



2023 FTA JOINT STATE SAFETY OVERSIGHT AND RAIL TRANSIT AGENCY WORKSHOP

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Session 12

Transit Safety Policy Updates

2023 FTA Joint SSO and RTA Workshop

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Agenda and Meeting Purpose

The purpose of this session is to provide an overview of and status update on the Federal Transit Administration's (FTA) safety policy initiatives.

Session Agenda:

- Regulatory Action Updates
- Policy Updates
- Questions

Regulatory and Safety Policy Actions

Fall 2022

- Suicide Prevention Advisory
- Risk-based Inspection Program Special Directive

- Safety Committees update and approve ASPs

December 31, 2022

- PTASP NPRM
- Updated NSP

Spring 2023

Fall 2023

- Bus-to-Person Collision Safety Advisory
- PTSCTP NPRM
- Transit Worker Hours of Service and Fatigue Risk Management ANPRM
- SSO NPRM

Spring 2024

- PTASP Final Rule
- PTSCTP Final Rule

Winter 2023 - 2024

- RWP NPRM
- Final NSP Publication

Regulatory Activity Updates (1 of 2)

Overview & Status

Public Transportation Agency Safety Plans (PTASP)

- Incorporates new requirements established through the Bipartisan Infrastructure Law
- **The Notice of Proposed Rulemaking (NPRM) was published in the *Federal Register* in April 2023**

National Public Transportation Safety Plan (NSP)

- Amends NSP to incorporate new requirements established through the Bipartisan Infrastructure Law
- **NSP was published for Notice and Comment in the *Federal Register* in May 2023**

Public Transportation Safety Certification Training Program (PTSCTP)

- Amends training curriculum to reflect new requirements and training course information
- **Published for Notice and Comment in the *Federal Register* in October 2023**

Transit Worker Hours of Service and Fatigue Risk Management (TW HOS FRM)

- Seeks public comment about establishing standards related to transit worker hours of service and fatigue risk management
- **Advance Notice of Proposed Rulemaking (ANPRM) was published in the *Federal Register* in October 2023**

Regulatory Activity Updates (2 of 2)

Overview & Status

State Safety Oversight (SSO)

- Introduces changes to clarify State Safety Oversight Agencies' (SSOA) oversight responsibilities and to incorporate authority to conduct inspections
- **Anticipated NPRM publication: Fall 2023**

Rail Transit Roadway Worker Protection (RWP)

- Establishes minimum baseline standards and risk-based redundant protection requirements for rail transit roadway worker protection.
- **Anticipated NPRM publication: Winter 2024**

Transit Worker and Public Safety (TWPS)

- Establishes minimum baseline standards and risk-based requirements to address transit worker and public safety, including but not limited to FAST Act Section 3022 requirements
- **Anticipated NPRM publication: TBD**

PTSCTP NPRM

The PTSCTP Rule (49 CFR part 672) establishes a uniform safety training curriculum to enhance the Safety Management System (SMS) skills and knowledge of transit safety personnel.

This regulation applies to:

- **State Safety Oversight Agencies (SSOAs)** and their employees and contractors that conduct safety reviews, inspections, examinations, and other safety oversight activities
- **Rail transit agencies (RTAs)** and their employees and contractors that are directly responsible for the safety oversight of rail fixed guideway public transportation systems

