

# **APTA TRANSform Safety Rulemaking Updates & Discussion**

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U.S. Department of Transportation  
Federal Transit Administration

# Purpose and Agenda

**Purpose:** The purpose of this presentation is to provide updates on FTA's recent rulemaking efforts and to encourage open discussion.

## **Agenda:**

- Policy Overview
- Open Discussion
- Q&A



# Policy Overview – 2023

Fall 2023

- Proposed Assaults on Transit Workers General Directive (ATW GD)
- Public Transportation Safety Certification Training Program (PTSCTP) NPRM
- State Safety Oversight (SSO) NPRM
- Transit Worker Hours of Service & Fatigue Risk Management (TW HOS FRM) ANPRM

- Public Transportation Agency Safety Plans (PTASP) NPRM
- Proposed National Public Transportation Safety Plan (NSP) Federal Register Notice (FRN)

Spring 2023



# Policy Overview – 2024/2025

- Rail Transit Roadway Worker Protection (RWP) NPRM
- NSP Update
- PTASP Final Rule

Spring 2024

- TW HOS FRM Request for Information (RFI)
- ATW GD Publication
- RWP Final Rule (*upcoming*)
- SSO Final Rule (*upcoming*)

Fall 2024

- PTSCTP Final Rule
- Summer 2024

- Transit Worker & Public Safety (TWPS) NPRM (*upcoming*)

Spring 2025

# General Directive: Required Actions Regarding Assaults on Transit Workers

The Assaults on Transit Workers General Directive (GD) was issued on September 25, 2024 to address the significant and continuing national-level safety risk related to assaults on transit workers. Response to the General Directive are due to FTA by December 26, 2024.

The General Directive requires transit agencies subject to PTASP to:



## Conduct Safety Risk Assessment for assaults on transit workers

- All PTASP-applicable transit agencies
- Conduct Safety Risk Assessment unless agency has conducted within past 12 months



## Identify safety risk mitigations

- Each transit agency serving a large urbanized area must involve the joint labor-management Safety Committee when identifying safety risk mitigations



## Submit information to FTA

- Each transit agency must submit information on how they are assessing, mitigating, and monitoring the safety risk associated with assaults on transit workers

# Updates to PTASP

On April 11, 2024, FTA published updates to the Public Transportation Agency Safety Plan (PTASP) regulation:



## **Labor-Management Safety Committees**

Joint Labor-Management Safety Committees at transit agencies serving large urbanized areas provide frontline workers more input into safety decision-making:

- Safety Committees must have equal numbers of frontline transit workers and management representatives to address safety issues
- Increases administrative recording of committee formation, meeting agendas and notices, participant compensation, decision-making criteria, and tie breaker procedures
- Accountable executives cannot be the tie breaker
- Safety Committee can recommend safety risk mitigations. If approved as part of Agency Safety Plan, transit agencies are required to implement the mitigations



## **Safety Performance Targets**

Agencies and Safety Committees are required to set performance targets under the new rule



## **Frontline Workers**

De-escalation training must be provided by agencies to frontline transit workers, and agencies must minimize exposure to infectious diseases

# Updates to NSP

The National Safety Plan (NSP) is FTA's primary guidance document for improving transit safety performance, and was updated on April 10, 2024. NSP provides best practices, tools, technical assistance, voluntary standards and other resources, including the incorporation of updated statutory requirements:



## **Safety Performance Measures**

Updates incorporate statutory requirements for PTASP safety performance measures and identify a performance-based approach to reduce injuries and fatalities on transit systems under FTA's safety jurisdiction



## **Best Practices, Tools, Technical Assistance, Voluntary Standards**

The updated NSP also includes best practices, tools, technical assistance and voluntary standards for transit agencies to improve their safety performance related to major events, collisions, and injuries

- The updated NSP supports the Department's goal of making our transportation systems safer for all, which supports the vision outlined in the National Roadway Safety Strategy

# Updates to PTSCTP

FTA published updates to the Public Transportation Safety Certification Program (PTSCTP) regulation on August 14, 2024:



