

TRB Standing Committee - Transit Safety and Security (AP080)

Meeting Minutes

January 9, 2023 | 10:15AM – Noon | Treasury Room (M4)

Roll Call (M: Member)

P Brian Alberts (M)	_P_ Pamela Fischhauber (M)	_P_ Ruben Peña (M)
A Stephen Anderson (M)	_A_ Ryan Frigo (M)	_P_ Karen Philbrick (M)
P Mike Baltes (M)	_A_ Kevin Gaddis (M)	_P_ Scott Sauer (M)
A Carmen Bianco (M)	_P_ Jodi Godfrey (M)	_A_ Yu (Fred) Song (M)
P John Contestabile (M)	_A_ Dave Goeres (M)	_P_ Jim Tucci (M)
P Katrina Corcoran (M)	_P_ Polly Hanson (M)	_A_ Jie Yu (M)
A Roy Chen (M)	_P_ Abhay (AJ) Joshi (M)	_P_ Ed Watt (M)
P Alan Danaher (M)	_A_ Barry Kross (M)	_P_ Jiguang Zhao (M)
A Larry Day (M)	_P_ Chris Lowe (M)	_A_ Steve Andrle (TRB)
P Charles Rutkowski (M)	_P_ Jerome Lutin (M)	_P_ Lisa Staes (Chair)
P Jim Dougherty (M)	_A_ Dennis Lytton (M)	

***Start times and item durations are approximate**



AP080 TRB Annual Meeting 2023.pdf

10:15 – 10:20AM Welcome and Roll Call

Pamela Fischhauber motioned to accept minutes from previous meeting.

Ed Watt seconded the motion - All committee members agree. No opposition. Minutes stand approved.

10:20 – 10:40AM Chair/Committee Updates

- 2023 Annual Meeting Paper Review Process
 - 33 papers reviewed
 - 31 reviewers
 - 21 papers accepted for presentation
 - 8 papers accepted for publication in TRR
 - If you didn't receive papers to review and want one in 2023, connect to AP080 in <https://www.mytrb.org/> if you are not already, and reach out to Katrina Corcoran kccorcoran1@gmail.com.
 - Katrina will send her annual survey in July to gauge your expertise. Please complete the survey to help Katrina assign the most appropriate papers to the reviewers with the appropriate subject matter expertise.
 - Katrina received high praise and kudos for her paper review efforts
- Committee Collaborations
 - CAV Workshop Proposal (ACP50/ACP50-03, AED 50, ACH 30(1))
 - Transit Data Challenge (AP090, AP025)

10:40 – 11:00AM FTA Updates, Joe DeLorenzo, FTA’s Associate Administrator for Transit Safety and Oversight & CSO (PPT is in AP080 TRB Annual Meeting 2023 file above)

- Safety and Oversight – Preliminary data shows that the fatalities are increasing as the miles are decreasing both for bus and rail.
- NTD public web links. Monthly products are posted here: [NTD Data | FTA \(dot.gov\)](#).
 - BIL requirements include changes that need to be made to collect more granular data on transit operator assaults. FTA is trying to use the NTD data to get an understanding of the details.
- Rail grade crossing initiatives – risen to a DOT significant priority. Partnerships and outreach with Operation Lifesaver. The Buzz box was highlighted as one innovative approach to outreach.
- Recent safety advisories: address high-level issues and responses to specific events.
 - 22-4 Suicide prevention Signage on Public Transit
 - 22-3 Steering Gearbox Bolt Failure
 - 22-2 Signal system safety and train control
 - 22-1 Rail car passenger door inspection and function testing
- Transit Worker Assault - special directives to 9 transit agencies asked, how they are examining transit worker assaults in their SMS program, and if additional FTA intervention is necessary. Examining innovative solutions that agencies have tried to try to find and learn from best practices. FTA just received the information and will do outreach to help understand the results soon. Not all transit agencies are currently including transit assaults in their SMS program.
- Risk-based inspection program is a requirement of BIL. Asking SSOAs to use the data to determine how to manage their inspection process over the RTAs. Improve efficiency.
- Safety Research that has been recently published may be very beneficial to many of you [FTA Reports and Publications | FTA \(dot.gov\)](#)
- The new TRACS 1st meeting is at the end of the month. TRACS meetings are public meetings, meaning they are open to the public. It will be important for FTA to guide strategies to increase safety.
- National Roadway Safety Strategy – all DOT modes are collaborating to reduce highways deaths.
- John Contestabile mentioned that highway is looking at a greater focus on cyber. John asked what the transit outlook is regarding cyber concerns.
- Joe DeLorenzo responded that while TSA is the cyber lead, FTA is trying to amplify the risks and the resources that are available. The messages are focused on emphasizing that cyber is not just everyone else’s problem. Small and mid-sized agencies are not exempt from cyber risk.
- John Contestabile asked if FTA has woven that into the SMS priorities yet?
- Joe DeLorenzo clarified that while cyber is not quite woven into SMS priorities yet, TSA requires certain agencies to have a plan, but there is room for improvement.
- Polly Hanson asked when the cyber toolbox for small and mid- sized agencies is going to

be available. That will be helpful.

