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Transit Safety and Oversight Spotlight Newsletter

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Message from the Associate Administrator

Dear Transit Colleagues:

With the start of March Madness college basketball upon us, spring is here and with the warmer weather, comes the end of the first quarter of 2024. I want to take a moment to look at what FTA has accomplished so far and preview what is coming up for the rest of the year.

FTA [issued](#) a Notice of Proposed Rulemaking (NPRM) for public comment on proposed minimum safety standards for Rail Transit Roadway Worker Protection (RWP). The [safety of our transit workers](#) is of paramount importance, and unsafe practices and conditions place rail transit workers at risk of being killed or seriously injured while performing work on the railway. The National Transportation Safety Board and FTA’s Transit Advisory Committee for Safety both have recommended regulatory action to address rail transit worker railway safety. With this proposed rule, FTA would establish minimum safety standards to prevent safety events for transit workers who may access the railway in the performance of work. The proposed rule would be FTA’s first standards-based regulation. The NPRM will be open for a 60-day comment period. To learn more about the RWP NPRM, please read the article on page [3](#) or visit FTA’s [webpage](#).

Continuous learning plays an essential role in making transit systems a safer mode of transportation. This year, FTA will host a new workshop series, [Safety Management System in Practice](#), to spotlight Safety Risk Management and Safety Assurance in Denver, CO on April 17–18, 2024, Atlanta, GA on May 15–16, 2024 and virtually on June 5–6, 2024. I encourage you to [register](#) as early as possible as each workshop is limited to 50 people. A waitlist will be provided and, if there is a high demand, FTA may offer more virtual workshops at a later date.

The transit industry celebrated National Transit Employee Appreciation Day on Monday, March 18, and I want to thank transit employees who help keep American public transit systems operating safely. Transit workers provide a crucial service as transit connects communities and gets riders to their destinations safely every day. FTA is committed to keeping transit workers safe so they can continue their important work.

Sincerely,
Joe



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

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One Year of the National Roadway Safety Strategy Call to Action Campaign



One year after the launch of the [National Roadway Safety Strategy \(NRSS\) Call to Action campaign](#), many transit agencies are embracing the goals of the NRSS by implementing significant measures that improve the safety of their transit vehicles and their local street networks to help reduce roadway fatalities to zero. Below are updates from a few transit agencies demonstrating an ongoing commitment to the NRSS.

The Delaware Transit Corporation identified “Safer Vehicles” as a key goal of its NRSS commitment, and the agency is using a vehicle collision avoidance system on its buses to help prevent crashes and create safer vehicles throughout Delaware. To take action, the Delaware Transit Corporation began collecting and analyzing data on a weekly basis about driver performance in categories like collision

avoidance, fleet safety, employee safety and training. The agency is finding this strategy highly successful for driver training and education, both in terms of recognizing drivers with good safety ratings while focusing training on areas of improvement, such as correcting aggressive driving behaviors, especially speeding and lane discipline. By using data, the Delaware Transit Corporation can continue enhancing safe and efficient transit operations.

Denver’s Regional Transportation District’s (RTD) key NRSS goal is partners in safety, and the agency’s top two goals (of seven outlined in its commitment) focus on identifying the most frequent, risky behaviors and reducing them by five percent by the end of 2023. Using event recorder data, RTD identified “unsafe following,” “speeding” and “incomplete stops at stop signs” as the most frequent, risky behaviors. After implementing safety training measures, the agency saw reductions in two of the most frequent, risky behaviors (unsafe following and speeding) by 5 percent by the end of 2023. The third (incomplete stops at stop signs) is still in progress. RTD also required safety training for revenue and non-revenue vehicle operators and implemented a public safety outreach campaign among the many goals of its NRSS commitment.

