

# Safety Rulemakings and Safety Risk Management Updates

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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) safety policy initiatives, including safety rulemakings that stem from the Bipartisan Infrastructure Law (BIL).

## **Session Agenda:**

- Fall 2022 Unified Regulatory Agenda
- Safety Policy Actions
- BIL Safety Committee Requirements
- Safety Risk Management (SRM) Safety Topic Updates
- Additional Safety Updates

# SAFETY RULEMAKING UPDATES



# Fall 2022 Unified Regulatory Agenda

Publication Date: January 4, 2023

## Public Transportation Agency Safety Plans (PTASP)

- Incorporates new requirements established through the Bipartisan Infrastructure Law

## State Safety Oversight (SSO)

- Introduces changes to clarify State Safety Oversight Agencies' (SSOA) oversight responsibilities and to incorporate authority to conduct inspections

## Rail Transit Roadway Worker Protection (RWP)

- Establishes minimum baseline standards and risk-based redundant protection requirements for rail transit roadway worker protection.

## NEW: Transit Worker Fitness for Duty

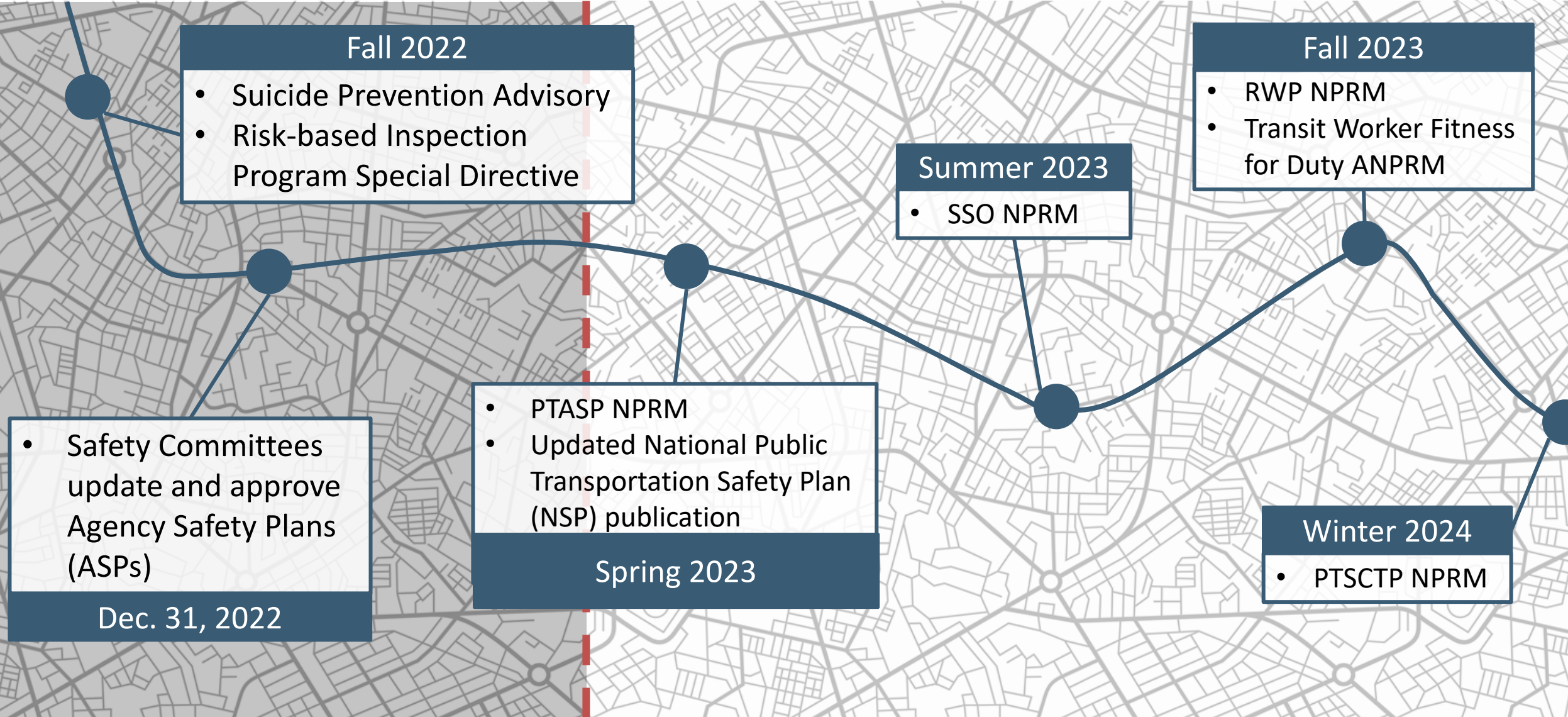
- Seeks public comment about establishing minimum standards related to transit worker fitness for duty

