



Transit Safety and Oversight Spotlight Newsletter

September 2022
Vol. 7 No. 9

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Federal Transit Administration

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Message from the Associate Administrator

Dear Transit Colleagues:

We've made it through a sweltering summer and I'm looking forward to autumn. Whatever the season, FTA is not slowing down when it comes to helping transit agencies improve safety.

I was excited to help promote this year's ["Stop. Trains Can't" campaign](#) with a [video message](#), ensuring that everyone is aware that rail transit safety is a priority at FTA. (See more about this initiative on p. 2). I encourage rail transit agencies to explore the available grade crossing resources from both DOT and Operation Lifesaver to use in your own efforts to improve safety.

In October, my staff and I are looking forward to engaging with you virtually or in person at the [FTA Joint SSO and RTA Workshop](#). If you haven't already, I encourage you to review the [agenda](#) and [register](#) for the workshop. I'm particularly looking forward to the sessions with our federal partners from the Occupational Safety and Health Administration and the Transportation Security Administration and the first day's networking exchange. If you have any questions about the workshop, please contact FTASafetyStakeholder@dot.gov.

As we wrap up another fiscal year in the Federal Government and prepare for a new one, I'm happy to announce the [FY23 FTA-Sponsored Transportation Safety Institute \(TSI\) Training Schedule](#). Training continues to play an essential role in creating safer transit systems across America, so please take a moment to review the schedule and plan out your safety training needs. As you consider what is most relevant to you and your colleagues, contact FTASafetyPromotion@dot.gov about safety training requirements and TSI@dot.gov regarding the training schedule and course registrations.

As always, please let me know how FTA can best assist you in your important work to build safer transit systems across America.

Sincerely,
Joe DeLorenzo



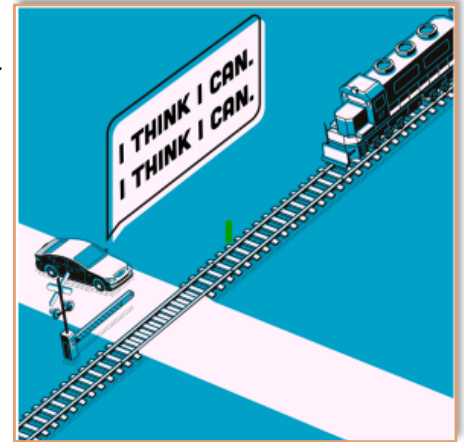
Joe DeLorenzo
Associate Administrator for
Transit Safety and Oversight
and Chief Safety Officer, FTA

FTA Partners in Multi-Modal “Stop. Trains Can’t.” Campaign

FTA is proud to partner with the [Federal Railroad Administration](#) and [National Highway Traffic Safety Administration](#) for the annual “Stop. Trains Can’t” campaign. The campaign runs from September 12–December 14, 2022 to promote rail safety awareness near rail grade crossings and reminds drivers of the precautions they must take: Drivers should always obey signs, slow down, look both ways down the track and listen before crossing.

New resources this year include a social media playbook with sample messages and accompanying graphics, in both English and Spanish.

Visit the [campaign webpage](#) for free materials to help promote rail transit safety in your system and region. Remember the message is simple: Stop. Trains Can’t. Your communication efforts can help save lives.



Sample content available in the Social Media Playbook
Credit: NHTSA

Rail Safety Week Outreach



Credit: Operation Lifesaver Inc.

This year’s [Rail Safety Week](#), which ran from September 19–25, aimed to help raise awareness about rail safety and empower the public to make safe decisions around trains and tracks. This annual event is spearheaded by [Operation Lifesaver, Inc. \(OLI\)](#), who partners with rail safety organizations across the U.S., Canada and Mexico.

Through FTA’s cooperative agreement with OLI, the organization developed new transit resources to help promote rail safety on commuter rail, light rail, subway and streetcars. FTA also supported OLI to run safety ads in U.S. cities that have experienced an increase in rail transit safety incidents.

