



U.S. Department of Transportation
Federal Transit Administration

2022 FTA JOINT STATE SAFETY OVERSIGHT AND RAIL TRANSIT AGENCY HYBRID WORKSHOP

OCTOBER 25-27, 2022 WASHINGTON, D.C



Federal Transit Administration Safety Rulemakings and Bipartisan Infrastructure Law Implementation

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Federal Transit Administration

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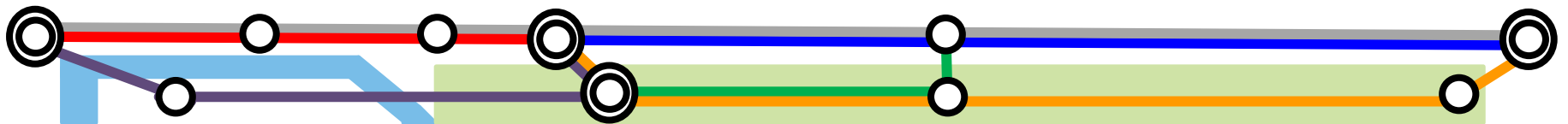
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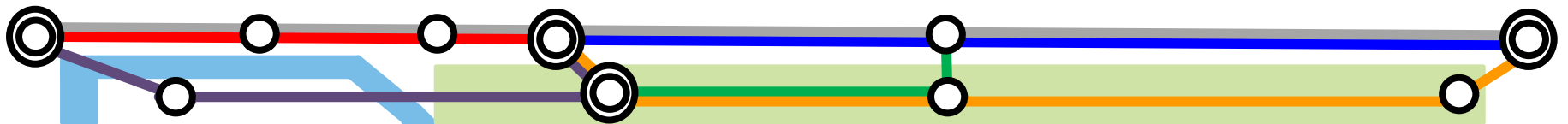


Session Purpose and Agenda

The purpose of this session is to provide an overview of and status update on the Federal Transit Administration's (FTA) policy initiatives, including safety rulemakings that stem from the Bipartisan Infrastructure Law.

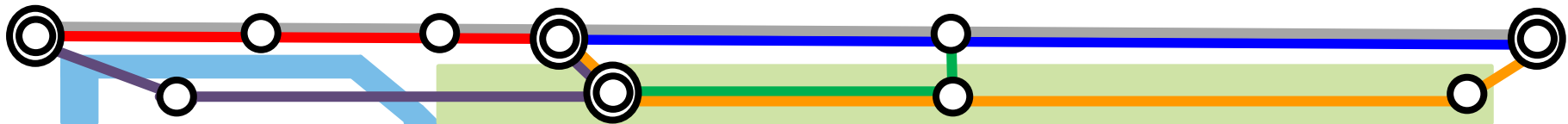
Session Agenda:

- Bipartisan Infrastructure Law Overview
- Where We've Been: Year 1 Policy Actions
- Where We're Going: Year 2 Policy Actions
- Bipartisan Infrastructure Law Requirements and Safety Committees
- Industry Spotlight: Greater Cleveland Regional Transit Authority



Bipartisan Infrastructure Law Overview

Policy/Regulation	How the Bipartisan Infrastructure Law Amends the Public Transportation Safety Program
National Public Transportation Safety Plan (NSP)	<ul style="list-style-type: none">Amend NSP to include additional information such as new performance measures and minimum safety standards
Public Transportation Agency Safety Plan (PTASP) (49 CFR part 673)	<ul style="list-style-type: none">Agencies serving a large urbanized area must:<ul style="list-style-type: none">Establish Safety CommitteesImplement a risk reduction programDevelop targets based on updated NSP measuresRequire de-escalation training as well as a comprehensive training program for maintenance workersAgencies serving a small urbanized area must:<ul style="list-style-type: none">Develop their ASPs in cooperation with frontline employee representativesAgencies must address strategies to minimize exposure to infectious diseases, consistent with Centers for Disease Control and Prevention or State health authority guidelines.
State Safety Oversight (SSO) (49 CFR part 674)	<ul style="list-style-type: none">Requires SSOAs have inspection authority and develop and implement risk-based inspection programs



Where We've Been: Year 1 Policy Actions



Safety Policy Management

- Published Dear Colleague letter on Bipartisan Infrastructure Law requirements
- Office of Management and Budget published the Spring 2022 Unified Agenda



Safety Risk Management (SRM)

- Initiated Rail Transit Roadway Worker Protection (RWP) rulemaking based on SRM analysis
- Issued Transit Worker Assault Special Directives
- Published Safety Advisory (SA) 22-1 on railcar passenger doors
- Published SA 22-2 on signal system safety



