



Pennsylvania Department of Transportation State Safety Oversight Agency (PennDOT SSOA)

2025 Annual Report
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Acknowledgements

In accordance with Title 49 of the Code of Federal Regulations, Part 674.13(a)(7), attached is the Calendar Year 2025 Report of State Safety Oversight Activities for Rail Fixed Guideway Public Transportation Systems in Pennsylvania. The Pennsylvania Department of Transportation (PennDOT) State Safety Oversight Office developed the Annual Safety and Security Report as Pennsylvania's State Safety Oversight Agency (SSOA).

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SSOA State Safety Oversight Program

The Federal Transit Administration (FTA) delegates oversight of rail fixed guideway public transportation systems that operate with federal financial assistance authorized under 49 United States Code Chapter 53 to the states. This structure requires states to designate a state safety oversight agency (SSOA) to fulfill the requirements of the state safety oversight program, codified in 49 Code of Federal Regulation (CFR) Part 674, referred to as Part 674 hereafter.

In response to a National Transportation Safety Board (NTSB) investigation following a deadly Southeastern Pennsylvania Transportation Authority (SEPTA) accident in 1990, the Governor of the Commonwealth of Pennsylvania created the Rail Transit Safety Review Program (RTSRP) within the Pennsylvania Department of Transportation (PennDOT). The RTSRP is now known as the PennDOT SSOA. PennDOT SSOA has served as Pennsylvania's safety and security oversight for the state's rail transit agencies (RTAs) since 1991 – well before the FTA issued the first federal rule, 49 CFR part 659, in 1995, which went into effect in 1997.

On March 16, 2016, FTA issued the 49 CFR Part 674 final rule to replace 49 CFR Part 659. The 49 CFR Part 674 final rule standardized SSOAs across the country by requiring financial, legal, operational, and administrative independence from the transit agencies they oversee. Part 674 also enhanced investigative and enforcement authorities, training requirements, and required annual reporting to the Governor, the FTA, and the board of directors of the RTAs. The FTA certified Pennsylvania's SSOA under 49 CFR Part 674 on April 24, 2018. In 2024, the FTA issued one new final rule (Part 671) and three revised final rules (Parts 672, 673, and 674). The new final rule, 49 CFR Part 671, established new safety standards for roadway worker protection (RWP) at all rail transit agencies. The revised 49 CFR Part 672 requires reporting and increased training requirements for designated safety employees and the revised 49 CFR Part 673 requires heightened collaboration by agencies for conducting risk-based inspections and coordinating safety committees. Finally, the revised 49 CFR Part 674 included updated safety event reporting requirements. PennDOT SSOA integrated these changes into its 2025 Program Standard and revised supporting safety standards and standard operating procedures accordingly.

Information regarding the SSOA, along with a method to report an allegation of noncompliance to the SSOA, can be found on the PennDOT website at <https://www.penndot.pa.gov/Doing-Business/Transit/Pages/state-safety-oversight.aspx>. The SSOA issues its annual Program Standard with input from each of the RTAs it oversees.

The 2025 Program Standard included major updates such as:

- Addition of 49 CFR Part 671 roadway worker protection (RWP) requirements for the RTAs and SSOA
- Additional annual RTA safety and security annual reporting requirements

- Standardization of RTA internal audit reporting nomenclature to include the use of “Finding of Non-Compliance,” “Data or Information for Hazard Identification,” and “Observation”
- RTA corrective action plan (CAP) extension requests to be reviewed and signed by the RTA Chief Safety Officer and Accountable Executive
- Included Transportation Improvement Plan (TIP) rail transit-relevant projects as a potential trigger for the safety and security certification process
- Inclusion of RTA CSO in hazard rating reviews

The PennDOT SSOA oversees three RTAs: the Cambria County Transit Authority (CamTran) in Johnstown, Pittsburgh Regional Transit (PRT) in Pittsburgh, and SEPTA in Philadelphia.



Image 1. CamTran logo.



Image 2. SEPTA Metro logo.



Image 3. PRT logo.

The SSOA assumes oversight responsibility of these agencies and, as such, works with the agencies to continuously improve the implementation of their safety management systems (SMS) through activities such as technical assistance, safety and security procedural development, help in monitoring hazardous conditions, and investigations of safety events. The SSOA chairs a monthly cross-agency workshop to discuss SSOA activities and initiatives and foster the exchange of best practices and pertinent safety and security information throughout the Commonwealth. This is one way the SSOA furthers open communication between each RTA and itself, which is a key component of the SSOA's daily oversight activities of the RTAs.

Further, the PennDOT SSOA is also an active member and the 2025 President of the Transit Safety Oversight Association (TSOA), which is a non-profit organization built to serve professionals in the transit safety oversight field. TSOA's purpose is to support, encourage, develop, and enhance transit safety among SSOAs throughout the country through its national safety policy analysis, communication, education, and training opportunities. The PennDOT SSOA has overseen rail transit safety for over three decades, and the SSOA continues to fulfill FTA-required program elements under Moving Ahead for Progress in the 21st Century, which encompasses 49 CFR Parts 671, 672, 673, and 674 and provide advanced supplemental safety and security practices and standards in response to the unique aspects of the Commonwealth's RTAs.

Executive Summary

The 2025 Pennsylvania SSOA Program Standard applies to the CamTran Inclined Plane; PRT's Blue Line, Red Line, Silver Line, and Monongahela Inclined Plane; and SEPTA's Broad Street Line (B or Orange), Market-Frankford Line (L or Blue), Media-Sharon Hill Line (D or Pink), Norristown High Speed Line (M or Purple), Route 15 Trolley (G or Yellow), and Subway-Surface Lines (T or Green). As part of its jurisdiction, the SSOA also oversees PRT's MLK Jr. East Busway, South Busway, and West Busway, and SEPTA's Private Busway. Stations and maintenance facilities related to rail transit and busway operations are also included within the SSOA's scope.

Throughout 2025, the SSOA worked collaboratively with CamTran, PRT, and SEPTA to continuously improve safety and security. The SSOA met with agency representatives through formal monthly, quarterly, and annual meetings. The SSOA also regularly attended meetings hosted by the RTAs to address and monitor safety and security concerns. SSOA oversight efforts included developing and issuing the SSOA Program Standard; reviewing and approving agency safety and security plans; fulfilling Part 672 training certification requirements; monitoring safety and security certification processes for capital projects; investigating RTA safety events; implementing its Risk-Based Inspection (RBI) program for federal compliance; conducting triennial audits and general inspections; working with agency personnel to oversee corrective action implementation; overseeing RTA compliance and development of plans to address regulatory updates to Part 671; and engaging in discussions about security and emergency preparedness.