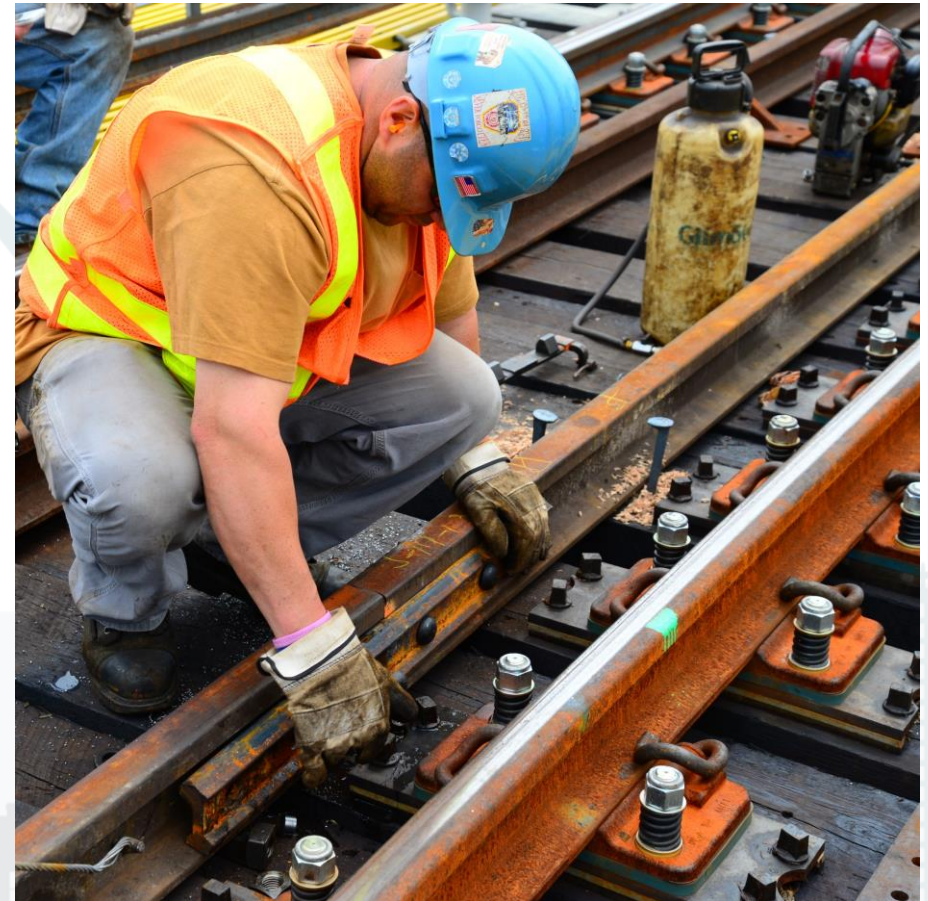
PTSCTP NPRM

FTA published three key proposed updates for the NPRM in the *Federal Register*, including:

Aligning definitions to reflect the proposed updates and with the existing regulatory framework

Streamlining PTSCTP training enrollment and **clarifying** voluntary PTSCTP participation and refresher training requirements

Updating administrative requirements by creating flexibility in course requirements and establishing a communication process



Submit Your Comments!

FTA wants your input!

Submit your comments
to

www.regulations.gov

Docket Number
FTA-2023-0025


- Any individual or group may submit comments on part or all of the NPRM
- Comments are due **Tuesday, December 26, 2023**

TW Hours of Service & Fatigue Risk Management ANPRM Update

The Advance Notice of Proposed Rulemaking (ANPRM) asks for public input on two topics related to reducing the risk of fatigue-related safety incidents:

- Hours-of-service (HOS)
- Fatigue risk management (FRM) programs

FTA will use information received in response to this ANPRM to inform future decision making on whether and how to pursue Federal regulatory action on these topics.



**60-day comment
period**

Submit Your Comments!

FTA wants your input!

