



Transit Safety and Oversight Spotlight Newsletter

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Message from the Associate Administrator

Dear Transit Colleagues:

As we reach the end of the first quarter of the year, I want to thank all of you for your hard work and dedication to our shared safety mission. In the coming weeks and months, I will focus on our safety data and work with the transit community to understand how data is used to inform their choices to promote a positive and proactive safety culture. FTA has been using rail and bus data from the [National Transit Database \(NTD\)](#) as a guide for our work to make transit safer for riders and workers. The NTD data from 2016 to 2021 shows an increase in fatalities for both rail and bus transportation modes, highlighting the need for further action to enhance safety. I encourage you to look at your data and use that information to identify actions to be more proactive in establishing safer environments for both riders and workers. I understand that even under the best circumstances transit agencies do not always have the resources. In these instances, I recommend that you use data to assess your safety priorities and utilize FTA assistance available through the [State Safety Oversight Program](#) or the [Public Transportation Agency Safety Plan \(PTASP\) Technical Assistance Center](#).

As you use your data proactively, it's important to note that FTA has recently finalized updated NTD Safety and Security reporting requirements. Many of these updates were implemented to address the growing number of assaults on transit workers. All assaults on transit workers, major or non-major, including incidents like spitting on an operator, will now be reported to the NTD beginning this calendar year for Full Reporters and in NTD Report Year 2023 for small reporters. The goal of these changes is to offer a more accurate portrayal of the current state of transit worker assaults and to assist FTA in making informed decisions regarding future actions. To learn more, please refer to the [Federal Register Notice](#) finalizing the NTD reporting changes.

Lastly, FTA recently published a [Federal Register notice](#) proposing new requirements for the PTASP regulation that will carry out the Bipartisan Infrastructure Law requirements. FTA will host a webinar on Wednesday, May 10 from 2:00pm-3:00pm ET to discuss proposed new requirements for the PTASP regulation and how the public can submit comments to the Federal Register on the proposed changes. [Registration](#) for the webinar is now open and will be recorded for future reference.

FTA supports you as we work together to create safer transit systems. I encourage you to contact me with any safety concerns or questions.

Sincerely,
Joe



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

FTA at Transit Industry Event



Earlier this month, Associate Administrator Joe DeLorenzo attended the [Lifesavers Conference](#) in Seattle, Washington. He participated on the “[National Roadway Safety Strategy](#) Implementation: 1-year Later” panel and spoke about FTA’s participation in the National Roadway Safety Strategy, bus to person collisions data and how FTA has utilized the Safety Management System for safer travel.

See the presentations from this event and other FTA conference presentations on FTA’s [webpage](#).

Associate Administrator Joe DeLorenzo at the Lifesavers Conference in Seattle, Washington.

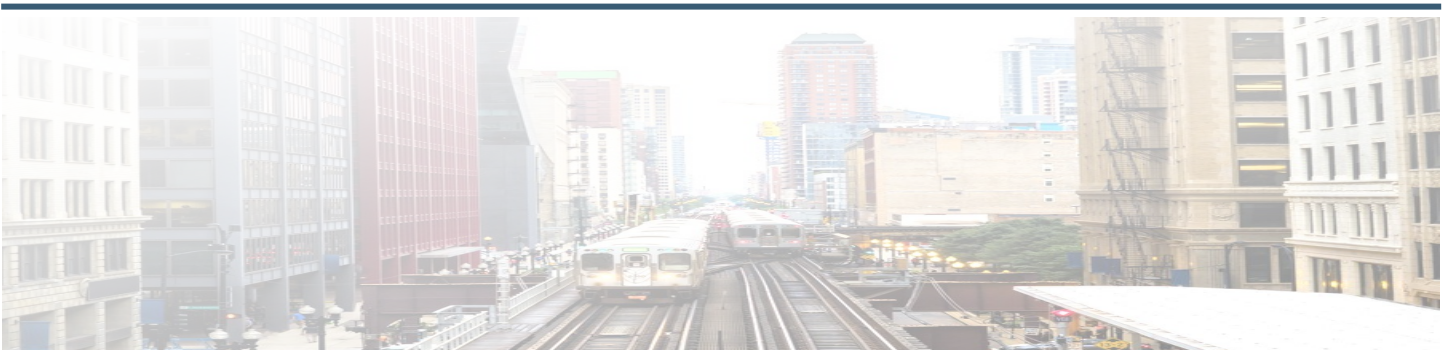
16th Annual FTA Drug and Alcohol Program National Conference Recap

