

Transit Safety and Oversight Spotlight

U.S. Department of Transportation

Federal Transit Administration

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Feb.-Mar. 2020

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Dear Transit Colleagues:

On January 28, FTA participated and played a lead role in Secretary Elaine L. Chao's "100 Pledges in 100 Days" event, which focused on combating human trafficking in the transportation sector and our communities. FTA Acting Administrator K. Jane Williams served as master of ceremonies for the well-attended event and moderated a breakout panel on "Detecting Trafficking and Protecting the Traveling Public in the Passenger System." This panel brought together leaders in transit, rail and aviation who shared their perspectives and success stories on human trafficking awareness and education efforts at their organizations. Subsequently, FTA sent a [letter](#) to all transit agencies asking for their immediate support to sign the pledge. More signed pledges translate to more transit employees being trained to protect our communities from this terrible crime. FTA is proud to support the Secretary's [Transportation Leaders Against Human Trafficking Initiative](#), and I encourage your agency's CEO to sign the [pledge](#) if they have not already done so.

Information about COVID-19 on page 4



Henrika Buchanan, Associate Administrator for Transit Safety and Oversight

After providing remarks at the 2020 South West Transit Association Conference, Acting Administrator Williams urged attendees to sign the pledge—she received a great response, obtaining more than 30 pledges onsite. FTA plans to continue the momentum by growing awareness on eliminating human trafficking and collecting your pledges at upcoming conferences and other public venues. Our goal is to obtain 100 additional transit pledge signatories as we continue towards the Department's goal of obtaining 100 pledges by May 7.

We are counting down to the final months from the [Public Transportation Agency Safety Plan \(PTASP\)](#) compliance deadline. Beginning July 20, 2020, certain applicants for FTA grants must certify that they have met the requirements of the PTASP regulation to be eligible for FTA grant assistance. In February, FTA Acting Administrator K. Jane Williams sent a [letter](#) to eligible transit agency recipients and State DOTs to remind them of their obligation under the regulation.

Please contact me if you have questions about the human trafficking pledge, or available PTASP resources that can help your agency in meeting the July 20, 2020 deadline. Thank you for all you do on behalf of transit safety.

Sincerely,

Henrika Buchanan

Upcoming Safety Training

FTA sponsors several safety training courses, including those listed below. The [complete schedule](#) of training courses offered through September 2020 is available on FTA's safety website. Please contact the FTA-sponsored [Transportation Safety Institute \(TSI\)](#) at (405) 954-3682 for safety training registration and course information. Individuals may contact FTA's Safety Promotion Team at FTASafetyPromotion@dot.gov to request an [Individual Training Plan](#) (ITP). Participants in the Public Transportation Safety Certification Training Program have three years to complete their ITP requirements.

Courses Required by the Public Transportation Safety Certification Training Program (RAIL)*

Effectively Managing Transit Emergencies	San Jose, CA <i>(postponed)</i>	Mar. 23-26
	Phoenix, AZ	Apr. 14-17
	Philadelphia, PA	Jun. 1-4
	Minneapolis, MN	Jun. 15-18
Safety Management System (SMS) Awareness (eLearning)	On demand at tsi.dot.gov	Available 24/7
SMS Principles for State Safety Oversight (SSO) Programs	Boston, MA	May 29
SMS Principles for Transit	San Antonio, TX <i>(postponed)</i>	Mar. 25-27
	Boise, ID	Apr. 8-10
	Baltimore, MD	May 13-15
	Boston, MA	May 27-29
	Kansas City, MO	Jun. 10-12
SMS Safety Assurance	Virtual-Live Training at tsi.dot.gov	Apr. 29
		Jun. 3
Transit Rail Incident Investigation	Kansas City, MO <i>(postponed)</i>	Mar. 16-20
	Seattle, WA <i>(postponed)</i>	Apr. 20-24
	Phoenix, AZ	May 4-8
	Landover, MD	Jun. 22-26
Transit Rail System Safety	Atlanta, GA	Apr. 27-May 1
	Sacramento, CA	Jun. 15-19

Voluntary Courses for the Public Transportation Safety Certification Training Program (BUS)**

Fundamentals of Bus Collision Investigation	Orlando, FL <i>(postponed)</i>	Mar. 23-27
	St. Paul, MN <i>(postponed)</i>	Apr. 20-24
	Chicago, IL	May 4-8
	Morrisville, NC	May 18-22

*Applies to SSOA personnel and contractors who conduct safety audits and examinations of public transportation systems not subject to Federal Railroad Administration regulation, as well as rail fixed guideway public transportation system personnel and contractors who are directly responsible for safety oversight. Other safety personnel, including those from bus agencies, are encouraged to participate in the voluntary program.