San Francisco Municipal Transportation Agency’s (SFMTA) top goals for the NRSS focus on “Safer Roads” and “Safer Speeds.” Through its Quick-Build Program, SFMTA is focusing on completing projects in its High Injury Network (approximately 12 percent of streets where more than 68 percent of severe and fatal traffic injuries occur), adding continental crosswalks, advanced limit lines, daylighting, traffic signal retiming and turn calming intersections. In addition, SFMTA committed annually to completing 100 traffic calming devices such as speed humps, speed tables or raised crosswalks. Lastly, legislation passed in October 2023 included San Francisco in a Speed Camera Pilot program and SFMTA will begin building out this program in 2025.

The City of Phoenix Public Transit Department is advancing projects related to the NRSS goals of “Safer People,” “Safer Roads,” “Safer Vehicles” and “Safer Speeds,” by leveraging partnerships with other city departments and updating the current bus fleet. Actions taken include installing LED lighted exterior mirrors on nearly 50 percent of its bus fleet, and new buses will have these mirrors factory installed. The lighting feature alerts pedestrians of bus proximity, particularly in and around intersections. The bus fleets also have safety measures such as a drive cam, which monitors operator driving habits and provides an opportunity to instill corrective actions. In addition, the Phoenix Street Transportation Department oversees Phoenix’s Vision Zero Community Advisory Committee, which consists of 11 members appointed by the Mayor and City Council. It provides recommendations and feedback on the implementation of the Vision Zero Road Safety Action Plan.

Join the campaign and the growing list of “Allies in Action” from transit and beyond, by visiting the [NRSS Call to Action webpage](#).

FTA Publishes Proposed Rule to Strengthen Rail Transit Roadway Worker Protection

On March 25, 2024, FTA [issued](#) a Notice of Proposed Rulemaking (NPRM) for public comment on proposed minimum safety standards for Rail Transit Roadway Worker Protection (RWP). The RWP NPRM will be open for a 60-day public comment period, closing on May 24, 2024. Submit your comments [here](#).

The [safety of our transit workers](#) is of paramount importance, and unsafe practices and conditions place rail transit workers at risk of being killed or seriously injured while performing work on the roadway. The National Transportation Safety Board (NTSB) and FTA's Transit Advisory Committee for Safety (TRACS) both have recommended regulatory action addressing rail transit roadway worker safety.

According to data collected by the FTA, railway worker accidents have caused more transit worker fatalities than any other safety event in the past 30 years. As reported in the National Transit Database (NTD) between January 1, 2008, and October 31, 2022, 22 workers were killed and 120 workers were seriously injured in accidents on the railway, equating to approximately 1.5 workers killed and just over eight workers seriously injured per year.

With this NPRM, FTA proposes establishing minimum safety standards to prevent safety events for transit workers who may access the railway in the performance of work. The proposed rule would apply to Rail Transit Agencies (RTA) in the State Safety Oversight (SSO) program, SSO Agencies (SSOAs) and rail transit workers who access the roadway to perform work.

The proposed rule would:

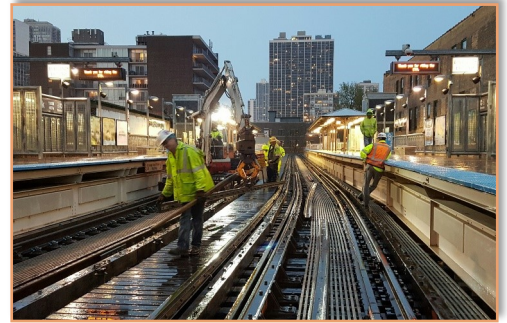
- Require each RTA to adopt and implement an RWP program to improve transit worker safety consistent with Federal and state safety requirements and approved by their SSOA.
- Establish minimum RWP program elements, including job safety briefings, lone worker protection and good faith safety challenges.
- Require each RTA to document its RWP program in a manual that includes a track access guide.
- Implement an RWP training program that addresses all transit workers responsible for on-track safety.

FTA will share a video providing an overview of the RWP NPRM and instructions on submitting comments. You may contact FTASystemSafety@dot.gov with questions.