FTA hosted its 16th Annual Drug and Alcohol Program National Conference last month in San Diego, California. 600 in-person attendees and an additional 450 virtual participants attended the three-day hybrid event. Attendees included Drug and Alcohol Program Managers and other transit industry professionals. FTA Senior Drug and Alcohol Program Manager Lyon Rosario kicked off the conference and Office of Safety Review Director Melonie Barrington gave updates on safety rulemaking, the risk-based inspection program and the Drug and Alcohol Program. The U.S.

Department of Transportation’s (USDOT) Office of Drug and Alcohol Policy and Compliance’s Chief of Policy and Regulatory Affairs Patrice Kelly provided the keynote address. Ms. Kelly discussed recent updates to the USDOT rule, 49 CFR Part 40, the required procedures for conducting workplace drug and alcohol testing for the federally regulated transportation industry.

The hybrid conference offered flexibility to attendees as they could participate in a variety of in-person or virtual sessions offered. Session topics included best practices, testing trends and subrecipient and contractor oversight.

Visit the 16th Annual Drug and Alcohol Program National Conference [webpage](#) for links to the presentations and the FTA Drug and Alcohol Program [webpage](#) for Drug and Alcohol Program resources.



Meet the Transit Advisory Committee for Safety Member: Lisa Staes



Lisa Staes

Associate Director of Transit Safety and Workforce Development Program, University of South Florida, Center for Urban Transportation Research

The [Transit Advisory Committee for Safety \(TRACS\)](#) provides information, advice and recommendations on transit safety to the USDOT Secretary and FTA Administrator. TRACS is comprised of a diverse panel of professionals representing various stakeholders with an interest in cooperatively addressing transit safety issues.

What is your background within the transit industry? I began my transit career in 1990 at the Tallahassee-Leon County Metropolitan Planning Organization in Florida. One of my duties was supporting the Transportation Disadvantage Coordinating Board, a body directed by Florida's Commission for Transportation Disadvantaged (CTD). From there, I moved to CTD and was able to interact with persons with disabilities, seniors, those with limited incomes and others defined as "transportation disadvantaged." While at the CTD, I realized how essential public transit services are to so many; for some, it is a lifeline. I moved on to the Florida Department of Transportation (FDOT) from CTD and served as its Transit Grant Programs Administrator. This exposed me not only to the financial workings of the industry,

but it also allowed me to work more closely with Florida's Rural Transit Assistance Program (RTAP) and FDOT's transit research program. This catalyzed me to jump to the University of South Florida's (USF) Center for Urban Transportation Research (CUTR). Not long after joining CUTR, I found my passion — public transit safety. I have been very fortunate to work closely with FDOT and FTA. I have had extraordinary opportunities to conduct transit research and provide technical support and training to the industry.

Why did you join TRACS? I have attended TRACS meetings since its inception as the "Transit Rail Advisory Committee for Safety." I recognize and admire the work TRACS members do to write valuable and timely recommendations across topics that are tremendous resources to our industry. I have witnessed the thoughtful engagement of its members and respect the expertise of the TRACS members. I have been called upon occasionally to support TRACS with presentations on transit safety and security-related data and research CUTR performed for FTA. I feel honored to be a part of this group.