**The voluntary bus program also includes Effectively Managing Transit Emergencies, SMS Awareness, SMS Safety Assurance, and SMS Principles for Transit. If you would like to participate in the voluntary program please contact FTASafetyPromotion@dot.gov to request an ITP and see the rail schedule above for course availability.

Training, cont. from pg. 2

ADDITIONAL COURSES: Bus and Rail Courses (In-Person)

Fundamentals of Bus Collision Safety <i>(continued)</i>	Appleton, WI	Jun. 8-12
	Philadelphia, PA	Jun. 22-26
Transit Bus System Safety	Orange, CA <i>(postponed)</i>	Mar. 16-20
	Tampa, FL <i>(postponed)</i>	Mar. 30-Apr. 4
	Tucson, AZ	Apr. 27-May 1
	Lynchburg, VA	May 18-22
	Lakewood, WA	Jun. 15-19
	York, PA	Jun. 22-26
Instructor's Course for Transit Trainers	Everett, WA <i>(postponed)</i>	Apr. 6-10
	Casper, WY	Apr. 27-May 1
	Pittsburgh, PA	May 11-15
	Orange, CA	Jun. 1-5
Reasonable Suspicion and Post-Accident Testing Determination Seminar	Middlebury, VT	May 8
	Baltimore, MD	Jun. 26
Safety, Security, and Emergency Management Considerations for FTA Capital Projects	Oakland, CA <i>(postponed)</i>	Mar. 24-25
	Chicago, IL	May 12-13
Substance Abuse Management and Program Compliance	Middlebury, VT	May 5-7
	Baltimore, MD	Jun. 23-25
Transit Industrial Safety Management	Los Angeles, CA	Apr. 3-7
	Tampa, FL <i>(postponed)</i>	Apr. 6-10
Transit Safety and Security Audit Course	Memphis, TN <i>(postponed)</i>	Apr. 22-24
Transit System Security	St. Louis, MO	May 4-8
	Oklahoma City, OK	Jun. 1-5

ADDITIONAL COURSES: eLearning Courses (Web-Based)

Roadmap to Drafting an Agency Safety Plan for Bus Agencies	On demand at tsi.dot.gov	Available 24/7
Curbing Transit Employee Distracted Driving	On demand at tsi.dot.gov	Available 24/7
Fatigue and Sleep Apnea Awareness for Transit Employees	On demand at tsi.dot.gov	Available 24/7
Rail Nomenclature	On demand at tsi.dot.gov	Available 24/7
Bus Nomenclature	On demand at tsi.dot.gov	Available 24/7

FTA Coronavirus Policies and Frequently Asked Questions to Date

In light of the Coronavirus Disease (COVID-19) outbreak, Federal Transit Association would like to offer guidance and resources for transit agencies at this time. FTA grantees should follow the direction of local and state public health and law enforcement agencies. This local and state information is coordinated with the Centers for Disease Control and Prevention (CDC) and the Department of Homeland Security and is the most accurate assessment of the situation locally.

On March 13, 2020, FTA [announced](#) expanded eligibility of federal assistance under FTA's Emergency Relief Program to help transit agencies respond to the coronavirus (COVID-19) in states where the Governor has declared an emergency. This includes allowing all transit providers (urban and rural) to use federal formula funds for emergency-related capital and operating expenses, and raises the cap on the federal government's share of those expenses to 80 percent.

Many transit agencies are issuing safety alerts and documents to communicate their own preventative measures, such as enhanced cleaning, as well as recommended actions that customers and employees can take to keep themselves healthy. Transit agencies are encouraged to reach out to local public health officials to establish ongoing communications to facilitate access to relevant information during an outbreak. FTA grantees may use their FTA formula [Urbanized Area Formula Grants \(Section 5307\)](#) and [Formula Grants for Rural Areas \(Section 5311\)](#) funds to take protective measures to protect health and safety, such as cleaning of rolling stock, which is considered preventive maintenance (a capital expense) and is eligible for an 80-percent federal match. Personal protective equipment (PPE) and other measures are eligible as either a maintenance or operating expense, whichever is appropriate.

For more information and resources please refer to the posted [Frequently Asked Questions](#) (FAQs) regarding Coronavirus Disease 2019 (COVID-19) on the FTA Website.



FTA Publishes Public Transportation Agency Safety Plan Reminder Letters

On February 21, 2020, FTA sent PTASP letters to State DOT Secretaries and transit agencies to remind them of their obligation under the PTASP regulation and the upcoming compliance deadline. Both [letters](#) are available on the [PTASP Website](#).