In 2025, PennDOT SSOA devoted a significant amount of time to on-site activities at the RTAs, which included the completion of risk-based inspections, as well as general safety inspections. The SSOA's RBIs were data-driven using information received from a variety of sources including triennial audits, routine inspections, and monthly data submittals from each RTA. In 2025, the SSOA conducted five risk-based inspections at both PRT and SEPTA; CamTran was exempt from RBI monitoring in 2025 as the Johnstown Incline was not in revenue service. The SSOA abided by the PennDOT SSOA's FTA approved RBI manual for all required activities and submitted a proof of implementation package to the FTA to closeout Special Directive 22-44 in December 2025. The SSOA will continue to coordinate with RTA personnel to streamline data submittals and effectively utilize collected data to identify data-driven RBIs based on the prioritization process. The SSOA will also discuss opportunities for improvement within the internal RBI committees to continue enhancing the focused efforts of the SSOA's inspections.

Operations and stations safety inspections also remained a key activity for the SSOA, with extensive reviews conducted at SEPTA and PRT, along each line at the agencies. Notably, the SSOA conducted 275 inspections of operational movements between SEPTA stations and 288 inspections of individual stations. The SSOA conducted 59 inspections of operational movements between PRT stations and 54 inspections of individual stations. Additionally, PennDOT SSOA continued the use of its light detection and ranging (LIDAR) device for speed reviews, with seven total reviews conducted in 2025, comprised of five at SEPTA and two at PRT. In 2026, PennDOT

SSOA plans to maintain an effective number of LIDAR reviews and will continually assess the need for an increase in LIDAR observations.

The PennDOT SSOA also actively manages all RTA Corrective Action Plans (CAPs). Each RTA is required to submit CAP proposals to the SSOA for review and approval within 30 days of a deficiency requiring corrective action being identified by the RTA. In September 2025, the SSOA implemented a new software system improving the efficiency and transparency of CAP reviews and deliverables. The SSOA's CAP database is now housed in the software Airtable, with unique interfaces developed for each transit agency. The interfaces for each RTA contain forms for CAP request submissions for approvals, closures, extensions, and revisions as well as overviews of outstanding items and the corresponding due dates. Additionally, each RTA has a page capturing high-level metrics for CAPs such as the total number of open and closed items within the year and data visualizations of CAP sources throughout the year. The SSOA intends to continue developing the software based on both internal and external feedback to enhance the capabilities for CAP tracking and streamline communications between the SSOA and RTAs.

In 2025, SEPTA demonstrated dedicated efforts in managing open CAPs, having closed 183 CAPs throughout 2025. SEPTA maintained 40 open CAPs at the end of 2025. Meanwhile, PRT maintained 11 open CAPs at the end of 2025, with 19 closed during the year; and CamTran had one open CAP at the end of 2025, with one closed during the year. CAPs and all subsequent updates and closure verifications are tracked through an electronic SMS database, facilitating streamlined management and automatic alerts.



Image 4. SEPTA Route 15 (G Line) Trolley. February 25, 2025.

In November 2025, FTA issued Special Directives 25-1 and 25-2 to SEPTA and PennDOT respectively to improve the inspection, maintenance, and oversight practices over SEPTA's Overhead Catenary System (OCS). Since the issuance of this directive, PennDOT has submitted documents of qualification for its subject matter experts, review of SEPTA's OCS Inspection and Maintenance (I&M) Program implementation plan, and oversight report detailing PennDOT's activities in helping to strengthen SEPTA's program. Additionally, the SSOA continued to conduct oversight activities from the FTA Safety Management Inspection (SMI) of SEPTA and PennDOT SSOA. Throughout 2025, the SSOA allocated significant resources towards the closure of the

SEPTA SMI items through meetings with SEPTA and increased field presence. As a result of both SEPTA and the SSOA's efforts, 32 of the 34 SMI related CAPs were closed in 2025 with the remaining expected to close by the end of 2026. Additionally, 33 out of 34 of SEPTA's SMS

Implementation Milestones were closed in 2025 with the last milestone expected to close in 2026 Q2. PennDOT SSOA will continue to perform verification activities through site visits and document reviews as SMI required actions feed into risk-based inspection activities.

The SSOA also worked with its covered RTAs on updating manuals, training, and other relevant documentation to ensure compliance with 49 CFR Part 671 requirements regarding RWP. The SSOA reviewed each agencies' documentation pertaining to the regulatory changes and issued approval to each agency ahead of the FTA mandated deadlines. In 2026, the SSOA will continue to work alongside its RTAs for further development in roadway worker protection programs in addition to auditing agency compliance with the respective procedures established in 2025.

The SSOA will continue working alongside the covered RTAs for safety certification oversight, including oversight of SEPTA's Trolley Modernization Project; PRT's automatic trip stop installation and stray current filtration; and CamTran's inclined plane rehabilitation and commissioning testing. The SSOA anticipates the conclusion of several capital projects within its oversight in 2026 and will ensure each RTA is assessing the necessary safety critical items ahead of each project's finalization.

Ongoing coordination with the RTAs to analyze hazard trends and assess risk through data modeling will be a focus of the SSOA's 2026 efforts. The SSOA will also share ongoing programmatic updates, procedural changes, and other PennDOT SSOA training opportunities with the RTAs during monthly meetings.

Federal Transit Administration (FTA) Coordination

Throughout 2025, the SSOA coordinated with the FTA through monthly calls to share programmatic updates on oversight activities; solicit guidance on regulations, standards, and effective practices; review events; and discuss RBIs and relevant safety advisories and safety directives. In addition to these monthly calls, the FTA performed its triennial audit of the PennDOT SSOA in September 2025. The audit consisted of on-site interviews and field reviews at PRT in Pittsburgh, as well as virtual interviews with SEPTA and CamTran personnel.

PennDOT SSOA also participated in recurring meetings with the FTA for both the SMI and OCS Special Directive, totaling to an approximate 47 meetings in 2025, as well as three on-site visits by the FTA at SEPTA. The SSOA submitted the annual report to the FTA using the State Safety Oversight



Image 5. PRT Rail Yard. August 12, 2025.

Reporting (SSOR) platform, which compiles safety data on SSO activities and records the SSO Program Manager's certification of compliance with applicable regulations. The partnership between the SSOA and covered RTAs, along with the FTA coordination, continues to focus on achieving the highest levels of safety and security practicable, benefiting RTA patrons and employees and the public.

Oversight Program Activities

PennDOT SSOA Office

In the previous year (2024), legislation was passed that formally created the State Safety Oversight Office for SSOA oversight activities within PennDOT. The Office is led by the Director, Elizabeth Bonini, and supported by two Regional SSOA Offices and one consulting firm. In 2025, the Regional SSOA Offices began the hiring process for three additional staff positions, with onboarding of three State Safety Oversight Program Specialists in March 2026. In the year 2025, PennDOT SSOA dedicated 26,702 hours of work (14.24 full time equivalent) to overseeing the RTAs within the Commonwealth.