What do you look forward to most as part of TRACS? Tackling some of the most critical challenges in our industry — transit worker and rider safety, particularly assaults (a research focus area for me for many years), reducing transit collisions and the ever-growing threat of cyber breaches and the need for strategies to counter these attacks — are vital. I am also looking forward to working with my co-TRACS members, several of whom I have worked with over the past few years. I want my work to impact our industry positively, and I believe the outcomes from our work will benefit our industry in a very positive and impactful way.

What has been your most significant achievement to date? That is difficult to say. I have been lucky to work alongside some of the most professional, knowledgeable and impassioned individuals. This includes working on wide-ranging projects across many client groups. I've had the opportunity to engage with industry stakeholder groups, such as CUTR's FTA Standards Working group, which has been extraordinarily rewarding for me, personally and professionally. I also am honored to be a TRACS member. This work led to valuable research outcomes; for me, every win is a group win.

What made you interested in pursuing a career in public transportation safety? I, like many others, fell into it. Through work, I learned about bus collisions and their outcomes and became focused on making the transit industry safer. I felt (and still feel) I must do something. This then led me to expand my safety research and industry support in areas such as fatigue, assaults, managing safety/Safety Management System implementation and other safety topics. Transit safety is not a profession for me; it is a passion, a way of life.

Causal Factors in Safety Investigations (Part 2): Causal Analysis Activities

[Part 1](#) of this series on safety investigations discussed causal and contributing factors and how their identification supports a Safety Management System (SMS). Causal and contributing factors include key actions, situations or conditions that led to an event's occurrence or that increased an event's effects. Part 2 examines investigation activities and the "Five Whys" analysis method.¹

Investigation Activities

Typically, the first step of an investigation is preserving and securing the scene and gathering information. An investigation will often start with reporting to the event scene to conduct in-person interviews with all involved parties and to gather information and evidence that may be lost or modified once the scene is clear. The investigation team will then review information such as:

- Field observation notes (e.g., weather conditions, lighting, injuries)
- Scene photographs, sketches, measurements and CCTV video footage
- Radio communication and recordings
- Damaged equipment, infrastructure, vehicles, public and private property and any other evidence that is part of the event scene (e.g., broken rail, debris)
- Operating rules, bulletins, special orders, speed limits, restrictions or other operating conditions in effect at the event location
- Maintenance records of the vehicles, equipment and infrastructure involved in the event and vehicle event log data
- Supervisory control and data acquisition information
- Post-accident tests and inspections of the vehicles, equipment and infrastructure involved in the event
- Internal transit agency reports (e.g., supervisor reports) and external reports (e.g., police reports)
- Past event data and trends
- Drug and alcohol test results
- Employee records and work history prior to the event, considering years of service, discipline, compliance with rules, accident history, training, qualifications and certifications.

The investigation team will analyze all facts gathered at and away from the event scene. This analysis should include ongoing attention to the quality and credibility of the information. For example, consider whether the maintenance reports reviewed during an investigation are comprehensive, clear, signed and dated

The Five Whys Methods

Through analysis, the investigation team will draw conclusions to determine the most probable causal and contributing

Resources

- [Safety Event Investigation in SMS webinar](#)
- [Sample Hazard Classification System](#)

An investigation should include subject matter experts (SMEs) in the investigation process. SMEs are helpful in all phases of accident investigations, from information and evidence gathering to performing causal analysis to developing recommendations or a corrective action plan to address investigation findings.

¹Note that Safety State Oversight Agencies may have specific event investigation requirements for the rail transit agencies in their jurisdiction, which this article does not discuss. This article only provides suggestions related to implementing the Safety Assurance component of SMS.

Continued from page 4

factor(s) of the event. A powerful analysis tool for event investigations is “The Five Whys Method,” a root-cause analysis technique that examines an event by asking “why?” more than once. The answer to the first “why” prompts another “why,” and the responses to each subsequent “why” prompts another, until the investigation team identifies the root cause that set in motion the sequence of steps that led to the event. Based on the root cause, the investigation team can recommend corrective actions to help avoid the reoccurrence of the event.