U.S. Department
of Transportation
**Federal Transit
Administration**

Administrator

1200 New Jersey Avenue, SE
Washington, DC 20590

February 20, 2020

Dear State DOT Secretary:

I am writing to remind your State of its obligation under the Public Transportation Agency Safety Plan (PTASP) regulation (49 CFR Part 673). The PTASP regulation implements a proactive, risk-based approach to managing transit safety and requires recipients and subrecipients of financial assistance under the Urbanized Area Formula Program (49 U.S.C. Section 5307) and rail transit agencies that are subject to the Federal Transit Administration (FTA) State Safety Oversight Program to have an Agency Safety Plan in place no later than July 20, 2020. We are less than six months from the compliance deadline.

State Departments of Transportation (DOTs) are required to draft and certify Agency Safety Plans on behalf of small public transportation providers within a State that receives Section 5307 funds and meets certain criteria, including:

- Operate 100 or fewer vehicles in revenue service during peak regular service across all fixed route modes;
- Operate 100 or fewer vehicles in revenue service during peak regular service in each non-fixed route mode; and
- Do not operate rail fixed guideway public transportation.

A State DOT is responsible for drafting and certifying each small provider notifies the State that it is opting-out of the State-drafted plan.

By July 20, 2020, applicable States must certify that they have met the PTASP regulation to be eligible for continued FTA grant assistance. The FT grants after the compliance deadline without this certification. The FT support for incorporating this certification into your Certifications and 2020.

In October 2019, FTA established the PTASP Technical Assistance Center (TAC) to support State DOTs and transit agencies with developing Agency Safety Plans. available at <https://www.transit.dot.gov/PTASP-TAC>, includes many helpful templates, checklists, fact sheets, past webinar materials, and more. They assist with plan reviews and other technical needs you may have. They email, at PTASP-TAC@dot.gov, or phone, at 877-827-7243.

The FTA is holding additional webinars through April and more one-day workshops in Philadelphia, Denver, and Fort Worth through March to support your on-time compliance with the PTASP regulation. Registration can be done online, at https://www.planitnow.com/FTA_FY20_PTASP_Workshops.php.

"A State DOT is responsible for drafting and certifying each small provider's plan unless a small provider notifies the State that it is opting-out of the State-drafted plan and will draft its own Plan."



U.S. Department
of Transportation
**Federal Transit
Administration**

Administrator

1200 New Jersey Avenue, SE
Washington, DC 20590

February 20, 2020

Transit Agency:

I am writing to remind your agency of its obligation under the Public Transportation Agency Safety Plan (PTASP) regulation (49 CFR Part 673). The PTASP regulation implements a proactive, risk-based approach to managing transit safety and requires recipients and subrecipients of financial assistance under the Urbanized Area Formula Program (49 U.S.C. Section 5307) and rail transit agencies that are subject to the Federal Transit Administration (FTA) State Safety Oversight Program to have an Agency Safety Plan in place no later than July 20, 2020. We are less than six months from the compliance deadline.

Beginning July 20, 2020, applicants must certify that they have met the requirements of the PTASP regulation to be eligible for continued FTA grant assistance. The FTA will not obligate grants after the compliance deadline without this certification. The FTA will provide additional support for incorporating this certification in Fiscal Year 2020.

In October 2019, FTA established the PTASP Technical Assistance Center, or TAC, to support transit agencies and States with developing Agency Safety Plans. The TAC website, available at <https://www.transit.dot.gov/PTASP-TAC>, includes many helpful resources, such as templates, checklists, fact sheets, past webinar materials, and more. The TAC is available to assist with plan reviews and other technical needs you may have. They can be contacted by email, at PTASP-TAC@dot.gov, or phone, at 877-827-7243.

The FTA is holding additional webinars through April and more one-day workshops in Denver, Philadelphia, and Fort Worth through March to support on-time compliance with the PTASP regulation. Registration can be done online, at https://www.planitnow.com/FTA_FY20_PTASP_Workshops.php.

Ensuring the safety of our nation's public transportation systems is the U.S. Department of Transportation's and FTA's top priority. We are eager to work with you to make transit, a safe industry, even safer. If you need information or assistance, or have suggestions on how we can further support your development of a compliant Agency Safety Plan, please contact Henrika Buchanan, FTA's Chief Safety Officer and Associate Administrator for the Office of Transit Safety and Oversight, at (202) 366-1783 or henrika.buchanan@dot.gov.

Sincerely,

H. Jane Williams

K. Jane Williams
Acting Administrator

"Beginning July 20, 2020, applicants must certify that they have met the requirements of the PTASP regulation to be eligible for continued FTA grant assistance. The FTA will not obligate grants after the compliance deadline without this certification."

Lessons Learned from Voluntary Agency Safety Plan Reviews

FTA's Public Transportation Agency Safety Plan (PTASP) [Technical Assistance Center \(TAC\)](#) provides voluntary reviews of draft Agency Safety Plans (ASPs) to help the transit industry meet the PTASP regulation (49 CFR Part 673) requirements by the July 20, 2020, compliance deadline. This article shares lessons learned from voluntary ASP reviews conducted by the TAC and are not related to or indicative of a triennial review. Applicable agencies and States **can consider** these lessons learned when drafting or reviewing their ASPs.