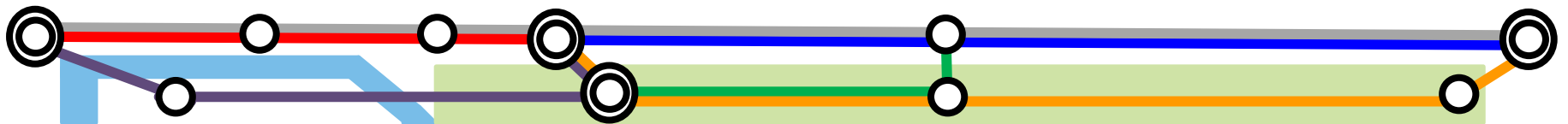
Safety Promotion

- Supported agencies through the PTASP Technical Assistance Center to meet July 31 Safety Committee compliance date
- Provided ASP checklist and offered voluntary review of ASPs



Safety Assurance

- Sought comments on NTD changes to incorporate data for assaults on transit workers and fatalities that result from an impact with a bus



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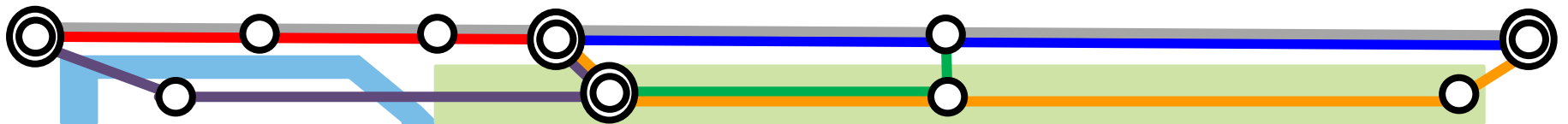
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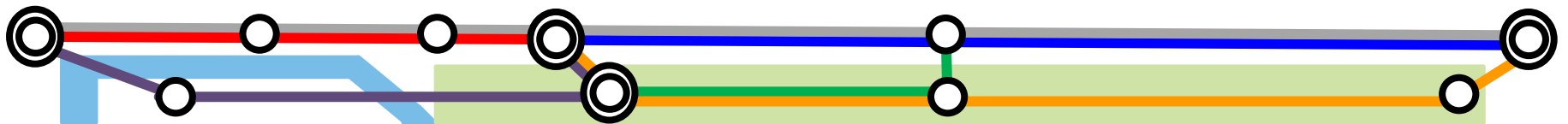
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SRM Policy Action: Transit Worker Assault Special Directive

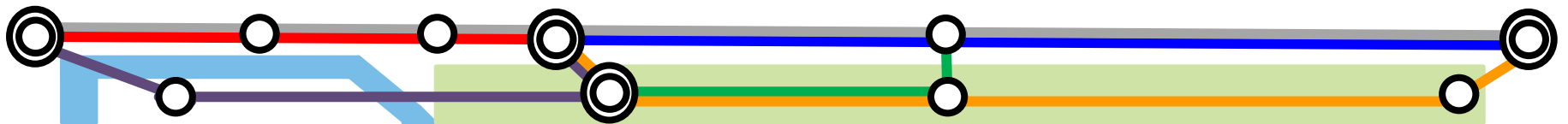
Special Directive Overview

- On October 4, FTA issued Special Directives to nine transit agencies to collect information on whether and how the transit agencies have assessed, are mitigating, and are monitoring transit worker assault safety risk.

Special Directive Questions

The Special Directives ask agencies:

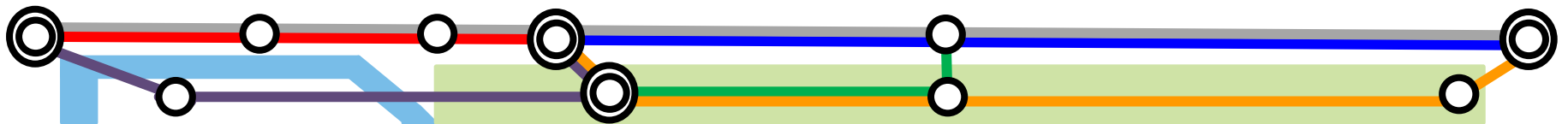
- Whether they've performed a safety risk assessment related to transit worker assault
- Whether they've implemented transit worker assault risk mitigations, such as protective barriers
- The current progress of any implemented mitigations
- Data on monitoring the effectiveness of the effectiveness of implemented mitigations



SRM Policy Action: Safety Advisory 22-1 Overview and Purpose

Safety Advisory Overview

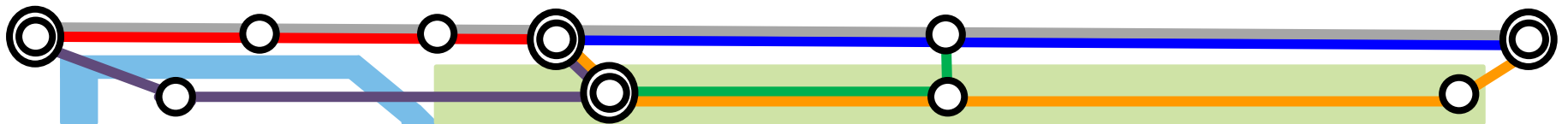
- **Title:** Rail Car Passenger Door Inspection and Functional Testing
- **Safety Advisory Number:** 22-1
- **Audience:** State Safety Oversight Agencies (SSOAs) and rail transit agencies (RTAs)
- **Purpose:** FTA recommends that SSOAs direct RTAs that operate Rail Fixed Guideway Public Transportation Systems in their jurisdictions to evaluate the sufficiency of rail car passenger door inspection and functional testing procedures.