Ms. Bonini has managed the PennDOT SSOA since 2008 and is a World Safety Organization Certified Safety Executive, as well as a founding member and the 2025 President of the Transit Safety Oversight Association (TSOA). In addition, Ms. Bonini has a Transit Safety and Security Program (TSSP)-Rail Certification and holds training certificates that comply with the Public Transportation Safety Certification Training Program (PTSCTP), 49 CFR Part 672, as authorized by 49 U.S.C. § 5329(c)(1).

The two PennDOT SSOA Regional Administrators under Ms. Bonini both hold their PTSCTP and TSSP (rail) certifications and have extensive rail transit experience and knowledge.

Safety Management Inspection (SMI)

2025 saw the evolution of SMI activities as PennDOT continued to effectively collaborate with SEPTA while completing the remaining SMI required actions. Thirty-two (32) of the thirty-four (34) of SEPTA's corrective action plans (CAP) that stemmed from PennDOT SSOA SMI oversight activities were reviewed and approved by the SSOA for closure in 2025 with the remaining expecting to close by the end of 2026. Thirty-three (33) of thirty-four (34) of SEPTA's SMS Implementation Milestones were also closed in 2025 with the remaining milestone expected to close in the second quarter of 2026. PennDOT will continue to perform verification activities through site visits and document reviews as SMI required actions transfer into risk-based inspection activities. A status of the open SMI findings as of May 2026 can be found in Exhibit 1.

Special Directive 25-2

On November 25, 2025, the FTA issued Special Directives (SD) 25-1 and 25-2 to SEPTA and PennDOT, respectively, to improve the inspection, maintenance, and oversight practices over SEPTA's OCS. Following the issuance of SD 25-2, PennDOT submitted documents of qualification for its subject matter experts, a review of SEPTA's OCS Inspection and Maintenance (I&M) Program implementation plan, and monthly oversight reports detailing PennDOT's oversight activities of SEPTA's OCS program for FTA review. In the early months of SD activities, SEPTA underwent rigorous inspection, testing, and maintenance activities of the 40th Street Portal of which PennDOT SSOA participated in and conducted oversight activities of on a continuous

basis. In parallel, the development of SEPTA's concept of modified operations plan and inspection manual were being created by SEPTA and reviewed by the SSOA. Collaboration with SEPTA has continued to be imperative to the success of this program to ensure that SEPTA personnel were systemically addressing all aspects of the program from conception to implementation. The timelines outlined in the SD for SEPTA required effective and efficient communication to ensure both robust and thorough reviews and inspection.

Public Transportation Agency Safety Plan (PTASP)

Throughout 2025, the SSOA worked with the covered RTAs to ensure compliance with 49 CFR Part 673.11(a)(5), which requires that each transit agency conduct an annual review and update of the agency's PTASP. 2025 updates to the SSOA Program Standard provided RTAs with additional clarification of hazard tracking and RWP requirements. The SSOA dedicated significant effort to assisting RTAs with technical guidance in updating their PTASPs with compliant and practical language. In 2025, PennDOT approved CamTran's updated PTASP and monitored PRT and SEPTA's PTASP changes. PRT and SEPTA's PTASPs will be both approved in the first quarter of 2026. Throughout the coming year, PennDOT SSOA will continue to monitor the implementation of the PTASP in compliance with new requirements under 49 CFR Parts 671, 672, 673, and 674.

Safety Management Systems (SMS)

The PennDOT SSOA continued to devote attention to the RTAs' implementation of SMS. Monthly and quarterly meetings gave the SSOA and each RTA opportunities to discuss SMS implementation status and progress. The SSOA provided ongoing support to each RTA in its fulfillment of the requirements promulgated by the FTA in accordance with Part 673.

In 2025, the SSOA received positive updates from the RTAs describing their efforts to implement SMS through strengthened safety and training protocols, continued advancement of safety data collection and analysis, and the promotion of robust union-management safety committees. Through triennial audits and inspections, the SSOA has verified the RTAs' increased implementation of SMS activities. The FTA's SMI of SEPTA has continued to bolster these monitoring activities, helping the SSOA identify target areas of improvement at PRT and CamTran as well as at SEPTA.

Hazard Identification

The SSOA regularly conducts unannounced inspections of operator activities and station conditions. These inspections are compiled into Operations and Stations Review Memorandums, which are sent to RTAs so they may correct any identified safety concerns and determine if there are systemic safety concerns. In 2025, the SSOA continued to use its web-based reporting application to record operations and stations reviews, expanding the inspection data sources used to identify trends and hotspots in operator performance and station conditions. This data has been compared to the internal reviews conducted by the RTA and triennial audits conducted by the SSOA for further identification of hazards, in addition to being integrated into the SSOA's risk prioritization process.

Document Updates

On September 30, 2025, PennDOT SSOA issued its 2025 Program Standard to the three covered RTAs. The 2025 Program Standard revisions included minor clarifications and revisions, along with the following programmatic changes:

- Addition of 49 CFR Part 671 roadway worker protection (RWP) requirements for the RTAs and SSOA
- Additional annual RTA safety and security annual reporting requirements
- Standardization of RTA internal audit reporting nomenclature to include the use of “Finding of Non-Compliance,” “Data or Information for Hazard Identification,” and “Observation”
- RTA corrective action plan (CAP) extension requests to be reviewed and signed by the RTA Chief Safety Officer and Accountable Executive
- Included Transportation Improvement Plan (TIP) rail transit-relevant projects as a potential trigger for the safety and security certification process
- Inclusion of RTA CSO in hazard rating reviews

In addition to the 2025 Program Standard, the SSOA updated its RWP Safety Standard (100 – 1.4) in June 2025. The RWP Safety Standard was updated to reflect the 49 CFR Part 671 requirements, including the RTAs’ establishment of an RWP manual and track access guide. Additionally, the Safety Standard includes the SSOA’s requirement to conduct an annual audit of each RTA’s RWP program.

SSOA Risk Based Inspection (RBI) Program

On October 21, 2022, the FTA issued Special Directive (SD) 22-44, requiring PennDOT to develop and implement a risk-based inspection (RBI) program, as required by 49 U.S.C. § 5329(k). PennDOT developed a Risk-Based Inspection Program Manual, which was approved by the FTA for implementation on January 8, 2025.

The RBIs conducted by the PennDOT SSOA at PRT and SEPTA in 2025 included:

PRT

1. Possible entrapment on PRT’s Monongahela Incline (unannounced)
2. Trespassing events on PRT’s Busways (announced)
3. Light Rail Operator pre-trip inspection compliance (unannounced)
4. Light Rail yard derailments (unannounced)
5. Operator rules compliance (announced)

SEPTA

1. SEPTA’s PTSCTP compliance records (unannounced)
2. Embedded track inspections investigating SEPTA T Line derailments (announced)
3. SEPTA’s annual T Line Trolley Blitz (announced)
4. Trespassing events on SEPTA’s B and L Lines (announced)

5. Track fire events (announced)

CamTran was exempt from RBI monitoring in 2025 as the Johnstown Inclined Plane was not in revenue service.