From the ASPs reviewed, the TAC found that most ASPs covered all PTASP requirements; however, in some cases, agencies could provide more details regarding Safety Management System (SMS) roles and responsibilities, processes, and activities. Following, are key takeaways and examples that are intended to help transit agencies and States draft or review ASPs.

Key Takeaway 1: Clarify Authorities, Accountabilities, and Responsibilities in SMS

The TAC found that draft ASPs generally meet the requirements for the Accountable Executive and Chief Safety Officer positions; however, they do not provide much detail regarding Agency Leadership and Executive Management or Key Staff positions (see § 673.23(d)). While draft ASPs outlined general authorities and accountabilities for Agency Leadership and Key Staff positions, these descriptions often did not identify SMS responsibilities. Job descriptions or other agency documentation may be helpful for developing the ASP; however, they may not include details that cover all PTASP requirements.

When determining SMS authorities, accountabilities, and responsibilities for Agency Leadership and Key Staff positions, consider reviewing PTASP requirements for each component of SMS and asking the following questions:

- How does the position issue approvals, maintain records, analyze and share data and information, develop procedures, and determine actions for SMS?
- How does the position assist or contribute to the operation and implementation of the agency's SMS, including safety risk management and safety assurance activities?
- How does the position allocate resources to support SMS objectives?
- How does the position support safety communication throughout the agency?

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The guidance in this document is not legally binding in its own right and will not be relied upon by the Federal Transit Administration as a separate basis for affirmative enforcement action or other administrative penalty. Compliance with the guidance in this document (as distinct from existing statutes and regulations) is voluntary only, and noncompliance will not affect rights and obligations under existing statutes and regulations.

FTA Publishes Calendar Year 2020 Random Drug and Alcohol Testing Rates

FTA [announced](#) the random drug testing rate will remain at 50 percent and the random alcohol testing rate will remain at 10 percent for calendar year 2020 for employers subject to [49 CFR Part 655](#). FTA made these determinations based on a 1.17 percent verified positive drug testing rate for calendar year 2018 and less than .5 percent alcohol violation rate during calendar years 2017 and 2018.

FTA requires drug and alcohol testing for transit employees performing safety-sensitive functions and for employers to submit annual drug and alcohol testing reports by March 15 of each year. For further information, please visit the FTA's [Drug and Alcohol Program](#) web page or contact [Iyon Rosario](#), FTA Drug and Alcohol Program Manager.

Key Takeaway 2: Explain How Your Agency Will Carry Out SMS Requirements

The PTASP regulation states that the ASP “must document the processes and activities related to SMS implementation” (§ 673.11(a)(2)). The TAC found that the draft ASPs reviewed did not provide substantial detail about the actions or steps an agency will take to carry out specific requirements for the four SMS components, including:

- Safety Management Policy (§ 673.23)
- Safety Risk Management (§ 673.25)
- Safety Assurance (§ 673.27)
- Safety Promotion (§ 673.29)

To enhance these sections, consider describing processes and activities with defined steps, actions, timelines, and documentation requirements. Additionally, agencies could ask the following questions to help formulate a more defined description for how they will carry out SMS:

- What specifically will the agency do?
- Who will do it?
- How will it be done? (For example, what is the process, including steps in the process and actions?)
- What is the timeline?
- Where will the agency record the process and store related data or information?

The TAC is here to support you. To request an ASP review or other assistance, contact the TAC at PTASP-TAC@dot.gov or call 1-87-PTASP-AID (1-877-827-7243). Also, please visit the [TAC Resource Library](#), and exchange information with your peers in the PTASP [Community of Practice](#) forums. Other resources such as the [ASP Review Checklist for RTAs and SSOAs](#), and the [PTASP Checklist for Bus Transit](#) are also available to help draft ASPs.



Safety Management System components

Public Transportation Agency Safety Plan Workshop Testimonials

In March, FTA completed the last Public Transportation Agency Safety Plan (PTASP) workshops before the July 20, 2020, compliance deadline. More than 250 participants attended these well-received workshops to enhance their understanding of the PTASP requirements. Here is what a few participants said:

“The exercises used in the workshop helped open my eyes to the many influences of what can cause a safety event. I will take all of my learning experiences back with me to develop my Agency Safety Plan’s safety risk process.”

“The Safety Management Policy session took a vague topic and broke it down into manageable components with well-designed slides and handouts.”

“Before coming to the workshop, I had a very surface-level understanding of the PTASP requirements. The information presented during the workshop helped break down the requirements and improve my understanding of the key points.”