SRM Policy Action: Safety Advisory 22-2 Overview and Purpose

Safety Advisory Overview

- **Title:** Signal System Safety and Train Control
- **Safety Advisory Number:** 22-2
- **Audience:** SSOAs and RTAs
- **Purpose:** FTA recommends that SSOAs direct RTAs that operate Rail Fixed Guideway Public Transportation Systems in their jurisdictions to consider signal system safety and train control as part of their Safety Risk Management (SRM) processes required under the Public Transportation Agency Safety Plan regulation. In addition, FTA advises SSOAs to incorporate SA 22-2 into their oversight activities.



Where We've Been: Year 1 Policy Actions



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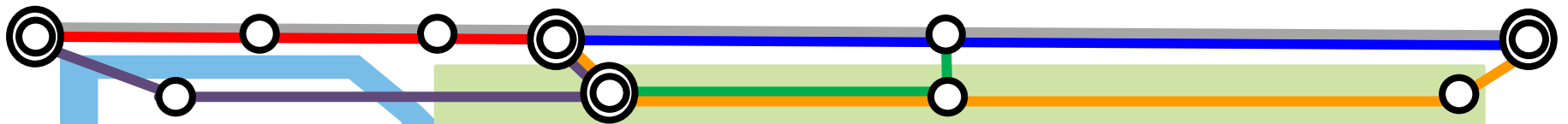
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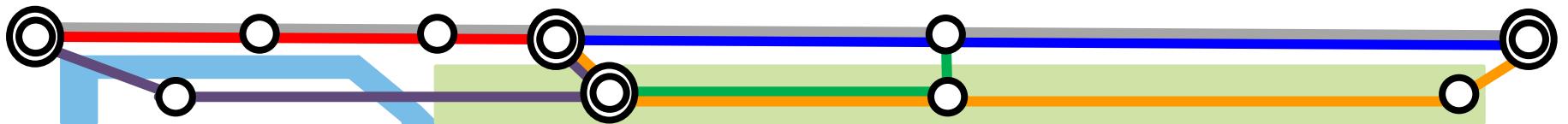
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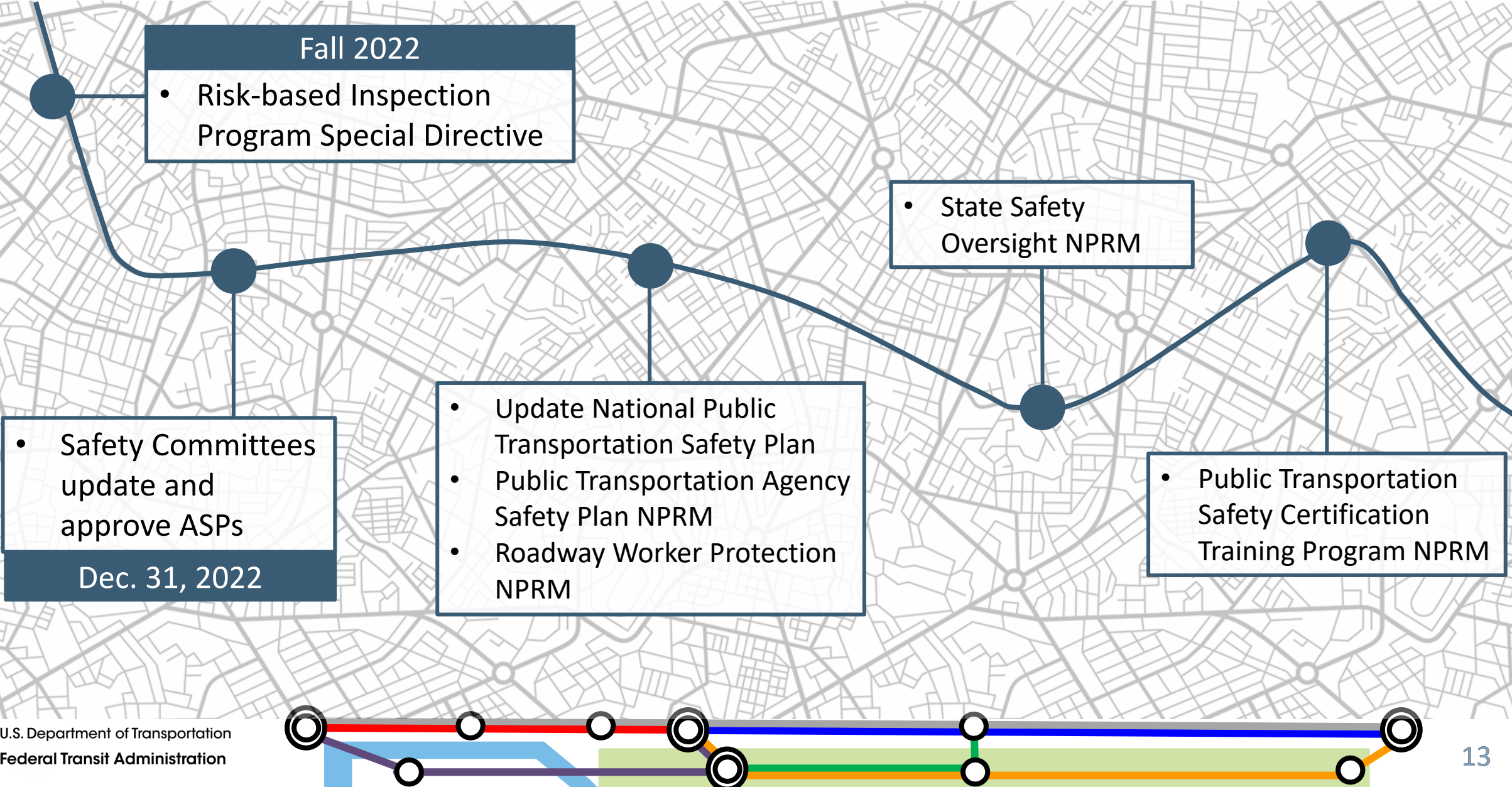