September 22 focused on rail transit safety and promoted transit-specific safety messages and materials. Other themes throughout the week included: #STOPTrackTragedies; Operation Clear Track; Crossing Safety; Professional Driver Safety; Wear Red for Rail Safety; Trespass Prevention; No Photo/Video/Selfie is Worth the Risk. OLI’s free [digital library](#) includes

resources to help raise awareness about the importance of rail safety.



Applications Open for Operation Lifesaver Inc. Rail Transit Safety Education Grants

On September 9, 2022, [Operation Lifesaver, Inc. \(OLI\) announced](#) it was accepting applications for its competitive Rail Transit Safety Education Grants. OLI is a non-profit organization focused on rail safety education to help prevent collisions, injuries and fatalities on and around railroad tracks and highway-rail grade crossings.

Transit agencies and government entities that wish to conduct rail transit safety education and public awareness initiatives may apply for grants of up to \$20,000. The grants require non-federal matching funds of at least 25 percent of project costs and all grants must be coordinated with state Operation Lifesaver programs.

The application deadline is Monday, October 17, 2022 and awardees will be announced by Thursday, December 1, 2022. For more information, check out [OLI's Rail Transit Safety Education Grants information sheet](#).

FTA Participation in Recent Transit Industry Events

FTA spoke at the [Substance Abuse Program Administrators Association](#) Conference on August 24 and the [Washington State Public Transportation Conference](#) on August 30.

At the Substance Abuse Program Administrators Association Conference, Office of Safety Review Drug and Alcohol Program Manager Lyon Rosario discussed updates to FTA's Drug and Alcohol Testing Regulation Part 655, new industry requirements and their impacts on FTA grantees.

Deputy Associate Administrator Angela Dluger and Office of Program Oversight Director Hope Jensen attended the Washington State Public Transportation Conference in Spokane, WA. Deputy Associate Administrator Dluger's presentation was titled "What States & Transit Agencies Need to Know: FTA Safety Programs" and Director Jensen shared her presentation on the "Latest and Greatest from FTA on State Management Reviews."

[Presentations](#) for these events and other FTA conference presentations are available on FTA's website.



Office of Program Oversight Director Hope Jensen and Deputy Associate Administrator Angela Dluger spoke at the Washington State Public Transportation Conference in Spokane, WA.

FTA Publishes Transit Bus Accident Investigations—Background Research Report



FTA published the [Transit Bus Accident Investigations—Background Research Report](#) that provides research in support of FTA's [Effective Practices in Transit Bus Accident Investigations Report](#). This report looks at each component of the Safety Management System (SMS) framework, which provides a proactive approach to preventing accidents.

SMS is broken down into four elements: Safety Management Policy, Safety Risk Management, Safety Assurance and Safety Promotion. Accident investigation falls under Safety Assurance and is integral in identifying causal or contributing

factors in accidents. While accident investigation occurs after a significant event, it may be utilized to help recognize early warning signs that a significant event could potentially happen.

Continued from page 3

SMS is designed to be scalable to work for any transit agency, regardless of size. As each transit agency has its own unique approach, the recommended practices in this report are not meant to be prescriptive, but can be used as a guide to help transit agencies with their accident investigation procedures.

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

FTA Publishes Medical Fitness for Duty and Fatigue Risk Management Report

The [FTA Standards Development Program: Medical Fitness for Duty and Fatigue for Risk Management](#) report assesses current standards and identifies gaps in practices for fatigue risk management, hours of service for transit workers, route and personnel scheduling, medical examination certifications, testing for sleep disorders and training.

Some of the best practices highlighted in the report include:

- Employee safety reporting programs, which may encourage employees to report fatigue and fitness for duty-related concerns.
- Pre-employment and return to duty medical examination certification for all safety-sensitive employees, which may reduce reportable incidents.
- Testing for sleep disorders and associated practices, which may reduce the potential risk factors associated with driving while fatigued.
- Implementing hours of service policies that define the limits for driving time, time on duty, time off duty between shifts, maximum work week hours, the maximum number of consecutive workdays and emergency service provisions to help reduce or mitigate fatigue risk which may reduce the number of transit safety events.