In compliance with SD 22-44, on December 16, 2025, PennDOT provided six months of verification data to the FTA documenting its 2025 RBI activities and demonstrating its implementation of its RBI program as defined by the Risk-Based Inspection Program Manual. The FTA is currently reviewing this documentation.

Safety and Security Certification (SSC) and Capital Project Oversight

Each covered RTA is required to have a safety and security certification (SSC) process to ensure that hazards, threats, and vulnerabilities are adequately addressed prior to the initiation of passenger operations for new starts and major projects to extend, rehabilitate, modify or replace existing systems, vehicles, or equipment. The SSOA is responsible for overseeing safety certification at covered agencies and ensuring that SSC plans and documents submitted by an agency are aligned with the agency's program requirements. SSC oversight for projects falls under the criteria specified within the SSOA Program Standard and industry guidance. The SSOA continued to utilize a formalized process to evaluate capital projects for an initial SSC determination, completing a comprehensive assessment that includes input from each RTA and a completed PennDOT SSOA checklist. In 2025, the SSOA oversaw SEPTA's implementation of communications-based train control (CBTC) on the Media-Sharon Hill (D) Line, which was implemented in February 2026. Additional SSC projects being overseen by the PennDOT SSOA include CamTran's Inclined Plane rehabilitation, PRT's upgrade to its automatic trip stop system, and SEPTA's trolley modernization program.

PennDOT SSOA SSC oversight activities include attending design and hazard analysis meetings and reviewing safety certification documentation such as safety and security certification plans; certifiable elements lists; reliability, availability, and maintainability plans; hazard logs; hazard analyses; and failure mode, effects, and criticality analyses. The SSOA also tracks progress by attending project meetings and SSC committee meetings and through status updates at monthly and quarterly meetings.

Safety Training

The SSOA maintains a Part 672-compliant Technical Training Program (TTP) that establishes competencies for program staff. In addition, onboarding staff complete a state-defined Qualifications and Training Program (QTP), accelerating new hires into roles as full-fledged contributors. Members of the SSOA must complete the PTSCTP and the Transit Safety and Security Program (TSSP), delivered by the [Transportation Safety Institute \(TSI\)](#), within three years of their designation. Staff must recertify every two years through a method approved by the FTA; the SSOA delivers this recertification training on an ongoing basis throughout the year. Furthermore, the SSOA continues to work with agency personnel to participate in RTA-specific training to become increasingly familiar with the unique aspects of each transit system. In 2025, the SSOA attended both initial and recertification courses for the RWP classes at PRT and SEPTA as well as supplementary RTA-led training, including the SEPTA Location Safety Committee

(LSC) Training, SEPTA Event Investigation Workshop, and an overhead power training at PRT detailing safety considerations when working on or around energized catenary systems. The SSOA also reviewed training materials for SEPTA's SSC training. The SSOA continues to offer its "SSO 101" and Safety and Security Certification familiarization training for RTAs.

The SSOA also continued to work with the RTAs to align their internal training programs for safety critical personnel with the federal requirements. The SSOA coordinated SMS training with PRT executive leadership during the annual board meeting and held training across all three RTAs covering the new CAP submission process. The SSOA held event investigation workshop meetings with SEPTA safety personnel to discuss best practices for preparing event investigation reports in effort to standardize submissions across safety personnel.

The SSOA will continue to provide programmatic training to internal staff, including but not limited to accident investigation and go-bag training, operation and station inspection training, RTA physical characteristics training, and Program Standard and standard operating procedure (SOP) familiarization.

Events

SSOA Investigation Process

In accordance with SSOA Program Standards and Part 674, the SSOA is responsible for the investigation of safety events, as well as the review of all hazard analysis and mitigation activities. With few exceptions, the SSOA delegates investigation authority to the covered RTAs, who conduct investigations for review and adoption by the SSOA. Similarly, the SSOA requires agencies to identify, report, and analyze hazards during transit operations.

The SSOA monitors a wide range of investigative activities, beginning with a notification of the event itself and culminating with the determination of a probable cause. Subsequent development of CAPs mitigate the possibility of recurrence. The SSOA and covered agencies work collaboratively throughout all stages of the investigation process. The SSOA receives an initial event notification from an RTA safety representative via an online form, at which point the SSOA begins to work alongside the agency investigator to conduct the investigation. The SSOA's process for adopting and closing an investigation includes reviewing the corresponding investigation report and ensuring that information is thorough and accurate. Investigations must include a probable cause and identify CAPs as appropriate. The SSOA provides ongoing reporting to all RTAs, which outlines new, adopted, rejected, and ongoing investigations.

During 2025, the SSOA held multiple workshops with SEPTA's Accident Prevention & Investigation team. Topics of the workshops included the quality and timeliness of event notifications, specific processes used during on-scene investigations, and report writing consistency, quality, and formatting. The SSOA also met with PRT's Deputy Chief Safety Officer on multiple occasions to discuss event notification requirements and investigation processes.



Image 6. SEPTA Market-Frankford (L) Line. June 2, 2026.

2025 Two-Hour and Twenty-Four-Hour Reportable Events

In accordance with SSOA and FTA requirements, RTAs must report safety events to the SSOA within two hours, within 24 hours, or monthly depending on the reporting criteria. In 2025, PRT reported 100% of events within the prescribed reporting windows, and SEPTA reported 95% of events within the prescribed reporting windows. In 2025, the SSOA reviewed 255 event investigation reports for adoption from PRT and SEPTA. Figure 1 below shows the 2025 safety events by type at PRT and SEPTA.

