

Transit Safety and Oversight Spotlight Newsletter

May 2022
Vol. 7 No. 5

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Message from the Associate Administrator

Dear Transit Colleagues:

For the past six years, this newsletter has been a way for FTA’s Transit Safety and Oversight Office to connect with the transit industry. I’m proud that we’ve been able to establish and will continue to promote an open line of communication as we build a safer and more equitable transit system in America. While the newsletter has evolved over the years, it has and always will be a place where you can find the latest safety and oversight resources in one place every month. If there are specific topics that you are interested in including in the newsletter that we have not previously covered, you can let us know at FTASafetyStakeholder@dot.gov.



Joe DeLorenzo
Associate Administrator for
Transit Safety and Oversight
and Chief Safety Officer, FTA

This month I was pleased to speak at the American Public Transportation Association (APTA) Mobility Conference in Columbus, Ohio, and the Community Transportation Association of America EXPO in Louisville, Kentucky. I enjoyed the opportunity to provide the latest updates on available training, resources, requirements, and implementation of the Bipartisan Infrastructure Law, as well as meet many of you face-to-face at these in-person events. You can view these [presentations](#) on the FTA website.

Building inclusive processes with all sectors of the transit industry is key to achieving our shared goals for the safety of transit workers and riders. In April, I met with transit labor representatives for a productive and positive exchange, one of many I will cultivate in the months to come. I look forward to building on these relationships, creating collaborative environments and developing solutions that make safety everyone’s number one priority.

Finally, the [Public Transportation Agency Safety Plan \(PTASP\) Technical Assistance Center \(TAC\)](#) continues to be available to support agencies implementing and updating their Agency Safety Plans (ASPs) and to support newly applicable agencies developing ASPs. This month, the PTASP TAC hosted a webinar on “Developing and Monitoring Safety Risk Mitigations.” This webinar reviewed practices for developing and documenting mitigations to address the results of safety risk assessment and provided examples of mitigations and monitoring plans developed to reduce safety risk at different sized agencies. The presentation materials are available on the [PTASP TAC Webinars webpage](#). Please continue doing the great work you do to ensure safe, accessible and efficient public transportation for America’s communities.

Sincerely,
Joe DeLorenzo

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PTASP FAQs for New Bipartisan Infrastructure Law Requirements

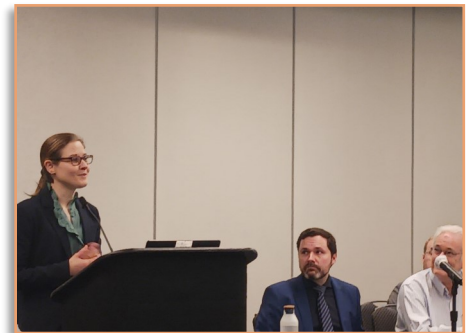
FTA published [Public Transportation Agency Safety Plan Frequently Asked Questions for New Bipartisan Infrastructure Law Requirements](#). These FAQs address stakeholder questions about the Bipartisan Infrastructure Law changes to PTASP requirements at [49 U.S.C. § 5329\(d\)](#) to support transit agencies as they implement these new requirements.

The [PTASP TAC](#) is available to support agencies implementing and updating their ASPs and newly applicable agencies developing ASPs.

All FTA Bipartisan Infrastructure Law updates are available on www.transit.dot.gov/BIL. For any further questions about Bipartisan Infrastructure Law requirements, please email FTA-IIJA@dot.gov.

FTA Participation in Recent Transit Industry Events

FTA personnel spoke at several sessions at the [APTA Mobility Conference](#) from May 1 through May 4. Joe DeLorenzo, Associate Administrator for Transit Safety and Oversight and Chief Safety Officer, spoke at the Bus Safety Committee Meeting. Paulina Orchard, Director of the Office of System Safety, joined panelists to discuss transit’s role and partnerships in stopping human trafficking. Ms. Orchard and Stewart Mader, Safety Policy Program Analyst, discussed FTA’s crime prevention initiative and transit worker assault prevention. Frank Hackett, Program Manager and Safety Risk Management Coordinator, spoke at the Safety Risk Management and Data Analysis session. [Presentations](#) for this event along with other FTA conference presentations are available on the FTA website.



