

Public Transportation Agency Safety Plans

National Public Transportation Safety Plan

**Stewart Mader, PTSCTP
Senior Program Analyst, Safety Policy
Office of Transit Safety and Oversight**

**National Capital Region Transportation Planning Board
Regional Public Transportation Subcommittee Meeting**

September 23, 2024



U.S. Department of Transportation
Federal Transit Administration

Agenda

1. Overview
2. PTASP Highlights
3. National Safety Plan Highlights
4. PTASP Final Rule and National Safety Plan Changes In-Depth
5. Compliance Timeframe
6. Additional Resources
7. Q&A

Major Safety Updates

Public Transportation Agency Safety Plans (PTASP)



First rule finalized by FTA under Bipartisan Infrastructure Law (BIL) making transit safer for both workers and passengers

Implements BIL safety requirements including:



- Setting performance targets for safety risk reduction programs
- Advancing systems to protect transit riders and workers
- Expanding de-escalation training
- Protecting transit workers from assault and people from collisions with transit vehicles

National Public Transportation Safety Plan (National Safety Plan)



Publication of updated National Safety Plan, FTA's primary guidance document for improving safety performance of transit systems receiving FTA funding

Frontline Worker Involvement in Safety

Increased involvement gives workers more of a voice in advancing their safety where they work



All Applicable Transit Agencies

Comprehensive safety training including de-escalation training, safety concern identification and reporting training and refresher training



Large UZA Providers

Safety Committee with equal number of frontline transit worker representatives and management representatives

Must include maintenance transit workers in safety training program

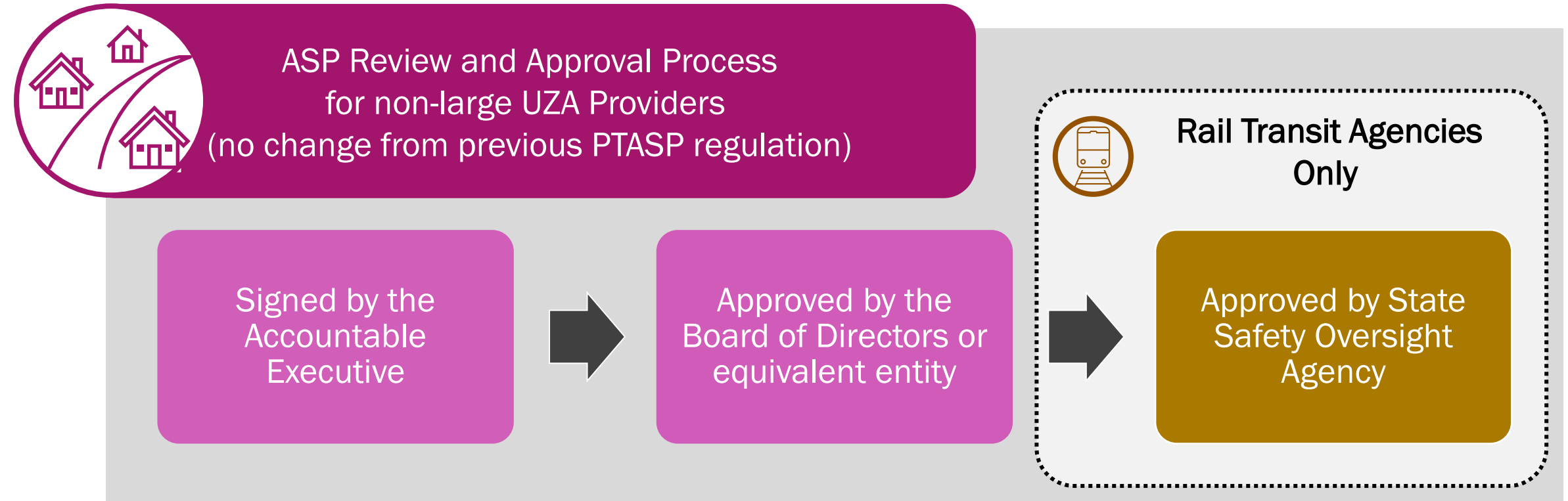


Non-Large UZA providers

Update ASP in Cooperation with Frontline Transit Worker Representatives

Non-Large UZA Providers and ASP

For non-large UZA providers, although frontline transit worker representatives must cooperate in the development and update of the ASP, the PTASP regulation does not require their approval of the ASP

