



# Transit Safety and Oversight Spotlight Newsletter

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## Message from the Associate Administrator

Dear Transit Colleagues:

As 2022 comes to a close, I want to thank everyone who has helped me transition smoothly into my first year as Associate Administrator. I have enjoyed meeting you over the past year and truly appreciate everyone in the transit community for their ongoing dedication to providing our communities with safe transportation services.

I strongly believe that fostering communication is key to improving safety. On my part, I attended numerous industry events and heard from you that the transit community needs to address transit worker assault. Transit workers are crucial to communities as they help riders safely get to where they need. Assaults on transit workers are a significant and growing concern in the transit industry and FTA is prioritizing transit worker assault prevention and mitigation. We have many opportunities to engage in our collective work to strengthen safety on the horizon. I look forward to every step of the journey with you.

Recently, FTA issued safety advisories to improve safety on buses manufactured by Nova Bus and to increase awareness about suicide risks related to transit. [Safety Advisory 22-3](#) recommends that affected transit agencies identify Nova Bus models manufactured in 2018 or later that are equipped with a mounting plate to accommodate a Bosch steering gearbox and perform inspections as recommended by Nova Bus. [Safety Advisory 22-4](#) encourages transit agencies to implement, update or expand suicide prevention signage and messaging campaigns that apply best practices for reducing suicide attempts. If you have any questions about either safety advisory, email [FTASystemSafety@dot.gov](mailto:FTASystemSafety@dot.gov).

Earlier this month, I was in Phoenix, AZ for the [American Public Transportation Association's Mid-Year Safety & Risk Management Seminar](#), where I shared the latest FTA safety updates. It was great to have another opportunity to connect and hear directly from the transit industry. If you attended the seminar, I hope you had the chance to engage with other FTA speakers.

Lastly, in January, FTA will host a [webinar](#) on Human Trafficking Awareness. The webinar will cover best practices from grantees and FTA's cooperative agreements. While January is Human Trafficking Awareness month, we should remain vigilant year-round in fighting against human trafficking. More information is forthcoming, so please remember to visit the [TSO Webinars webpage](#).

I hope you enjoy time with your loved ones during this holiday season and look forward to connecting in the New Year.

Sincerely,



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

## FTA at Recent Transit Industry Events



Associate Administrator Joe DeLorenzo addresses attendees at the APTA Mid-Year Safety & Risk Management Seminar.

During November and December, FTA was happy to have the opportunity to participate in transit industry events across the nation.

Deputy Associate Administrator Angela Dluger and Program Oversight Performance and Quality Assurance Division Chief David Schilling participated in a panel at the [American Association of State Highway and Transportation Officials' Multi-State Transit Technical Assistance Program Winter Meeting](#) in St. Petersburg, FL.

At the Federal Railroad Administration's [Rail Share](#) in St. Louis, MO, Associate Administrator Joe DeLorenzo spoke about Rail Grade Crossing Safety Initiatives.

Closing out the year, Associate Administrator Joe DeLorenzo, Senior Inspection Specialist Cyrell McLemore and Program Analyst Stewart Mader attended the [American Public Transportation Association's Mid-Year Safety & Risk Management Seminar](#) in Phoenix, AZ.

Associate Administrator Joe DeLorenzo shared FTA Safety Updates, Cyrell McLemore discussed Risk-Based Inspections and Stewart Mader addressed transit worker assault.

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

## AVAILABLE NOW: New FTA Safety Research Reports

FTA recently published several research reports to help inform transit agencies' safety decisions, including recommendations that may support agencies' operations.