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Where We're Going: Year 2 Policy Actions



PTASP Applicability and Compliance

Agencies can confirm the applicability of Bipartisan Infrastructure Law changes to PTASP based on funding sources and the size of urbanized areas served

Agencies can confirm the size of their urbanized area on the NTD website

Agencies already required to comply with the PTASP regulation will continue current documentation practices and certifications and assurances

The National Transit Database (NTD)



Data Categories

- ☐ Agency Information
- ☐ Assets
- ☐ Data Dictionary/Questionable Items
- ☐ Expenses
- ☐ Fares/Funding
- ☐ Monthly Ridership
- ☐ Resources
- ☐ Safety and Security
- ☐ Service Data

Product Type

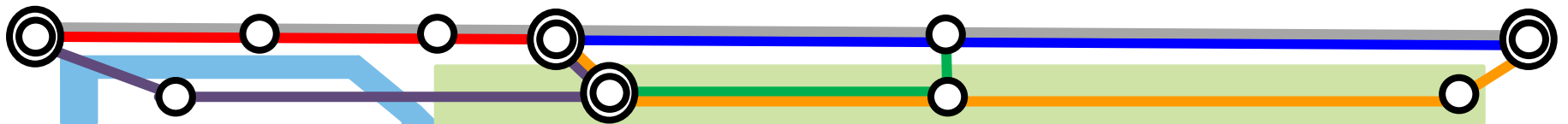
- Any -

Search

Federal Funding Allocation

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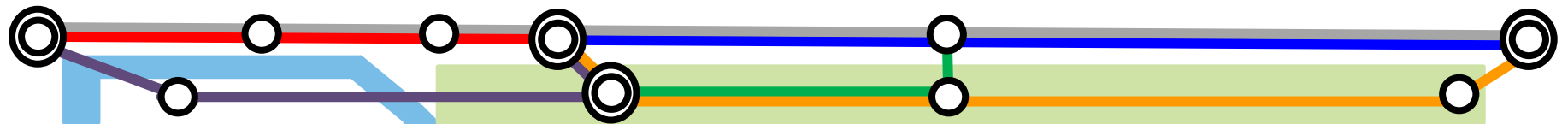


Timeline Considerations



For transit agencies serving large urbanized areas, Safety Committees must approve a compliant ASP that reflects new PTASP requirements by **December 31, 2022**

Transit agencies serving small urbanized areas must update their ASP in cooperation with frontline employee representatives by **December 31, 2022**



Safety Committees



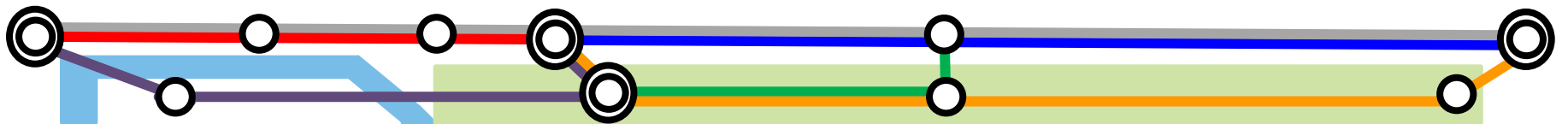
Identifying and recommending risk-based mitigations or strategies necessary to reduce the likelihood and severity of consequences identified through the agency's safety risk assessment