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

Reminder: Updates to Agency Safety Plans to Comply with Bipartisan Infrastructure Law Requirements

Overview

Most of the [Bipartisan Infrastructure Law changes to the Public Transportation Agency Safety Plan \(PTASP\) requirements](#) apply to transit agencies based on whether a transit agency receives Federal assistance under the Urbanized Area Formula Program (Section 5307) and the size of the urbanized area (UZA) it serves:

- Small UZA: a population of 50,000 to 199,999
- Large UZA: a population of 200,000 or more

Transit agencies can identify the UZAs they serve through [data reported to the National Transit Database \(NTD\)](#). The [2020 Annual Database Federal Funding Allocation](#) file presents the latest available data on UZAs served and their population size.

Resources

- [Bipartisan Infrastructure Law web page](#)
- [ASP Review Checklist for Bus Transit](#)
- [ASP Review Checklist for RTAs and SSOAs](#)

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Agency Safety Plan (ASP) Checklist Updates

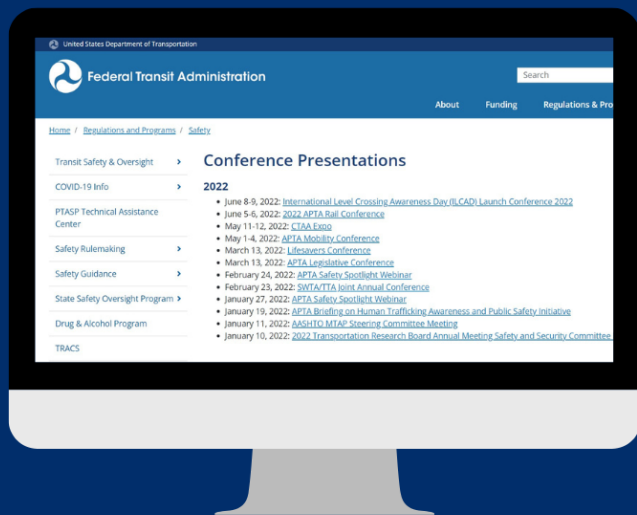
To assist transit agencies with the new Bipartisan Infrastructure Law requirements for ASPs, FTA has updated the PTASP checklists for [bus transit](#) and [RTA and SSOAs](#). The checklist now includes items such as cooperation with frontline employee representatives in ASP development (for small UZA agencies), Safety Committee approval of the ASP (for large UZA agencies) and the Risk Reduction Program (for large UZA agencies).

The [PTASP Technical Assistance Center](#) offers offering voluntary ASP reviews. For more information, call 877-827-7243 or email PTASP-TAC@dot.gov.

Certification

Applicable recipients are required to certify that they have established a compliant ASP as part of the annual [certifications and assurances](#) for FTA grants and cooperative agreements. FTA monitors these certifications in its Transit Award Management System. FTA will integrate the new requirements at 49 U.S.C. § 5329(d) into the Triennial and [State Management Reviews](#) beginning in Calendar Year 2023.

For details on changes to the PTASP requirements, see also the [Bipartisan Infrastructure Law Changes to 49 U.S.C. § 5329 \(d\)](#). For additional details on PTASP applicability, see the [PTASP Frequently Asked Questions](#).



Missed a TSO
Speaking
Engagement?
Check out the
Stakeholder
Engagement
web page for
conference
presentations!

Data Spotlight: Rail Transit Safety, January 2017–March 2022

Reviewing the national safety data presented below may help transit agencies analyze safety hazards in their systems and establish safety performance targets as a part of an [Agency Safety Plan](#). This month's spotlight covers National Transit Database (NTD) fatality and injury data from rail transit agencies (RTAs) under FTA safety jurisdiction from January 2017 to March 2022.¹

FTA requires RTAs under its safety jurisdiction to report all fatalities and injuries that meet certain thresholds to the NTD.² From January 2017 to March 2022, RTAs reported:

- **920 fatalities** (63 percent of all transit fatalities)
- **29,160 injuries** (28 percent of all transit injuries)

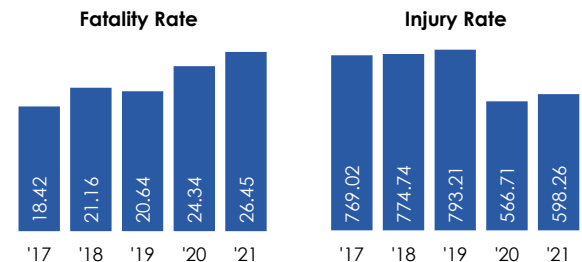
The charts on the right show the trends in rail fatalities and injuries measured on a per revenue mile basis.