FTA Announces \$9.3 Million for Innovative Projects to Improve Rail Transit and Bus Operator Safety

The Federal Transit Administration (FTA) [announced](#) \$9.3 million in competitive research funding for innovative projects that will improve rail transit and bus operator safety. The funding is two-fold—\$7.3 million for the [Safety Research and Demonstration \(SRD\) Program](#) and \$2 million for the [Redesign of Transit Bus Operator Compartment to Improve Safety, Operational Efficiency, and Passenger Accessibility \(Bus Compartment\) Program](#).

Through the SRD NOFO, FTA is seeking innovative projects to demonstrate market-ready or near market-ready advanced technologies to improve rail transit safety. This opportunity includes projects that demonstrate and evaluate new technologies, incorporate safer designs and practices to improve rail transit safety, mitigate trespassing hazards on rail transit systems, and improve the operational safety of shared corridor fixed guideway systems, including highway-rail grade crossing safety.

The [SRD Program](#) is part of a larger safety research effort at the U.S. Department of Transportation that provides technical and financial support for transit agencies to pursue innovative approaches to eliminate or mitigate safety hazards. The program focuses on projects that demonstrate innovative solutions and effective approaches to improve public transportation safety and the rider's experience.

The Bus Compartment NOFO supports research projects to develop new transit bus operator compartment designs. This research applies to transit buses that are 40 feet or longer and used almost exclusively for local, fixed-route public transportation revenue service.

The goal is to better protect operators from assault and improve their view of the road while still allowing them to interact with passengers, including people with disabilities and those in need of special assistance. The new designs should also improve bus drivers' access to vehicle controls and accommodate Americans with Disabilities Act requirements (see [FTA's Americans with Disabilities Act: Guidance](#) for further information).

Eligible applicants include public transportation providers, state and local government entities, nonprofit organizations, and colleges. Applications for the SRD NOFO and the Bus Compartment NOFO are due on March 24, 2020.

All proposals must be submitted electronically through [GRANTS.GOV](#). Application instructions are available on FTA's website for the [SRD NOFO](#) and [Bus Compartment NOFO](#) and in the "FIND" module of GRANTS.GOV.

For questions regarding the SRD NOFO, contact Roy Chen Safety, Research Program Manager in the Office of Research, Demonstration, and Innovation, at RoyWei-Shun.Chen@dot.gov or 202-366-0462. For questions regarding the Bus Compartment NOFO, contact Jamel El-Hamri, General Engineer in the Office of Research, Demonstration, and Innovation, at Jamel.El-Hamri@dot.gov or 202-366-8985.



Understanding the Agency Safety Plan Review, Approval, and Certification Process

FTA's [Public Transportation Agency Safety Plan \(PTASP\)](#) regulation (49 CFR Part 673) establishes requirements for Agency Safety Plans (ASP), including the requirements for review, approval, and certification. The information provided in this article can support transit agencies and State Departments of Transportation as they prepare for each review, approval, and certification step ahead of the July 20, 2020, compliance deadline.

Plan Review and Approval

The first step in the ASP review and approval process is to obtain the Accountable Executive's signature and approval of the ASP by the transit agency's Board of Directors or an equivalent authority (§ 673.11(a)(1)). The Accountable Executive is ultimately responsible for carrying out the ASP and the Transit Asset Management Plan (§ 673.5 and § 673.23(d)(1)). The Board of Directors' or Equivalent Authority's approval of the ASP affirms that the ASP complies with the PTASP regulation and will effectively guide the transit agency with the management of safety risk.

For small public transportation providers, the State is responsible for drafting the ASP under its jurisdiction unless the provider voluntarily opts out of the State's ASP (§ 673.11(d)). In all cases, the provider's Accountable Executive must sign the ASP and the provider's Board of Directors or Equivalent Authority must approve the ASP.

Next, transit agencies must establish a process and a timeline for conducting an annual ASP review and update (§ 673.11(a)(5)). Transit agencies could consider the following three questions when reviewing their ASP to determine whether the contents require revisions:

- Does our ASP address all relevant requirements in the PTASP regulation?
- Does our ASP reflect our organization and transit system as it operates today?
- Are the activities and processes described in our ASP suitable to manage safety at our transit agency?