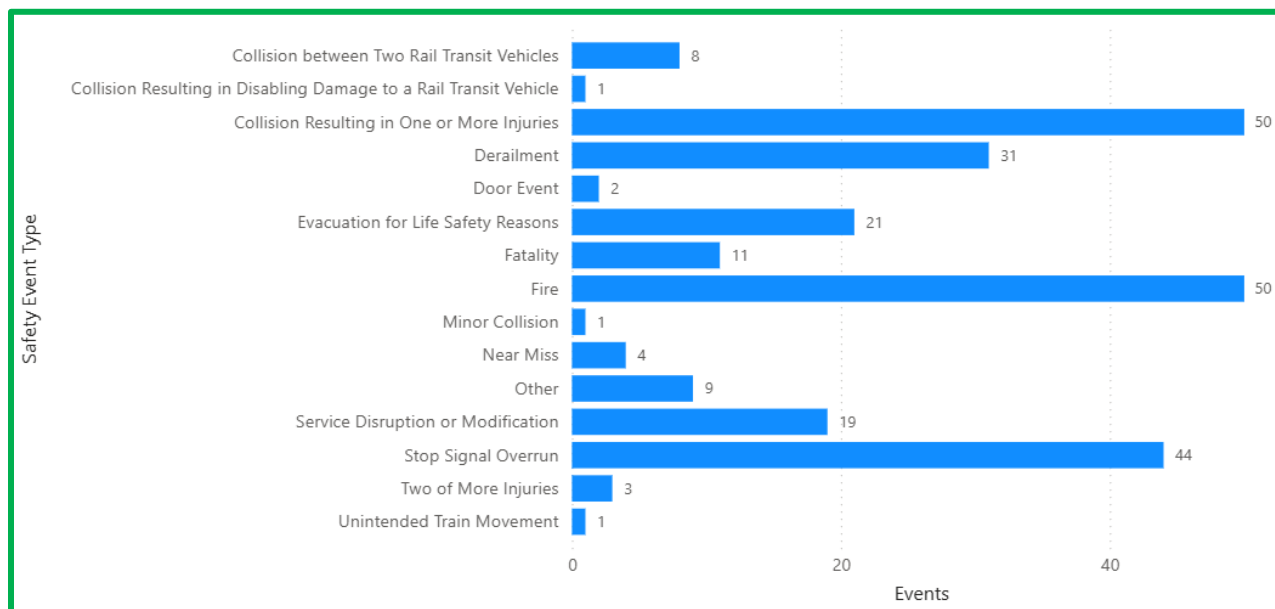


Figure 1. 2025 RTA Safety Events Distributed by Safety Event Type.

2025 Monthly Reportable Safety Events

In 2025, the SSOA monitored occurrences at covered RTAs based on the reporting thresholds outlined in the SSOA Program Standard. Though many of the occurrences do not meet the threshold for FTA safety event reporting, occurrences are reportable to the SSOA in a monthly report. This rigorous reporting standard allows for trend analyses to support proactive mitigation and focused inspections of these occurrences before they result in more serious safety events. Table 1 on the following page represents the agencies' safety events reported monthly to the SSOA in 2025. Most monthly reported safety events in 2025 were related to trespassing.

Table 1 2025 Safety Events Reportable to PennDOT SSOA Monthly				
	CamTran	PRT	SEPTA	Total
Trespassing	0	174**	919	1093
Minor Collisions	0	23	184	207
Elevator/Escalator Injury	0	0	15	15
Falls to the Track	0	1	117	118
Workplace Injuries	0	54	23	77
*Transit Worker Assaults	0	2	132	134
Door Events	0	0	18	18
Total	0	254	1408	1662

*Transit Worker Assault is defined in the PennDOT SSOA Program Standard as: "A circumstance in which an individual knowingly, without lawful authority or permission, and with intent to endanger the safety of any individual, or with a reckless disregard for the safety of human life, interferes with, disables, or incapacitates a transit worker while the transit worker is performing the duties of the transit worker."

**154 trespassing safety events at PRT were specific to the East, South, and West Busways.



Image 7. Johnstown Inclined Plane (CamTran). May 1, 2025.

Safety and Security Reviews

Triennial Audits

The SSOA performs triennial safety and security audits at each of the covered RTAs on an ongoing basis over a three-year cycle. In 2025, the SSOA initiated its 2025-2027 triennial audit cycle. Triennial audits include a comprehensive document and record review, interviews, and field observations when warranted. SSOA audits are informed by Pennsylvania requirements, federal regulations, and effective industry practices. Audits focus on compliance with each RTA's procedures and plans. The triennial audit process is outlined in Figure 2.

The process by which audits are conducted remains consistent with prior years; however, specific topics are audited under the SMS framework. The SSOA continued SMS-based auditing in 2025 and released updated triennial audit checklists for each audit using the PTASP review checklist as a foundation. The utilization of SMS-focused checklists allows the SSOA to perform Part 674-compliant audits and assist the covered RTAs in identifying any gaps related to SMS; it also ensures each RTA is performing in accordance with their PTASP. Ahead of audits, the SSOA team reviews various materials related to the topic: past audits, inspections, opened and closed CAPs, DIHIs, and observations related to the audited topic. The SSOA then conducts safety assurance evaluations during the audit to ensure that corrective actions implemented to mitigate previously noted concerns have remained in place and there are no repeat safety concerns.

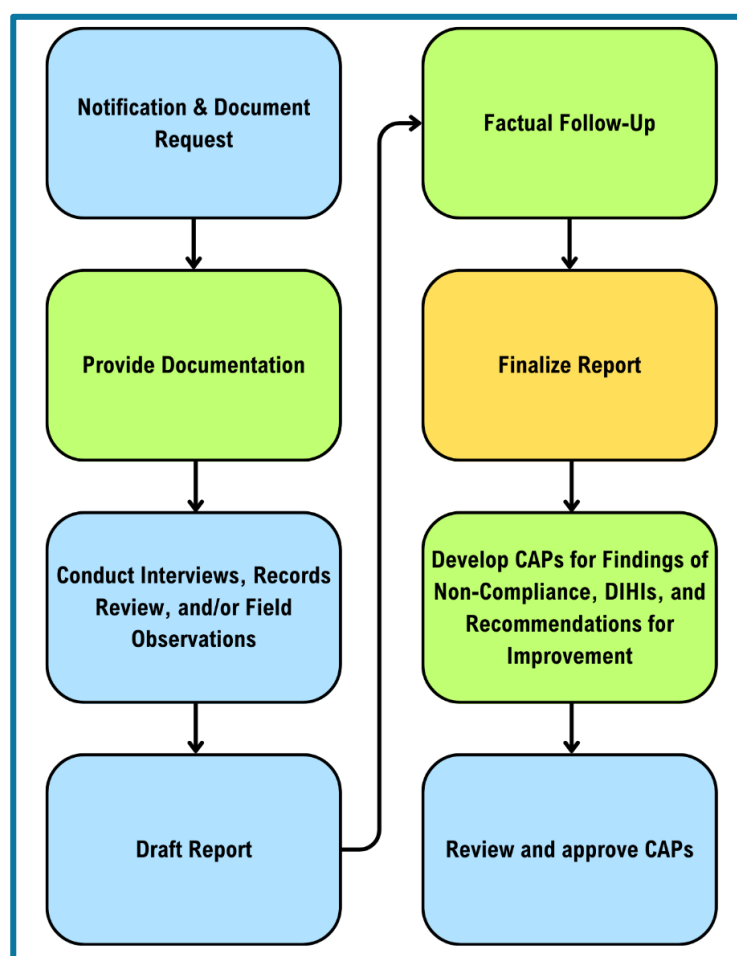


Figure 2. Triennial Audit Process.

