

Safety Rulemakings and Bipartisan Infrastructure Law Implementation

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

Session Agenda:

- Where We've Been: FTA Policy Actions in FY22
- Where We're Going: Future FTA Policy Actions
- BIL Safety Committee Requirements

Where We've Been: Year 1 Policy Actions



Safety Policy Management

- Published Dear Colleague letter on BIL requirements
- Office of Management and Budget published the Spring 2022 Unified Agenda



Safety Risk Management (SRM)

- Initiated Rail Transit Roadway Worker Protection (RWP) rulemaking based on SRM analysis
- Issued Transit Worker Assault Special Directive



Safety Promotion

- Supported agencies through the PTASP Technical Assistance Center to meet July 31 Safety Committee compliance dates
- Held six PTASP Webinars

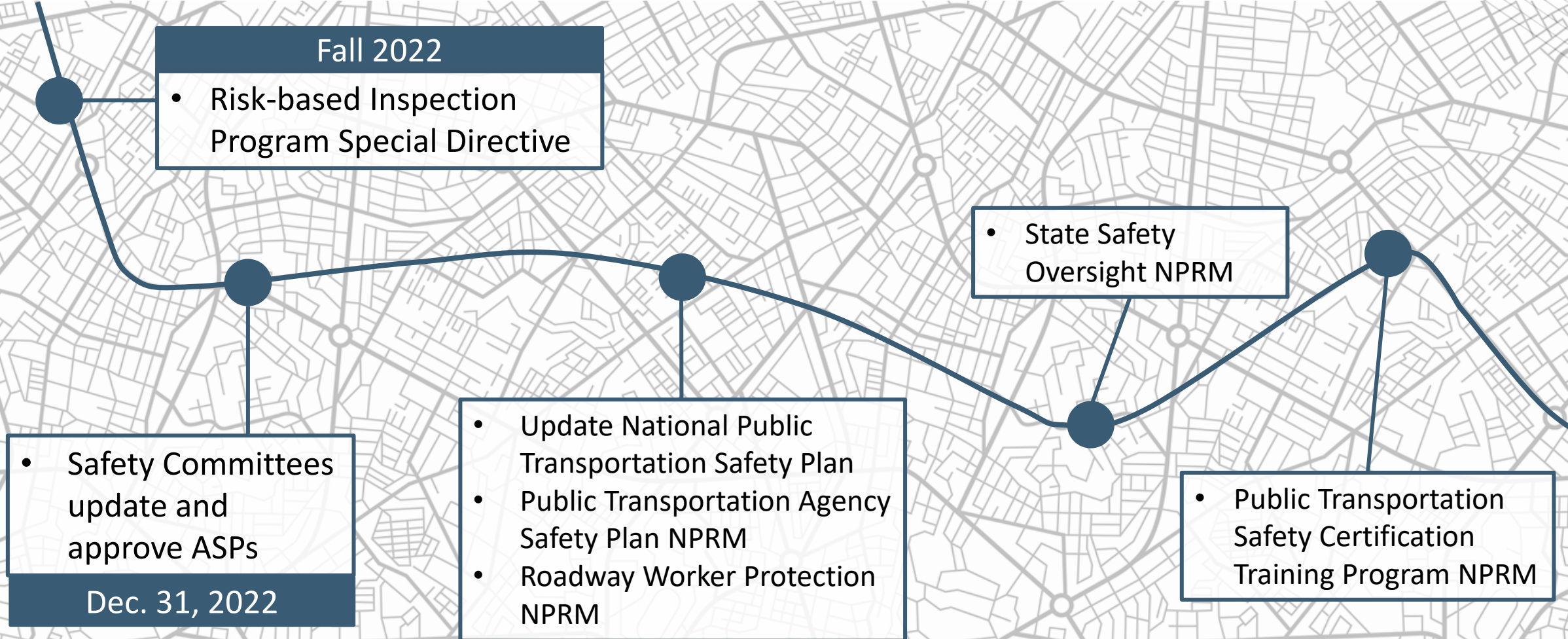


Safety Assurance

- Sought comments on NTD changes to incorporate data for assaults on transit workers and fatalities that result from an impact with a bus



Where We're Going: Year 2 Policy Actions



What BIL Says About Safety Committees

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

- Develop their agency safety plan in cooperation with frontline employee representatives by **December 31, 2022**.

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

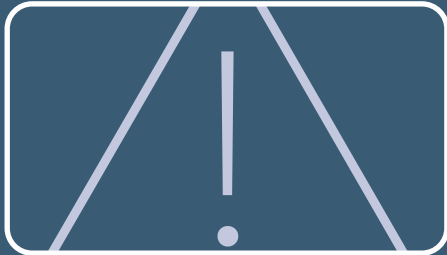
- Establish a Safety Committee compliant with 49 U.S.C. Section 5329(d) by **July 31, 2022**.
 - Safety Committees must consist of an **equal** number of frontline employee representatives and management representatives.
- Ensure their agency safety plan is compliant with new PTASP requirements by **December 31, 2022**.



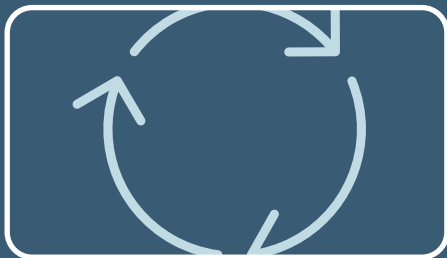
What BIL Says About Safety Committees



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



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



Identifying safety deficiencies for the purposes of continuous improvement

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