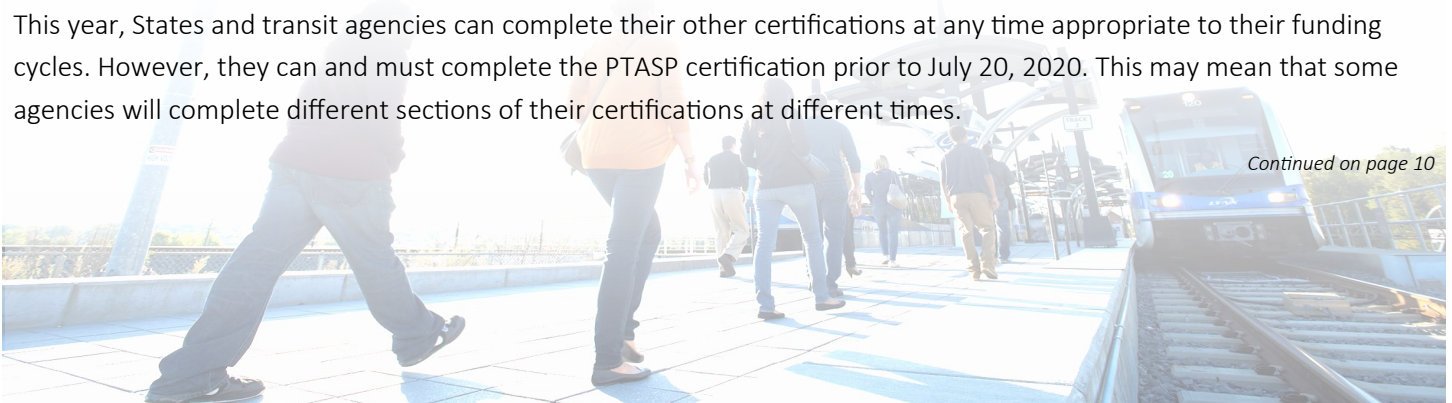
Process and Timeline

To meet PTASP certification requirements, applicable States and transit agencies must certify compliance with the PTASP regulation on or before July 20, 2020. Both States and transit agencies must complete this certification annually as part of the certifications and assurances process. In the future, agencies applying for Section 5307 funding and rail transit agencies subject to the State Safety Oversight Program must certify their compliance with PTASP requirements to be eligible for FTA grant assistance.

This year, States and transit agencies can complete their other certifications at any time appropriate to their funding cycles. However, they can and must complete the PTASP certification prior to July 20, 2020. This may mean that some agencies will complete different sections of their certifications at different times.

ASP Review Requests

Did you know that FTA's [PTASP Technical Assistance Center \(TAC\)](#) offers voluntary reviews of draft ASPs? Submit your ASP by **April 30, 2020** to guarantee review by PTASP TAC specialists.



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Voluntary ASP Reviews

The July 20, 2020, deadline for developing and certifying ASPs is fast approaching. FTA anticipates that hundreds of agencies will request a review of their ASP over the next few months. The PTASP TAC aims to review each ASP and provide comments within three weeks of the ASP submission. Review times depend on the size and complexity of the ASP. To ensure you have time to make any necessary revisions before the July 20, 2020, compliance deadline, FTA encourages you to submit your ASP for review as soon as possible.

To request a review of your ASP, simply contact the PTASP TAC by email, at PTASP-TAC@dot.gov. A PTASP TAC specialist will follow up with you regarding a submission method and review schedule. The PTASP TAC will review your ASP and provide feedback and ongoing technical assistance, as needed, to help your agency meet the compliance deadline. If you have questions regarding your ASP you can reach the PTASP TAC via email or phone at 1-87 PTASP-AID (1-877-827-7243). The deadline to submit your ASP for review is April 30, 2020.

FTA held a webinar on the ASP review, approval, and certification process. The webinar [slides](#) are available on the PTASP website. To learn more about the PTASP TAC ASP review process, reference FTA's "ASP Review: What to Expect" document for [bus](#) or [rail](#) agencies.

TSO Leadership Team Announcements

Kimberly Brown-Mason joins the TSO leadership team on a detail as a Special Assistant to the TSO Associate Administrator and Chief Safety Officer. Previously, she served as Deputy Associate Administrator in the Office of Civil Rights and prior to that role, she served as the Equal Employment Opportunity (EEO) Manager at the Defense Logistics Agency. She has also served as the EEO Director for the Department of the Navy and the Department of Veterans Affairs.

Two Division Chiefs have been selected for the Office of Safety Review leadership team: **Patrick Nemons** as the Division Chief for the Program Management Division and **Joanne Waszczak** as the Division Chief for the Program Operations Division. Mr. Nemons previously served as Special Assistant to the TSO Associate Administrator and Chief Safety Officer where he advised on strategic planning, operations, and safety-related initiatives. Mr. Nemons also served as the Acting Director for the Office of Safety Review, where he developed the State Safety Oversight Program certification process for 30 states' oversight of approximately 65 rail transit systems, managed FTA drug and alcohol compliance, and oversaw emergency management.

