

# 2022 APTA Rail Conference

## Safety Management Systems (SMS) and Agency Safety Plan Implementation Session

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# Agenda

- Bipartisan Infrastructure Law and its impacts on FTA's Public Transportation Safety Program
- Triennial and State Management Reviews

# **BIPARTISAN INFRASTRUCTURE LAW AND FTA'S PUBLIC TRANSPORTATION SAFETY PROGRAM**



# Bipartisan Infrastructure Law Overview

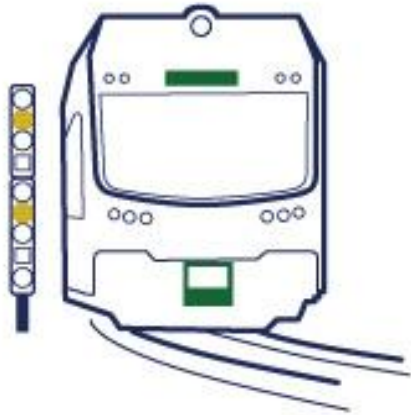
**72%**  
**increase in funding**

- The Bipartisan Infrastructure Law includes a funding increase of 72-percent
- Average community transit funding increased by 30-percent
- Enhances State Safety Oversight programs by strengthening rail inspection practices to protect transit workers and riders from injuries and ensure safe access to transit



# Bipartisan Infrastructure Law: Four Key Priorities

## Improving Safety



- More inspection authority for state oversight agencies
- Requiring risk-based inspections
- Better engagement between workers and management for safer systems

## Modernizing Bus & Rail Fleets



### \$1.5B for New Rail Vehicle Replacement Program

- Transit infrastructure in the U.S. needs more than \$105 billion in repairs
- 17% of U.S. transit buses are considered older than their useful life

## Low or No Vehicle Emissions Competitive Program

TOTAL \$5.3B



Cleaning the air and saving our planet by building bus fleets that create less or even NO pollution

## All Stations Accessibility Program

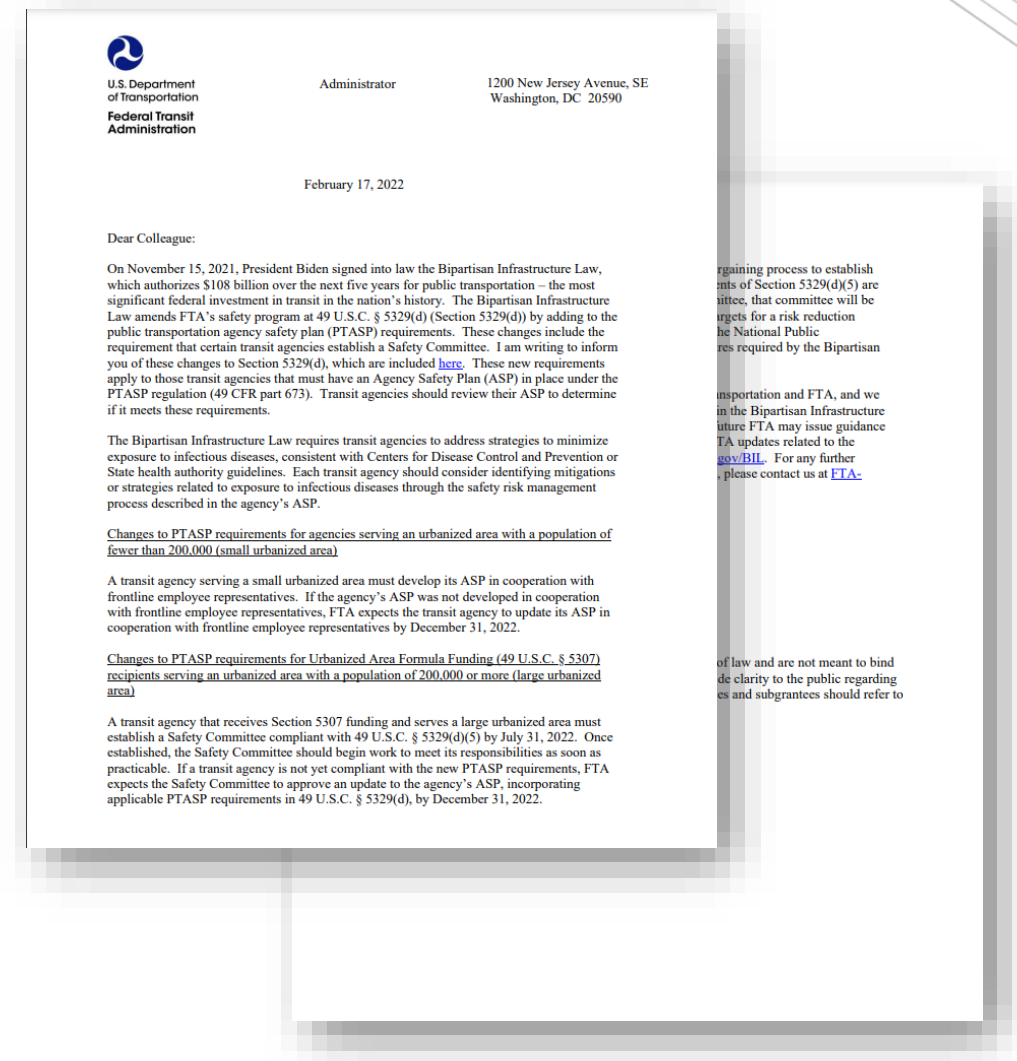
TOTAL \$1.75B



Funding to improve accessibility at stations nationwide for those with physical disabilities

