2022 APTA Rail Conference

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

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U.S. Department of Transportation Federal Transit Administration

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

7206 increase in funding

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

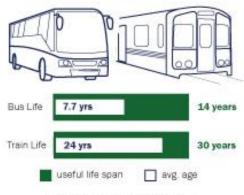
Bipartisan Infrastructure Law: Four Key Priorities

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



now inaccessible, absent major alterations

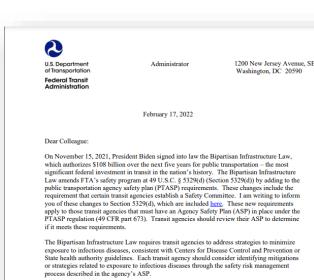
of American's rail transit stations are accessible

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



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Changes to PTASP requirements for agencies serving an urbanized area with a population of fewer than 200,000 (small urbanized area)

A transit agency serving a small urbanized area must develop its ASP in cooperation with frontline employee representatives. If the agency's ASP was not developed in cooperation with frontline employee representatives. The expects the transit agency to update its ASP in

Changes to PTASP requirements for Urbanized Area Formula Funding (49 U.S.C. § 5307) recipients serving an urbanized area with a population of 200,000 or more (large urbanized area)

cooperation with frontline employee representatives by December 31, 2022.

A transit agency that receives Section 5307 funding and serves a large urbanized area must establish a Safety Committee compliant with 49 U.S.C. § 5329(d)(5) by July 31, 2022. Once established, the Safety Committee should begin work to meet its responsibilities as soon as practicable. If a transit agency is not yet compliant with the new PTASP requirements, FTA expects the Safety Committee to approve an update to the agency's ASP, incorporating applicable PTASP requirements in 49 U.S.C. § 5329(d), by December 31, 2022.

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res required by the Bipartisan

e National Public

nsportation and FTA, and we in the Bipartisan Infrastructure uture FTA may issue guidance TA updates related to the gov/BIL. For any further please contact us at FTA-

of law and are not meant to bind de clarity to the public regarding es and subgrantees should refer to



PTASP TAC Links and Contact Information

Technical Assistance Center:

www.transit.dot.gov/PTASP-TAC

Frequently Asked Questions:

www.transit.dot.gov/PTASP-FAQs



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:

2022 JULY 31

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-sheetsunder-bipartisan-infrastructure-law

•PTASP FAQs for Bipartisan Infrastructure Law Requirements:

•https://www.transit.dot.gov/safety/public-transportation-agency-safetyprogram/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/bipartisaninfrastructure-law-changes-public-transportation-agency



Questions?

Email: 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

- 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



Safety

Enhancing state safety oversight programs by strengthening rail inspection practice: to protect transit workers and riders from injuries and ensure safe access



Modernizatio

of good repair investment backlog by repairing and upgrading aging transit infrastructure and modernizing bus and rail fleets



Replacing thousands

of transit vehicles,

including buses and

ferries, with cleaner

Improving transit service for communities that have historically had more limited access to transit and provide for substantial upgrades to station



accessibility











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