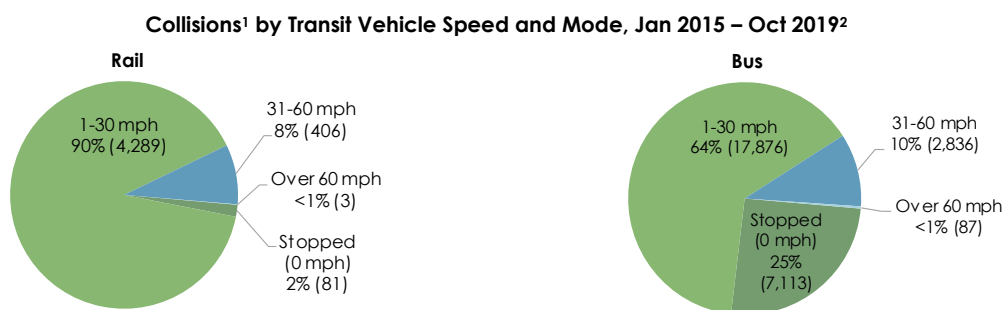
Ms. Waszczak previously served as the Transition Manager on FTA's Washington Metropolitan Area Transit Authority (WMATA) Safety Oversight team that included Inspectors, Investigators, and Corrective Action Plan Managers. Ms. Waszczak led a team that transitioned direct safety oversight responsibilities from FTA to the Washington Metrorail Safety Commission (WMSC) and validated the WMSC's organizational capacity to conduct safety oversight of WMATA Metrorail. Prior to that role, Ms. Waszczak served as a Special Assistant to the FTA Administrator during two key events: the passage of Moving Ahead for Progress in the 21st Century (MAP-21), which expanded FTA's safety regulatory authority, and through Hurricane Sandy recovery.



Data Spotlight: Transit Vehicle Speed and Collisions, 2015 to 2019

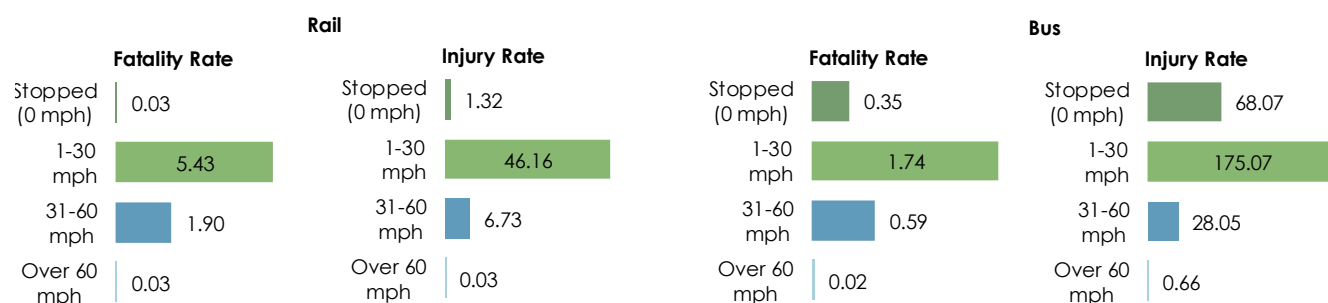
The Transit Safety and Oversight Spotlight includes a “Data Spotlight” to share safety data trends and highlight data sets that may help the industry identify safety performance targets for their [Agency Safety Plans](#). This month, we focus on the National Transit Database (NTD) reporting of transit vehicle speed as it relates to collision reporting. Questions? Please contact FTA’s [Jeff Thompson](#).

In 2015, changes to NTD collision reporting thresholds went into effect. Since then, transit agencies have reported 61,911 collisions involving a single transit vehicle,¹ including 1,585 fatalities and 96,786 injuries. For both rail and bus modes, most reported collisions occurred at low speeds—transit vehicles were in motion and traveling at 30 miles per hour (mph) or less. Ten percent of collisions, or less, occurred while transit vehicles traveled faster than 30 mph. Roughly one quarter of bus collisions occurred while buses were stopped, and only two percent of rail collisions involved a stopped train.

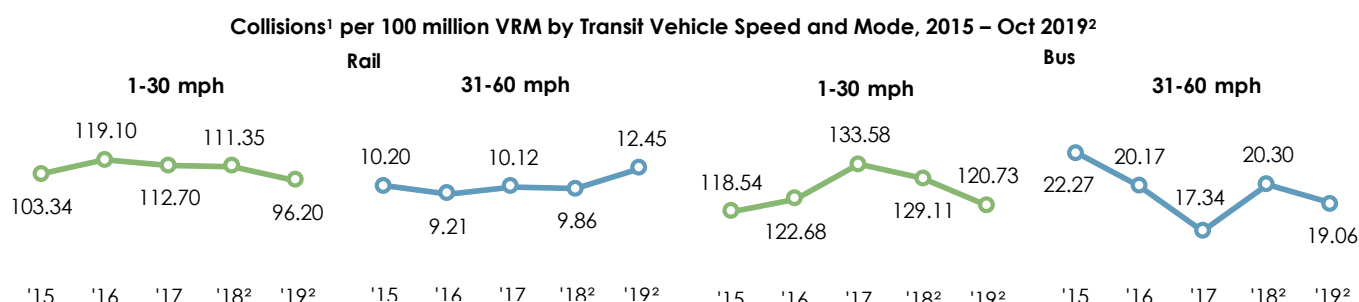


Since 2015, both rail and bus agencies reported more fatalities and injuries from low-speed collisions followed by medium-speed collisions (31-60 mph); however, agencies reported more injuries from stopped-bus collisions than from collisions when buses were travelling at medium speeds. When adjusted for vehicle revenue miles (VRM), agencies reported more rail mode collisions fatalities that occurred while vehicles were in motion than bus, with the opposite for collision injuries.

