

Risk Based Inspections

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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.
- 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 Inspection Definition

- A Risk-based inspection (RBI) program uses an analysis methodology and process of qualitative and quantitative data to inform continuous inspection activities.
- Risk-based inspection programs are designed to identify the highest risk elements and prioritize inspections to address the highest risk safety conditions.

Bipartisan Infrastructure Law Requirements

FTA

- Must Issue a Special Directive to each SSOA requiring the Development and Implementation of Risk-Based Inspection programs by November 15, 2022
- Must assess the capability of each SSOA's to conduct risk-based inspections compliant with 49 U.S.C.§5329

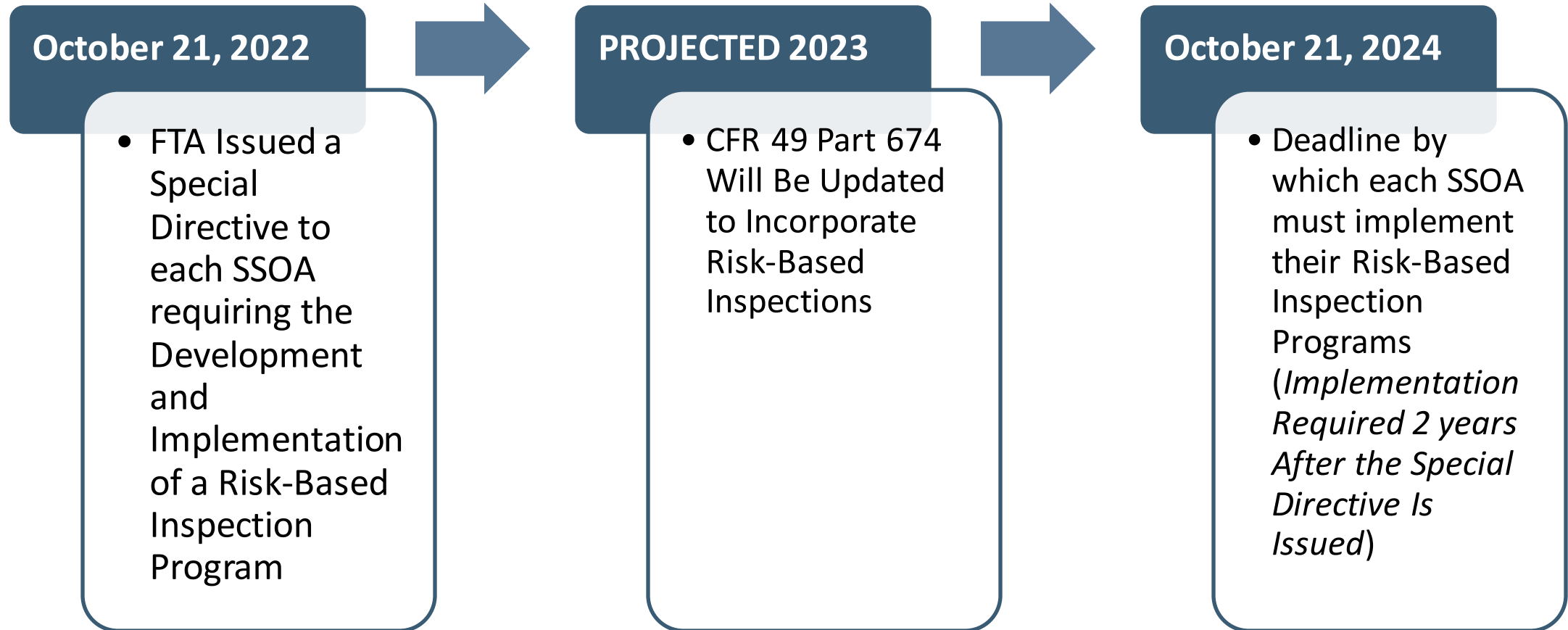
SSOAs

- Must develop and implement a risk-based inspection program in accordance with 49 U.S.C.§5329 (k) and the Special Directive
- The risk-based inspection program must be effective not later than 2 years after receiving the Special Directive

RTAs

- Must coordinate with the SSOA on policies and procedures for inspection access and data collection and incorporate the policies into their ASP.
- Must share with SSOAs the data the RTA collects when identifying and evaluating safety risks.

Risk-Based Inspections Implementation Timeline



Components of a Risk-Based Inspection Program



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