

## Transit Safety and Oversight Spotlight Newsletter

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U.S. Department of Transportation  
Federal Transit Administration

### Message from the Associate Administrator

Dear Transit Colleagues:

I hope everyone is having a safe and healthy summer. It's a busy time in transit safety as we work toward implementing new requirements from the Bipartisan Infrastructure Law, releasing unprecedented amounts of funding to transit agencies and working to restore ridership to transit agencies across America.

As part of the [Public Transportation Agency Safety Plan \(PTASP\) requirements](#) under the Bipartisan Infrastructure Law, transit agencies that receive Section 5307 funding and serve an urbanized area of 200,000 or more must establish a Safety Committee by **July 31, 2022**. In addition, FTA expects the Safety Committee to approve an update to the agency's Agency Safety Plan (ASP), incorporating the applicable PTASP requirements, by **December 31, 2022**. For more information on the requirements, please refer to the [Dear Colleague Letter](#) or the [Bipartisan Infrastructure Law Frequently Asked Questions webpage](#).

FTA is preparing to issue Special Directives on the Risk-Based Inspection Program later this year. FTA hosted a webinar for State Safety Oversight Agencies (SSOAs) and will host a webinar for Rail Transit Agencies (RTAs). We hope these webinars are informative and demonstrate FTA's commitment to keeping open lines of communication regarding the Bipartisan Infrastructure Law requirements.

FTA continues to prepare for the [FTA Joint State Safety Oversight \(SSO\) and RTA workshop](#), which will be held from Tuesday, October 25-Thursday, October 27, 2022 in Washington, DC, with a virtual option for participants. SSOAs and RTAs have received an invitation letter to the workshop, and more communications will be sent over the next few weeks. If you have any questions regarding the workshop, please contact [Melonie.Barrington@dot.gov](mailto:Melonie.Barrington@dot.gov) or [FTASafetyStakeholder@dot.gov](mailto:FTASafetyStakeholder@dot.gov).

Along with industry engagement opportunities, FTA continues to offer new resources to provide technical assistance. FTA recently published the [Agency Safety Plan \(ASP\) Directory](#) as part of the [PTASP Technical Assistance Center Resource Library](#). Transit agencies can use these ASPs as a resource to help with their ASP development and updates.

Training remains a crucial component to maintain safe public transportation systems. As a reminder, applicable SSOAs and RTAs must certify that they have complied with the [Public Transportation Safety Certification Training Program \(PTSCPT\) regulation](#) by **August 20, 2022**. Review the available training resources on FTA's webpage to assist with this important requirement. If you have any questions, please contact [FTASafetyPromotion@dot.gov](mailto:FTASafetyPromotion@dot.gov).

Sincerely,  
Joe DeLorenzo



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

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## Participation in Transit Industry Events

FTA recently spoke at the American Association of State Highway and Transportation Officials Multi-State Transit Technical Assistance Program (MTAP) Steering Committee meeting and the Transit Asset Management (TAM) virtual roundtable.

David Schilling, Chief of Program Oversight Performance and Quality Assurance, spoke at the MTAP Steering Committee, where he discussed FTA's analysis of AASHTO's "review of the SMR Reviewer" survey alongside MTAP Chair Don Chartock.

During the virtual TAM roundtable panel, Hope Jensen, Office of Program Oversight Director, and Stewart Mader, Safety Policy Program Analyst, discussed how the Office of Program Oversight and the Office of System Safety interacts with and relates to TAM. They also spoke about how TAM may influence their future plans and decisions.



Division Chief David Schilling, Office of Program Oversight Director Hope Jensen and Program Analyst Stewart Mader spoke on behalf of FTA at July industry events.

[Presentations](#) for these events, along with other FTA conference presentations, are available on the FTA webpage.

## Rail Transit Roadway/Pedestrian Grade Crossing Report

To help agencies and organizations develop safety standards that will reduce the incidents and accidents at rail transit roadway/pedestrian grade crossings, FTA recently published the [FTA Standards Development Program: Rail Transit Roadway/Pedestrian Grade Crossing, Exploratory Report](#). The FTA-sponsored report includes an industry survey, case studies on four transit agencies and existing national standards, guidelines and regulations. The report includes a total of 13 findings.