Identifying mitigations or strategies that may be ineffective, inappropriate, or were not implemented as intended



Identifying safety deficiencies for the purposes of continuous improvement

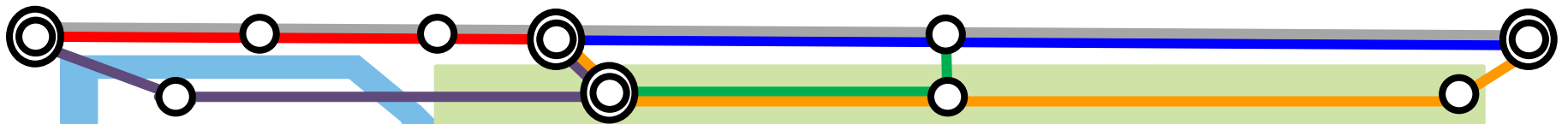


Safety Performance Targets

Agencies that serve a large urbanized area must implement risk reduction programs

These agencies must allocate at least 0.75 percent of Section 5307 funds to safety-related projects

FTA is updating the NSP to establish safety performance measures for the risk reduction program, and updating the PTASP rule to incorporate the risk reduction program and other requirements

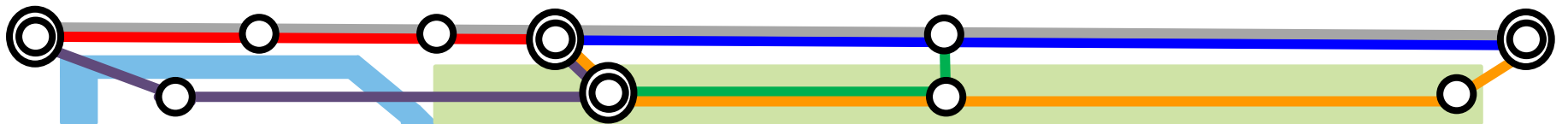


New Training Requirements



Maintenance personnel must participate in an agency's safety training program

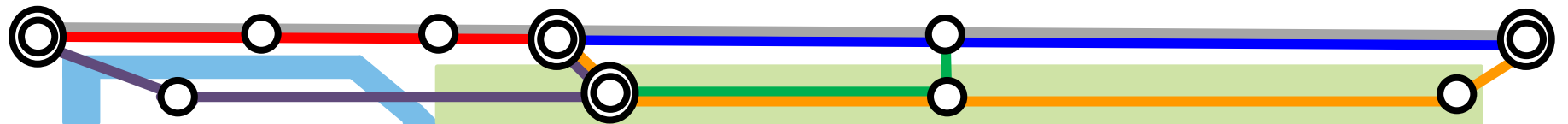
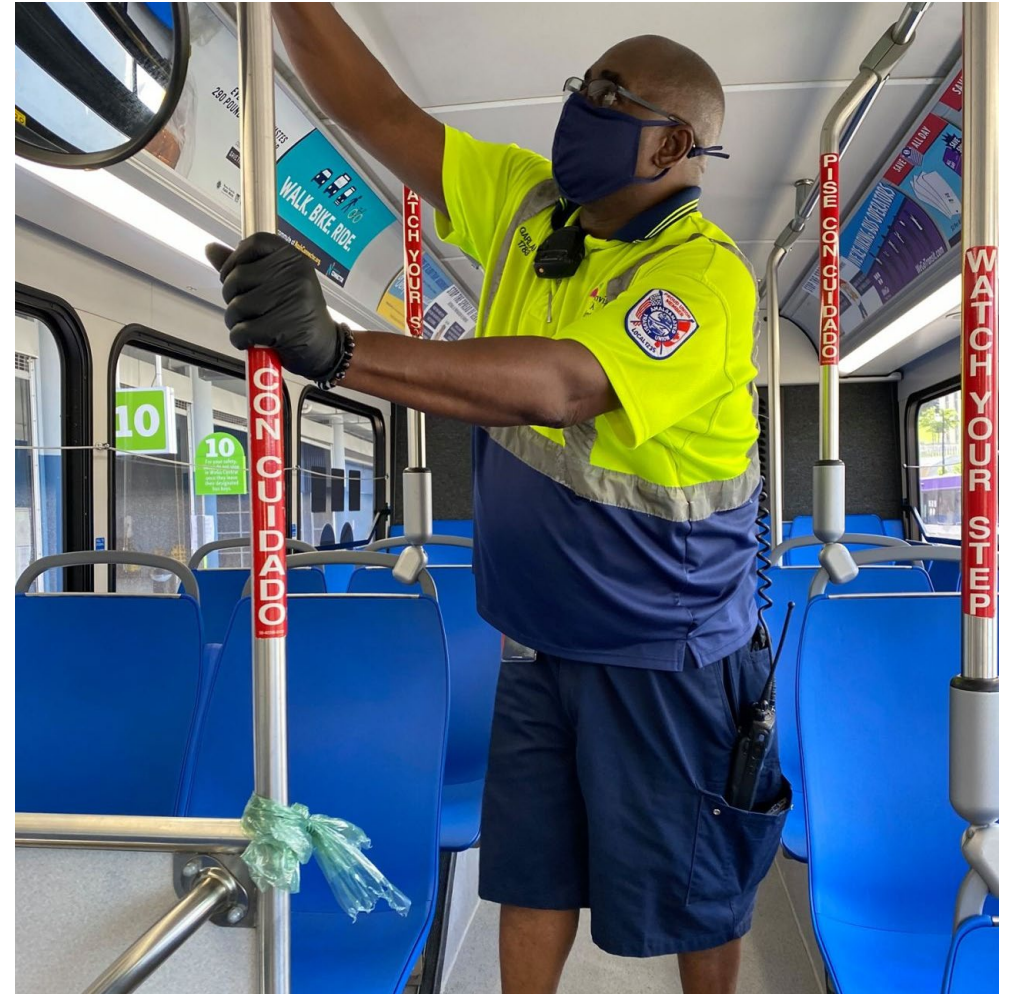
Maintenance personnel, operations personnel, and personnel directly responsible for safety must participate in de-escalation training