- [Research Report and Findings: Specifications and Guidelines for Rail Tunnel Design, Construction, Maintenance, and Rehabilitation](#) — discusses industry needs relating to tunnel design, construction, maintenance and rehabilitation identified by reviewing past tunnel incidents and discussions with multiple transit agencies.
- [Research Report and Findings: Emergency Egress in Rail Transit Tunnels](#) — reviews the National Transportation Safety Board's recommendation R-16-02, "Issue regulatory safety standards for emergency egress in tunnel environments."
- [Research Report and Findings: Crash Energy Management for Heavy Rail Vehicles, Light Rail Vehicles, and Streetcars](#) — presents background research and analysis on needs and gaps for new standards related to transit vehicle crashworthiness, the ability of a transit vehicle to protect its occupants during a collision and crash energy management, a performance-based technique that is used to improve passenger safety.
- [Research Report and Findings: Light Rail Technology Scan and Case Studies](#) — provides background research, including a literature review, to identify effective measures that have been proven successful in improving the safety of light rail operations.



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

## FTA Announces 2022–2024 TRACS Members

FTA is pleased to announce [24 members](#) to serve on the agency’s federal advisory committee, the [Transit Advisory Committee for Safety \(TRACS\)](#), for the next two years. These members represent the transit industry and hail from diverse geographic regions with varying expertise and backgrounds.

They are:

- Edward Abel, Southeastern Pennsylvania Transportation Authority
- Brian Alberts, American Public Transportation Association
- Johanna Cockburn, City of Greensboro
- Beverly Edwards, First Transit
- Rebecca Frankhouser, King County Metro
- David Harris, New Mexico Department of Transportation (DOT)
- Molly Hughes, Washington State DOT
- Donna Johnson, Dallas Area Rapid Transit
- Laura Karr, Amalgamated Transit Union
- Jim Keane, Port Authority of New York and New Jersey
- Thomas Lamb, Metropolitan Transportation Authority
- Brian Lapp, New Jersey Transit
- Raymond Lopez, Los Angeles County Metropolitan Transportation Authority
- Rachel Maleh, Operation Lifesaver, Inc.
- Santiago Osorio, Metropolitan Transit Authority of Harris County
- Karen Philbrick, San Jose State University, Mineta Transportation Institute
- Ashley Porter, Florida DOT
- Patrick Preusser, City and County of Honolulu, Department of Transportation Services
- Reggie Reese, Pierce Transit
- Adam Sharkey, River Cities Public Transit
- Justin Sobeck, Missouri DOT
- Lisa Staes, University of South Florida, Center for Urban Transportation Research
- Gardner Tabon, Capital Metropolitan Transit Agency
- Curtis Tate, Transport Workers Union.

On February 7, 2022 FTA published a Federal Register Notice soliciting TRACS member applications from qualified individuals with knowledge of trends and issues related to rail transit or bus transit safety. The solicitation period closed on April 8, 2022 and FTA received over 150 applications.

The committee will hold its kick-off meeting in early 2023. The meeting will be open to the public, and additional details will be provided on the TRACS [webpage](#). To get involved with TRACS, reach out to [Joe DeLorenzo, TSO Associate Administrator and Designated Federal Officer for TRACS](#).

## Data Spotlight: Bus Collisions with Non-Transit Motor Vehicles

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 bus transit vehicle (BTV) collisions with non-transit motor vehicles (BTV-to-vehicle collisions) from January 2017 to June 2022.<sup>1</sup>

FTA requires NTD reporting for all BTV-to-vehicle collisions that meet certain thresholds.<sup>2</sup> From January 2017 to June 2022, bus transit agencies reported:

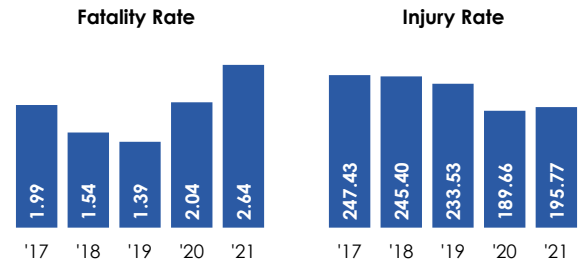
- **283 fatalities** (50 percent of all bus transit fatalities)
- **33,408 injuries** (42 percent of all bus transit injuries)

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

BTV-to-vehicle collision fatalities and injuries typically occur in a limited number of locations.