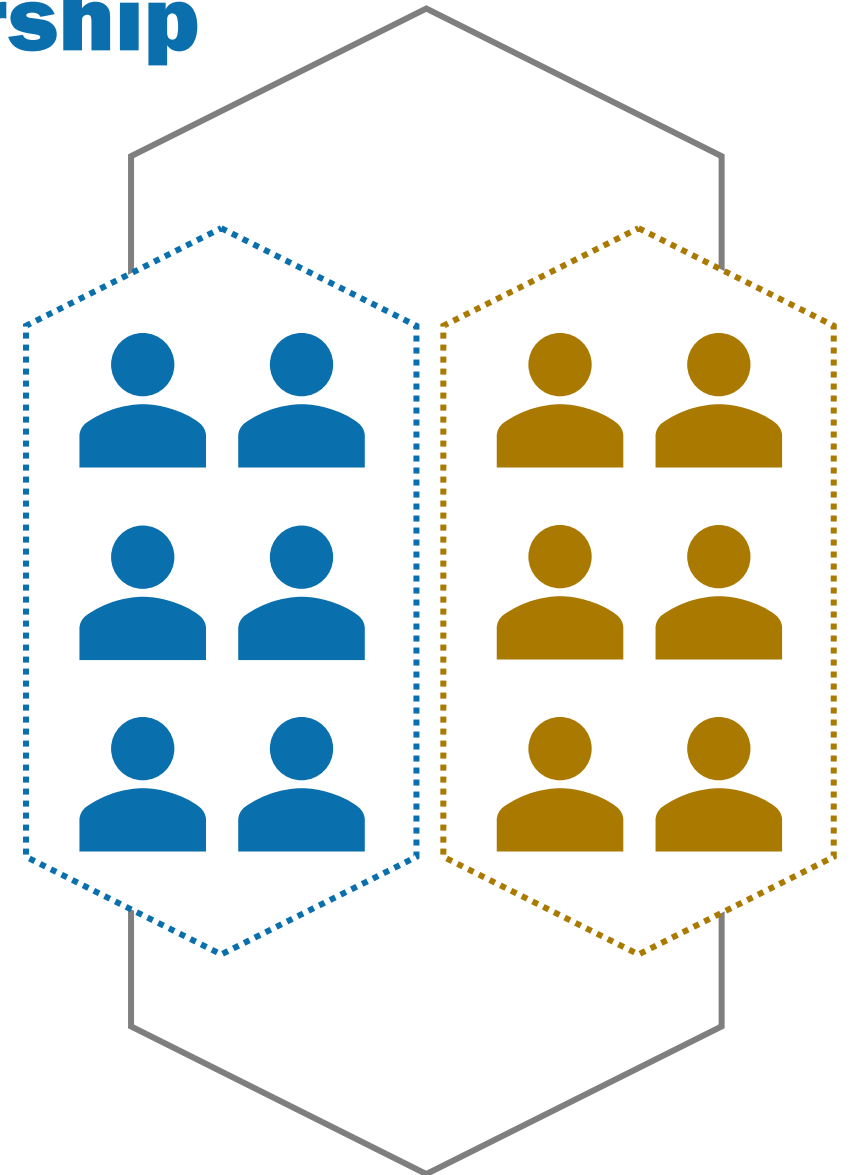




Safety Committee Membership and Procedures

Large Urbanized Area (UZA) Providers

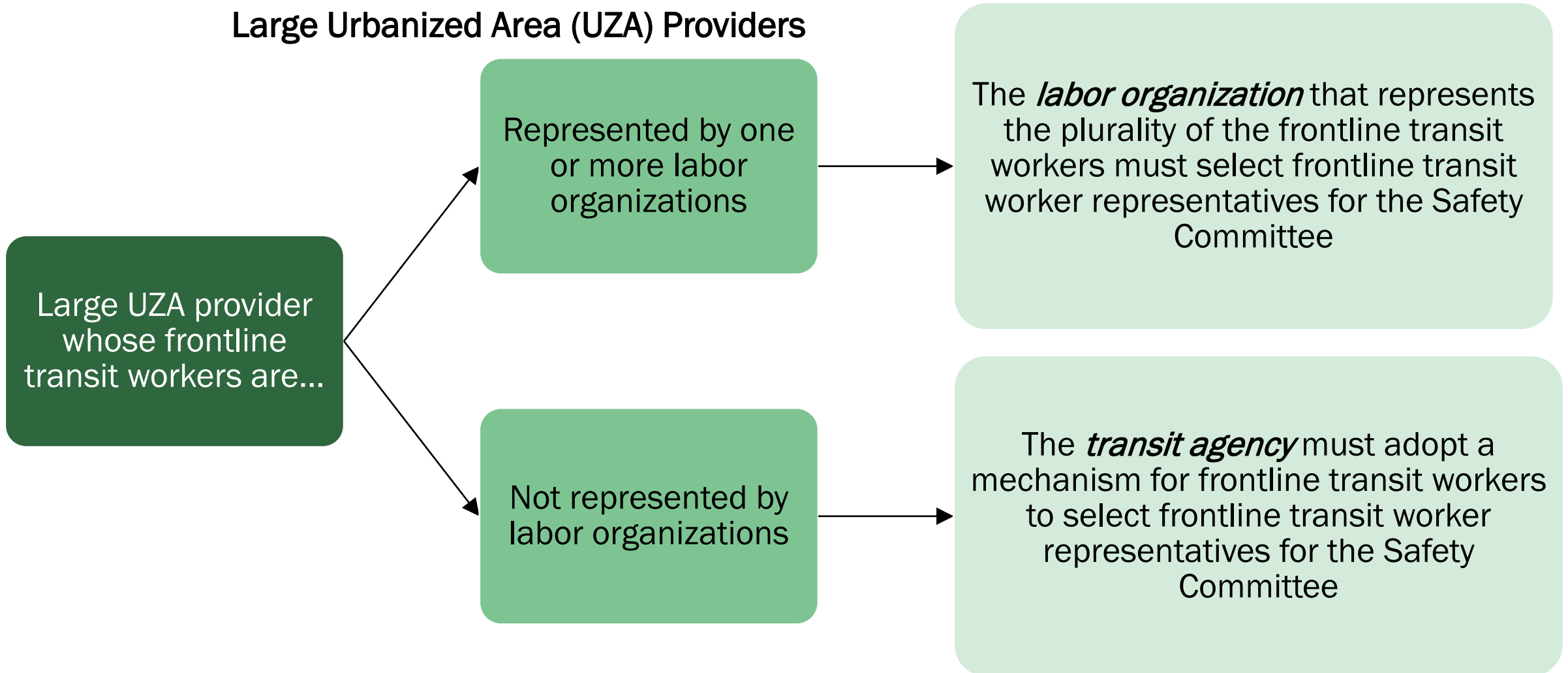
- Safety Committees must consist of an **equal number** of frontline transit worker representatives and management representatives.
- Safety Committees are intended to give labor and management equal voice.
- Safety Committees must agree to a dispute resolution process and then use that process to address disagreements.





Frontline Transit Worker Representation in the Safety Committee

Large Urbanized Area (UZA) Providers





Safety Committee and ASP

Large Urbanized Area (UZA) Providers

The Safety Committee must review and approve the transit agency's ASP and any updates.

ASP Review and Approval Process for Large UZA Providers

Signed by the
Accountable
Executive



Reviewed and
approved by the
Safety
Committee



Approved by the
Board of
Directors or
equivalent entity



Approved by
State Safety
Oversight Agency



Large UZA Provider
Rail Transit
Agencies Only



Safety Committee and SMS

Large Urbanized Area (UZA) Providers

The Safety Committee must support operation of the transit agency's SMS by:

- Identifying and recommending safety risk mitigations necessary to reduce the likelihood and severity of potential consequences identified through the transit agency's safety risk assessment, including safety risk mitigations associated with any instance where the transit agency did not meet an annual safety performance target in the safety risk reduction program
- Identifying safety risk mitigations that may be ineffective, inappropriate, or were not implemented as intended, including safety risk mitigations associated with any instance where the transit agency did not meet an annual safety performance target in the safety risk reduction program; and
- Identifying safety deficiencies for purposes of continuous improvement, including any instance where the transit agency did not meet an annual safety performance target in the safety risk reduction program