- Joe DeLorenzo is not sure when it will be available. The toolbox provides tools and guidance that will be useful to small to mid-sized agencies to give them guidance.

**11:00 – 11:15AM FTA Safety Research Demonstration Project Presentation –
“Development of a Retrofit End Enclosure for Enhanced LRV Collision
Safety with Automobiles,” John Huang, Applied Research Associates,
Inc.**

Bob Bocchieri mentioned that the objective of this project is to develop and enhanced front bumper designs to reduce the severity of collisions. The first full scale test of the Ford Explorer has been completed and resulted in desired outcomes.

Jerry Lutin asked if there will be any testing with pedestrian collisions? Bob Bocchieri would love to do that in follow up work both with simulated data and focus on hitting low. The bumper could at least reduce the likelihood of being pulled under the LRV.

Andrew Krum recommends that the project team look to information from overseas.

Peter Bromley asked where to go from here? Bob Bocchieri said after the project is complete, we hope that the proof that the retrofit is an appropriate and viable approach, hopefully other interested parties will consider the retrofit in the future as well.

<https://usf.box.com/s/ruc4047rb6jdlxnzese1yhv3d2mj8nxx>

**11:15 – 11:35AM Presentation: “A new paradigm: Leveraging operational control of
intersections to implement use cases to prevent vehicles in the light rail
vehicle and bus lanes,” Paul Hoekstra, TNL**



20230109 TNL - New
Paradigm.pdf

Dr. Philbrick introduced Paul Hoekstra. Edwin Mein is here with Paul Hoekstra from the Netherlands. TNL is a fairly young company in the US but has been in business since 1987. TNL is like an integration system.

How is traffic flow managed, what adjacent industries provide a new paradigm, tangible results will be highlighted.

Micro and macro traffic flow management is possible, and there is a link to safety. Now near miss is a possibility to measure.

What if we make the infrastructure smart, rather than the vehicles?

The system finds the opportunities for conflict and reduces those opportunities. For example, not cycling through a protected left if the congestion would result in the vehicle being stuck in the intersection.

Michael Coplen mentioned the Dangerous by Design may be a report you want to review.

[Dangerous By Design 2022 - Smart Growth America](#)

Andrew Krum – the opportunity for intervention is probably a tougher sell than what you are used to in the Netherlands.

Paul Hoekstra – The US has the opportunity to scale these projects very quickly through economies of scale.

11:35 – 11:40AM Potential 2024 AP080 Safety and Security Conference or other Sponsored Activity

Summer meeting identified a committee of folks. Those volunteers will meet soon. Meeting will occur by the middle of February. Karen Philbrick asked when we need to submit if we want something for 2024. Steve Anderle mentioned you basically need to be a year and a half out. Brian Alberts mentioned 4-6 months is the lead time that works best for APTA. 1.5 years is a very long time. Lisa asked if we can request a timeline exception?

We have to submit that we want to do the conference, including a general statement and an approximate date. Steve will put together a rough budget and ensure a planning committee is formed. 2024 will be earliest possible. There are blackout dates around paper reviews and the annual meeting.

Lisa will send Steve the planning committee members so Steve can confirm the diversity and capabilities of the planning committee members.

11:40 – 11:50AM TRB Updates

- [TCRP | TCRP \(trb.org\)](#) updates from Stephan Parker. New Project statements are due June 16th!
- Several reports that are available were shared. [Transit Cooperative Research Program \(TCRP\) | The National Academies Press](#)
- Looking for nominations for people to serve on these panels. Please contact any staff and show your interest. You can show interest on [MyTRB](#). Nominations are due in February, but the earlier the better.
- Synthesis topics due March 24. [TCRP Synthesis Topic Submission - FY 2023 \(alchemer.com\)](#)
- For Cyber A50 on transition fleets for electrification will certainly have a cyber requirement



TCRP Update for
January 2023 TRB Ani

Other TRB Updates from Steve Anderle

- Registrations are up, almost to pre-pandemic numbers.
- Call for papers will be in April. Journal impact factor has increased significantly. TRB has some new tools for chairs – a dashboard and others.
- Lisa Staes asked about updates to the existing triennial plan, specifically will there be additional guidelines or recommendations.
- Steve Anderle responded that the guidance will probably not be out until next summer. Until then, write in text what you want to do.
- Lisa Staes mentioned that summer of 2024 will be after our 3-year period. Staes correction – plan must be renewed in January 2025
- Pam Fischhauber thinks that the TSP plan was approved last year, 2021, so we have a little time. Post-meeting concurrence. See note above.
- Theme for next year’s Annual Meeting is currently still undecided.

11:50 – Noon **Other Committee Business/Announcements**

Noon **ADJOURN**