



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:

We have just started the new Federal fiscal year! While we still have a little less than three months left in the calendar year, I want to recognize all the work from FTA and the transit industry as we build a safer and more equitable transit system. In this issue, we highlight significant FTA accomplishments, and I want to use them as a jumping-off point for what we can achieve together in the next fiscal year.

FTA recently issued two advisories to raise awareness about safety concerns to rail transit agencies and State Safety Oversight Agencies. [Safety Advisory 22-1](#) centers around rail car passenger door inspection and function testing and [Safety Advisory 22-2](#) makes recommendations about Signal System Safety and Train Control. Please contact us at FTASystemSafety@dot.gov with any questions.

This month, FTA hosted its annual Joint State Safety Oversight and Rail Transit Agency Workshop. The workshop provided opportunities for compelling and productive conversations with the rail transit safety community and I enjoyed meeting everyone in person and engaging with our virtual attendees. We will include a summary in the next newsletter.

I also enjoyed having an opportunity to speak directly to the transit industry at the [American Public Transportation Association's TRANSform Conference](#) in Seattle, WA. During my participation at the conference, I provided an update on our latest safety initiatives, like the recently issued Safety Advisories and the Risk-Based Inspection Special Directives. Connecting with industry stakeholders is a priority as we work towards our common goal of making transit safer for riders as well as transit workers.

Please mark your calendars for the [FTA and Occupational Safety and Health Administration \(OSHA\) Whistleblower Protection Program webinar](#) on Wednesday, November 9, 2022. More communication about the webinar will be coming soon!

Thank you for your efforts as we work together towards a safer and equitable transportation system.

Sincerely,
Joe DeLorenzo



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

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FTA Participation in Recent Transit Industry Events

FTA had a large presence at the [American Public Transportation Association's TRANSform Conference](#) held October 9–11 in Seattle, Washington.

Associate Administrator for Transit Safety and Oversight and Chief Safety Officer Joe DeLorenzo spoke at the Safety Coordinating Council meeting and the Federal Procedures and Regulations Subcommittee meeting. Additionally, Director of Program Oversight Hope Jensen addressed the Federal Procedures and Regulations Subcommittee meeting.

Office of System Safety Program Analyst Stewart Mader participated on the Operator and Transit Worker Assaults Prevention and Management panel. Office of System Safety Division Chief Jeremy Furrer spoke at the Safety Rulemaking and Bipartisan Infrastructure Law Implementation session.

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



Clockwise from top left: Program Analyst Stewart Mader addresses a crowd during the Operator and Transit Worker Assaults Prevention and Management Panel; Associate Administrator DeLorenzo speaks at the Safety Coordinating Council Meeting; Office of Program Oversight Director Hope Jensen presents at the Federal Procedures and Regulations Subcommittee meeting; and Safety Policy and Promotion Division Chief Jeremy Furrer presents at the Safety Rulemaking and Bipartisan Infrastructure Law Implementation session.

FTA Publishes Rail Transit Accident Investigation—Background Research Report

FTA published the [Rail Transit Agency Accident Investigation—Background Research](#) report which supports FTA's [Effective Practices in Performing Rail Transit 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 the safety assurance category and is integral in identifying causal or contributing factors in accidents. While accident investigations occur after a significant event, they also may be used to help recognize early warning signs that a significant event could potentially happen.

