRICKS, formerly president of Transdev Services, has been named CEO of Transdev U.S.

Hendricks joined Transdev in December 2019. Previously, she served as president and/or CEO of several companies, including Coach America, a large motor coach operator; and Paint Drop, a division of Valspar, a global coatings manufacturer. She also spent a number of years in executive leadership roles at Cintas and FedEx.

Laura Hendricks
New Study Addresses Cybersecurity in Public Transit

THE MINETA TRANSPORTATION Institute, in collaboration with APTA, has released Is the Transit Industry Prepared for the Cyber Revolution? Policy Recommendations to Enhance Surface Transit Cyber Preparedness. The study assesses the readiness, resourcing and structure of public transit agencies to detect, identify, protect from, respond to and recover from cybersecurity vulnerabilities and threats.

Given the multitude of connected devices used by the public transit industry and the vast amount of data generated, the industry can be vulnerable to cyber-attacks and other cybersecurity-related threats. This study reviews cybersecurity best practices in surface public transportation, outlines agencies’ cybersecurity operations, provides recommendations, assesses policy on cybersecurity in surface public transportation, and offers recommendations that address gaps or identity issues for Congress and the Executive Branch.

The study includes an online survey of surface public transportation professionals in the U.S. and interviews with USDOT, DHS, the White House and others, as well as published literature.

Access the study at https://transweb.sjsu.edu/research/1939-transit-industry-cyber-preparedness.

NJ TRANSIT Recognized for Cybersecurity Safeguards

NJ TRANSIT HAS BEEN AWARDED ISO/IEC 27001:2013 certification for its efforts to protect corporate and customer information. NJ TRANSIT is the first public transit agency in the U.S. to achieve such recognition, according to the agency.

“When I joined NJ TRANSIT, one of my first orders of business was recruiting the highest caliber talent to take technology at our agency to the next level, including our new chief information & digital officer, Lookman Fazal,” said NJ TRANSIT President and CEO Kevin Corbett. “We started investing heavily in technology, and that investment is paying off today. Through ISO/IEC 27001:2013 certification, NJ TRANSIT will ensure data privacy and integrity for our business model covering corporate and customer information while leading the nation in transit system data security.”

“NJ TRANSIT is continuously working to improve cyber security,” said Chief Information Security Officer Bilal Khan. “The agency is committed to ensuring data privacy and integrity and adopting best practices to minimize threats.”

The ISO/IEC 27001:2013 certification is confirmed by an independent and accredited auditor that demonstrates NJ TRANSIT uses best practices to manage, secure and protect information.

VTA Debuts New Bus Simulator

THE SANTA CLARA VALLEY Transportation Authority (VTA), San Jose, CA, is the first public transit agency in the U.S. to be using FAAC Incorporated’s MB-2000 bus simulator, according to the agency.

The simulator can be programmed for different weather conditions, road surfaces, low-hanging underpasses, pedestrians, cyclists, and any other conditions a driver might encounter in the real world.

The MB-2000 gives VTA trainers the “ability to build scenarios and challenges for the operators in a safe environment where mistakes can be discussed and better decisions can be made,” said Maurice Beard, VTA technical training supervisor, noting, however, that the simulator is an enhancement, not a replacement. “The look and feel of operating a coach is very real. The sight lines, mirrors, loading passengers, lift use, etc. are all there. But it cannot fully replace the learning our students get on the road.”

VTA acquired the simulator through a federal grant awarded through the VTA/ATU Joint Workforce Investment program with Mission College.

SacRT Extends RydeFreeRT Youth Transit Program

THE SACRAMENTO REGIONAL Transit District (SacRT) is extending its fare-free public transit program, RydeFreeRT, for a second year—through Sept. 30, 2021—thanks to additional funding from program partner City of Sacramento.

RydeFreeRT offers fare-free student/youth travel on bus, light rail, and SmArt Ride microtransit service across SacRT’s service area, with approximately 220,000 students in grades TK through 12, home-schooled students and foster and homeless youth eligible.

“We are excited to continue to offer access to transit all day, every day for all Sacramento area youth that live in or attend school in our service area,” said Henry Li, SacRT general manager/CEO. “Fare-free transit removes a financial barrier for young people going to school, working at a job or internship or participating in an enriching extra-curricular opportunity. By making our kids mobile, we are opening doors to their future,” said Sacramento Mayor Darrell Steinberg. “It is part of our city’s commitment to investing in our communities, particularly those that have historically been underserved.”