Situation: A train derailed.

Why? The track was out of gauge.

- **Why?** Track inspector did not properly measure track gauge.
- **Why?** Track inspector did not adhere to the procedure and inspection requirements.
- **Why?** Track inspector was not properly trained.
- **Why?** Track inspection training was never completed.

For more information on investigations, see the PTASP Technical Assistance Center (TAC) webinar, [Identifying Causal Factors in Safety Event Investigations](#).

Visit the [PTASP TAC Resource Library](#) for guides, fact sheets and webinars on the PTASP regulation and SMS. Email the PTASP TAC at PTASP-TAC@dot.gov for technical assistance with any PTASP-related topic.

FY2023 Transportation Safety Institute Safety Training Available

[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 \(PTSCPT\) regulation](#) with initial training and refresher training requirements.



- [FTA Safety Training Page](#) — outlines training requirements and available training courses. Contact FTASafetyPromotion@dot.gov for more information about course offerings, Individual Training Plans, 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 TSI.
- [TSI Course Schedule](#) — includes TSI safety training courses for transit personnel to support FTA grantees subject to the [PTSCPT](#) regulation with initial training and refresher training requirements. In addition to PTSCPT bus and rail courses, training includes 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. 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.
- [Enhanced Transit Safety and Crime Prevention Initiative Related Training](#) — 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. Contact NTI at nti_info@nti.rutgers.edu or 848-932-1700 with any questions.

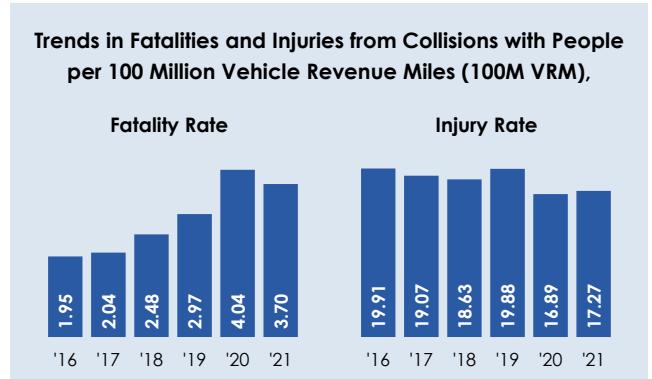
Data Spotlight: Collisions with People, January 2016–October 2022

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 transit vehicle collisions with people not within motor vehicles (collisions with people) from January 2016 to October 2022.¹

FTA requires NTD Full Reporters to submit data for all collisions with people² that meet certain thresholds.³ From January 2016 to October 2022, transit agencies reported the following consequences from these collisions:

- **706 fatalities** (37 percent of transit industry fatalities)
- **4,504 injuries** (3 percent of transit industry injuries)

The charts to the right show trends in fatalities and injuries from collisions with people on a per revenue mile basis.



The following modes reported the most fatalities and injuries from these collisions:

- **Heavy rail modes** accounted for 46 percent of fatalities and 18 percent of injuries.
- **Bus modes⁴** accounted for 33 percent of fatalities and 70 percent of injuries.

Fatalities and Injuries from Collisions with People by Mode and Location Type, Jan 2016–Oct 2022^{1, 2}

Heavy Rail		Bus ⁴		Light Rail, Streetcar, and Cable Car ⁵	
Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries
59.9% (193)	75.7% (629)	40.7% (96)	40.3% (1,269)	38.8% (57)	39.4% (205)
28.6% (92)	9.0% (75)	33.5% (79)	35.1% (1,107)	38.8% (57)	23.1% (120)
5.6% (18)	9.5% (79)	22.0% (52)	21.4% (673)	15.6% (23)	30.2% (157)
5.9% (19)	5.8% (48)	3.8% (9)	3.2% (101)	6.8% (10)	7.3% (38)
Elevated and Underground Stations ⁶	Elevated and Underground Trackway ⁷	Public Roadway Intersections ⁸	Mid-Block on Public Roadways ⁹	At Intersections and Grade Crossings ⁸	Mid-Block on Surface-Level Rights-of-Way ⁹
Surface-Level Stations and Stops ⁶	All Other Locations	While Approaching, Leaving, or at a Bus Stop ¹⁰	All Other Locations	Surface-Level Stations and Stops ⁶	All Other Locations

