



Transit Safety and Oversight Spotlight Newsletter

January 2023
Vol. 8 No. 1



U.S. Department of Transportation
Federal Transit Administration

INSIDE THIS ISSUE:

FTA at the Transportation Research Board Annual Meeting	2
USDOT and FTA National Human Trafficking Prevention Efforts	3
Employee Safety Reporting Program (ESRP) Part 4: Monitoring and Using ESRP Data	4-5
FY2023 TSI Safety Training	5
AVAILABLE NOW: New FTA Safety Research Reports	5
Data Spotlight: Bus Collisions with People, January 2017 –2022	6
FTA Employee Spotlight: Loretta Bomgardner	7
Upcoming TSO Office Speaking Engagements	8

Message from the Associate Administrator

Dear Transit Colleagues:

Happy New Year! 2023 brings new opportunities for us to collaborate on how to prevent transit fatalities and injuries. We have a busy year ahead, so I want to stress the importance of open communication between FTA and the transit community as we work towards safer transit for riders and transit workers.

As [part of the Bipartisan Infrastructure Law's changes to the Public Transportation Agency Safety Plan \(PTASP\) requirements](#), transit agencies serving a large urbanized area had until December 31, 2022 to receive approval of their Agency Safety Plan by their safety committee. Thank you to all the agencies and the safety committees who met the compliance date. The [PTASP Technical Assistance Center](#) is available to answer any questions regarding changes to the requirements.

January is National Human Trafficking Prevention Month, and Administrator Nuria Fernandez has shared an [important message](#) about human trafficking. This month, FTA hosted a [webinar](#) that explored how human trafficking impacts American Indian/Alaskan Native populations. The webinar discussed how public transit is used in human trafficking, how transit agencies can prevent trafficking and how drivers and other front-line transit employees can intervene if trafficking is identified.

In addition, FTA recently hosted the [Suicide Prevention Signage on Public Transit webinar](#), at which the Substance Abuse and Mental Health Administration spoke on suicide prevention information and resources available to public transit agencies and the [988 Suicide & Crisis Lifeline](#), and the San Francisco Bay Area Rapid Transit shared their experience with suicide-related events. The webinar amplified last month's issuance of [Safety Advisory 22-4](#), which encourages transit agencies to implement, update or expand suicide prevention signage and messaging campaigns that apply best practices for reducing suicide attempts.

Last year, the USDOT issued a [National Roadway Safety Strategy](#) to significantly reduce serious injuries and fatalities on our nation's highways, roads and streets. USDOT will launch a "Call to Action" campaign, and FTA will be seeking transit agency support to commit to reaching zero fatalities. With your support, we can progress toward our goal of zero roadway fatalities.

Lastly, FTA wants to hear from you! Safety is everyone's responsibility, so please email FTASafetyStakeholder@dot.gov about immediate safety concerns or how FTA can better assist you.

Sincerely,
Joe DeLorenzo



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

FTA at the Transportation Research Board Annual Meeting



FTA kicked off the year by attending the [Transportation Research Board: National Academies of Sciences, Engineering, and Medicine's Annual Meeting](#) from January 8 through January 12 in Washington, D.C.

Associate Administrator Joe DeLorenzo spoke at the Transit Safety and Security Committee Meeting on January 9. He also addressed the Rail Safety Committee Meeting on January 10.

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

Clockwise from left: Associate Administrator Joe DeLorenzo discusses FTA's work on improving transit safety and oversight to the Transit Safety and Security Committee; program analysts Richard Price and Sara Richmond at the FTA booth; program analysts Kristen Fredrich and Richard Price at the FTA booth

16TH ANNUAL FEDERAL TRANSIT ADMINISTRATION DRUG AND ALCOHOL PROGRAM NATIONAL CONFERENCE

MARCH 14-16, 2023

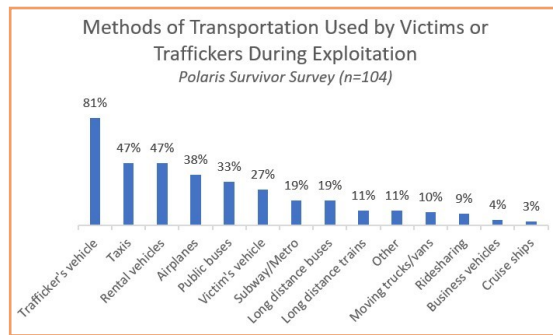
SAN DIEGO

CALIFORNIA

[HTTPS://TRANSIT.DOT.GOV/DRUG-ALCOHOL-PROGRAM](https://transit.dot.gov/drug-alcohol-program)



USDOT and FTA's Human Trafficking Prevention Efforts



This graph illustrates transportation methods used by human traffickers or victims. Credit: Polaris

January is National Human Trafficking Prevention Month and the USDOT and FTA are committed to detecting, deterring and disrupting human trafficking across all modes of transportation.

