



FEDERAL TRANSIT ADMINISTRATION

APTA Bus System Safety Seminar

“FTA Safety Update”

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U.S. Department of Transportation
Federal Transit Administration

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Today's Presentation

- Public Transportation Safety Program Framework and Rulemaking Update
- Review of Transit Safety Standards and Protocols
- Questions

Public Transportation Safety Program Framework and Rulemaking Update

Public Transportation Safety Program

- Establishes FTA's Safety Oversight Authority and program of requirements for most recipients of FTA funding
- Establishes FTA's commitment to a Safety Management System (SMS) approach
- Requires FTA to create National Public Transportation Safety Plan to communicate with public transit industry
- Formalizes a comprehensive framework for safe public transportation through 4 program components:

National Public Transportation Safety Plan

- Safety vision, mission, goals
- Performance management criteria and guidance
- Safety Risk Management practices and procedures
- SMS implementation guidance
- Best practices and safety plan templates
- Top Safety Priorities
- Safety Standards

GUIDANCE

National Public Transportation Safety Certification Training Program

- Federal/State employees (or their designees) who conduct audits and examinations of public transportation systems
- Personnel of public transportation systems who have direct responsibility for safety oversight at their system

Public Transportation Agency Safety Plans

Identifies:

- Methods for identifying and evaluating safety risk
- Framework for agencies to identify strategies for minimizing public exposure to unsafe conditions
- Performance targets and criteria based on criteria established in the National Safety Plan
- Requires training for personnel responsible for safety

TRANSIT AGENCIES

State Safety Oversight (SSO) Program

- Oversees the agency safety plan for the rail transit systems
- Investigates and enforces plan
- Audits rail transit systems
- Reports on safety status of each transit rail agency

SAFER PUBLIC TRANSPORTATION

Fixing America's Surface Transportation(FAST) Act

- Signed into law on December 4, 2015
- Effective Date of October 1, 2015
- Reauthorized many of the provisions that were enacted in MAP-21
- Added a few new provisions

FAST Act Requirements

- Requires the establishment of Minimum Safety Standards as part of the National Safety Plan to ensure safe transit operations
- Permits FTA to temporarily take over for an inadequate or incapable State Safety Oversight agency, and permits use of that agency's SSO grant funds during the corrective time frame
- Grants FTA permission to issue nationwide transit safety directives
- Grants FTA permission to issue restrictions or prohibitions on operations at unsafe transit agencies

FAST Act Requirements, Cont'd.

- Requires FTA to conduct a review of the safety standards and protocols used in public transportation systems to examine the efficacy of existing standards and protocols;
- Requires a Final Report on the findings of the review, with a comprehensive set of recommendations and further actions needed to improve the safety of the public transportation industry by establishing additional Federal minimum safety standards
- Requires a study & report on evidentiary protection for public transportation safety program information & data
- Requires an NPRM on transit driver safety & risk of assault

Legal Requirements Impacting Bus Agencies: Public Transportation Agency Safety Plan Rule

- The proposed rule would require an operator to develop and implement an Agency Safety Plan based on SMS principles. Each operator's plan would require, at minimum:
 - Approval of the plan by the board of directors or equivalent entity
 - Methods for identifying and evaluating safety risks throughout the system
 - Strategies to minimize the exposure of the public, personnel and property to hazards
 - An annual review and update of the plan
 - Performance targets based on the safety performance criteria established in a National Public Transportation Safety Plan
 - An adequately trained Safety Officer who reports directly to the general manager, president, or equivalent officer
 - A comprehensive training program for personnel directly responsible for safety.
- Status
 - Final Rule under development

Legal Requirements Impacting Bus Agencies: National Public Transportation Safety Plan

- Through MAP-21 and the FAST Act, Congress has required FTA to create and implement a National Public Transportation Safety Plan to improve the safety of all public transportation systems that receive funding under 49 U.S.C. chapter 53. (49 U.S.C. 5329(b)(1)), which must include:
 - Safety performance criteria for all modes of public transportation
 - The definition of the term “state of good repair”
 - Minimum safety performance standards for public transportation vehicles used in revenue operations that are not regulated by another Federal agency
 - Minimum safety standards to ensure the safe operation of public transportation systems
 - A safety certification training program
- Status
 - Final Plan under development