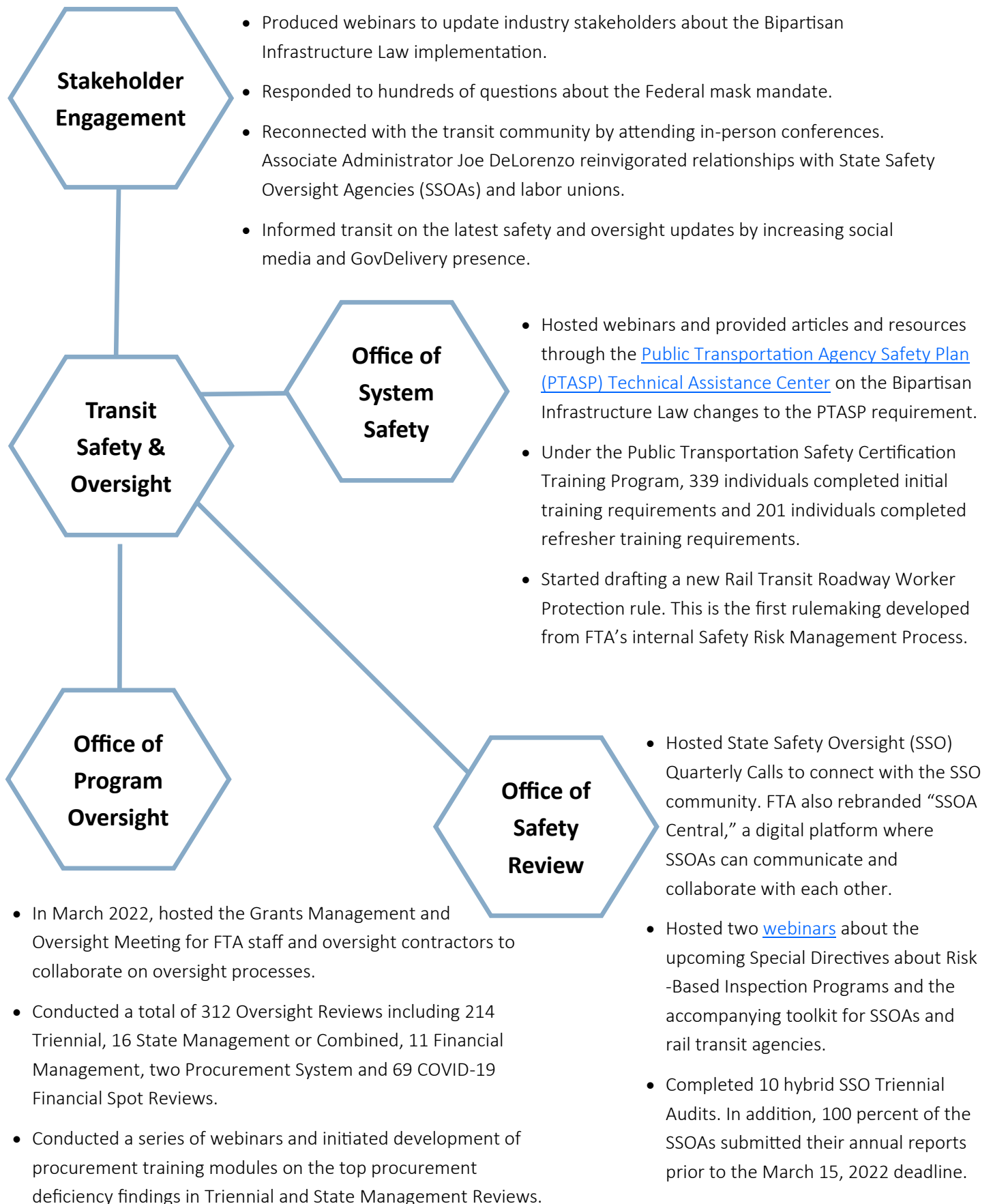
SMS is designed to be scalable to work for a transit agency regardless of size. As each transit agency has its own unique approach, the recommended practices in this report are not meant to be prescriptive in nature, but rather can be used as a guide to help transit agencies with their accident investigation procedures. Included in the report are a hazard analysis form, investigator go-bag contents list, survival and witness statements and questionnaire and 72-hour pre-incident history checklist.

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



Federal Fiscal Year 2022 Accomplishments

The Office of Transit Safety and Oversight looks back on accomplishments from the past fiscal year.



Employee Safety Reporting Program (Part 1)

How Does an Employee Safety Reporting Program (ESRP) Support a Transit Agency's Safety Management System (SMS)?

The Public Transportation Agency Safety Plan (PTASP) regulation under 49 CFR Part 673 requires transit agencies to have an ESRP:

A transit agency must establish and implement a process that allows employees to report safety conditions to senior management, protections for employees who report safety conditions to senior management and a description of employee behaviors that may result in disciplinary action (§ [673.23\(b\)](#)).

An ESRP supports the Safety Risk Management (SRM) and Safety Assurance (SA) components of a transit agency's SMS by collecting data that:

- Uncovers anticipated safety hazards (SRM),
- Confirms the implementation and effectiveness of mitigations (SA) and
- Alerts a transit agency to safety concerns experienced by personnel (SRM and SA).