Distinct types of events resulted in rail fatalities and rail injuries during the analyzed period.

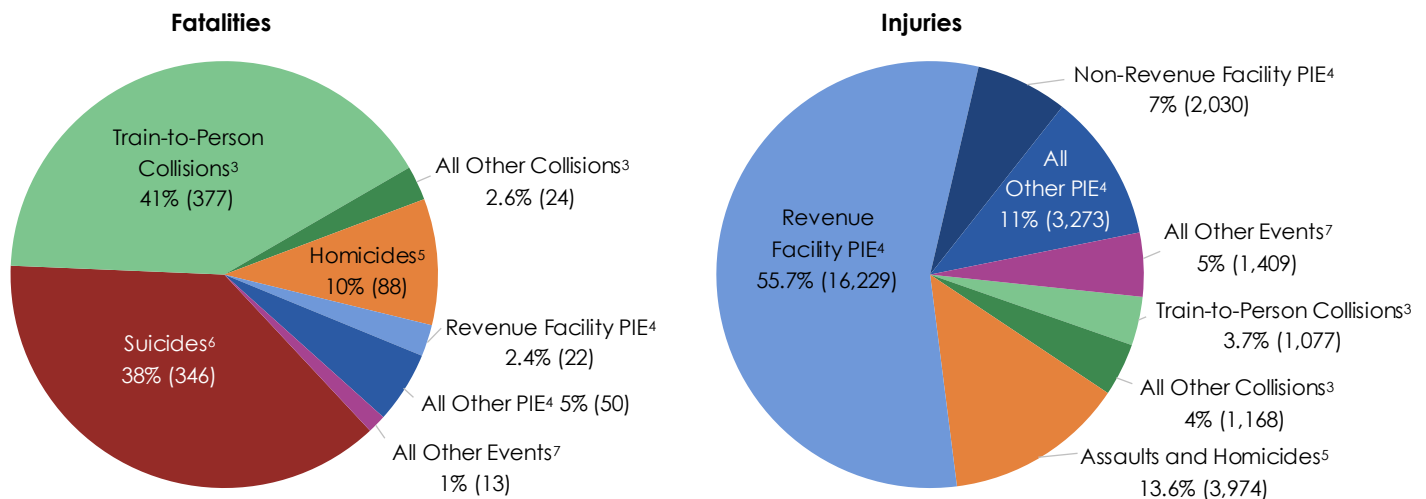
- More rail fatalities resulted from *Train-to-Person Collisions*³ than any other event type.
- More rail injuries resulted from *Revenue Facility Personal Injury events (PIE)*⁴ than any other event type.

The charts below illustrate additional notable sources of rail fatalities and injuries.

Trends in Rail Fatalities and Injuries per 100 Million Vehicle Revenue Miles (100M VRM), 2017–2021¹



Rail Fatalities and Injuries by Event Type, Jan 2017–Mar 2022¹



More detailed analysis of train-to-person collisions will be included in a Data Spotlight in a future edition of the *TSO Spotlight Newsletter*, since these events result in more rail fatalities than other event types.

¹Data reflect NTD major and non-major event submissions from RTAs through July 5, 2022. NTD data for 2021–22 are preliminary. The Alaska Railroad, commuter rail modes, and some heavy and hybrid rail modes fall under Federal Railroad Administration safety jurisdiction and are excluded from all analyses.

²FTA's criteria for determining if fatalities and injuries must be reported to the NTD are available in the [NTD Safety & Security Reporting Policy Manual](#).