- Collisions at **roadway intersections**<sup>3</sup> account for 47 percent of fatalities and 50 percent of injuries.
- Collisions occurring **mid-block on roadways**<sup>4</sup> account for 40 percent of fatalities and 32 percent of injuries.
- Collisions occurring **while approaching, leaving or at a bus stop**<sup>5</sup> account for another 13 percent of fatalities and 17 percent of injuries.

**Trends in BTV-to-Vehicle Collision Fatalities and Injuries per 100 Million Vehicle Revenue Miles (100M VRM), 2017–2021<sup>1</sup>**



**BTV-to-Vehicle Collision Fatalities and Injuries by Location Type and Circumstances, Jan 2017–June 2022<sup>1, 6</sup>**

Roadway Intersections <sup>3</sup>			Mid-Block on Roadways <sup>4</sup>			While Approaching, Leaving, or at a Bus Stop <sup>5</sup>		
Fatalities		Injuries	Fatalities		Injuries	Fatalities		Injuries
27% (35)	BTV Going Straight; Hit from Side <sup>7</sup>	28% (4,728)	32% (37)	Non-Turning Vehicle Hit BTV Head-On <sup>7</sup>	9% (1,004)	81% (29)	Vehicle Rear-Ended Stopped BTV <sup>7</sup>	53% (3,110)
25% (33)	BTV Going Straight; Hit Head-On <sup>7</sup>	33% (5,457)	20% (23)	Vehicle Changed Lanes and Hit BTV <sup>7</sup>	18% (1,967)	6% (2)	Vehicle Rear-Ended BTV <sup>7</sup> Making Stop	4% (231)
24% (32)	BTV Turning Left (All Impacts)	11% (1,928)	16% (18)	Vehicle Hit Stopped BTV (All Impacts)	18% (1,896)	3% (1)	Stopped BTV Hit from Side <sup>7</sup>	11% (651)
17% (22)	Vehicle Hit Stopped BTV (All Impacts)	16% (2,645)	9% (10)	Non-Turning Vehicle Rear-Ended BTV <sup>7</sup>	8% (837)	3% (1)	BTV Hit Head-On <sup>7</sup> When Leaving Stop	6% (362)
3% (4)	BTV Turning Right (All Impacts)	4% (600)	7% (8)	Turning Vehicle Hit BTV (All Impacts)	14% (1,505)	0% (0)	BTV Hit from Side <sup>7</sup> When Leaving Stop	5% (314)
5% (6)	All Other Circumstances	9% (1,430)	16% (18)	All Other Circumstances	32% (3,463)	8% (3)	All Other Circumstances	20% (1,149)

<sup>1</sup>BTV-to-vehicle collisions include collisions involving both a BTV and a non-transit motor vehicle. Suicides, suicide attempts and collisions involving only agency-owned motor vehicles are excluded. Data reflect NTD major event submissions from Full Reporter bus transit agencies through October 4, 2022 (see the [NTD Reporting Policy Manual](#) for Full Reporter criteria). Bus modes include Bus, Bus Rapid Transit, Commuter Bus, Demand Response, Público, Trolleybus and Vanpool.

<sup>2</sup>FTA's criteria for determining if transit vehicle collisions must be reported to the NTD are available in the [NTD Safety & Security Reporting Policy Manual](#).

<sup>3</sup>This category includes events occurring at any intersection or crossroads where two or more streets or roads meet. The category excludes events occurring while a BTV was making or leaving a bus stop as well as those at driveways and parking lot entrances.

<sup>4</sup>This category includes events occurring mid-block on roadways, including driveways, parking lot entrances, bridges, tunnels and ramps. The category excludes events occurring while a BTV was making or leaving a bus stop. The listed circumstances for this category include collisions where BTV is in motion unless otherwise specified.