What Types of Data Does an ESRP Collect?

An ESRP collects data from agency workers on safety concerns throughout the agency, that may otherwise go unreported. Compared to information gathered through other methods, ESRP data is often more timely (reported immediately), diverse (reported by employees with different experiences and backgrounds) and comprehensive (multiple reports over time can reveal trends).

The type of ESRP an agency implements will depend on the agency's need, size and scope. An ESRP can collect both **incident-based** reports on events that *have* happened and **risk-based** reports on concerns that *could* lead to an event.

Incident-based reporting is **reactive**. It allows an agency to gather information on events that have already occurred and supports SA in mitigating further occurrences. This is particularly helpful to capture events that would not otherwise be reported, such as trips or slips and falls without injury or equipment malfunction or failure without property damage.

Risk-based reporting is a **proactive** approach to safety management and provides data that assists the agency in identifying and mitigating safety risk *before* an event occurs. Risk-based reports include close-calls, near-misses and observed safety concerns.

An effective ESRP provides data from risk-based reports to support the SRM process and identify safety concerns and mitigate safety risk before an event occurs. The following ESRP report examples give information that the agency can proactively act on before a safety event occurs:

- A train operator reports that signal aspects are difficult to see at dusk because a particular signal is backlit by the sun.
- A car cleaner reports a concern that employees in the rail yard are not setting all cab brakes, a practice that some supervisors allow to expedite work. However, this practice could lead to a rollaway train entering the mainline.
- A bus operator reports that illegally parked vehicles associated with a construction project are blocking the operator's field of vision at a busy intersection.

Resources

- [The Role of Employee Safety Reporting in an Effective Transit Safety Management System](#)
- ESRP Webinar: [Presentation](#) | [Recording](#)
- Safety Promotion Agency Safety Plan Section Lessons Learned Webinar: [Presentation](#) | [Recording](#)

Visit the [PTASP Technical Assistance Center \(TAC\) Resource Library](#) for guides, fact sheets and webinars on the PTASP regulation and SMS. The PTASP TAC is also available at PTASP-TAC@dot.gov to provide technical assistance with any PTASP-related topic.

A stylized graphic on a light blue background. It features a white silhouette of a pedestrian walking on a path made of colored segments (red, green, blue, orange). To the right, a white silhouette of a bicycle is on a similar path. Below the bicycle, a white silhouette of a transit bus is on a path. The paths are interconnected, suggesting a shared or integrated transportation system. The entire graphic is framed by a thin orange border.

Credit: FHWA

FY 2023 FTA— SPONSORED SAFETY TRAINING

[LEARN MORE →](#)

U.S. Department of Transportation
Federal Transit Administration

Data Spotlight: Rail Transit Vehicle Collisions with People, Jan 2017–Apr 2022

Reviewing the national safety data 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 vehicle collisions with people not in motor vehicles (train-to-person collisions) from January 2017 to April 2022.¹

FTA requires rail transit agencies (RTAs) to report all train-to-person collisions to the NTD.² From January 2017 to April 2022, RTAs reported the following consequences from these events:

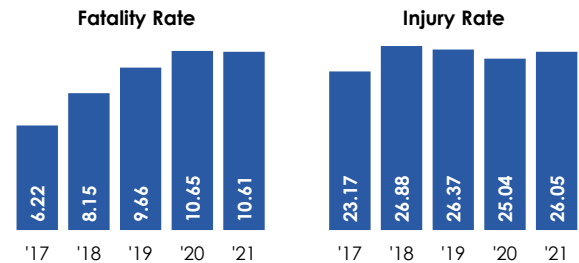
- **386 fatalities** (41 percent of all rail transit fatalities)
- **1,091 injuries** (4 percent of all rail transit injuries)

The charts to the right show trends in train-to-person collision fatalities and injuries measured on a per revenue mile basis.