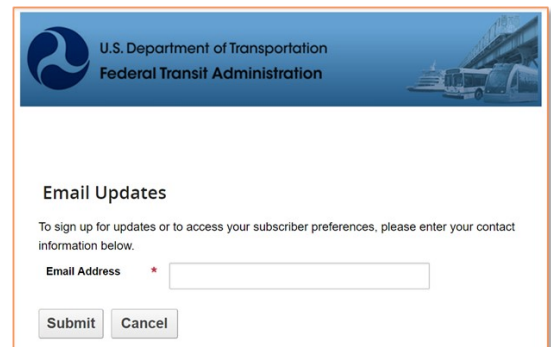
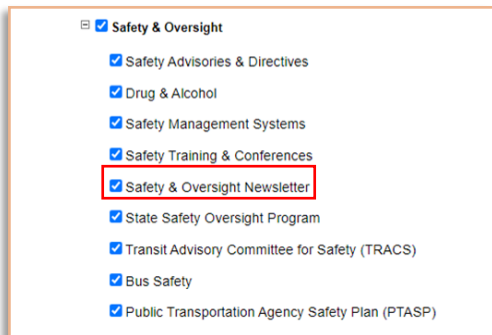
Event: APTA Mobility Conference — Transit Worker Assaults, Bus Barriers and FTA’s Crime Prevention Initiative
From Left to Right: Orchard, Mader



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- Select the categories and topics for updates:
- All topics in the **Safety & Oversight** category
 - **Transit Safety & Oversight** (Programs category)
 - **Calendar of Events** (News & Events category)

The Role of Data in Safety Risk Assessment

Safety risk assessment is a process that includes determining the likelihood and severity of a potential consequence of a hazard (PTASP, 49 CFR § [673.25\(c\)\(2\)](#)). A thorough risk assessment includes the ability for an agency to consider existing mitigations to ascertain if a safety risk is adequately addressed or if additional action is necessary. Safety risk assessment supports decision-making and helps an agency prioritize hazards and mitigations based on safety risk.

Likelihood is how often one might expect the potential consequence to happen. Depending on the availability of information, one can assess likelihood in multiple ways (e.g., per year, per vehicle revenue miles (service provided), per specific occurrence (e.g., wheelchair lift deployments, door openings, etc.), or per hours of operation).

Severity is how serious the effects of the potential consequence may be. Severity can be assessed in multiple ways (e.g., death; injury; illness; loss of service; damage to or loss of facilities, equipment, etc.; damage to the environment).

For example, when reviewing a near-side bus stop hazard, an agency may be interested in the potential consequence of a car colliding with a bus as it pulls out of the near-side bus stop. The agency could then use service data to determine the likelihood of this occurring. Data may be available to show how often buses use that stop and how often collisions occur at near-side bus stops with similar service characteristics. The last piece of information needed for the risk assessment would be to determine the **severity** of these incidents, perhaps using injury data from similar events.

Data and Safety Risk Assessment

Data is a critical building block in a successful safety risk assessment process. Data helps determine which potential consequence(s) of a hazard to assess based on data trends and helps to determine likelihood and severity. In addition to the quantitative analysis described above, an agency may consider qualitative data in its risk assessment process.

Quantitative data refers to any information that can be quantified, counted, measured, and given a numerical value. **Qualitative data** is descriptive and expressed in terms of language rather than numerical values. Quantitative data can be used to narrow down severity or likelihood to percentage-point accuracy but doesn't necessarily reveal the context of the data. Qualitative data can leverage subject matter expertise to provide context from operations and maintenance perspectives, but it does not generally provide percentage-point accuracy.

One can strengthen the safety risk assessment process by: 1) combining quantitative data to narrow down severity and likelihood, and 2) using qualitative data to interpret how the quantitative data should be applied to the specific potential consequence. In the earlier example, the near-side bus stop hazard, an agency could determine likelihood by using service data to determine how often buses use that stop (quantitative data). The agency could also interview and observe operators who regularly service that location or interview road supervisors who are familiar with the bus stop in various conditions and times of day (qualitative data). Through these two types of data, the agency has a more complete picture of the potential consequences and can better determine next steps. For more information visit the [PTASP TAC Resource Library](#) or contact PTASP-TAC@dot.gov.