Legal Requirements Impacting Bus Agencies: Public Transportation Safety Program Rule

- Sets substantive and procedural rules for FTA's administration of the Safety Program
- Formally establishes FTA's safety policy - Safety Management System (SMS)
- Commits FTA to creating and implementing a National Public Transportation Safety Plan
- Status
 - Final Rule under development

Legal Requirements Impacting Bus Agencies: Public Transportation Safety Certification Training Program Rule

- Statutory requirements
 - The Secretary shall establish a public transportation safety certification training program for Federal and State employees, or other designated personnel, who conduct safety audits and examinations of public transportation systems and employees of public transportation agencies directly responsible for safety oversight, 49 U.S.C. 5329(c)(1)
 - Interim Provisions
 - The Safety Certification Training Program Interim Provisions and NPRM only apply to rail fixed guideway systems; bus is voluntary (but highly encouraged)
- Status
 - Final Rule under development

Legal Requirements Impacting Bus Agencies: Transit Asset Management Rule

- The proposed rule would:
 - Define the term “State of Good Repair”
 - Require all recipients and subrecipients of Chapter 53 funds who operate public transportation to develop and implement a TAM Plan (asset inventory, condition assessments, decision support tools, and investment prioritization)
 - Require recipients and subrecipients to set performance targets
 - Require recipients and subrecipients to submit annual reports to the National Transit Database
- Status
 - Final rule under development

Legal Requirements Impacting Bus Agencies: Operator Assault Rule

- FAST Act requires an NPRM (Notice of Proposed Rulemaking) on transit driver safety & risk of assault
 - After issuance of report, FTA must issue Notice of Proposed Rulemaking on protecting public transportation operators from risk of assault, considering
 1. Different safety needs of drivers of different modes
 2. Differences in operating environments
 3. Use of technology to mitigate driver assault risks
 4. Existing experience of agencies and operators that already are using or testing driver assault mitigation infrastructure
 5. Impact of the rule on future rolling stock procurements and vehicles currently in revenue service
- Status
 - NPRM under development

TRACS Report 14-01

- In October 2014, FTA tasked TRACS with developing recommendations to FTA on the elements that should comprise an SMS approach to preventing and mitigating transit worker assault
- TRACS recommended a number of Best Practices and areas for further research

Causes of Transit Worker Assaults

- Direct interaction with the public
- Working alone, in isolated or high-crime areas, during late night or early morning hours
- Handling and/or enforcing fares
- Having inadequate escape routes

TRACS Recommendations:

Best Practices

- Installing protective barriers, video surveillance, automatic vehicle location (AVL) systems, and overt or covert alarms on bus and rail transit vehicles
- Training safety-sensitive employees about how to de-escalate potentially violent situations, the important of reporting assaults, and the standard agency response to reports of assault
- Educating the public about reporting assaults by conducting public awareness campaigns, providing resources and incentives for passengers to report assaults, and meeting with passengers to discuss strategies for preventing assaults

TRACS Recommendations: Best Practices, Cont'd.

- Providing support for transit workers by offering psychological support and post-incident counseling, responding to every report of assault or other serious incident, and involving transit workers in safety committees
- Enforcing transit agency policy by posting passenger codes of conduct, suspending service for assailants, posting police officers on transit vehicles and property in high-risk areas, providing legal support for transit workers who file complaints, and collaborating with other agencies and organizations to develop social safety plans and advocate for changes in state and local legislation to better address assaults against transit employees
- Collecting data regarding the number, location, times, and types of assaults as well as the number, type, and implementation times of each risk control strategy to enable the evaluation of the effectiveness of each strategy and the overall SMS in preventing transit worker assaults

TRACS Recommendations:

Research

- Conduct further research on protective infrastructure for situations in which the transit workers must leave the bus or rail transit vehicle
- Partner with a transit agency to pilot a program in which the transit agency collaborates with the transit workers' primary care physicians to let them know that the transit workers' occupations involve workplace violence, enabling the physicians to review the transit workers' occupational stress during annual check-ups
- Sponsor research through the Transit Cooperative Research Program (TCRP) on ways to mitigate the psychological impacts of assault on transit workers
- Develop a pilot study to test the viability of collaborating across agencies to suspend transit service for assailants
- Examine the potential negative impacts of suspending service for transit-dependent assailants

Review of Transit Safety Standards and Protocols

FAST Act Requirements: Section 3020

“Review of Standards and Protocols”

1. Requires the Secretary to conduct a review of the safety standards and protocols used in public transportation systems to examine the efficacy of existing standards and protocols;
2. Requires the Secretary to consult with representatives of the transit industry to evaluate the need to establish additional Federal minimum transit safety standards; and
3. Requires the Secretary to issue a Final Report on the findings of the review, with a comprehensive set of recommendations and further actions needed to improve the safety of the transit industry by establishing additional Federal minimum safety standards.