<sup>5</sup>This category includes events occurring at bus stops, as well as any events occurring while a BTV was making or leaving a bus stop, regardless of reported location.

<sup>6</sup>All listed circumstances include collisions where either a non-transit motor vehicle or a BTV initiated contact except those where all involved BTV are stopped.

<sup>7</sup>"Hit from side" includes sideswipe and side impact collision types. "Hit head-on" includes head-on and other front impact collision types. "Rear-ended BTV" includes only those rear-end collisions where the BTV was impacted at the rear of the vehicle.

## Employee Safety Reporting Program Part 3: Encouraging Worker Participation

In the [November 2022 Spotlight](#), we reviewed methods for implementing an Employee Safety Reporting Program (ESRP). As you establish the procedures for your program, it is equally important to encourage participation by addressing organizational, working environment or individual barriers that could deter workers from reporting.

### Organizational Barriers

**Issue:** *Workers may believe management is not listening, and reporting concerns will not encourage change.*

The effectiveness of an ESRP depends on workers seeing that the agency wants to hear and address their safety concerns. Safety Promotion, and its safety communication component (49 CFR § [673.29\(b\)](#)), is essential for an effective ESRP. Safety information should flow in two directions — from management to frontline workers and from frontline workers to management. When management informs workers of safety actions taken in response to reports submitted to the ESRP, workers can see evidence that management is listening to their concerns.

To encourage participation and support, consider taking the following actions:

- Emphasize the two-way flow of information when sharing information with frontline workers about your ESRP.
- Regularly share safety reporting information with labor representatives, including safety goals, progress and other news.
- Include labor representatives (and present jointly) in meetings related to the ESRP.

### Working Environment Barriers

**Issue:** *Reporting procedures may be time-consuming or inefficient, or the agency culture may not emphasize the importance of the ESRP as a part of regular job activities.*

To promote an active culture of safety reporting, consider the following:

- Develop and promote simple safety reporting options that require as few steps as necessary to collect actionable information.
- Empower supervisors and managers to regularly communicate the critical role of safety reporting and how it is as much part of worker activities as pre-service vehicle checks, schedule adherence, post-service vehicle condition reports to maintenance, etc.
- Coordinate with managers and labor organizations to ensure employees have options, such as anonymous reporting channels, to circumvent the risk of potential peer pressure against reporting.

### Individual Barriers

**Issue:** *Workers may believe the ESRP is important, or they may not understand what and how to report. They may also be concerned about punitive results.*

The more an agency makes safety an essential part of its culture, the more workers will feel comfortable reporting their concerns. This could include the following:

- Host regular gatherings (e.g., toolbox talks or informal breakroom forums) where workers can engage with management to discuss safety concerns and reporting.

#### Webinar

Making the Most of your Employee Safety Reporting Program

Wednesday, January 25, 2023

2:00 p.m. EDT

Registration Coming Soon!

Continued from page 5

- Make ESRP training part of new worker training and offer refresher training.
- Include protections, as required by § [673.23\(b\)](#), in the Safety Management Policy for employees who report safety conditions to senior management and a description of employee behaviors that may result in disciplinary action.
- Consider working with labor leadership to individually recognize and reward workers for reporting safety concerns and highlight how their reports resulted in specific corrective actions that contributed to risk reduction.

The agency's support of the ESRP conveys the agency's level of commitment. Workers who feel respected and believe their feedback is well received will be more likely to report their safety concerns.

This series on ESRP will continue in next month's *TSO Spotlight* with information on how to monitor and use ESRP data.

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

## Available Safety Training and Resources

Safety training plays an important role in creating safer transit systems across America. The following list summarizes available safety training and resources offered through FTA and its partners.