Related Resources

- Safety Risk Assessment in Practice: [Presentation](#) | [Recording](#)
- Implementing Safety Risk Assessment Approaches: [Presentation](#) | [Recording](#)
- [Safety Risk Management for Bus Transit Providers](#)
- [Safety Risk Management for Rail Transit Providers](#)
- [PTASP Hazards and Consequences Self-Guided Learning Tool](#)

Sources of Data for Safety Risk Assessment

Sources of quantitative data include employee reports and maintenance or operations information systems.

Sources of qualitative data include subject matter expertise (e.g., employees, industry association, etc.) and information provided by FTA.

FY2022 TSI Safety Training

[Registration](#) is open for Transportation Safety Institute (TSI) safety training courses for transit personnel. These courses also support FTA grantees subject to the [Public Transportation Safety Certification Training Program \(PTSCTP\) regulation](#) with initial training and refresher training requirements. All rail PTSCTP courses are delivered virtually. The [FY2022 TSI Training Schedule](#) is also available.

The availability of in-person TSI courses depend upon each host's local guidance. Please contact TSI at TSI@dot.gov or 405-954-3682 for more information. TSI can verify the status of scheduled courses and assist with any other course-related questions.

General Rail/Bus PTSCTP Virtual Live Training Courses

<p>SMS Principles for Transit: Includes an introduction to the principles and four components of a Safety Management System (SMS): Safety Policy; Safety Risk; Safety Assurance (SA); and Safety Promotion.</p>	<p>June 22–24, 2022 July 26–28, 2022</p>
<p>SMS Safety Assurance: Examines the SA component within an SMS and discusses the three key subcomponents and essential SA activities and tools necessary to verify the effectiveness of safety risk mitigations and that no new safety risks have been introduced through the implementation of the mitigations or changes.</p>	<p>July 29, 2022</p>
<p>Effectively Managing Transit Emergencies: Provides participants with information on understanding the necessity, purpose, development and implementation of emergency management and how it relates to the other safety functions of a transit system.</p>	<p>May 31–June 3, 2022 July 19–22, 2022</p>

Rail PTSCTP Virtual Live Training Courses

<p>SMS Principles for SSO Programs: Provides participants with the knowledge, skills and tools State Safety Oversight Agencies (SSOAs) need as their rail transit agencies move from SMS planning and implementation to SMS operation.</p>	<p>June 29, 2022 July 7, 2022</p>
<p>Transit Rail System Safety: Provides basic rail system safety and Safety Management System (SMS) principles and the required elements of FTA safety regulations.</p>	<p>June 13–17, 2022 July 11–15, 2022</p>
<p>Transit Rail Incident Investigation: Provides participants with the knowledge and skills to successfully investigate various types of transit incidents and comply with the requirements of the State Safety Oversight (SSO) Rule (49 CFR Part 674).</p>	<p>June 6–10, 2022</p>

Non-PTSCTP Virtual Live Training Courses

[Overseeing the Safety Management Process for SSOAs](#): Provides a practical approach for managing SSO programs while RTAs transition to an SMS framework at their organizations.

August 15–18, 2022

eLearning Self-Paced Virtual Courses Available 24/7

[Bus Nomenclature](#): Provides participants with an introduction to the basic terminology and components used in bus transit systems.

[Curbing Transit Employee Distracted Driving](#): Provides participants with a raised awareness of distracted driving with the outcome of reducing public transportation professionals' risk of distracted driving.

[Fatigue and Sleep Apnea Awareness for Transit Employees](#): Provides participants with general concepts about sleep and fatigue as well as the knowledge and skills to identify individuals at high risk for obstructive sleep apnea and other sleep disorders.

[Rail Nomenclature](#): Provides participants with an introduction to the basic terminology and components used in rail systems.

[Roadmap to Drafting an Agency Safety Plan for Bus Agencies](#): Provides participants with examples of how to translate the requirements of the Public Transportation Agency Safety Plan Regulation (49 CFR Part 673) into a compliant Agency Safety Plan.

[SMS Awareness](#): Provides participants with an introduction to SMS. This course is the mandatory prerequisite for the SMS Principles for Transit and Safety Assurance courses.