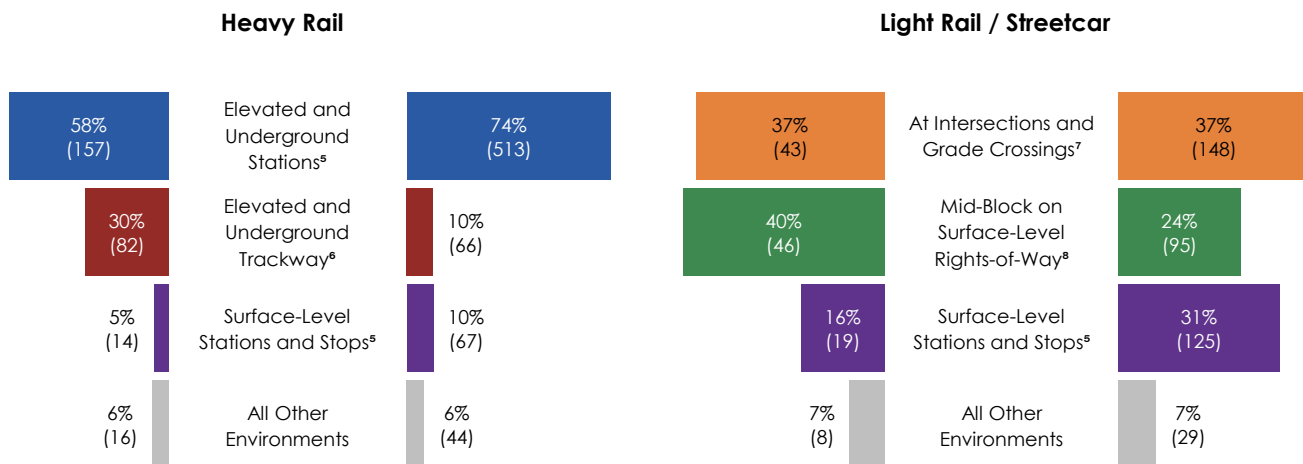
Train-to-person collisions occur at different frequencies in different transit rail modes.

- **Heavy rail modes** reported 70 percent of these fatalities and 63 percent of these injuries.
- Combined, **light rail and streetcar modes**³ reported 30 percent of these fatalities and 36 percent of these injuries.
- The remaining rail transit modes reported less than one (1) percent of these fatalities and injuries.

Trends in Train-to-Person Collision Fatalities and Injuries per 100 Million Vehicle Revenue Miles (100M VRM), 2017–2021¹



Train-to-Person Collision Fatalities and Injuries by Mode and Environment, Jan 2017–Apr 2022^{1, 4}



¹Train-to-person collisions include any collisions involving both a rail transit vehicle and any person not within a motor vehicle, excluding suicides and suicide attempts. Data reflect NTD major event submissions from RTAs through August 2, 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 transit vehicle collisions must be reported to the NTD are available in the [NTD Safety & Security Reporting Policy Manual](#).

³Light rail/streetcar modes in this analysis include all light rail, streetcar and hybrid rail modes under FTA safety jurisdiction.

⁴Totals may not sum to 100 percent due to rounding.

⁵Station and stop environments include transit station platforms, curb waiting areas of transit stops and rail rights-of-way (ROW) adjacent to these areas. Elevated and underground stations are typically separated from vehicle and pedestrian traffic. Surface-level stations and stops may be along at-grade transit-exclusive, semi-exclusive or non-exclusive ROW and may be easily traversed by pedestrians, especially in light rail/streetcar modes.

⁶Elevated and underground trackway environments include rail ROW that are grade-separated from other vehicular traffic, excluding the ROW adjacent to transit stations. This category includes bridges and tunnels. Typically, these environments do not include any crossings and are off-limits to customers and pedestrians.

⁷At Intersections and Grade Crossings includes anywhere a transit-exclusive rail ROW crosses a roadway at the same level, all street intersections where rail transit operates in mixed traffic and pedestrian crosswalks in transit stations. Driveways and parking lot entrances are excluded.

⁸Mid-Block on Surface-Level ROW includes anywhere rail transit travels at ground level, excluding intersections and grade crossings. This includes at-grade transit-exclusive, semi-exclusive and non-exclusive ROW. This category also includes areas where rail ROW intersects with driveways and parking lot entrances.