Turn to APTA’s Cybersecurity Standards

APTA PLAYS A CRITICAL ROLE IN THE DEVELOPMENT AND management of national public transportation standards, which provide a forum and platform for discussion with those government officials who regulate transit operations, and the designers and manufacturers of the equipment, infrastructure and systems on which public transportation depends.


For more information on cybersecurity in public transportation, contact Polly Hanson, APTA senior director—security, risk & emergency management, at phanson@apta.com.

In initial findings from an evaluation supported by Sutter Health, youth who use SacRT report they can more easily access important non-school destinations because of the RydeFreeRT program.
JTA Receives First Olli 2.0 3D-Printed Shuttle in U.S.

THE JACKSONVILLE Transportation Authority (JTA), FL, has introduced into its Test & Learn program an Olli 2.0 autonomous vehicle (AV) from Beep, Local Motors by LM Industries and Robotic Research LLC. The Olli 2.0 is Local Motor’s first electric, autonomous, 3D-printed shuttle to be built in the U.S. It will lead the next phase of the JTA’s Test & Learn activities at Florida State College at Jacksonville’s Cecil Center Campus and the JTA’s Armsdale Test & Learn facilities.

This is the sixth AV the JTA has tested since it launched its Ultimate Urban Circulator program in 2017. The program will transform the existing Skyway Automated People Mover (APM) system in downtown Jacksonville to support AVs and related technologies.

“When we first announced our plan to retire the Skyway trains and replace them with autonomous vehicles, the JTA set the goal to keep up with the latest advancements. Receiving the first Olli 2.0 shuttle in the United States is proof of that commitment,” said JTA Chief Executive Officer and former APTA Chair, Nathaniel P. Ford Sr. “The delivery of the Olli 2.0 at our Test & Learn track marks the next step in shaping the future of public transportation—not just in Jacksonville, but nationally.”

“Beep, Local Motors and Robotic Research are each uniquely positioned to design, develop and deploy custom solutions that best meet the needs of their customers. We’re confident our partnership will present the most advanced autonomous platforms to JTA as they explore the options available to support the transformation of mobility in downtown Jacksonville,” said Joe Moye, CEO, Beep.

“We’re honored to demonstrate the safety and performance of our AutoDrive autonomy kit for the JTA,” said Alberto Lacaze, president, Robotic Research. “The solution we’re deploying with Local Motors and Beep blends decades of experience and cutting-edge innovation to provide versatile autonomous performance, which is essential to meeting our customer’s ambitious and innovative goals.”

“Deploying the first Olli 2.0 in the U.S. is a huge milestone for Local Motors and supports our mission to provide autonomous, accessible and connected mobility for all,” said Vikrant Aggarwal, president, Local Motors.

New Buses for NCTD

THE NORTH COUNTY TRANSIT DISTRICT (NCTD), North San Diego County, CA, is updating its BREEZE, FLEX and LIFT bus fleets with more than 100 new vehicles.

NCTD has committed to implementing zero-emission bus technology as part of its overall fleet management plan, and approximately 111 of the current 200-vehicle fleet for BREEZE, FLEX and LIFT bus fleets are replacing more than 100 new vehicles.

NCTD has committed to implementing zero-emission bus technology as part of its overall fleet management plan, and approximately 111 of the current 200-vehicle fleet for BREEZE, FLEX and LIFT bus fleets with more than 100 new vehicles. The delivery schedule for the new vehicles, the average age of the BREEZE fleet will be reduced from 11 years old to 4.6 years old. NCTD’s Lift fleet, which currently has an average age of 6.7 years old, will be replaced with an all-new fleet of vehicles. The delivery schedule for the BREEZE, FLEX and LIFT vehicles will vary.

“NCTD is dedicated to strengthening public’s trust in transit, and the rollout of these new vehicles, new services and more environmentally friendly technologies are just a few ways in which we plan to do this over the next few years,” said NCTD Board Chair and Encinitas Councilmember Tony Kranz.