Minimum Contents of Review

- a) Developed by the industry
- b) In use by rail fixed guideway public transportation systems
 - i. Written emergency plans and procedures for passenger evacuations
 - ii. Training programs to ensure personnel compliance and readiness in emergencies
 - iii. Scheduling of regular field exercises
 - iv. Maintenance, testing, and inspection programs
 - v. Coordination plans with local emergency responders
 - vi. Certification requirements for operators/control center personnel
 - vii. Consensus-based standards, practices, or protocols available

Minimum Contents of Review

- c) Rail and bus safety standards, practices, or protocols:
 - i. Rail and bus design and the workstation of rail/bus operators
 - i. Reduction of blind spots
 - ii. Protection of rail and bus operators from assaults
 - ii. Scheduling with adequate time/access for operators to use restroom facilities
 - iii. Fatigue management
 - iv. Crash avoidance/crashworthiness

What is the Compendium?

- A method of documenting public transportation safety standards and protocols
- A tool for gathering existing standards and protocols, not identified
- An approach for gathering industry knowledge related to the efficacy of standards
- An initial step in the development of the FAST Act Report documenting existing standards, and the review and evaluation of those standards in accordance with Section 3020 (c) of the Act

Operational Standards

- Operating Rules and Practices
- Personnel Communications/Communication Procedures
- Standards and Practices for Route Planning/Scheduling

Personnel Standards

- Operator and Fatigue Management
- Hours of Service Standards
- Worker/Workplace Safety
- Qualifications and Certifications of Operators and Engineers
- Medical Examination Certification
- Drug and Alcohol Testing
- Training and Certifications

Asset Management Standards

- Preventative Maintenance
- Maintenance Recordkeeping
- Vehicle Safety Inspections

Example: Industry Standard

Reflects APTA's
Bus Transit
System Standards

They are vehicle standards related
to vehicle components and
passenger equipment, specific to
bus brake and chassis systems

They are
recommended
practices

	A	B	C	D	E	F	G	H
	Standard Title	Mode (Potential Application)	Standard Category	Standard Sub-Category	Standard Sub-Functional Category	Standard Development Entity Federal Agency / Standard Development Organization / State / State Safety Oversight Agency / Industry	Standard Type	Link
1								
2	APTA Bus Transit System Standards (Bus Brake and Chassis System)	Bus Modes	Vehicle Standards	Vehicle Components and Passenger Equipment	Bus Brake and Chassis System	Standard Development Organization American Public Transportation Association	Recommended Practices	http://www.apta.com/resources/standards/bus/Pages/default.aspx

Applicable to
the bus mode

Source is APTA

Your Input is Critical

- Compile all applicable standards
- Prioritize transit safety standards
- Establish the effectiveness of standards
- Ensure the thoroughness of the FAST Act review and analyses performed
- Support future standard development activities

FTA Webinars

- Thursday, May 19 and Thursday May 26, 2016
 - For more information please visit our events page <https://www.transit.dot.gov/about/events>
- 30 day comment period

SMS Bus Pilot Program

SMS Bus Pilot Program

- FTA is working hand-in-hand with select transit agencies across the country to develop and test guidance materials and technical assistance tools to support the industry's transition to safety management systems (SMSs)
- FTA is currently working with a large multi-modal agency, but will be kicking-off a pilot with a few mid-size and small bus agencies in the near future

SMS Bus Pilot Program, Cont'd.

- Through this program, FTA:
 - Provides onsite training, guidance, technical assistance, and expertise to help the agency implement an SMS;
 - Establishes the agency as a role model for SMS implementation;
 - Applies lessons learned to the development of guidance materials and technical assistance tools for the entire transit industry; and
 - Develops insights on how best to support the industry-wide transition to SMS.

Questions?

Contact Information

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