Collision¹ Fatalities and Injuries per 100 million VRM by Transit Vehicle Speed and Mode, Jan 2015 – Oct 2019²



Below are the low- and medium-speed collision rates per 100M VRM for rail and bus modes from 2015 to 2019.² Collision rates for low-speed rail and bus modes stayed fairly constant; however, collision rates for medium-speed increased for rail and decreased for bus modes.



¹Data only includes reporting from NTD full reporters and excludes suicides, multi-transit vehicle collisions, and reports where vehicle speed was not reported.

²Data submitted to the NTD for years 2018 and 2019 are preliminary and subject to revision. Data for 2019 is through October.

TSO Profile

This month's profile includes a Q&A with Bridget Zamperini, Safety And Security Specialist.



Bridget Zamperini, Safety and Security Specialist

How would you explain your job to someone you've never met? As a Safety and Security Specialist, I work on programs and policies that safeguard public transportation and its riders. I work with both internal and external offices to review, develop, and promote initiatives that help improve public transportation safety and security.

What is your favorite part of your job? I enjoy knowing that my work is contributing to the safety and security of public transportation and its riders. I also value working with others in the field, listening to their concerns, and working together to find mitigations.

What were you doing prior to this role? I started my career with the Department of Transportation (DOT), Office of the Inspector General as a Program Evaluator auditing maritime and Coast Guard programs. After 9/11, I worked at the Transportation Security Administration (TSA) as the Deputy Director of the Mass Transit Security Program Office to establish programs and initiatives, at the grassroots level, that support surface transportation security. I worked closely with the transit industry to establish baseline security programs and initiatives that took into account numerous vulnerabilities, including the open nature of mass transit. In 2006, I started as FTA's Department of Homeland Security (DHS)/TSA Liaison where I worked closely with DHS on mass transit security programs and helped transition counterterrorism initiatives to DHS.

What led you to work in transit? I was compelled to work in transit because of the numerous security challenges it faced after 9/11. I continue to work in transit because of the loyalty of those who support it. So many of my transit colleagues who supported public transportation before 9/11 continue to support it, today.

What are some current projects or initiatives that you or your team are working on? I am coordinating requests for transit security information from internal and external offices. I also help coordinate FTA's responses to National Transportation Safety Board recommendations.

How do you work with people outside of the FTA? How would you like to be working with them in the future? I coordinate with representatives from DOT's Office of the Secretary who sometimes require FTA to review security related documents. I also represent FTA at various meetings with DHS and TSA. Additionally, I interact with representatives from the Occupational Safety and Health Administration's Whistleblower Protection Program because they are required to share with FTA complaints from public transportation agency workers filed under the National Transit Systems Security Act.

What is your favorite form of transportation and why? I enjoy riding on trains because I can sit back, relax, and close my eyes while someone else does the driving!

What are your hobbies and interest outside of work? I enjoy spending time with my husband and four children. Our boys are very active in sports, so we spend much of our time watching them play soccer, baseball, basketball, or running track. We're also advocates for children with special needs. Our daughter Emilia reminds us every day that a life full of love is such a sweet and precious gift.



FTA Drug and Alcohol Program National Conference

Check Calendar of Events for Updates



U.S. Department
of Transportation

**Federal Transit
Administration**

Federal Transit Administration
Office of Transit Safety and Oversight
1200 New Jersey Avenue SE
Washington, DC 20590

<https://www.fta.dot.gov/regulations-and-guidance/safety/transit-safety-oversight-tso>

Upcoming TSO Speaking Events

[APTA Rail Conference](#)

June 14-17, 2020 | San Francisco, CA

Upcoming PTASP Webinars

[Safety Assurance Agency Safety Plan Section
Lessons Learned](#)

March 26, 2020 | 2:00 PM ET

[Safety Promotion Agency Safety Plan Section
Lessons Learned](#)

April 23, 2020 | 2:00 PM ET

PTASP Q&A Sessions:

[Outstanding Agency Safety Plan Questions #1](#)

May 18, 2020 | 2:00 PM ET

[Outstanding Agency Safety Plan Questions #2](#)

June 18, 2020 | 2:00 PM ET