New Curb-To-Curb Option for Metro Bus Dial-A-Ride

THE ST. CLOUD METROPOLITAN Transit Commission (Metro Bus), St. Cloud, MN, has added a new option for its Dial-a-Ride paratransit service customers: curb-to-curb service instead of current door-through-door service.

Curb-to-curb service offers passengers the option to select the level of assistance that best meets their needs. This service is ideal for those who are able to move between the building and bus without assistance from the driver.

“The safety of our passengers is always our #1 priority, but we also respect and appreciate their ability to choose the level of service that suits them,” said CEO Ryan Daniel. “The addition of the curb-to-curb option for our paratransit service allows customers to determine their level of independence while creating opportunities for operators to give more rides.”

King County Metro Awards Connectpoint Digital Signage Contract

KING COUNTY METRO TRANSIT, Seattle, WA, has awarded Connectpoint a five-year contract to provide hundreds of “smart city” digital signs for the agency’s RapidRide stations and transit centers. The contract includes for Connectpoint’s latest 42” Digital Bus Stop.

Connectpoint’s cloud-based management system, CPAM™, designed specifically for the transit industry, will be implemented across all new digital information displays.

“Metro Transit is the ‘go-to’ agency for public transportation throughout King County and we are delighted to have been selected through a competitive bidding process to help them realize their long-term vision for increasing customer satisfaction,” said Rick Wood, Connectpoint CEO. With Connectpoint’s technologically advanced solar and battery-powered ePaper digital displays and our proprietary content management system, we can provide real-time passenger information, including departure information, service changes, delays and public service announcements, delivered seamlessly across all digital signage, maximizing passenger’s experience 24/7.”

Connectpoint’s Digital Bus Stop will supplement King County Metro’s current static passenger information across the agency’s 215 bus lines.
Gov. Northam Signs Hampton Roads Transportation Funding Law

Virginia’s First Zero-Emission Electric Buses To Transform Regional Transit

BY TOM HOLDEN
Marketing and Communications
Hampton Roads Transit
Norfolk, VA

IN A WORD, IT WAS HISTORIC.
Lawmakers and special guests from across Hampton Roads, VA, joined Gov. Ralph Northam on Friday, Sept. 18, for a momentous bill-signing ceremony that will forever change how public transportation is provided across the six cities served by Hampton Roads Transit (HRT).

For the first time, HRT will have dedicated regional funding to support a core network of essential bus routes with consistent and reliable service, especially during the busiest hours of the day when people are commuting between work and home.

“It is only when HRT has a sufficient and sustainable mix of resources that we can truly begin to unleash the true potential of public transportation in Hampton Roads,” said William Harrell, HRT president and CEO.

HRT has had a unique arrangement in which it contracts independently with six cities for the delivery of transit services. Over the agency’s twenty-year history, an uneven mix of funding has contributed to a fragmented network with long wait times and geographic gaps in service.

The new legislation is a game changer. HRT is now moving forward to implement a core network of 13 regional bus routes that will feature 15-minute service frequency reaching all six cities. Service times will start and end at the same time, and new technologies, customer amenities and transit facility upgrades will offer customers a significantly improved regional system.

The new regional backbone network will roll out in phases, starting in 2022. In total, HRT expects to purchase 48 new buses and hire as many as 290 additional operators. With a surge of new people and equipment, a new bus operating division in Virginia Beach will replace an aging and inadequate facility that is currently in use.

“More people will have significantly better access to reliable peak-hour bus service,” Harrell said. The new system will feature a 169 percent increase in the number of people with access to 15-minute service. Job access will increase from 137,500 to approximately 312,000.

Harrell says he also expects the new core bus system and HRT’s use of alternative-fuel vehicles will play an important role in the region’s ongoing economic recovery and sustainability.

“With the help of dedicated funding, which is long overdue, HRT will be here as a reliable partner to help build a stronger, more equitable and sustainable economic recovery for our cities and the region,” he said.

The ceremonial bill signing also featured a ribbon-cutting event to mark Virginia’s first all-electric, zero-emission buses.

Manufactured by Proterra in Greenville, SC, the six buses unveiled Sept. 18 will be assigned to one of Virginia’s busiest routes that serves between downtown Norfolk and the Virginia Beach Oceanfront.