¹Data reflect NTD major event submissions from Full Reporters through February 2, 2023. 2022 NTD data are preliminary. Full Reporter agencies include all rail agencies and all large bus agencies serving urbanized areas (see the [NTD Reporting Policy Manual](#) for Full Reporter criteria). The Alaska Railroad, commuter rail, and ferryboat modes and some heavy and hybrid rail modes fall outside FTA safety jurisdiction and are excluded from these analyses.

²Collisions with people include all transit vehicle collisions involving a person outside a motor vehicle, including but not limited to trespassers. Chain-reaction collisions involving a transit vehicle, other motor vehicles and a person are included. Suicides are excluded.

³FTA’s criteria for determining if transit vehicle collisions must be reported to the NTD are available in the [NTD Safety & Security Reporting Policy Manual](#).

⁴Bus modes include Bus, Bus Rapid Transit, Commuter Bus, Demand Response, Público, Trolleybus and Vanpool.

⁵Light Rail / Streetcar / Cable Car modes include Cable Car, Hybrid Rail, Light Rail and Streetcar.

⁶Rail station and stop locations include all parts of transit stations, including rail rights-of-way (ROW) adjacent to these areas. Elevated and underground stations are typically along transit-exclusive ROW. Surface-level stations and stops may be along at-grade transit-exclusive, semi-exclusive or non-exclusive ROW.

⁷Elevated and underground trackway include rail ROW that are grade-separated from other vehicular traffic, excluding the area adjacent to transit stations. This includes bridges and tunnels. Typically, these locations do not include any crossings and are off-limits to customers and pedestrians.

⁸Bus public roadway intersections include any place where two or more streets or roads meet, unless a bus is approaching or leaving a stop. Rail intersections and grade crossings include any place where rail ROW crosses a roadway at the same level, including transit-exclusive and mixed-traffic ROW. Both locations exclude intersections with driveways and parking lot entrances. Rail intersections and grade crossings include crosswalks within transit stations.

⁹Mid-block locations occur anywhere transit vehicles travel at ground-level, including intersections with driveways and parking lot entrances, unless a bus is approaching or leaving a stop. Mid-block on public roadways includes bridges, tunnels and ramps. Mid-block on surface-level ROW may include exclusive, semi-exclusive, and non-exclusive rail ROW.

¹⁰While approaching, leaving or at a bus stop includes bus collisions with people at stops and any collisions occurring while a bus was making or leaving a stop, regardless of the reported location.

FTA Employee Spotlight: Callion Maddox



Callion Maddox

Senior Emergency Specialist, Program Operations Division, Office of Safety Review, Office of Transit Safety and Oversight, FTA

How would you explain your job to someone you have never met? It's like herding jellyfish. Just kidding! An emergency manager coordinates the collection and distribution of information and resources that will help transit agencies plan, prepare, respond and recover from emergencies.

What were you doing before this role? Before this role, I was a Transportation Program Specialist in FTA's Region 8 office. As a Transportation Program Specialist, I provided technical assistance to regional recipients with their discretionary grant post-award activities and any questions associated with FTA's formula program.

What's your favorite moment of your professional career so far? While every opportunity to assist a community in achieving a goal is a favorite moment, one that stands out to me was when I worked for the state of North Carolina's Emergency Management team. I was a member of the Incident Management Team and was deployed to assist Puerto Rico's Emergency Management team's response to Hurricane Maria.