An example of a multi-modal crossing with light rail (foreground) and freight rail (background). Multi-modal crossing configurations are crossings where two or more different types of rail traffic use the same crossing and could be crossing simultaneously under certain conditions.

### Key Findings

- In a survey of five responding agencies, with five years of incident data, and over 1,000 reported incidents, the total number of reported incidents at street intersection grade crossings were about ten times higher than the number of incidents at conventional (exclusive rail right-of-way) grade crossings.
- Street intersection grade crossings typically present challenges and limitations in terms of engineering solutions that can be applied, particularly because motor vehicle traffic runs parallel to the rail in addition to crossing the rail.
- Dynamic signage is used by all visited agencies, but there are no standards or best practices in the way signs and messages are used by the agencies.

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- Grade crossing safety treatments that were found effective at conventional crossings include:
  - Quad gates, swing gates, gate skirts
  - Channelization devices
  - Fencing and anti-trespass devices

Access [this report and other FTA research reports](#) on the FTA webpage. For more information, please contact [Raj Wagley](#), General Engineer, FTA Office of Infrastructure, Safety and Asset Innovation.

## FTA Publishes Review of Standards for Track Inspection & Maintenance Report

As part of the FTA Standards Development Program, FTA recently published the [Review of Standards for Track Inspection and Maintenance Exploratory Report](#). The FTA-sponsored report focuses on the state of inspection and maintenance practices for rail transit agencies in the United States. The report includes an extensive literature review, a gap analysis and recommendations for developing voluntary standards, protocols, guidelines, or recommended practices.

Based on the research, the report listed a total of eight findings. Many of these findings are interrelated and there is a possibility that addressing a combination of findings will eliminate the need to address other findings.

### Key Findings

- Industry track geometry safety standards and recommended practices exist.
- Track maintenance standards can be tailored to agency types and characteristics of vehicles.
- Switch point inspection improvements can be made.
- Training for turnout operations can reduce incidents. New automated inspection technology developments may be worthy of demonstration/validation.

Access [this report and other FTA research reports](#) on the FTA webpage. For more information, please contact [Raj Wagley](#), General Engineer, FTA Office of Infrastructure, Safety and Asset Innovation.



Track inspection and maintenance help keep America's transit riders and workers safe.





## Monitoring Safety Risk Mitigations

When transit agencies implement safety risk mitigations under 49 CFR 673.25(d), as discussed in the [June TSO Spotlight](#), they are required, under **Safety Assurance**, to monitor whether mitigations are ineffective, inappropriate, or not performing as intended (49 CFR 673.27(b)(2)). Establishing **Safety Performance Indicators (SPIs)** and **Safety Performance Targets (SPTs)** can help agencies monitor mitigations.

- An SPI is a signal or early warning sign that measures inputs, outputs, outcomes, or impacts of a particular process or activity.
- An SPT applies a quantitative threshold to help draw conclusions from observed changes in an SPI over a specific time frame.

### Example: Monitoring Mitigations for an Open Platform Edge

A rail transit agency determines it is not willing to accept the safety risk associated with falls on one of its open platforms. As a mitigation, the agency decides to increase platform monitoring to warn individuals to stay clear of the platform edge. This mitigation is intended to **reduce the likelihood** of the potential consequence of the hazard. Deploying platform agents to warn people to stay clear of the platform edge reduces the likelihood of someone being injured or killed by falling onto the right-of-way.

To monitor this mitigation, the agency can use a suite of performance measures, including defined SPIs and SPTs (see Example Mitigation and Monitoring plan, page 5).

These measures may also help the agency determine when and under what conditions the mitigation is most effective. For instance, the agency may use the platform agents' reports on interventions to optimize the platform coverage schedule for the busiest times of day, inclement weather when floors may be slippery and special events when crowding increases the risk of falls.

To keep track of their SPIs, SPTs, other mechanisms for safety risk mitigation monitoring, and other parts of their mitigation, an agency may use a **mitigation monitoring plan**. Mitigation monitoring plans allow an agency to document its approach to monitoring the implemented mitigations and track the status of the mitigation(s).

### Resources

- [Safety Risk Management Process](#)
- [Safety Risk Management Fact Sheet](#)
- [Developing and Monitoring Safety Risk Mitigations Webinar](#)



Transit agencies with an open platform edge can establish a Safety Performance indicator or Safety Performance Target to help monitor mitigations.