Audits by the SSOA may cover PTASP and SEPP implementation broadly, or they may focus on a narrow range of issues of a more technical matter based on previous audits. In 2025, the SSOA performed four safety triennial audits at PRT and one security triennial audit, covering the following topics listed below with dates the audits were conducted:

PRT Safety Triennial Audits

1. February 20 to 21, 2025: PRT's Maintenance Training Programs
2. May 20 to 22, 2025: PRT's Operations and Operations Training Programs
3. August 5 to 7, 2025: PRT's Monongahela Incline and Vertical Transportation
4. October 13 to 16, 2025: PRT's Power and Signals Programs

PRT Security Triennial Audit

1. April 8 to 9, 2025: PRT's Emergency Preparedness and Threat and Vulnerability Assessments

The SSOA completed five safety triennial audits at SEPTA and one security triennial audit, covering the following topics, listed below with dates the audits were conducted:

SEPTA Safety Triennial Audits

1. February 18 to 20, 2025: SEPTA's Procurement, Hazardous Materials, and Environmental Management Program
2. March 4 to 5, 2025: SEPTA's Maintenance of Way Vehicle Inspection & Maintenance Program
3. June 23 to 25, 2025: SEPTA's M4 and B-IV Vehicle Inspection & Maintenance Program
4. July 28 to 29, 2025: SEPTA's Safety Event Investigation and Accident Notification Program
5. December 15 to 23, 2025: SEPTA's Metro Rail and Operations Control Center Training and Rules Compliance Programs

SEPTA Security Triennial Audit

1. September 23, 2025: SEPTA's Emergency Preparedness and Response Program

The SSOA put triennial audits of CamTran on hold until the system reopens; however, a 2025-2027 audit cycle is scheduled, and oversight of the SSC is ongoing.

In addition to performing triennial audits, the also SSOA attends and monitors internal safety and security audits at each covered agency and all CAPs that arise from these internal audits conducted by the RTA. In 2025, the SSOA oversaw or reviewed 19 internal audits at PRT covering the following topics, listed below with dates the audits were conducted:

PRT Internal Audits

1. February 25, 2025: PRT's Rail Traffic Operations Uninterruptable Power Supply
2. March 11, 2025: PRT's Mount Lebanon Tunnel
3. March 20, 2025: PRT's Duquesne Incline
4. April 7 to September 20, 2025: PRT's Security and Emergency Preparedness Plan

5. April 7 to September 20, 2025: PRT's Public Transportation Agency Safety Plan
6. April 16, 2025: PRT's Light Rail Vehicle Emergency Door Latches
7. April 16, 2025: PRT's Light Rail Vehicle Door Sensitive Edges
8. May 6, 2025: PRT's Central Business District and North Shore Connector Emergency Generators
9. June 11, 2025: PRT's Monongahela Incline
10. July 22, 2025: PRT's Central Business District and North Shore Connector Emergency Fans
11. July 29, 2025: PRT's Mount Lebanon Tunnel Emergency Fans
12. August 19, 2025: PRT's System Signals
13. September 9, 2025: PRT's Lockout Tagout Procedures
14. September 23, 2025: PRT's Central Business District and North Shore Connector Fire Alarm Systems
15. September 23, 2025: PRT's Central Business District and North Shore Connector Panhandle Bridge
16. October 8, 2025: PRT's East, South, and West Busways
17. October 22, 2025: PRT's Berry Street Tunnel
18. November 19, 2025: PRT's System Automatic Train Stop System
19. December 1, 2025: PRT's Communications Systems

In 2025, the SSOA oversaw or reviewed 21 internal audits at SEPTA covering the following topics, listed below with dates the audits were conducted:

SEPTA Internal Audits

1. March 11, 2025: SEPTA's Victory Facility Audit
2. March 26, 2025: SEPTA's Safety and Security Emergency Preparedness Plan Element 5
3. March 26, 2025: SEPTA's 69th Street Carhouse Bolster Repair and Media-Sharon Hill Line Facility Audit
4. March 31, 2025: SEPTA's 69th Street Motor Shop Facility Audit
5. April 24, 2025: SEPTA's 69th Street Terminal Facility Audit
6. May 19, 2025: SEPTA's Vehicle Inspection and Maintenance for Single Ended Light Rail Vehicles
7. June 18, 2025: SEPTA's Safety and Security Emergency Preparedness Plan Element 6
8. July 9 to July 11, 2025: SEPTA's Public Transportation Agency Safety Plan Sections 5.4, 16, and 17
9. August 14, 2025: Norristown High Speed Line Shop
10. August 18 to August 21, 2025: Public Transportation Agency Safety Plan Sections 1.7, 1.8, and 8

Like triennial audits by the SSOA, internal audits of CamTran were put on hold until the system reopens, so CamTran did not conduct audits in 2025, but a 2025-2027 internal audit cycle was developed for when CamTran reopens for revenue service.

Table 2 shows the 2025 audit activity at each RTA, and Table 3 shows the total number of Findings of Non-Compliance from SSOA audits.

Table 2 Triennial Audits Performed in 2025			
	CamTran	PRT	SEPTA
SSOA Safety Audits	0	4	5*
SSOA Security Audits	0	1	1

*The SEPTA operations and rules compliance audit was conducted in December 2025, and the report was finalized in Q1 2026.

Table 3 Findings of Non-Compliance from Audits Performed in 2025			
	CamTran	PRT	SEPTA
SSOA Safety Audits Findings	0	6	19
SSOA Security Audits Findings	0	3	1

Triennial Audit Checklist Updates

In 2025, the SSOA continued to update its triennial audit checklists to better align with the RTAs' PTASPs. The SSOA continued to review each section of the agencies' updated PTASPs to ensure that every aspect is included in agency-specific checklists. Additionally, the SSOA incorporated further information regarding SMS implementation into the checklists. The checklists will be updated annually when agencies update their PTASPs.

Data or Information for Hazard Identification (DIHI)

In fulfillment of the requirements prescribed under the State Safety Oversight Agency Program Standard Section 4.9 and 49 CFR Part 673.25(b), Rail Transit Agencies (RTAs) must consider, as a source for hazard identification, data and information provided by PennDOT SSOA and the Federal Transit Administration (FTA). For each covered RTA, the SSOA tracks DIHIs, which refers to data and/or information that is technically compliant with an RTA's PTASP or other associated policies or procedures but has been identified to present a real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment. Once a DIHI is identified, the RTA must use their documented safety risk management process to determine if a hazard has been identified and conduct a subsequent safety risk assessment. If the safety risk assessment determines a hazard rating that is reportable to the SSOA per the Program Standard, then the RTA will be required to follow the CAP process. All other identified hazards will be mitigated and monitored through the RTA's safety risk management process outlined in the PTASP.

Table 4 shows the total DIHIs that were identified in 2025 at each RTA as of December 31, 2025, as well as the total DIHIs that were closed in 2025. SEPTA worked diligently in 2025 to assess and address a backlog of DIHIs previously issued.

Table 4 DIHIs as of December 31, 2025				
	CamTran	PRT	SEPTA	Total
Identified in 2025	0	15	51	66
Closed in 2025	0	15	127	142

SSOA Operation and Station Inspections

The SSOA's operations and stations safety inspections are an essential part of the SSOA ongoing safety oversight activities to observe compliance with applicable safety rules and identify potential hazards. The SSOA conducted operations and stations reviews at covered modes at SEPTA and PRT throughout 2025. The data and observations collected by the SSOA during operations and stations reviews are consolidated in a database and the SSOA analyzes the operations and stations review data for trends on a quarterly basis; this effort will help to inform the SSOA's risk-based inspections. The SSOA sent all observations made during operations and stations reviews to the RTAs via electronic memos. Any critical safety concerns are communicated immediately with agency safety personnel, control center personnel, or agency police, according to the Operations and Stations Review SOP. Additionally, in 2025, the SSOA continued use of a LIDAR speed detection device and trained additional team members to use it for speed reviews on covered modes at SEPTA and PRT.