## Updated Training and Administrative Requirements

New and revised definitions that did not create new requirements

Requirement for state safety oversight agencies (SSOA) and rail transit agencies (RTA) to ensure designated personnel and contractors are enrolled within 30 days of designation

Clarification of FTA's classification of voluntary participation and what voluntary participation entails, and

Requirement for SSOAs and RTAs: to establish a point of contact and report semiannually to FTA

Addition of a recertification training element defined by FTA as part of recertification training requirements



**Effective Date: November 1, 2024**



# Proposed Updates to SSO Rule

The purpose of the State Safety Oversight (SSO) program is to oversee safety at rail transit systems and is administered by eligible states with rail transit systems in their jurisdiction.



## General Provisions

- New and updated definitions to align with other FTA safety rules
- Removing outdated sections



## Reporting

- Amending the types of safety events that must be reported to FTA
- Expanding and clarifying annual reporting requirements



## SSO Program Standard

- Incorporating the statutory requirements for risk-based inspection programs, and requirement for program standard to include data collection policies

# Proposed Roadway Worker Protection Rule

The Roadway Worker Protection (RWP) NPRM proposes minimum RWP safety standards to prevent incidents, fatalities, and injuries to transit workers who may access the roadway in the performance of their work:



## RWP Program and Manual

RTAs must adopt and implement an RWP program and RWP manual to be reviewed and updated every 2 years



## Roadway Worker in Charge

RTAs must designate one roadway worker in charge for each roadway work group, who will provide on-track safety and job safety briefings for all members of the roadway work group



## Compliance Monitoring Program

RTAs must adopt a program for assessing compliance with the requirements of its RWP program, including recurring reports to the SSOA documenting their compliance with the RWP program



## Recordkeeping

RTAs must maintain the documents that set forth their implementation of the RWP program for a minimum of three years, and must be made available upon request by the FTA or SSOA

# Open Discussion (1 of 2)

We are opening the floor to receive audience input on the following topics and questions:

## Opportunities and Challenges

- How would you rate the ease of implementing new FTA rules in your agency?
- What types of challenges are you experiencing implementing new FTA rules and regulations?

## Resource Needs

- What types of support and resources do you need from FTA to successfully implement and comply with new regulations?

# Open Discussion (2 of 2)

We are opening the floor to receive audience input on the following topics and questions:

## Communication and Engagement

- How do you rate FTA's communications regarding rules and directives?
- How do you receive your communication from FTA regarding Rulemaking activities?
- What are some ways FTA can improve their communication with the transit industry and other stakeholders?





# Opportunities and Challenges

How would you rate the ease of implementing new FTA rules in your agency?



# Opportunities and Challenges

What types of challenges are you experiencing implementing new FTA rules and regulations?

Resource  
allocation  
(e.g. time,  
personnel, budget)

Adapting new rules  
into existing  
processes and  
policies

Training and  
compliance

Other  
(Please elaborate)

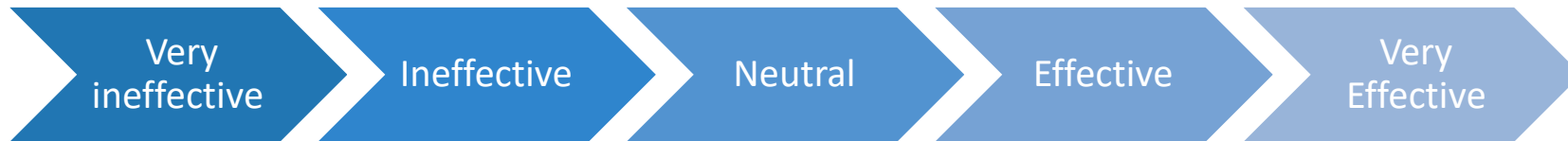
# Resource Needs

What types of support and resources do you need from FTA to successfully implement and comply with new regulations?



# Communication and Engagement

How do you rate FTA's communications regarding rules and directives?