Read on to learn how USDOT and FTA are working to counter human trafficking through various training and outreach efforts, funding and coordination with our partners.

Funding

FTA awarded [\\$5.4 million in transit grants and cooperative agreements](#) in Fiscal Year (FY) 2019 to address public safety, including human trafficking, to 24 organizations across the country. Projects focused on counter-trafficking efforts and crime prevention on public transportation and included technical assistance through Innovations in Transit Public Safety Grants and Research funds.

Training

In 2019, FTA released a [training video](#) to raise human trafficking awareness and describe signs of potential human trafficking on public transportation systems. The video seeks to empower transportation employees and the public to recognize and report possible instances of human trafficking. In addition, beginning in 2012, USDOT mandated all 55,000 employees nationwide to complete a human trafficking awareness training.

Transportation Leaders Against Human Trafficking

[Transportation Leaders against Human Trafficking \(TLAHT\)](#) is a USDOT initiative that engages with over 550 public and private stakeholders, and provides trainings and public awareness material tailored for transportation audiences. TLAHT includes a call to action asking USDOT transportation leaders to sign a pledge and issue a leadership statement.

Advisory Committee on Human Trafficking

[The Advisory Committee on Human Trafficking](#) was established in 2018, and re-chartered in July of 2022 as a requirement of the Bipartisan Infrastructure Law. This was established to provide counter-trafficking recommendations to the Secretary of Transportation, and to develop recommended best practices for transportation stakeholders to follow in combating human trafficking.

Federal Coordination

USDOT is a member of the [President's Interagency Task Force to Monitor and Combat Trafficking in Persons](#). The task force is a cabinet-level entity chaired by the Secretary of State created by the [Trafficking Victims Protection Act of 2000](#) to coordinate Federal efforts to combat trafficking in persons.

International Coordination

USDOT also engages with international organizations like [International Civil Aviation Organization](#), [Asia Pacific Economic Cooperation Transportation Working Group](#) and [International Transport Forum](#) to address the transportation system's role in combatting trafficking.

Employee Safety Reporting Program (ESRP) Part 4: Monitoring and Using ESRP Data

In the [December 2022 Spotlight](#), we reviewed methods in which agencies can encourage employees to use an Employee Safety Reporting Program (ESRP). This fourth article of our [ESRP series](#) explores how an agency can use ESRP data.

As discussed in the [first article of this series](#), a successful ESRP will provide data for an agency's Safety Risk Management (SRM) and Safety Assurance (SA) processes. Once the agency receives reports, the individual or team responsible for the ESRP should consider processing information in a timely manner. This ensures that the agency is acting quickly on information potentially critical to safety and demonstrates to reporters that the agency takes their reports seriously. ESRP reports may provide information on a wide range of issues and therefore could result in a wide range of actions from the agency. The example below describes how an agency can use its ESRP data.

Straightline Transit's Review of a Near-Miss Report¹

Straightline's Safety Department received an ESRP report about a bus driver's near miss when turning left at the Main Street and Fifth Street intersection.

Processing the Data

- When analyzing the near-miss, the Safety Department sees previous ESRP reports about four other near misses at the intersection over the previous three weeks.
- The Safety Department contacts two drivers who included their name in their ESRP reports and asks them for more details. The drivers explain there is a new parking lot at the intersection and that cars are exiting that lot at a high speed to cross multiple lanes of traffic.
- The Safety Department determines that the new parking lot exit may pose a safety concern and sends a report to the SRM team for assessment.

Using the Data

- The SRM team puts the safety concern through the SRM process and determines that the new parking lot exit is a safety hazard.
- The SRM team considers various mitigations, including the following:
 - Distribute a memo to all drivers about the safety hazard, including safety instructions for the turn. All drivers must sign the memo to attest that they have read and understood the contents.
 - Inspect bus stop placement before and after the parking exit to ensure stops do not create visual impairments or cause buses to change lanes too close to the parking lot exit.
 - Evaluate route alignment and ridership to consider adjusting the route so buses make a left turn at an intersection one block away to eliminate left-turning movement near the parking lot exit.
 - Work with the city to restrict turning movement from the parking lot exit that crosses multiple lanes and/or add a traffic control device at the exit.
- The team communicates the chosen mitigations to the entire agency.
- The Safety Department contacts the drivers who reported the safety concern to update them on how the agency is acting on their reports. They also post an update on the ESRP board and note the response in the agency's monthly safety newsletter. This supports Safety Promotion (49 CFR § [673.29\(b\)](#)).
- The Safety Department monitors mitigations for effectiveness. This supports Safety Assurance (49 CFR § [673.27\(b\)\(2\)](#)).