“I’m so proud of our HRT team and partners,” Harrell said. “These historic milestones are especially rewarding because they align squarely with our vision to be a progressive mobility agency that promotes prosperity across Hampton Roads through collaboration and teamwork, and our mission to connect Hampton Roads with transportation solutions that are reliable, safe, efficient and sustainable.”

Critical Conversations for the Year Ahead
TRANScend
AN APTA VIRTUAL EVENT

October 21-22, 2020

Make room on your calendar and join us this October for TRANScend.

This virtual event will explore different perspectives of the six biggest questions facing the public transit industry in the year ahead.

Don’t miss out on hearing from thought leaders, exchanging ideas, and connecting with peers.

LEARN MORE AND REGISTER AT APTA.COM
COTA//Plus to Provide More Access to Jobs, Healthcare and Education

THE CENTRAL OHIO TRANSIT Authority (COTA), Columbus, OH, has launched a new COTA//Plus app-based ridershare service, bringing on-demand microtransit to Westerville. COTA//Plus operates either as a point-to-point service or as a connection to or from a COTA transit line. Customers in Westerville can use the service to travel in the 16-square-mile defined zone or use the service to connect to COTA Lines 102 and OMAX. Customers can book trips on a smartphone through the COTA//Plus app or by placing a call.

COTA//Plus provides first-last mile connections to job centers, hospitals, educational institutions, and critical shopping areas. “As the region’s mobility solutions provider, COTA works every day to develop mobility options that meet the needs of our communities and connect customers to economic and social prosperity,” said COTA President/CEO Joanne M. Pinkerton. “We are proud to expand COTA//Plus to Westerville, to help the community expand mobility options and provide freedom and flexibility for residents of all ages to access jobs, education, healthcare, food, shopping, recreation and social events in a safe and secure way.”

This is the third COTA//Plus service launched in Central Ohio in 13 months.

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 2021 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 November 16, 2020 or postmarked by this date and received by November 19th. No submittals will be accepted after these dates.

Connecticut Department of Transportation
An EO/AA/ADA Employer

PUBLIC NOTICE
HYUNDAI ROTEM USA
FORT WASHINGTON, PENNSYLVANIA

Hyundai Rotem USA Corporation hereby notifies the public that is proposing the following Disadvantaged Business Enterprise (DBE) goal for the Fiscal Year 2021 for eligible professional services and procurement contracts. The overall proposed goal for the Fiscal Year 2021 commencing October 1, 2020 and ending September 30, 2021 is 6.8% and it is set in accordance with the requirements of the U.S. Department of Transportation, set forth in 49 C.F.R. Part 26. Information regarding the methodology used to develop the goal and background information on how it was determined is available for review on Hyundai Rotem website at www.hyundai-rotem.com/cbj. Please contact Rocky Chung via email at rchung@rotemusa.com and in writing to: 1300 Virginia Drive, Suite 103, Fort Washington, PA 19034. Thank you in advance for your anticipated input.

BIDS/PROPOSALS

REQUEST FOR PROPOSALS
Chatham Area Transit Authority (CAT) is seeking proposals/bids for 2021-05 Susie King Taylor Rehab through 11/13/2020 at 2 pm EST. Prospective proposers/bidders can download this solicitation at http://www.catchacat.org/about/cat/dmng/business/procurement/procurement-opportunities.

For additional information, please contact Victor Colon, Procurement Manager, at 912-651-4535 or via email at victor.colon@catchacat.org.

HELP WANTED

CHICAGO TRANSIT AUTHORITY
VICE PRESIDENT, RAIL STATION MANAGEMENT - (20000061)

Description
-Position Summary
This dynamic leader ensures that all rail stations are safe, healthy, clean, and properly maintained as well as staffed with knowledgeable, friendly, and customer-focused employees. Putting industry-leading practices in place, he or she plans, directs, and coordinates personnel, programs, and operations in customer service, custodial services, and staff performance relating to all aspects of Rail Station Management. This person will serve as a cultural leader in order to inspire a positive customer experience through friendly and engaged staff.

Primary Responsibilities
- Serves as cultural leader for the department, responsible for driving positive outcomes for customers and employees.
- Provides service with the highest standards of quality and safety for customers.
- Liaises with various Authority departments and external parties to coordinate implementation of Rail Station Management programs and procedures.
- Responds to personnel, station issues and emergency events as it relates to Rail Station Management.
- Hires, trains, develops, monitors, and evaluates staff and recommends personnel actions for approval.
- Performs related duties as assigned.