Fiscal Year 2024 Transportation Safety Institute (TSI) Safety Training Available

[Registration](#) is open for the Transportation Safety Institute's (TSI) Fiscal Year (FY) 2024 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. The FY24 safety training schedule offers some additional face-to-face deliveries.



- [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 FY24 training delivered by the TSI.
- [TSI Course Schedule](#) — includes TSI safety training courses for transit personnel to support FTA grantees subject to the [PTSCTP](#) regulation with initial training and refresher training requirements. In addition to PTSCTP bus and rail courses, training includes courses for bus, rail, general transit safety and transit crime prevention and emergency management. 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.

FTA Report No. 0250





Cybersecurity Resilience Assessment Tool to Enhance Public Confidence in Transit

PREPARED BY
Michael Echols
Max Cybersecurity

Brandon Thomas, Kathryn Seckman,
Scott Belcher
Grayline Group

On behalf of Rock Island County Metropolitan
Mass Transit District (MetroLINK)





Cybersecurity Assessment Tool for Transit!

Learn more about the tool developed to assist small to mid-sized transit agencies in assessing their cyber preparedness and resilience.

AUGUST
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FTA Employee Spotlight: Toni Henry-Clay

Drug & Alcohol Program Manager, Office of Safety Review, Office of Transit Safety and Oversight, FTA



Toni Henry-Clay

Drug & Alcohol Program Manager,
Office of Safety Review, Office of
Transit Safety and Oversight, FTA

How would you explain your job to someone you have never met? My job is to make sure that transit employees are not working under the influence of drugs and/or alcohol so that there is safe public transportation.

What were you doing prior to this role? I was an FTA Drug & Alcohol program auditor.

What is your favorite moment of your professional career so far? My favorite moment of my professional career was when I was offered the Drug & Alcohol Program Manager position with FTA.

What is your favorite transit system in the US? I should say Connecticut’s since that is where I am from, and they have an amazing transit system. With this new position, I am staying in Boston for two weeks of every month, and since I have been here, I started taking the Massachusetts Bay Transportation Authority (MBTA) bus. The bus system is my favorite as each driver or MBTA employee I have interacted with has been very helpful and nice.

What was your first time using public transit like? My first time using public transit was a bit confusing as I was not familiar with the area or the transit system. However, the transit employees and even other riders were great in helping me figure out how to get to my destination.

What people or experiences have shaped you? I have a large family and we are very close. My family’s love and support has made me who I am today. As for professionally, my mentor at a compliance company gave me the encouragement and desire to excel within the field.

What movie or TV show could you watch on a loop? Why? This is a hard one. I recently rewatched “Yellowstone” and “911” in anticipation of their new seasons. I like action and drama and have also watched “How to Get Away with Murder” a few times. However, I like to watch “Frazier” as I’m falling asleep.

What are the saved weather locations on your phone? My saved locations are home in Connecticut; West Palm Beach, FL; and Boston, MA.

2024 FTA Safety Management System Workshops

DATES & LOCATIONS:

Denver, CO | April 17–18, 2024
 Atlanta, GA | May 15–16, 2024
 Virtual | June 5–6, 2024



U.S. Department of Transportation
Federal Transit Administration

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

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

Upcoming FTA TSO Office Speaking Engagements

[FTA Drug and Alcohol Program National Conference](#)

April 2–4, 2024 | Atlanta, GA

[Lifesavers Conference on Roadway Strategy](#)

April 8, 2024 | Denver, CO

[APTA Legislative Conference](#)

April 7–9, 2024 | Washington, DC

[APTA Mobility Conference](#)

April 28–May 1, 2024 | Portland, OR

Save the Dates: SSO Quarterly Call

May 15, 2024 | 3:00–4:30 pm ET | Virtual

August 21, 2024 | 3:00–4:30 pm ET | Virtual

November 20, 2024 | 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.