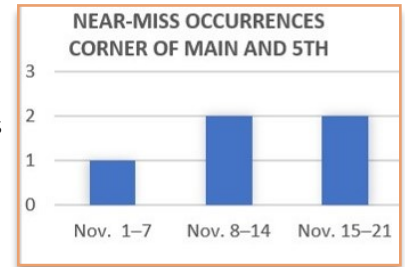


Figure 1: Example Data Chart

¹FTA uses the fictitious Straightline Transit as the model public transportation provider for the [Bus Provider Sample Agency Safety Plan](#).

Continued from page 4

By closely monitoring their ESRP, Straightline was able to act quickly on a safety hazard and proactively develop mitigations before an event occurred.

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

FY2023 Transportation Safety Institute (TSI) Safety Training

[Registration](#) is open for the FY2023 TSI 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.



- [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 TSI.
- [TSI Course Schedule](#) — includes TSI safety training courses for transit personnel to support FTA grantees subject to the [Public Transportation Safety Certification Training Program \(PTSCTP\)](#) regulation with initial training and refresher training requirements. In addition to PTSCTP Bus and Rail courses, trainings include courses for Bus, Rail, general transit safety and transit crime prevention and emergency management. The availability of in-person TSI courses depends upon each host's local guidance. Please contact TSI at TSI@dot.gov or 405-954-3682 for more information. TSI can verify the status of scheduled courses and assist with any other course-related questions.
- [Enhanced Transit Safety and Crime Prevention Initiative Related Trainings](#) — offers virtual Assault Awareness and Prevention (AAP) and Violence in the Transit Workplace (VTW) courses, provided by the National Transit Institute (NTI). The AAP and VTW courses support the FTA Enhanced Transit Safety and Crime Prevention Initiative. Transit agencies can also use the AAP course to fulfill the new [Bipartisan Infrastructure Law requirement](#) for de-escalation training. Please contact NTI at 848-932-1700 or nti_info@nti.rutgers.edu with any questions.

AVAILABLE NOW: New FTA Safety Research Reports

FTA recently published several research reports to help inform transit agencies' safety decisions. The recommendations in these reports may need to be tailored to fit an agency's operations.

- [Research Report and Findings: Review of Specifications and Guidelines for Rail Tunnel Repair and Rehabilitation](#) — addresses tunnel repairs and rehabilitation in response to the National Transportation Safety Board's recommendations on developing regulatory and safety standards related to tunnel egress, including a condition-based rating system and guidelines for a tunnel inventory database.
- [Research Report and Findings: Specifications and Guidelines for Rail Tunnel Inspection and Maintenance](#) — summarizes current rail tunnel maintenance and inspection practices, including requirements, frequency, techniques, documentation and tunnel rating criteria.

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

Data Spotlight: Bus Collisions with People, January 2017–July 2022

Reviewing the national safety data presented below may help transit agencies analyze safety hazards in their systems and establish safety performance targets as a part of an [Agency Safety Plan](#). This month's spotlight covers National Transit Database (NTD) fatality and injury data from bus transit vehicle (BTV) collisions with people not within motor vehicles (BTV-to-person collisions) from January 2017 to July 2022.¹

FTA requires NTD Full Reporters to submit data for all BTV-to-person collisions that meet certain thresholds.² From January 2017 to July 2022, bus transit agencies reported the following consequences from these collisions:

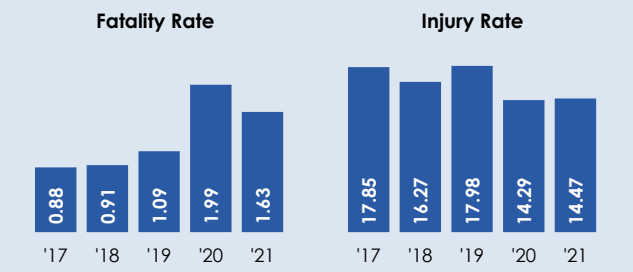
- **192 fatalities** (35 percent of bus transit fatalities)
- **2,746 injuries** (2 percent of bus transit injuries)

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

BTV-to-person collision fatalities and injuries typically occur in the following locations:

- **Roadway intersections³** (40 percent of both fatalities and injuries),
- **Mid-block on roadways⁴** (35 percent of both fatalities and injuries), and
- **While approaching, leaving, or at a bus stop⁵** (20 percent of fatalities and 21 percent of injuries).