Safety Performance Measures



All Applicable Transit Agencies

All agencies subject to the PTASP regulation must set Safety Performance Targets (SPTs) for 14 general safety performance measures in the National Safety Plan



Large UZA Providers

Safety Committees for large UZA providers must set SPTs for 8 safety performance measures in the National Safety Plan for the safety risk reduction program



Safety Committee and Safety Risk Mitigations for the Safety Risk Reduction Program

Large Urbanized Area (UZA) Providers

Large UZA provider must include or incorporate by reference in its ASP the safety risk mitigations identified and recommended by the Safety Committee, based on a safety risk assessment conducted as part of the safety risk reduction program.

- Includes mitigations relating to vehicular and pedestrian safety events involving transit vehicles or assaults on transit workers



Safety Committee, Accountable Executive, and Safety Risk Mitigations

Large Urbanized Area (UZA) Providers

The Accountable Executive of a large UZA provider must:

- Implement safety risk mitigations for the safety risk reduction program that are included in the ASP
- Receive and consider all other safety risk mitigations. If the Accountable Executive decides not to implement the safety risk mitigation, the Accountable Executive must:
 - Prepare a written statement explaining their decision, pursuant to PTASP recordkeeping requirements
 - Submit and present this explanation to the transit agency's Safety Committee and Board of Directors or equivalent entity

Expanded Requirements for Continuous Improvement

All PTASP-applicable transit agencies must establish a process to assess their safety performance annually



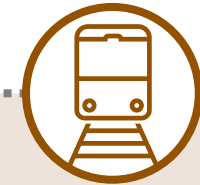
All Applicable Transit Agencies

Must include the identification of deficiencies in the agency's SMS and deficiencies in the agency's performance against SPTs