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Example Mitigation Monitoring Plan	
Mitigation Description	Deploy platform agents to warn passengers to stay clear of the platform edge.
Implementation Roles and Responsibilities	<ul style="list-style-type: none"> <li>Rail Operations Supervision Department, Kelly Green (scheduling)</li> <li>Training Department, Tim Smith (training update for station agents)</li> </ul>
Defined SPIs and SPTs	<ul style="list-style-type: none"> <li><b>Implementation Monitoring SPI:</b> Number of platform agents trained and deployed.</li> <li><b>Implementation Monitoring SPT:</b> All platform agents trained and deployed within three weeks of the mitigation start date.</li> <li><b>Effectiveness Monitoring SPI:</b> Number of platform agent reports of interventions to prevent or mitigate falls, including time of day, prevailing weather conditions, and crowding conditions.</li> <li><b>Effectiveness Monitoring SPT:</b> Zero falls from the platform over the next three months.</li> </ul>
Implementation Time Frames	<ul style="list-style-type: none"> <li>Training complete for all station agents no later than July 15, 2022.</li> <li>Additional station agents scheduled no later than August 1, 2022.</li> </ul>
Method of Reporting Safety Performance	Monthly incident report from the safety department to the safety committee

Visit the [PTASP Technical Assistance Center \(TAC\) Resource Library](#) for guides, fact sheets and webinars on the PTASP regulation. Contact the PTASP TAC at [PTASP-TAC@dot.gov](mailto:PTASP-TAC@dot.gov) for assistance with any PTASP-related topic. See also the May TAC webinar, [Developing and Monitoring Safety Risk Mitigations](#).

### \*NEW\* ASP Directory

As a part of the PTASP Technical Assistance (TAC) Resource Library, the [Agency Safety Plan \(ASP\) Directory](#) is a new resource for transit agencies.

Transit agencies can use these publicly available ASPs to help with their own ASP development or updates. Please note that FTA has not assessed whether any of these plans meet applicable statutory or regulatory requirements.

If you would like to add your ASP to the directory, please contact [PTASP-TAC@dot.gov](mailto:PTASP-TAC@dot.gov).

### \*NEW\* PTASP Bipartisan Infrastructure Law Frequently Asked Questions

FTA has published additional [FAQs to the PTASP Bipartisan Infrastructure Law FAQ webpage](#).

Topics addressed include ASP review and update, safety committees, and safety performance targets.

These FAQs have been added to the first set of FAQs that were published in April of this year.

All FTA Bipartisan Law infrastructure Law updates are available on FTA's webpage.

## 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 depends upon each host's local guidance. Please contact TSI at [TSI@dot.gov](mailto: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

<a href="#">SMS Principles for Transit</a> : 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.	July 26–28, 2022
<a href="#">SMS Safety Assurance</a> : 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 when mitigations or changes are implemented, no new safety risks are present.	July 29, 2022

### Non-PTSCTP Virtual Live Training Courses

<a href="#">Overseeing the Safety Management Process for SSOAs</a> : Provides a practical approach for managing SSO programs while RTAs transition to a SMS framework at their organizations.	August 15–18, 2022
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### eLearning Self-Paced Virtual Courses Available 24/7

<a href="#">Bus Nomenclature</a> : Provides participants with an introduction to the basic terminology and components used in bus transit systems.
<a href="#">Curbing Transit Employee Distracted Driving</a> : Provides participants with a raised awareness of distracted driving with the desired outcome of reducing public transportation professionals' risk of distracted driving.
<a href="#">Fatigue and Sleep Apnea Awareness for Transit Employees</a> : 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
<a href="#">Rail Nomenclature</a> : Provides participants with an introduction to the basic terminology and components used in rail systems.
<a href="#">Roadmap to Drafting an Agency Safety Plan for Bus Agencies</a> : 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.

