APTA Transform Conference: Federal Procedures and Regulations Subcommittee Meeting October 9, 2022



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U.S. Department of Transportation Federal Transit Administration

Agenda

- 1. FTA Safety Advisory 22-1
- 2. FTA Safety Advisory 22-2
- 3. Transit Worker Assault Special Directives
- 4. Risk-Based Inspections
- 5. Upcoming Fall Workshops
- 6. Questions

FTA Safety Advisory 22-1

Safety Advisory 22-1

The FTA is issuing **Safety Advisory 22-1** to recommend safety practices for Periodic Maintenance Inspections (PMI) for Rail Car Passenger Door Inspection and Function Testing. FTA recommends that State Safety Oversight Agencies (SSOAs) and rail transit agencies (RTA) review current RTA policies, procedures and checklists for Rail Car Passenger Door PMIs to determine if they meet the recommended practices outlined in this FTA Safety Advisory and should revise and improve them as necessary.

Safety Advisory 22-1 is expected to be issued the week of October 10.

FTA Safety Advisory 22-2

Safety Advisory 22-2

The FTA is issuing **Safety Advisory 22-2** to recommend that SSOAs direct RTAs that operate Rail Fixed Guideway Public Transportation Systems (RFGPTS) in their jurisdictions to consider signal system safety and train control as part of their Safety Risk Management (SRM) processes required under the Public Transportation Agency Safety Plan regulation, to include safety hazard identification, safety risk assessment and safety risk mitigation, within 30 days of the Safety Advisory date.

Safety Advisory 22-1 is expected to be issued the week of October 10.

Transit Worker Assault Special Directives

FTA issued Special Directives to nine transit agencies to collect information on how those agencies have assessed and are mitigating and monitoring transit worker assault safety risk in their transit systems.

SPECIAL DIRECTIVE GOALS

- 1. Enable FTA to determine how transit agencies are using their Safety Management Systems processes to manage transit worker assault safety risk.
- 2. Enable FTA to determine if additional FTA intervention is necessary to mitigate transit worker assault safety risk.

) <u>https://www.transit.dot.gov/regulations-and-guidance/safety/fta-special-directives</u>



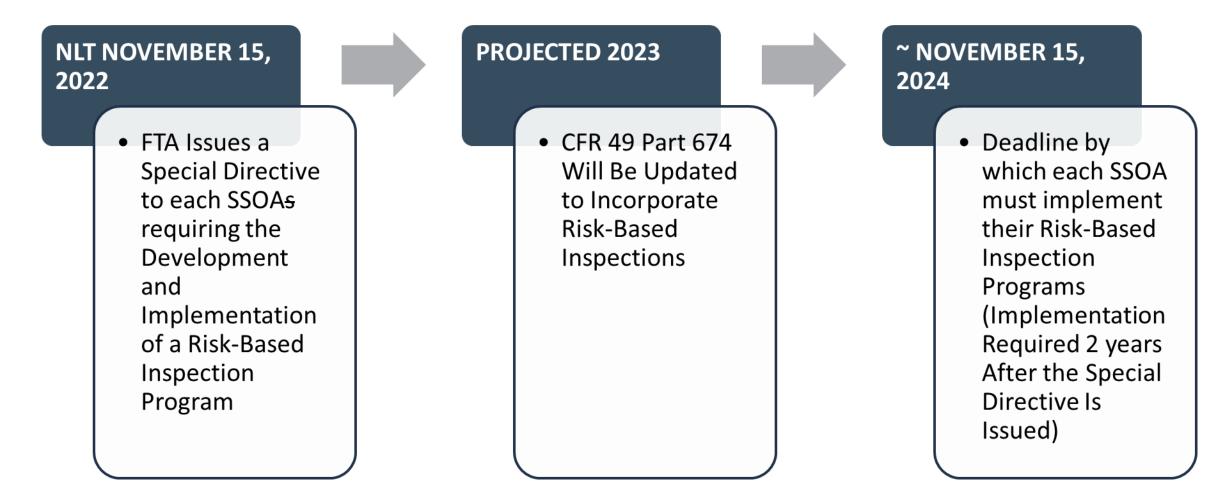
Risk-Based Inspections Background

In 2021, Congress passed the Bipartisan Infrastructure Law, which amended FTA's Public Safety Transportation Program to require SSOAs to develop and implement risk-based inspections as part of SSOA oversight.

LAW REQUIREMENTS

- 1. The Bipartisan Infrastructure Law directs FTA to assess the capability of an SSOA to **conduct risk-based inspections of the transit agencies** they oversee.
- Congress has directed FTA to issue Special Directives to each SSOA requiring them to develop and implement a risk-based inspection program of the Rail Fixed Guideway Public Transportation Systems (RFGPTS) they oversee.

Risk-Based Inspections Implementation Timeline



2022 FTA Joint SSO and RTA Workshop



Washington, D.C. Tuesday, October 25–Thursday, October 27 Email: <u>FTASafetyStakeholder@dot.gov</u>

Registration Website

Upcoming Fall Webinar

Whistleblower Protection Webinar – November 2022

- FTA will host a webinar to provide details of the federal whistleblower protection program enforced by the Occupational Safety and Health Administration (OSHA) which protects transit agency employees from retaliation.
 - Visit <u>www.osha.gov</u> for more details.

Questions

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