Table 5 shows the total operations and stations inspections completed for PRT and SEPTA in 2025.

Table 5 Operations, Stations, and LIDAR Inspections Performed in 2025		
	PRT	SEPTA
Operation Reviews	59	275
Station Reviews	54	288
LIDAR Reviews	2	5

Corrective Action Plans (CAPs)

Covered RTAs are required to develop CAPs for various deficiencies and hazards identified through triennial audits, event investigations, hazard reports, rules compliance monitoring, and inspections. All CAPs must be submitted by the RTA to the SSOA for review and approval within 30 calendar days of an identified deficiency. Subsequently, the SSOA is responsible for reviewing, approving, and verifying implementation. The CAP process is depicted in Figure 3.

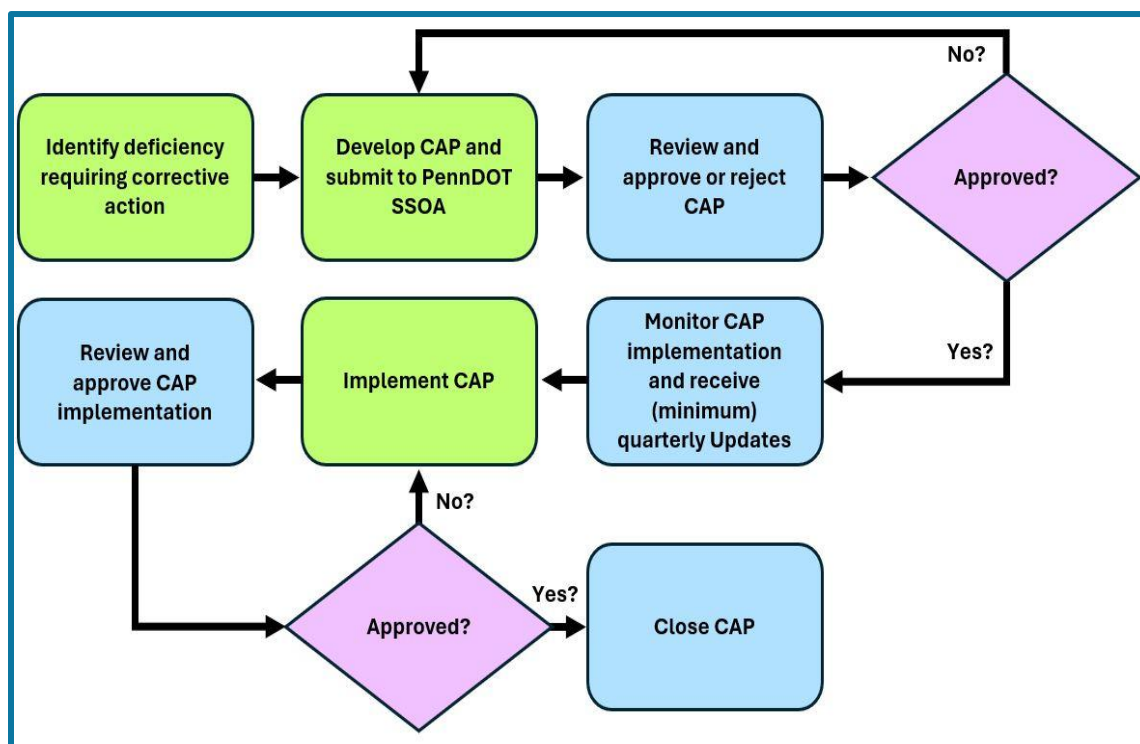


Figure 3. Corrective Action Plan (CAP) Process.

The SSOA reviews the status of CAPs with RTA safety and security personnel and other responsible departments, as appropriate, on an ongoing basis, but also works with RTAs at least monthly to update all CAPs. During these updates, RTA and SSOA personnel review progress towards the closure of open CAPs and identify documentation required to verify implementation. Verification may consist of field reviews, record reviews, photographs, and/or plan, policy, or procedure revision. Tables 6, 7, and 8 display the number of open and closed CAPs per year for CamTran, PRT, and SEPTA, respectively.

 Table 6 CamTran CAPs by Year as of December 31, 2025							
	2020 & Before	2021	2022	2023	2024	2025	Total
Open	0	0	0	0	0	1	1
Closed in 2025	0	0	0	0	1	0	1

As of December 31, 2025, CamTran had 1 open CAP and closed 1 CAP in 2025.

 Table 7 PRT CAPs by Year as of December 31, 2025							
	2020 & Before	2021	2022	2023	2024	2025	Total
Open	0	0	1	2	1	7	11
Closed in 2025	1	0	0	1	8	9	19

As of December 31, 2025, PRT had 11 open CAPs and closed 19 CAPs in 2025.

 Table 8 SEPTA CAPs by Year as of December 31, 2025							
	2020 & Before	2021	2022	2023	2024	2025	Total
Open	2	0	0	0	16	22	40
Closed in 2025	5	8	6	45	96	23	183

As of December 31, 2025, SEPTA had 40 open CAPs and closed 183 CAPs in 2025.

Within each agency's interface, digital forms to request CAP approvals, closures, extensions, or revisions are available for RTAs to notify the SSOA of pending requests. From the Airtable database, the SSOA and the RTAs can also review data visualizations of CAP information such as the total number open and closed within the year and a breakdown showing the distribution of CAPs by hazard rating and the source of the CAP. The sources of open CAPs are shown in Table 9 and the hazard ratings of open CAPs as of December 31, 2025, are depicted in Table 10.

Table 9 Source of Open CAPs as of December 31, 2025				
	CamTran	PRT	SEPTA	Total
RTA Internal Audit	0	1	0	1
SSOA Audit	0	4	6	10
Reportable Hazard	0	2	5	7
Safety Event	0	2	18	20
Risk-Based Inspection	0	2	0	2
SSOA Inspection	0	0	3	3
FTA SMI	N/A	N/A	8	8
Other*	1	0	0	1
Total	1	11	40	52

*Any other hazard or safety concern that requires corrective action.

Table 10
Hazard Ratings of Open CAPs as of December 31, 2025

	CamTran	PRT	SEPTA	Total
High	0	0	0	0
Serious	1	0	6	7
Medium	0	7	31	38
Low	0	4	3	7
Total	1	11	40	52



Image 8. SEPTA Trolley Slider Inspection. March 18, 2026.