³Collisions include any collision between a rail transit vehicle (RTV) and any person or object, including but not limited to private motor vehicles, fixed objects, and other transit vehicles, excluding suicides and suicide attempts. Train-to-Person Collisions are Collisions between an RTV and any person not within a motor vehicle.

⁴PIE are reportable safety events resulting in fatalities and injuries that do *not* involve a vehicle collision, derailment, runaway train, fire, hazardous material spill, Act of God, evacuation, or significant property damage. They include but are not limited to slips, trips, falls, and electrocutions. Revenue Facility PIE include those occurring in any part of a revenue facility, including but not limited to stairs, elevators, escalators, station platforms, and parking lots. Non-Revenue Facility PIE include those occurring in an agency facility *not* used to enable riders to board or alight from transit vehicles, including but not limited to rail yards.

⁵Homicide fatalities include those submitted on either homicide or assault event reports. Assault and Homicide injuries include all assault injuries as well as any people injured other than the victim in a homicide.

⁶Suicide fatalities include all fatalities submitted on suicide and attempted suicide event reports, all fatalities submitted on transit vehicle collisions and unclassified security event reports that involve a suicide or attempted suicide, and individual suicide fatalities resulting from other security events.

⁷All Other Events include but are not limited to security events other than homicide and assault, derailments, fires, natural disasters, and non-transit collisions.

FY2023 TSI Safety Training

[Registration](#) is open for the Fiscal Year 2023 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 offered virtually.

The availability of in-person TSI courses depends 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

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.	January 10–22, 2023 February 6–8, 2023 March 21–23, 2023 April 10–12, 2023 June 20–22, 2023 September 25–27, 2023
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.	October 19, 2022 January 19, 2023 March 9, 2023 May 17, 2023 July 20, 2023 August 2, 2023
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.	December 19–22, 2022 February 21–24, 2023 April 3–6, 2023 August 14–17, 2023

Rail PTSCTP Virtual Live Training Courses

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.	February 9, 2023 March 24, 2023 September 28, 2023
Transit Rail System Safety : Provides basic rail system safety and Safety Management System (SMS) principles and the required elements of FTA safety regulations.	Nov. 28–Dec. 2, 2022 March 27–31, 2023 May 22–26, 2023 July 24–28, 2023

[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).

October 24-28, 2022
February 13-17, 2023
April 17-21, 2023
April 7-11, 2023

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.

November 14–17, 2022
July 10–13, 2023
September 18–21, 2023

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. Transit agencies can also use the AAP course 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.



FTA Employee Spotlight: Christina Jackson



Christina Jackson

Senior 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 am a Program Analyst who manages the acquisitions and budget for FTA's Office of System Safety. I ensure our team has the contracts and funding in place to move our mission forward.

What were you doing before this role? Before this role, I was a Financial Analyst and Program Manager within the U.S. Department of Housing and Urban Development's Office of Public and Indian Housing. We provided operating funds to public housing authorities.

What's your favorite moment of your professional career so far? My favorite moment of my professional career is seeing the tangible outcome of my work. When I worked for Northrup Grumman, I toured F/A-18 fighter jets and viewed Defense Metrological Satellites that I supported in their development.

What's the best piece of advice you have been given? The best advice I was given is to be authentic, open-minded and direct.

If you could learn any skill, what would it be? If I could learn any skill, it would be coding.

If you could take a month to travel anywhere, where would you go? I was supposed to go on a Mediterranean cruise through Barcelona and Italy, but it was cancelled due to COVID-19. I would use the month to recreate that trip.

If you could only pick three foods to eat for a month, which foods would you choose? I would choose seafood, pasta and almonds.





U.S. Department of Transportation
Federal Transit Administration

Federal Transit Administration
Office of Transit Safety and Oversight
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Washington, DC 20590

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

Upcoming FTA TSO Office Speaking Engagements

[APTA TRANSform Conference](#)

October 9–12, 2022 | Seattle, WA

[FTA Joint SSO and RTA Workshop](#)

October 25–27, 2022 | Washington, DC Hybrid

[FRA Rail Share](#)

November 29-30, 2022 | St. Louis, MO

Save the Date: SSO Quarterly Call

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.