## Public Transportation Safety Certification Training Program (PTSCTP)

- Amends training curriculum to reflect new requirements and training course information



# Safety Policy Actions



# PTASP NPRM

FTA is proposing new requirements for the Public Transportation Agency Safety Plan (PTASP) regulation that include:

- Revised requirements for Agency Safety Plans (ASP) and safety committees;
- Cooperation with frontline transit worker representatives in the development of ASPs;
- Safety risk reduction programs;
- Safety performance targets;
- De-escalation training for certain transit workers; and
- Addressing safety risk associated with infectious diseases through the Safety Management System process.

FTA also proposes revisions to the regulation to coordinate and align with other FTA programs and safety rulemakings.





# Public Comment Requested

- These rulemakings will be published in the Federal Register for notice and comment.
- Please help FTA move these updated and new regulations forward by providing feedback through the applicable rulemaking docket.
- Each rulemaking will remain open to public comment following publication in the Federal Register.



# What BIL Says About Safety Committees

Agencies serving an urbanized area with a population of ***fewer than 200,000 must:***

- Develop their ASP in cooperation with frontline employee representatives

Agencies receiving Section 5307 funding and serving an urbanized area with a population of ***200,000 or more must:***

- Establish a Safety Committee compliant with 49 U.S.C. Section 5329(d)
  - Safety Committees must consist of an **equal** number of frontline employee representatives and management representatives
- Ensure their ASP is compliant with new PTASP requirements





# Role of the Safety Committee in SMS

## Implement and Support an Agency's Safety Management System

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

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

Identify safety deficiencies for the purposes of continuous improvement

Establishing safety performance targets for the risk reduction program

Review and approve the Agency Safety Plan



# **SAFETY RISK MANAGEMENT UPDATES**



# SRM Program Background

FTA developed its Safety Risk Management (SRM) program in 2019 to improve public transportation safety by proactively addressing safety risks impacting the transit industry.

## > Analyzes Risks

The SRM program provides decision makers with consistent, data driven analysis and assessment of safety risks.

## > Addresses Concerns

The SRM program serves as a primary tool to respond to safety concerns identified by the National Transportation Safety Board, the National Transit Database, Requests for Information (RFI), and other sources of information.

## > Mitigates Risks

The SRM program seeks to mitigate the risk (likelihood and severity) associated with the safety topics it addresses.

# SRM Safety Topic Updates (1 of 2)

## SRM PROGRESS SINCE 2022

### Bus-to-Person Collisions

- FTA conducted a safety risk assessment of bus-to-person collisions and developed a Mitigation Management Plan
- FTA will take a multi-pronged approach to bus-to-person collision mitigation, including research, communications, and training
- **Next Steps:**
  - Begin executing the Mitigation Management Plan, including communication initiatives that share FTA's findings.

### Assaults on Transit Workers and Customers

- FTA has continued to investigate bus-driver and bus-rider assaults through its SRM program.
- FTA sent Transit Worker Assault Prevention Special Directives to nine agencies on October 4, 2022.
- **Next Steps:**
  - Continue analyzing special directive responses.
  - Collect expanded assault data from NTD reporting changes and clarifications.
  - Address Bipartisan Infrastructure Law requirements, including those regarding transit worker assault, in forthcoming PTASP NPRM.



# SRM Safety Topic Updates (2 of 2)

## SRM PROGRESS SINCE 2022

### Fitness for Duty

- FTA is coordinating with the Volpe National Transportation Systems Center to research the hazards and consequences associated with bus-driver hours of service and fatigue.
- **Next Steps:**
  - Publish ANPRM on Transit Worker Fitness for Duty.

### Rail Topics

- FTA is also conducting SRM analysis on the following rail topics:
  - End-of-Railcar Door Messaging
  - Signal System Safety
  - Train-to-Personally-Owned-Vehicle Collisions at Rail Grade Crossings



# ADDITIONAL UPDATES





# Transit Advisory Committee for Safety (TRACS)

- FTA reestablished the Transit Advisory Committee for Safety (TRACS) for a two-year charter in 2022.
- The U.S. Secretary of Transportation appointed 24 members to TRACS, representing large and small transit systems, state departments of transportation, labor unions, academia, and non-profit organizations.
- On January 31<sup>st</sup>, 2023, FTA tasked TRACS with developing recommendations on three safety focus areas:
  - Reducing Bus Collisions,
  - Advancing Rider and Worker Safety, and
  - Cyber and Data Security Systems.
- FTA expects TRACS to submit recommendations to FTA in early 2024.



# QUESTIONS & ANSWERS



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