Large UZA Providers

Must also address role of the Safety Committee, and include the identification of deficiencies in the agency's performance against annual SPTs set by the Safety Committee for the safety risk reduction program



Rail Transit Agencies

Must also address any specific internal safety review requirements established by their State Safety Oversight Agency

New Elements of the Comprehensive Safety Training Program



All Applicable Transit Agencies

The comprehensive safety training program must include de-escalation training, safety concern identification, and reporting training and refresher training



Large UZA Providers

Must include maintenance transit workers in the safety training program

New Safety Communication Requirements



Non-Large UZA providers

Communicate the results of cooperation with frontline transit worker representatives



Large UZA Providers

Communicate the results of the Safety Committee activities

Compliance Timeframe



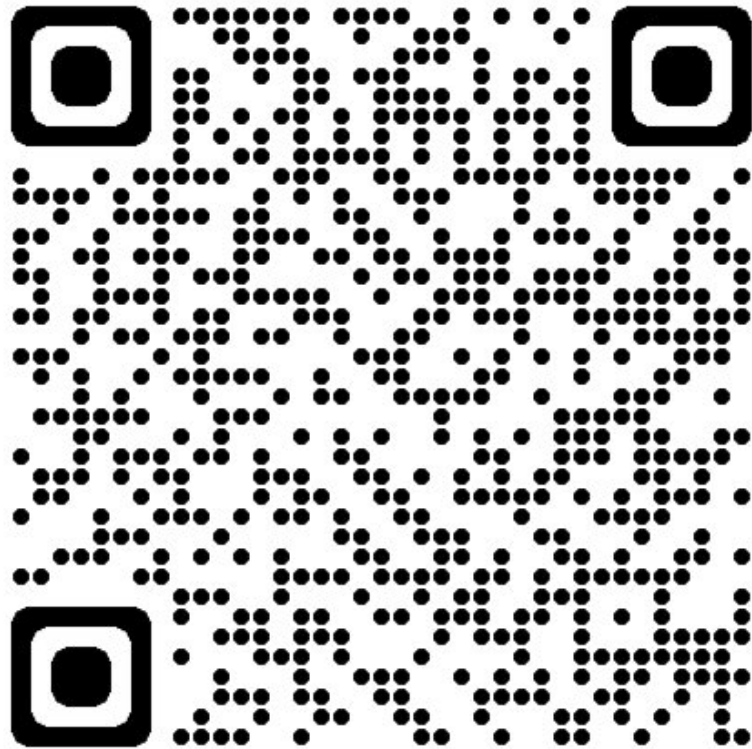
The PTASP Final Rule became effective May 13. When does our agency's ASP need to be updated to comply with requirements in the new PTASP Final Rule?

- ✓ FTA expects transit agencies to address the regulatory changes in the new PTASP Final Rule in their **next Agency Safety Plan (ASP) annual update**
- ✓ The PTASP regulation requires transit agencies to document a process in their ASP to review and **update their ASP annually** to address needed changes, including regulatory changes



Technical Assistance

The PTASP Technical Assistance Center provides resources to support using your Safety Management System (SMS) to protect transit workers from assaults.



An official website of the United States government [Here's how you know](#) ▼
United States Department of Transportation

Federal Transit Administration

[About](#) [Funding](#) [Regulations & Programs](#)

[Home](#)

- [PTASP Overview](#)
- [FAQs](#)
- [PTASP Technical Assistance Center and Resource Library](#) >
- [Agency Safety Plan \(ASP\) Directory](#)
- [Using SMS to Mitigate Infectious Disease Exposure](#)
- [Using SMS to Protect Transit Workers from Assaults](#)

Public Transportation Agency Safety Plans

The Public Transportation Agency Safety Plans (PTASP) regulation ([49 CFR Part 673](#)) requires operators of public transportation systems that receive federal funds under the FTA [Urbanized Area Formula Grants \(Section 5307\)](#), and rail transit agencies subject to the FTA [State Safety Oversight \(SSO\)](#) program, to develop an Agency Safety Plan (ASP) that includes the processes and procedures to implement a Safety Management System (SMS). SMS is a comprehensive, collaborative, and systematic approach to managing safety.

Technical Assistance

The [PTASP Technical Assistance Center \(TAC\)](#) is available to help the transit industry meet PTASP requirements. Email PTASP-TAC@dot.gov or call [877-827-7243](tel:877-827-7243) (9:00 am – 8:00 pm ET, Monday – Friday).

- [PTASP FAQ](#) – Start here for answers to your questions

Questions

Stewart Mader

stewart.mader@dot.gov

PTASP



U.S. Department of Transportation
Federal Transit Administration