For a complete job description, please visit: https://chicagotransit.taleo.net/careersection/ex/jobdetail.ftl?job=20000061&tz=GMT-6&lang=en&z=America%2fChicago

DIRECTOR
PACIFIC TRANSIT SYSTEM RAYMOND, WASHINGTON
Salary: $75,000 - $85,000
The Pacific Transit System provides public transportation services throughout Pacific County, which is located in the southwestern corner of Washington State. Pacific Transit operates on a 2020 budget of $1.8 million with 22 employees. Under the direction of the Pacific Transit System Board, the Director is responsible for the administration, management, and executive duties of the Pacific Transit System. For a full job description and to apply, visit Prothman at https://www.prothman.com/. For questions, call 206-368-0050. Pacific Transit System is an Equal Opportunity Employer. First review of applications: 11/1/2020 (open until filled).

PUBLIC TRANSPORTATION SERVICES CORPORATION (PTSC)
SENIOR FACILITIES MAINTENANCE SUPERVISOR (CONTRACTS AND ADMINISTRATION)

AFCSCME EMPLOYMENT OPPORTUNITY
Bulletin No: 004625-003
Closing Date: Oct. 30, 2020
Rate of Pay: $46.16 per hour

Other Info: This bulletin is posted to establish or add to a Qualified Candidate Pool (QCP)
Basic Function
Supervises technical personnel and contractors performing projects and contract services, including maintenance, repair, and services, including graffiti abatement, glass replacement, landscape and irrigation, power sweeping, waste management, pest control, and elevators/escalators maintenance services.

Requirements For Employment
A combination of education and/or experience that provides the required knowledge, skills, and abilities to perform the essential functions of the position. Additional experience, as outlined below, may be substituted for required education on a year-for-year basis. A typical combination includes:

- Bachelor’s degree in Engineering, Public Administration, Business, or a related field
- Three years of relevant supervisory experience in contracts management and budget administration of construction and/or maintenance contracts in the following areas: facilities operations, track, signal, or traction maintenance, or rail engineering
- Certifications/Licenses/Special Requirements
- Valid California Class C driver’s license
- 24 hour on-call
- Depending on assignment may be required to climb up to 50 feet
- Possible exposure to physical, weather, electrical, mechanical, and chemical hazards

Application Procedure
To apply, visit Metro’s website at www.metro.net and complete an online Employment Application. Computers are available to complete applications 10am to 4pm, Application at the following Metro location: METRO Headquarters, Employment office One Gateway Plaza Los Angeles, CA 90012
All completed online Employment Applications must be received by 5:00 p.m. on the closing date.
Metro is an equal employment opportunity employer.

AVTA Launches On-Request Microtransit Pilot

THE ANTELOPE VALLEY TRANSIT Authority (AVTA), Lancaster, CA, has launched a new microtransit pilot service to the rural northern Los Angeles County communities of Lake Los Angeles, Pearblossom, Sun Village and Littlerock.

AVTA’s On-Request Microtransit Ride service is running simultaneously with the agency’s existing fixed-route service, allowing residents to learn the advantages of on-demand rides with flexible times and destinations.

“The idea for this innovative transportation solution comes from a detailed study of the needs of these communities,” said AVTA Board Chair Marvin Crist. “The residents need and deserve a quicker connection to the local AVTA system and to the businesses and services located in Lancaster and Palmdale.”

The service uses an app, AVTA Empowered Mobility, for requesting and scheduling rides from any eligible pickup location to an eligible destination. Passengers may also call to schedule. Fares are the same as AVTA’s local transit system.

The first passenger boards AVTA’s On-Request Microtransit Ride service.
Tectonic is currently seeking full-time Construction Inspectors and Engineers with railroad experience to work on NYC Transit projects based within the New York City Metro Area!

- Minimum of 2 years of relevant railroad inspection work experience;
- BS Degree/Equivalent in Civil, Structural, Electrical or Mechanical Engineering Preferred.

Please Visit https://tectonicengineering.com/home/careers/ to view & apply for this position.

Competitive Salary and Benefits Package!
AA/EOE - Minorities, Females, Veterans, & Persons with Disabilities are highly encouraged to apply!