Infectious Disease Exposure

Bipartisan Infrastructure Law requires transit agencies to address strategies to minimize exposure to infectious diseases, consistent with Centers for Disease Control and Prevention or State health authority guidelines.

Each transit agency should consider identifying mitigations or strategies related to exposure to infectious diseases through the SRM process described in the agency's ASP



PTASP and Safety Committee Support



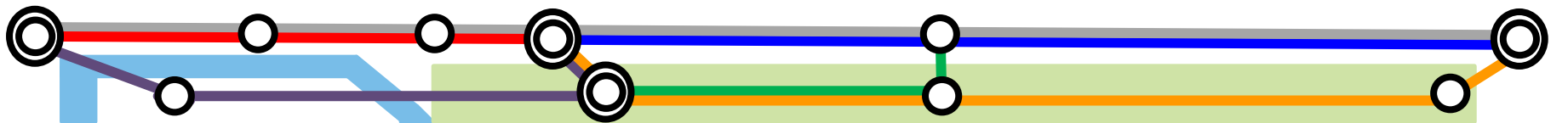
Webpage:

<https://www.transit.dot.gov/PTASP-TAC>

Email: PTASP-TAC@dot.gov

Phone: 877-827-7243

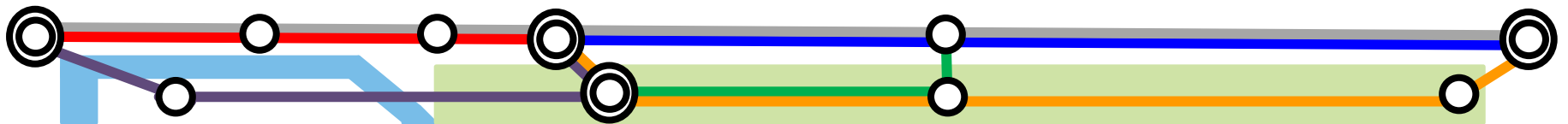
Business Hours: 9:00am-8:00pm ET, M-F



Industry Spotlight:

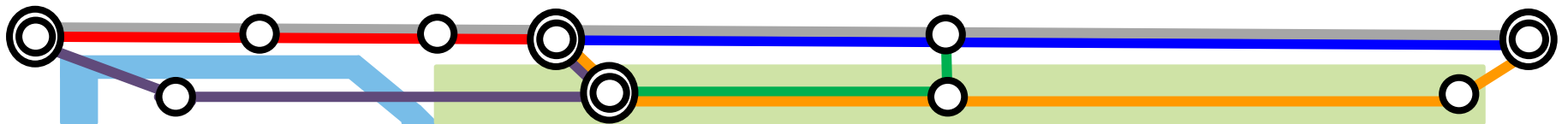
Greater Cleveland Regional Transit Authority

Steven J. Peganoff, CSP, TSSP, PTSCTP
Director of Safety
Greater Cleveland Regional Transit
Authority



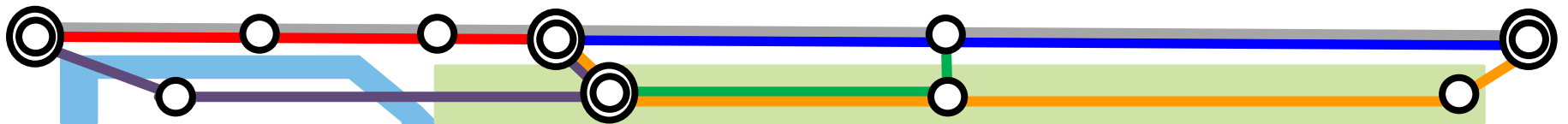
2021 Bipartisan Infrastructure Law

- Incorporating the infrastructure law requirements into the 2023 GCRTA Public Transportation Agency Safety Plan
- Development of our new PTASP Labor Management Safety Committee