Trends in BTV-to-Person Collision Fatalities and Injuries per 100 Million Vehicle Revenue Miles (100M VRM), 2017–2021¹



BTV-to-Person Collision Fatalities and Injuries by Location Type and Person Type, Jan 2017–July 2022^{1, 6}

Roadway Intersections ³			Mid-Block on Roadways ⁴			While Approaching, Leaving, or at a Bus Stop ⁵		
Fatalities		Injuries	Fatalities		Injuries	Fatalities		Injuries
51% (39)	Pedestrians Crossing Roadway in Crosswalks ⁷	51% (506)	31% (21)	Pedestrians Crossing Roadway Not in Crosswalks ⁷	27% (238)	21% (8)	All Pedestrians Crossing Roadway ⁷	23% (121)
25% (19)	All Other Pedestrians ⁷	17% (170)	6% (4)	Pedestrians Crossing Roadway in Crosswalks ⁷	13% (111)	23% (9)	All Other Pedestrians ⁷	24% (129)
22% (17)	Bicyclists	24% (239)	42% (28)	All Other Pedestrians ⁷	15% (131)	8% (3)	Bicyclists	10% (51)
3% (2)	All Customers	4% (38)	13% (9)	Bicyclists	34% (294)	46% (18)	Customers Outside of Transit Vehicles	37% (197)
0% (0)	All Transit Workers	4% (41)	4% (3)	All Customers and Transit Workers	10% (89)	3% (1)	All Transit Workers	3% (14)
0% (0)	All Others ⁸	<1% (4)	3% (2)	All Others ⁸	<1% (7)	0% (0)	All Others ⁸	4% (20)

¹BTV-to-person collisions include collisions involving both a moving BTV and a person outside any motor vehicle. Suicides and suicide attempts are excluded. Data reflect NTD major event submissions from Full Reporter bus transit agencies through November 2, 2022 (see the [NTD Reporting Policy Manual](#) for Full Reporter criteria). Bus modes include Bus, Bus Rapid Transit, Commuter Bus, Demand Response, Público, Trolleybus and Vanpool. NTD data for 2021–2022 are preliminary.

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

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

⁴This category includes events occurring mid-block on roadways, including driveways, parking lot entrances, bridges, tunnels and ramps. The category excludes events occurring while a BTV was making or leaving a bus stop.

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

⁶BTV-to-person collisions include events where a person, a BTV, or another involved vehicle initiated contact.

⁷"Pedestrians" include all people not onboard a motor vehicle or riding a bicycle who are not workers or transit customers. In each graph presented above, "all other pedestrians" includes all pedestrians not included in the other listed pedestrian categories.

⁸"All others" includes occupants of non-transit motor vehicles, workers not employed by a transit provider on transit property, and all other people not listed.

FTA Employee Spotlight: Loretta Bomgardner



Loretta Bomgardner

Division Chief for Program Management in the Office of Safety Review, Office of Transit Safety and Oversight, FTA

How would you explain your job to someone you have never met? I'm the chief of a division in the Office of Transit Safety & Oversight at the Federal Transit Administration. This division oversees State Safety Oversight Agencies that oversee Rail Transit Agencies, compliance with Drug & Alcohol regulations and other aspects of safety in the transit world. You can say, we are the watchers of the watchers to ensure safety.

What were you doing before this role? For the last 12 years or so I was the Chief of the Passenger Carrier Safety Division, at the Federal Motor Carrier Safety Administration. This division sets the national safety policy for the transportation of passengers by the private bus industry. I've also been the Chief of the Commercial Enforcement Division (think household goods, operating authority and insurance), acting chief of several other divisions, a hazardous materials specialist and a few other things. All in all, I've been in transportation safety, mostly truck and bus, for more than 27 years at either the state (Public Service Commission of West Virginia),

federal or trade association level.

What's your favorite moment of your professional career so far? In 2010, I began developing a guidance document for the private passenger carrier industry and the federal and state enforcement agencies. This document leads the reader through the myriad of statutes, regulations and policies. It teaches people how to determine what applies to their business models and how to comply. While this may sound simple enough, it is a complex area. It was wonderful to see 12 years of work finally come to fruition.

What is your favorite form of transportation? Why? This is a tough one. After working with the bus industry for more than a decade, I'm more familiar with it than the rail industry. I can appreciate what it takes to drive a bus in all kinds of weather and traffic while at the same time working directly with the public. Also, what it takes to run a bus company, whether it's private or public. Now I'm working in the rail transit industry, and it's fascinating too! There are so many challenges; rail, stations, maintenance, operations and other areas. There is something new every day.





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

[SSOR Refresher Training Webinar](#)

February 22, 2023 | 2:00pm-3:30pm ET | Virtual

[SWTA Annual Transit Conference and Expo](#)

February 22–25, 2023 | Aurora, CO

[Drug and Alcohol Program National Conference](#)

March 14–16, 2023 | San Diego, CA

Save the Date: SSO Quarterly Call

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

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

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

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

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.