# Public Transportation Agency Safety Plan (PTASP) Requirements

- Dear Colleague Letter
- The Bipartisan Infrastructure Law added new PTASP requirements:
  - ✓ Create safety committees comprised of representatives of both management and frontline employees (agencies receiving 5307 funds and serving large UZAs)
  - ✓ Develop an Agency Safety Plan (ASP) in cooperation with frontline employee representatives (agencies serving small UZAs)
  - ✓ Address through their ASP, strategies consistent with the CDC or State health authority guidelines to minimize exposure to infectious diseases




# PTASP TAC Links and Contact Information





## Technical Assistance Center:

[www.transit.dot.gov/PTASP-TAC](http://www.transit.dot.gov/PTASP-TAC)

## Frequently Asked Questions:

[www.transit.dot.gov/PTASP-FAQs](http://www.transit.dot.gov/PTASP-FAQs)



	<a href="http://transit.dot.gov/PTASP-TAC">transit.dot.gov/PTASP-TAC</a>
	1 - 877 - 827 - 7243
	<a href="mailto:PTASP-TAC@dot.gov">PTASP-TAC@dot.gov</a>
	PTASP Technical Assistance Center 943 Glenwood Station Lane, Suite 102 Charlottesville, VA 22901

# National Public Transportation Safety Plan (NSP)

- Guides the national effort to manage safety risk in the nation's public transportation systems following SMS principles
  - ✓ Establish safety performance measures by mode to address new risk reduction program requirements;
  - ✓ Update voluntary safety standards; and
  - ✓ Include precautionary and reactive actions required to ensure public and personnel safety and health during an emergency





# TRIENNIAL AND STATE MANAGEMENT REVIEWS



# Triennial and State Management Reviews Overview

## Management tool for examining grantee performance and adherence to FTA requirements and policies

The FY2022 triennial and state management reviews include PTASP-related questions (section 22 for both reviews).

- Does the recipient have an ASP?
- Has the Accountable Executive designated a Chief Safety Officer or SMS Executive?
- Does the ASP include the required elements?
- Does the recipient maintain its PTASP documents for a minimum of three years?
- Does the recipient monitor subrecipients for compliance with PTASP requirements?
- Did the State recipient develop and certify ASPs on behalf of small public transportation providers?

# Triennial and State Management Reviews Timeline

## Management tool for examining grantee performance and adherence to FTA requirements and policies

Reviews starting in January 2023 will confirm that agencies have the following elements in place:



By July 31, 2022, FTA expects that agencies who receive Section 5307 funding and who serve a large UZA will have established a Safety Committee.



By December 31, 2022, FTA expects that agencies will have compliant ASPs approved by the Safety Committee (for agencies required to have Safety Committees) or developed in consultation with frontline employee representatives (for agencies serving small UZAs).

# Bipartisan Infrastructure Law Resources and Questions

## •Bipartisan Infrastructure Law Webpage:

- <https://www.transit.dot.gov/BIL>

## •Program Fact Sheets:

- <https://www.transit.dot.gov/funding/grants/fta-program-fact-sheets-under-bipartisan-infrastructure-law>

## •PTASP FAQs for Bipartisan Infrastructure Law Requirements:

- <https://www.transit.dot.gov/safety/public-transportation-agency-safety-program/public-transportation-agency-safety-plan-faqs>

## •Bipartisan Infrastructure Law Changes to PTASP Requirements Webinar

- <https://www.youtube.com/watch?v=QYL1BoCCn5E>
- <https://www.transit.dot.gov/regulations-and-programs/safety/bipartisan-infrastructure-law-changes-public-transportation-agency>



Questions?  
Email: [FTA-IIJA@dot.gov](mailto:FTA-IIJA@dot.gov)

## Bipartisan Infrastructure Law

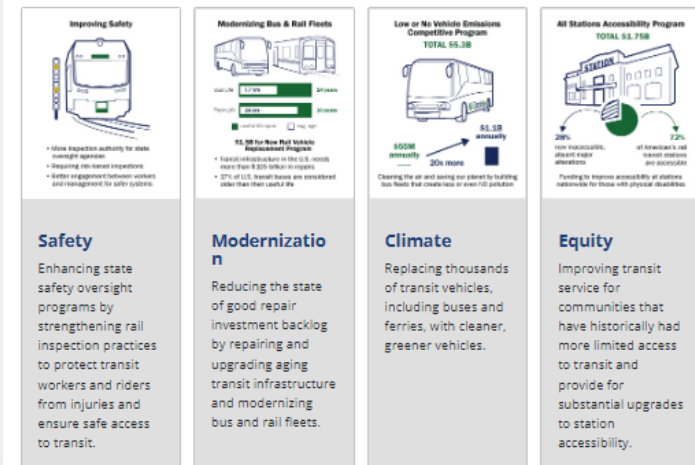
### BIPARTISAN INFRASTRUCTURE LAW

The Bipartisan Infrastructure Law, as enacted in the Infrastructure Investment and Jobs Act, authorizes up to \$108 billion for public transportation – the largest federal investment in public transportation in the nation's history.

#### What's New

- [Public Transportation Agency Safety Plan FAQs for New Bipartisan Infrastructure Law Requirements](#)
- [Bipartisan Infrastructure Law Disposition Requirements FAQs](#)
- **Bipartisan Infrastructure Law Hiring Preference.** In 2021, FTA announced an initiative, implemented as a pilot program, to permit transit agencies to use hiring preferences on FTA-funded construction projects to promote equitable creation of employment opportunities and workforce development activities, particularly for economically or socially disadvantaged workers. The initiative has transitioned in response to the Bipartisan Infrastructure Law, which includes hiring preferences related to the use of labor for transportation construction projects. Section 25019 provides an express authorization for FTA grant recipients and subrecipients to use a geographical or economic hiring preference for the construction of federally supported transit projects. See the [Federal Register Notice](#).

The legislation will advance public transportation in America's communities through four key priorities:





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