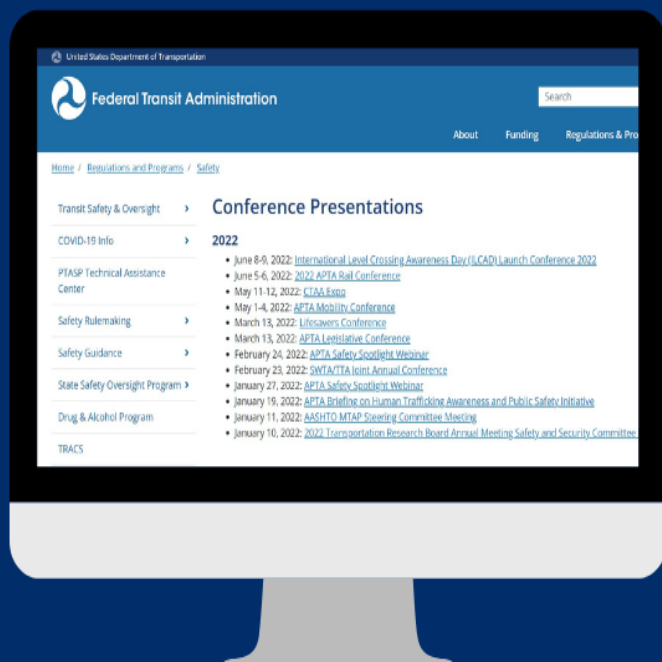
## NTI Virtual AAP and VTW Courses

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](mailto:nti_info@nti.rutgers.edu) with any questions. For questions about FTA safety training offerings, please contact [FTASafetyPromotion@dot.gov](mailto:FTASafetyPromotion@dot.gov).

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



# Missed a TSO Speaking Engagement?

Check out the Stakeholder Engagement  
webpage for conference presentations!

## FTA Employee Spotlight: Amber Roane



**Amber Roane**

Safety Management System Program Analyst,  
Office of System Safety, Office of Transit Safety  
and Oversight, FTA

**How would you explain your job to someone you have never met?** I monitor 21 human trafficking grants for the Innovation in Transit Public Safety along with three cooperative agreements for the Crime Prevention and Public Safety Awareness that total \$4.7 million. As a criminal justice major, this work is especially important to me. This work has been very challenging but rewarding.

**What were you doing prior to this role?** After finishing my bachelor's degree in criminal justice with a minor in sociology from Mount St. Mary's University, I worked in the Department of Homeland Security's Office of the Chief Financial Officer. I completed a graduate certification program in Public Administration. I then transitioned to a full-time employee as a Program Analyst in FTA's Office of System Safety, Safety Assurance and Risk Management Division.

**What's your favorite moment of your professional career so far?** One of my favorite moments in my career was receiving my first team award at the Fiscal Year 2022 Secretary's Awards Ceremony. The award for Transportation Safety recognized distinguished service in FTA's response to COVID-19. It was a great honor knowing I

worked with a great team.

**What's your favorite form of transportation? Why?** The metro train is my favorite form of transportation. Trains can take you to so many places in such a short period of time. I've worked in Washington, DC for seven years and the Washington Metropolitan Area Transit Authority (WMATA) is my primary choice of transportation—I've had great experiences using WMATA.

**What's the best piece of advice you have been given?** The best piece of advice someone gave to me was to have a purpose and a passion for whatever you do. I take that to mean whatever career path you choose in life, that you want to wake up every morning and are excited to go to work.

**What can you not live without?** Despite the obvious reasons, I cannot live without food. I love to bake and enjoy trying new restaurants.

**If you could take a month to travel anywhere, where would you go?** I would travel to Abu Dhabi in the United Arab Emirate (UAE). I visited Dubai in the UAE in March of 2021 and could not visit Abu Dhabi due to COVID restrictions. I really enjoyed the peaceful nature of Dubai and look forward to visiting Abu Dhabi in the future.

**If Hollywood made a movie of your life, who would you like to see play the leading role as you?** I would like for Beyonce to play me because she would understand how to channel the strong work ethic that I believe I put into my career.







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

Federal Transit Administration  
Office of Transit Safety and Oversight  
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Access the [FTA Transit Safety and Oversight Spotlight Newsletters](#).

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## Upcoming FTA TSO Office Speaking Engagements

### [AASHTO/APTA/CTAA State Public Partnerships Conference](#)

August 29-30, 2022 | Spokane, WA

### [APTA TRANSform Conference](#)

October 9-12, 2022 | Seattle, WA

### [FTA Joint SSO and RTA Workshop](#)

October 25-27, 2022 | Washington, DC Hybrid

## 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.*