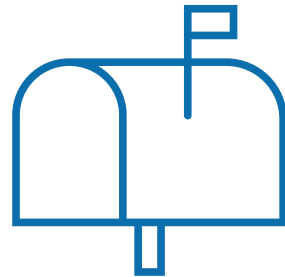
# Communication and Engagement

What are some ways FTA can improve their communication with the transit industry and other stakeholders?



# Communication and Engagement

How do you receive your communication from FTA regarding Rulemaking activities?



# Other Topics

Is there anything else you would like to provide feedback on the topics we discussed?

Opportunities and  
Challenges

Resource Needs

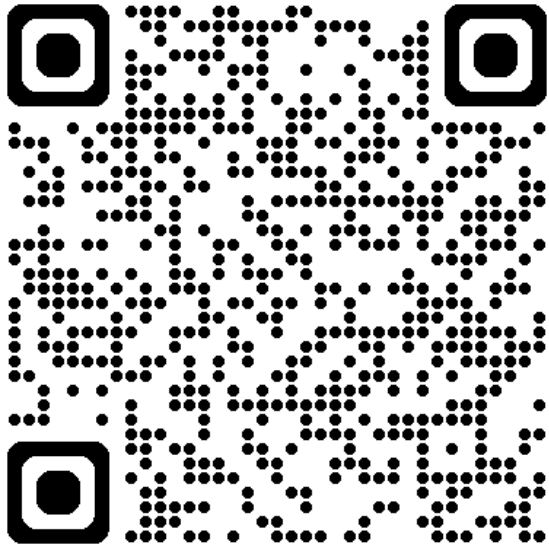
Communication and  
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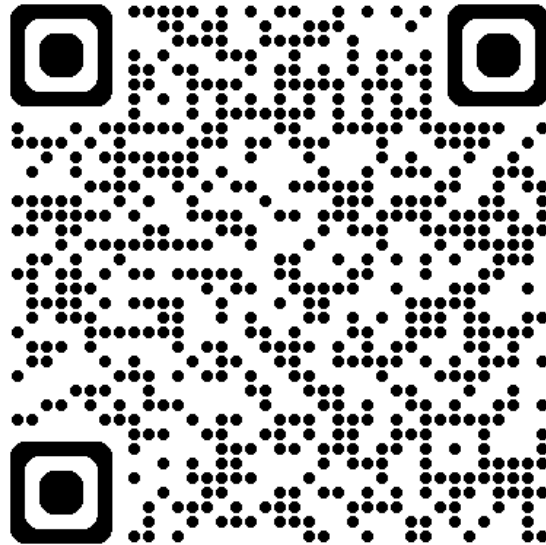
# Q&A

As we enter our Q&A session, feel free to explore the following FAQs and resources using the QR codes below. These resources are also accessible on the FTA website ([www.transit.dot.gov](http://www.transit.dot.gov)).

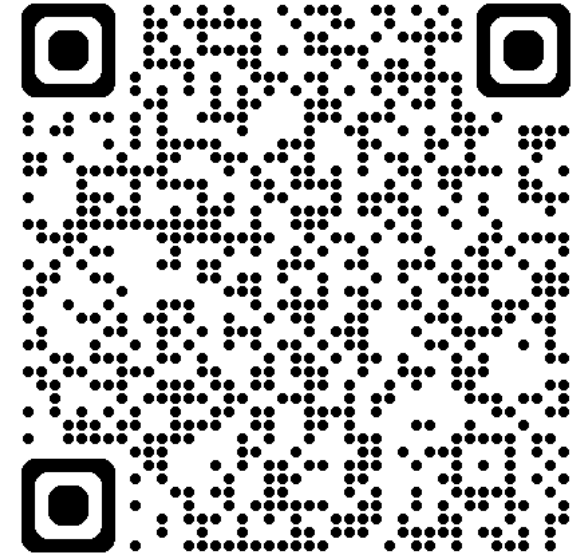
Public Transportation Agency  
Safety Plans (PTASP)  
FAQs



Public Transportation Safety  
Certification Training Program  
(PTSCTP) FAQs



FTA Webinars





# Thank you!

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