- [FTA Safety Training Page](#) — outlines training requirements and available training courses. Contact [FTASafetyPromotion@dot.gov](mailto:FTASafetyPromotion@dot.gov) for more information about course offerings, Individual Training Plan, credit for non-FTA sponsored coursework and other safety-training related matters.
- [FTA-Sponsored Training Courses](#) — provides information on FTA-sponsored FY2023 training delivered by the Transportation Safety Institute (TSI).
- [TSI Course Schedule](#) — includes TSI safety training courses for transit personnel support to FTA grantees subject to the [Public Transportation Safety Certification Training Program \(PTSCTP\)](#) regulation with initial training and refresher training requirements. In addition to PTSCTP Bus and Rail courses, trainings include courses for Bus, Rail, general transit safety and transit crime prevention and emergency management. 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.
- [Enhanced Transit Safety and Crime Prevention Initiative Related Trainings](#) — offers virtual Assault Awareness and Prevention (AAP) and Violence in the Transit Workplace (VTW) courses, provided by the National Transit Institute (NTI). The AAP and VTW courses support the [FTA Enhanced Transit Safety and Crime Prevention Initiative](#). Transit agencies can also use the AAP course to fulfill the new [Bipartisan Infrastructure Law requirement](#) for de-escalation training. Please contact NTI at 848-932-1700 or [nti\\_info@nti.rutgers.edu](mailto:nti_info@nti.rutgers.edu) with any questions.



## FTA Employee Spotlight: Anna Curtis



**Anna Curtis**

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

**How would you explain your job to someone you have never met?** I lead safety promotion learning development projects and ensure best practices are employed to close identified performance gaps.

**What were you doing before this role?** Before joining FTA, I was a Training Lead for a COVID-19 contact tracing training at the Centers for Disease Control and Prevention. I have been working in curriculum and training development in the public health field for government and nonprofit agencies since 2000.

**What's your favorite moment of your professional career so far?** When I received the Donna Stone Memorial award for supporting the Prevention Child Abuse charter councils across Georgia

**What is your favorite form of transportation? Why?** I like Atlanta's Metropolitan Atlanta Rapid Transit Authority (MARTA) system. It's fast, and each station is unique to experience. I could not have worked or traveled without public transportation when I moved to Atlanta.

**What is your favorite public transit memory?** When my son was three, we had episodes of *Dinosaur Train* in heavy rotation in our household. We were in a metro car full of riders and the doors were starting to close when he stood up and crowed loudly, "All aboard!" Everyone in the car laughed.

**Imagine you are a professional baseball player. What is your introduction song?** "Birdhouse in Your Soul" by They Might Be Giants.

**What fictional family would you most like to join?** The foster family from "Shazam!"

**If you could take a month to travel anywhere, where would you go?** A cozy cabin in the mountains with nearby hiking trails and Wi-Fi for my Kindle.

**If you could only pick three foods to eat for a month, which foods would you choose?** Tacos, Sheikh el Mahsi (a Lebanese eggplant dish) and stuffed grape leaves.





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

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

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## Upcoming FTA TSO Office Speaking Engagements

### [Transportation Research Board Annual Meeting](#)

[January 9, 2023 | 10:15am-12:00pm ET | Washington, D.C.](#)

[January 10, 2023 | 1:30pm-3:15pm ET | Washington, D.C.](#)

### [Human Trafficking Awareness Month Webinar](#)

January 18, 2023 | 2:00pm-3:30pm ET | Virtual

### [PTASP Webinar: Making the Most of your Employee Safety Reporting Program](#)

Wednesday, January 25, 2023 | 2:00pm-3:30pm ET | Virtual

### **Drug and Alcohol Program National Conference**

March 14–16, 2023 | San Diego, CA

## Save the Date: SSO Quarterly Call

February 15, 2023 | 3:00–4:30 pm ET | Virtual

May 17, 2023 | 3:00–4:30 pm ET | Virtual

August 16, 2023 | 3:00–4:30 pm ET | Virtual

November 15, 2023 | 3:00–4:30 pm ET | Virtual

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