What is your favorite form of transportation? Why? Rail or light rail. I can't explain why, but I it is.

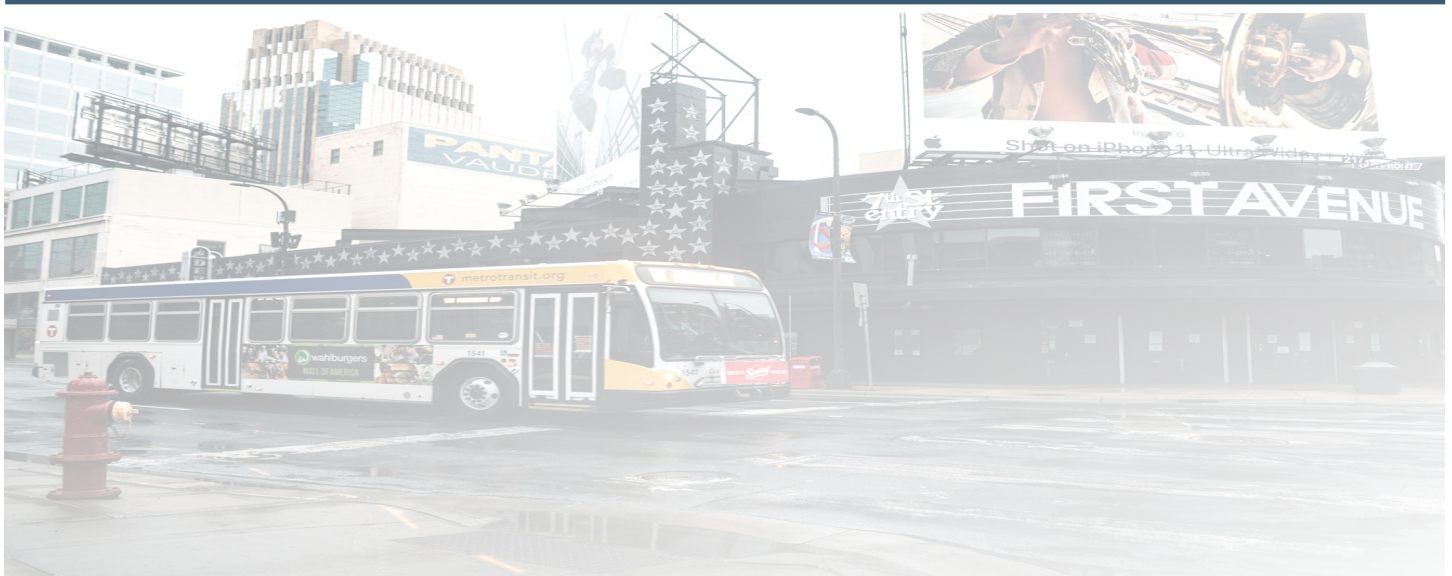
What was your first time using public transit like? When I was around four or five years old, my grandmother took me on a bus ride in Charleston, South Carolina, which happened to be my first experience using public transportation.

Imagine you are a professional baseball player. What is your introduction song? It varies depending on my mood, but my first thought was Lynyrd Skynyrd's extended version of "Free Bird."

What fictional family would you most like to join? Rick and Morty from Comedy Central's "Rick and Morty" would be an exciting experience.

If you could take a month to travel anywhere, where would you go? Back to 1988 or the International Space Station.

If you could only pick three foods to eat for a month, which foods would you choose? If someone else is paying, Chilean Sea bass, La Bonnotte potatoes with truffles and Yubari king melon. If I'm paying for it, seafood that's on sale or self-caught, rice and fruit.





U.S. Department of Transportation
Federal Transit Administration

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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

[CTAA Expo and State DOT Roundtable](#)

May 21–25, 2023 | Oklahoma City, OK

[APTA Rail Conference](#)

June 11–14, 2023 | Pittsburgh, PA

Save the Dates: SSO Quarterly Call

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

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.