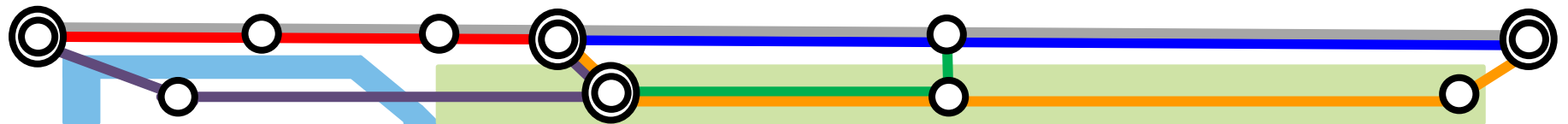


Notification

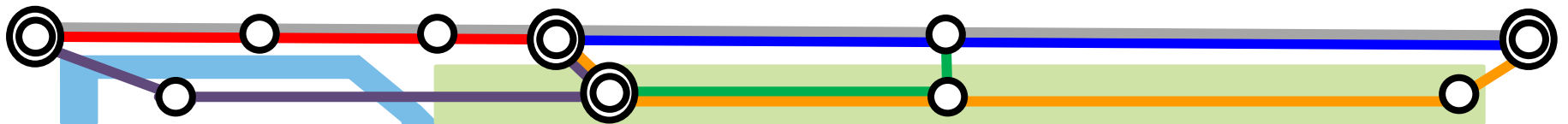
- Dear Colleague Letter February 17, 2022
- International ATU Letter to local Presidents/Business Agents February 23, 2022
- Director of Safety and Director of Labor & Employee Relations discuss and request Legal review and advice



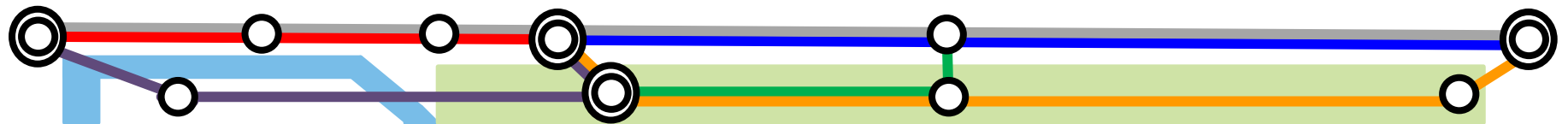
- March: GCRTA General Counsel assigned a Labor & Employment Associate Counsel to research the changes to the PTASP requirements and advise regarding details and obligations
- Mid-April: Management meeting to review legal analysis, develop a plan to meet the July target date and decide whether to change an existing safety committee or develop a new one
 - Accountable Executive
 - CSO
 - Legal/Safety
 - HR/Labor
- Late April: Kickoff meeting with ATU



- Agreed that training sessions were needed for ATU Attorney, President/Business Agent and elected leadership
- Developed & delivered sessions on Safety Management System and PTASP content
- Decided to create a dedicated committee made up of 50% Labor and 50% Management (4 V 4) and named it the PTASP Labor Management Safety Committee
- Developed Ground Rules using an ATU draft and edited in conjunction with the Committee



- Ground Rules evolved into a Memorandum of Understanding signed by the ATU President/Business Agent and the General Manager/CEO Accountable Executive July 7, 2022
- MOU language easily transitioned as a description and purpose statement incorporated into the 2023 draft PTASP
- Meeting schedule developed to ensure infrastructure law content as well as current and new local content would be agreed upon and that 2023 PTASP would be finalized by December 31, 2022



Draft 2023 GCRTA PTASP Language

2.3.4 PTASP Labor/Management Safety Committee

Effective July 7, 2022 the Greater Cleveland Regional Transit Authority (GCRTA) and the Amalgamated Transit Union, Local 268 (ATU) established a joint labor-management safety committee pursuant to the Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law (49 U.S.C. § 5329) in order to perform the tasks, set forth in that statute. The Committee is known as the PTASP Labor/Management Safety Committee. The Committee's purpose is to facilitate cooperation between management and ATU in safety matters including but not limited to reviewing, approving, and implementing changes to the Public Transportation Agency Safety Plan (PTASP) that applies to the System; identifying and resolving hazards within the System; ensuring the effectiveness of safety policies and procedures that apply to the System; and fostering effective communication between management, the ATU, and System employees regarding safety matters.