NTI Virtual AAP and VTW Courses

The National Transit Institute (NTI) offers virtual Assault Awareness and Prevention (AAP) and Violence in the Transit Workplace (VTW) courses. The AAP and VTW courses support the [FTA Enhanced Transit Safety and Crime Prevention Initiative](#), which provides resources to help transit agencies address and prevent crime and protect transit workers and riders. The AAP course can also be used by transit agencies to fulfill the new [Bipartisan Infrastructure Law requirement](#) for de-escalation training. **To participate in these free courses, complete the quick self-registration.**



Please contact NTI at 848-932-1700 or nti_info@nti.rutgers.edu with any questions. For questions about FTA safety training offerings, please contact FTASafetyPromotion@dot.gov.

The recorded versions of the AAP and VTW courses are on the [FTA Enhanced Transit Safety and Crime Prevention Initiative webpage](#).

FTA Employee Spotlight: Michael Converse



Michael Converse

Transportation Program Analyst, Office of Program Oversight, Office of Transit Safety and Oversight, FTA

How would you explain your job to someone you have never met? I assist with the quality control and quality assurance of program oversight reviews. This work involves identifying issues in review records in the Oversight Tracking System (OTrak), FTA's official system of record for oversight data. After compiling the information, my team works with FTA staff and contractors to resolve the issues to ensure data integrity. It does require me to be very detail-oriented and involves a lot of communication between people both within my division and other FTA staff and contractors.

What were you doing prior to this role? Prior to my role as a Program Analyst, I was working as a special education tutor for Marshall University where I had ongoing communications with students, parents and professors. In addition, I assisted numerous education specialists that oversaw the necessary administrative functions that helped provide students with proper accommodations as highlighted in their Individualized Education Programs.

What's your favorite moment of your professional career so far? Since I've joined FTA, I've enjoyed meeting the amazing people within my team who have been very kind and helpful during my initial onboarding with the department. In addition, during some seminars, I was able to learn from and work with different people and divisions within FTA and DOT.

What's your favorite form of transportation? Why? Car because I'm in control and can decide where I can and want to go.

What's your favorite TV series for binge-watching? "Cobra Kai" and "The Last Kingdom."

What can you not live without? My family and friends. I see my friends as family.

If you could time travel, which period would you go back to visit? 2011, when I graduated high school so I can tell myself not to worry about the uncertainty and that things are going to be exciting.

Share an interesting fact about yourself. I am a Black Belt in Taekwondo as well as a purple belt in Brazilian Jiu Jitsu and I'm a good artist.

Operation Lifesaver Rail Safety Pledge

As a part of its 50th anniversary celebration, rail safety education non-profit organization [Operation Lifesaver](#) (OLI) launched an online safety pledge for [adults](#) and [kids](#). A Rail Safety Pledge Certificate can be downloaded after taking the pledge. If they choose to, pledgees can share their certificate and a link to the pledge with friends and family. This certificate is not a part of Rail Safety Week.

OLI is a non-profit organization and leader in rail safety education committed to preventing collisions, injuries and fatalities on and around railroad tracks and highway-rail grade crossings. OLI's national programs provide free safety presentations to law enforcement, first responders, school-aged children, school bus operators, truckers, student drivers and more, educating and empowering the public to make safe choices on and around railroad property. FTA is proud to partner with and support OLI and its efforts to help improve rail transit safety.





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

Access the [FTA Transit Safety and Oversight Spotlight Newsletters](#).

Upcoming FTA Transit Safety & Oversight Speaking Engagements

[APTA Rail Conference](#)

June 5-8, 2022 | San Diego, CA

[International Level Crossing Awareness Day Conference](#)

June 8-10, 2022 | Denver, CO

[PTASP Webinar: The Safety Risk Register in Action](#)

July 27, 2022 | 2:00pm-3:30pm ET | Virtual

[FTA Joint State Safety Oversight and Rail Transit Agency Workshop](#)

October 25-27, 2022 | Virtual

Save the Date: SSO Quarterly Calls

August 17, 2022 | 3:00–4:30 pm ET | Virtual

November 16, 2022 | 3:00–4:30 pm ET | Virtual

The contents of this document do not have the force and effect of law and are not meant to bind the public in any way. This document is intended only to provide clarity to the public regarding existing requirements under the law or agency policies. Grantees and subgrantees should refer to FTA's statutes and regulations for applicable requirements.