Security and Emergency Preparedness Efforts

Although the FTA relinquished its security oversight with the release of Part 674, the SSOA has opted to continue limited security oversight of its covered agencies, while working with the Transportation Security Administration (TSA) as necessary to ensure that SSOA requirements do not conflict with those of the TSA. The SSOA continues to perform triennial audits of the RTA's Security and Emergency Preparedness Plan (SEPP) and participates in any internal security audits, threat and vulnerability assessments (TVAs), drills and exercises, and other security and emergency preparedness related items.



Image 9. South Hills Village Maintenance Facility. March 5, 2026.

System Security and Emergency Preparedness Plan /Security and Emergency Preparedness Plan

The SSOA received the 2025 revisions of the System Security and Emergency Preparedness Plan (SSEPP) for SEPTA and the SEPPs for PRT and CamTran. In accordance with the SSOA Program Standards, the SSOA reviews the plans and either approves or rejects them for use. The SSOA compared the RTAs' SSEPP/SEPPs with the SSOA Program Standard and applicable checklist created from tools provided by the FTA. After SSOA internal review, the SSOA found that each plan met current requirements and approved them for use. The SSOA approved each RTA's SSEPP or SEPP on the following dates:

- CamTran: PennDOT SSOA approved the SEPP on September 18, 2025
- PRT: PennDOT SSOA approved the SEPP on December 11, 2025
- SEPTA: PennDOT SSOA approved the SSEPP on September 19, 2025

Looking Forward

In 2026, the SSOA will continue to work closely with its covered RTAs regarding safety and security initiatives. The SSOA's focus areas for 2026 and beyond include the following:

RBI Implementation. RBIs conducted in 2025 led to several ongoing monitoring activities at PRT; the intent of these monitoring activities is to maintain awareness of areas of high-risk post-RBI and ensure that risk level is trending downward. Ongoing monitoring activities include pre-trip inspections, looking for improvement in Operator pre-trip compliance, and overspeed monitoring. The RBI Program continues to expand its review of data for risk assessment, coordinating with both SEPTA and PRT to build the infrastructure to receive additional data sources. PennDOT continues to coordinate with subject matter experts in the review and assessment of this data. Additionally, The SSOA will conduct its second (first issued in August 2024) review of SEPTA and PRT's National Transit Database (NTD) data in comparison to their peer agencies to use this as a data point in its RBI Program.

Safety Event Review Committee. During 2026, the SSOA plans to implement a new committee-based format for the review and adoption of all safety event reports. Separate committees will be established for eastern Pennsylvania, covering SEPTA, and western Pennsylvania, covering PRT and CamTran. In addition to report reviews, these committees will review trends and develop additional accident-investigation training workshops with each transit agency as needed.

RWP Oversight. In 2026, the SSOA will develop checklists outlining the elements of review for both the RWP annual audits required by the revisions to 49 CFR Part 671 and for the RTA's quarterly compliance reports. The SSOA will continually assess RTA performance to address RWP requirements through its annual audit, quarterly compliance reports, and review of job safety briefings. The SSOA will also continue to provide directions and feedback regarding RWP training materials at each agency as the SSOA's personnel attend RWP classes.

SMI Verification and Validation. PennDOT continues to have biweekly meetings with FTA discussing the status of open CAPs, closure verifications, SOP updates, and additional supplemental information across the required actions. SMI verifications with SEPTA are largely encompassed in site visits and data collection has evolved into the RBI program. PennDOT's goal is to ensure that SEPTA remains compliant with their implemented SOPs while continuously improving their organization.

SMS Implementation. SEPTA has closed thirty-three (33) of its thirty-four (34) submitted SMS Milestones by the end of 2025 with the final milestone expected to close in 2026 Q2. Additionally, PennDOT has required all RTAs submit at least a 6-month lookahead of their SMS milestones to remain compliant with the Program Standard. SEPTA's System Safety Division is seeking to revamp several elements of its SMS now that key roles have been filled such as Safety Risk Management and Internal Auditing. PennDOT's oversight of these programmatic element implementations will ensure a seamless integration throughout the organization.

Streamline Internal Tracking Mechanisms. Through 2025, the SSOA developed streamlined internal tracking mechanisms in the SSOA's software, Airtable, for events, CAPs, and DIHIs. The SSOA intends to continually enhance the software throughout 2026 to better optimize the generation of routine deliverables and improve communication with the RTAs. Further capabilities for DIHI tracking and external document submissions are planned for development in 2026.

Safety Certification Oversight. The SSOA will continue its ongoing monitoring of safety certification for relevant RTA projects. SEPTA completed its project to implement CBTC on the D line in early 2026; its trolley modernization project remains under SSOA certification review as it progresses. The SSOA is also continuing to monitor upcoming SEPTA projects to identify future SSC concurrence needs. The SSOA will continue its ongoing coordination with PRT and CamTran regarding the automatic trip stop installation and inclined plane rehabilitation respectively.

RTA Technical Training. In 2025, the SSOA made strides in its attention to technical training at the RTAs, a trend which it seeks to continue through 2026. The SSOA will continue oversight to ensure adequate that each RTA's RWP training covers its updated RWP program as required by Part 671. The SSOA will also expand oversight to SEPTA's Pre-Trip Inspection training, NHSL Yard Movement class, Accident Investigation training, and Fire-Life Safety familiarization training in 2026, ensuring SEPTA's provision and internal monitoring structure for these trainings are adequate. The SSOA will also attend training sessions outlining state inspection processes as part of the electric mass transit vehicle program with PRT.

SSOA Technical Training. The SSOA will update its technical training program to ensure that 49 CFR Part 672 requirements are met. This update will include the development of a standard operating procedure (SOP) that will describe the comprehensive approach to ensure all designated SSOA personnel and contractors complete all required elements for each of the 16 required competency areas.

Update SSOA Documentation. In 2026, PennDOT will update applicable standards, including:

- PennDOT SSOA Program Standard
- SOP 100-1 Safety and Security Audits and Reporting
- SOP 100-2 Corrective Action Plans
- SOP 100-3 Operations and Stations Reviews
- SOP 100-4 Event Investigations
- SOP 100-6 Speed Detection Device
- SOP 100-7 Data or Information for Hazard Identification

Additionally, PennDOT is working towards creating a procedure for overseeing return to service of rail transit infrastructure following closures of a portion of the system.

Resource Allocation. In order to address increasing oversight responsibilities at PennDOT SSOA, PennDOT is hiring three additional in-house staff in 2026. This will include two in-house

staff working in Pittsburgh, one in Harrisburg and three in the Philadelphia region. Additionally, the PennDOT SSOA staffing will remain consistent with its workload assessment and full-time equivalent requirements to meet the needs of ongoing onsite presence, inspections, audits, and programmatic improvements.

SSOA Staffing. In 2026, PennDOT SSOA will hire three State Safety Oversight Program Specialist staff members. Two of these personnel will conduct oversight of SEPTA and one will conduct oversight at CamTran and PRT.



*Image 10. Johnstown Inclined Plane (CamTran). May 28, 2026.
This and all other photos in report taken by PennDOT SSOA.*

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