FY2023 Transportation Safety Institute (TSI) Safety Training

[Registration](#) is open for the FY2023 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

<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>January 10–22, 2023 February 6–8, 2023 March 21–23, 2023 April 10–12, 2023 June 20–22, 2023 September 25–27, 2023</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>January 19, 2023 March 9, 2023 May 17, 2023 July 20, 2023 August 2, 2023</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>December 19–22, 2022 February 21–24, 2023 April 3–6, 2023 August 14–17, 2023</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>February 9, 2023 March 24, 2023 September 28, 2023</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>Nov. 28–Dec. 2, 2022 March 27–31, 2023 May 22–26, 2023 July 24–28, 2023</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).

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 PTASP (49 CFR Part 673) into a compliant ASP.

[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: Jeremy Furrer



Jeremy Furrer

Division Chief, Office of Safety Policy and Promotion, Office of Transit Safety and Oversight, FTA

How would you explain your job to someone you have never met? Our office plays an important role in implementing Safety Management Systems. We take the analysis performed through the Safety Risk Management process to assess the need for new or amended policies to address safety risks in the transit industry. Our team takes those new or amended policies and develops training, webinars and outreach activities to support transit agencies as they implement Federal requirements. Ultimately, we use these policy and promotion tools to support the safety and reliability of public transit systems across the country.

What were you doing before this role? I've been with FTA for nine years and have served in a variety of roles. Most recently, I was the implementation lead for the Bipartisan Infrastructure Law in the Office of Budget and Policy. Before that, I served for four years as the special assistant to the Administrator, serving three FTA Administrators across two Presidential administrations. I started in FTA as a Presidential Management Fellow, Equal Opportunity Specialist in the Office of Civil

Rights, where I primarily supported Americans with Disabilities Act (ADA) compliance efforts. FTA is a remarkable agency and I'm excited to bring my years of experience and fresh perspective to the Office of Transit Safety and Oversight.

What's your favorite moment of your professional career so far? One of the most rewarding experiences was from early in my career at FTA. I looked into an ADA complaint and the individual rider was having difficulty accessing public transportation services. The rider was visually impaired and relied solely on public transit. I worked collaboratively with the transit agency to develop an innovative solution to ensure the rider had access to the services they needed. I will never forget the moment when the rider called me and said that he could now make his trips to his medical appointments. It was a small moment that had a significant impact on someone who relies on public transportation. It reminds me of our shared goal as an industry to provide safe, equitable and reliable public transportation service for every American.

What was your first experience using public transit? As a kid, my parents would take my sister and me on the T in Boston. We'd start on the Red Line in Braintree and head downtown to Quincy Market, the New England Aquarium and Fenway Park. I'll always remember how excited I was to take the train. I love taking my kids on the Metro in DC and seeing them just as excited as I was!

What's the one recommendation you would make to new professionals getting started in the transit industry? One thing that's always impressed me is the breadth of knowledge in our industry. There's also a willingness to share that knowledge. If you're new to the industry, you should tap into that knowledge as much as possible. I've never been turned down when I've asked someone from the industry for coffee or lunch. Everyone has the same goal and we're willing to share what we know to support one another.

What movie can you watch over, and over again? "Star Wars: The Empire Strikes Back." It's my favorite movie, and now my son, Gabriel, likes to watch it with me, which is so much fun!

If you could learn any skill, what would it be? I've always wanted to learn how to fly a plane. I think it would be a lot of fun! Plus, my daughter, Juliet, loves airplanes, so it would be exciting to take her on flights with me.

If you could only pick three foods to eat for a month, which foods would you choose? I only need one—tacos. At the beginning of the year, I had a weekly taco night. I've tried a new recipe every time. My kids love it. Fish tacos are my number one pick.



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](#).

Upcoming FTA TSO Office Speaking Engagements

[Whistleblower Protection Webinar](#)

November 9, 2022 | 1:00pm-2:00pm ET | Virtual

PTASP Webinar: Frequently Asked Questions

November 15, 2022 | 2:00pm-3:30pm ET | Virtual (Registration Coming Soon)

[FRA Rail Share](#)

November 29–30, 2022 | St. Louis, MO

[APTA Mid-Year Safety and Risk Management Seminar](#)

December 4–7, 2022 | Phoenix, AZ

Save the Date: SSO Quarterly Call

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

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