Safety Promotion

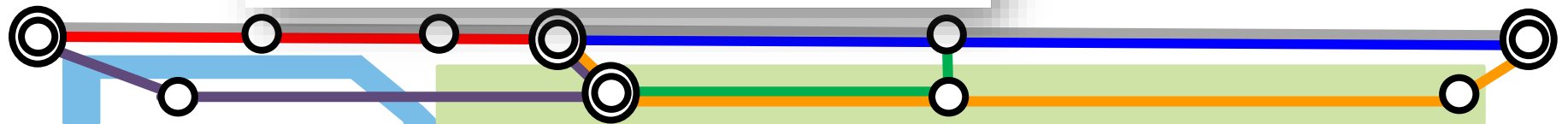
General Manager's UPDATE



August 2022

Public Transportation Agency Safety Plan (PTASP) Committee

As part of the Bipartisan Infrastructure Law, FTA's safety program is being amended to add additional requirements to the Public Transportation Agency Safety Plan (PTASP). The new requirements mandate bolstered participation of unions in the development of an agency's PTASP plan. As a result, we have established a Labor Management Safety PTASP committee comprised of management and union representatives to comply with the new law requirements. The committee will be tasked with the review and approval of our PTASP. Review of the safety plan will include strategies to minimize exposure to infectious diseases, consistent with the Centers for Disease Control (CDC) and Prevention and State Health authority guidelines.



2023 Safety Meeting Schedule



2023 SAFETY COMMITTEE MEETINGS



	BOSCO	CBMF	CRMF	ESC	HAYDEN	LABOR-MANAGEMENT	PARATRANSIT	RAIL OPS/TP	SERVICE BUILDING	TRISKETT	WOODHILL
Responsible Party	Kevin	Kevin	Ryan	Steve, Ryan, Peter, Holly, Heath and Kevin	Heath	Steve	Peter	Kevin	Steve	Ryan	Peter
January	20 th	12 th	10 th	11 th	12 th	17 th	18 th	24 th	6 th	25 th	17 th
February		9 th	14 th	8 th	9 th	21 st	15 th	28 th	3 rd	22 nd	21 st
March	17 th	9 th	14 th	8 th	9 th	20 th	15 th	28 th	3 rd	22 nd	21 st
April		13 th	11 th	12 th	13 th	17 th	19 th	25 th	7 th	26 th	18 th
May	19 th	11 th	9 th	10 th	11 th	15 th	17 th	23 rd	5 th	24 th	16 th
June		8 th	13 th	14 th	15 th	20 th	21 th	27 th	2 nd	28 th	20 th
July	21 st	13 th	11 th	12 th	13 th	17 th	19 th	25 th	7 th	26 th	18 th
August		10 th	8 th	9 th	10 th	21 st	16 th	22 nd	4 th	23 rd	15 th
September	15 th	14 th	12 th	13 th	14 th	18 th	20 th	26 th	1 st	27 th	19 th
October		12 th	10 th	11 th	12 th	16 th	18 th	24 th	6 th	25 th	17 th
November	17 th	9 th	14 th	8 th	9 th	20 th	15 th	28 th	3 rd	22 nd	21 st
December		14 th	12 th	13 th	14 th	18 th	20 th	26 th	1 st	27 th	19 th

BOSCO
3rd Fri. of every other month at 10:00 A.M.

CBMF
2nd Thursday of each month 8:00 A.M.

CRMF
2nd Tuesday of each month at 10:30 A.M.

ESC
2nd Wednesday of each month at 10:00 A.M.

HAYDEN
Thursdays following ESC at 10:00 A.M.

LABOR-MANAGEMENT
3rd Monday of each month at 1:00 P.M.

PARATRANSIT
3rd Wednesday of each month at 10:00 A.M.

RAIL OPS/TP
4th Tuesday of each month at 1:00 P.M.

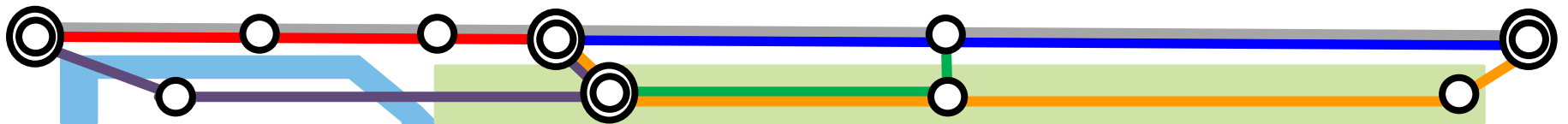
SERVICE BUILDING
1st Friday of each month at 9:00 A.M.

TRISKETT
4th Wednesday of each month at 10:00 A.M.

WOODHILL
3rd Tuesday of each month 10:00 A.M.

Functioning Committee

- Committee is meeting regularly and will meet target date
- Using agendas
- Reviewing draft language on Infectious Diseases and Operator Assault Prevention
- Taking meeting minutes
- Publishing minutes on our SMS intranet site



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 Greater Cleveland
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Safety Committee Meetings

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