Submit your comments
to

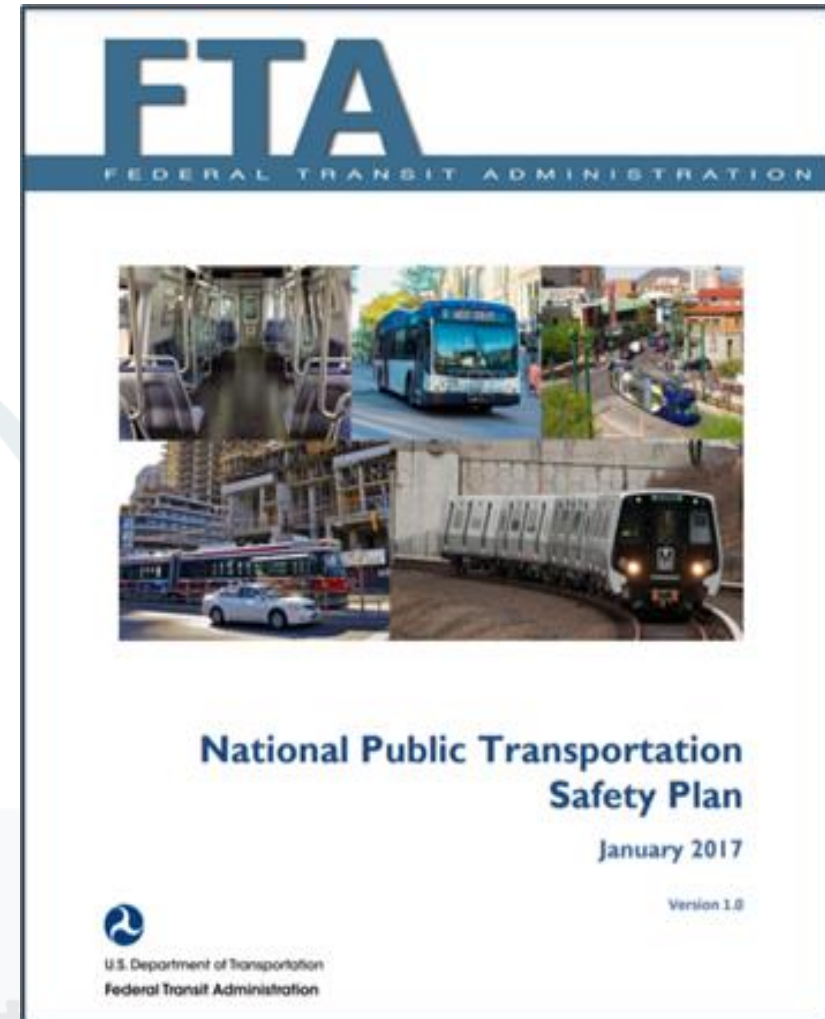
www.regulations.gov

Docket Number
FTA-2023-0018

- Any individual or group may submit comments on part or all of the ANPRM
- Commenters may submit data and research
- Comments are due **December 29, 2023**

What is the NSP?

- FTA's strategic plan and primary guidance document to improve transit safety performance
- Applies to all recipients of federal financial assistance under 49 U.S.C. Chapter 53
- Communicates FTA's SMS approach to improving the transit industry's safety performance
- Serves as a policy document and communications tool
- Serves as a repository of standards, guidance, best practices, tools, technical assistance, and other resources



NSP Update

The proposed NSP (May 2023) includes three chapters that cover a range of safety topics:

Chapter 1: Keeping Safety the Top Priority

- FTA's safety vision and strategic objectives
- Overview of the National Public Transportation Safety Program
- Presentation of safety concerns and safety data

Chapter 2: Safety Performance Criteria

- Identification of required safety performance criteria for PTASP-applicable agencies
- Identification of risk reduction program requirements for transit agencies that receive Section 5307 funding and serve a large urbanized area (UZA)

Chapter 3: Voluntary Safety Standards and Recommended Practices

- Identification of existing safety standards and recommended practices

Safety Performance Criteria Update

- The previous NSP required transit agencies to set targets for 7 safety performance measures
- The revised NSP adds 7 additional measures for a **total of 14 required measures**

In Previous NSP:



Additional:



Safety Risk Reduction Program

Agencies that receive Section 5307 funding and serve a large urbanized area (UZA) (population > 200,000) must establish a risk reduction program - § 5329(d)(1)(I)

The proposed NSP defines required safety performance measures for safety risk reduction programs. They are as follows:

- Major Events
- Major Event Rate

- Collisions
- Collision Rate

- Injuries
- Injury Rate

- Assault on Transit Workers
- Assault on Transit Workers Rate

- Once the NSP is finalized, Safety Committees of agencies must set safety performance targets for these eight measures based on a 3-year rolling average of data the agency reports to the NTD
- If an agency fails to meet a safety performance target, it must allocate its safety set aside in the following fiscal year to eligible projects that will assist the agency in meeting the target

Suicide on Public Transit

Facts on Suicide

Suicide is a leading cause of fatalities on rail transit

150

The average number of suicide attempts per year on or by transit over the past five years

71%

The percentage of suicide attempts reported inside a rail station

COVID-19

The pandemic has exacerbated risk factors associated with suicidal behavior

Source: National Transit Database (July 2019); BMC Psychology, Pathirathna et. al (2022)



Suicide's Impact on Wellbeing

Post-Traumatic Stress Disorder

- Transit operators face significant amounts of distress in response to suicide events
- 13 to 23 percent of transportation accident survivors develop symptoms of psychological distress

Depression

- Major depressive episodes are a common response to trauma and may occur in survivors in response to a suicide event

Source: Transit Cooperative Research Program (TCRP) Research Report 233



Suicide's Impact on Agency Operations

Impact to Operations

- Suicide on transit impacts everyone involved, including transit operators
- In addition to impacts on operator well-being, suicide events may impact transit agencies' daily operations
- These impacts may include:
 - Missed work hours to recover from the shock, which is especially relevant in times of employee shortages and understaffing
 - Difficulty in recruiting and maintaining workforce
 - Time to complete required station maintenance after an event

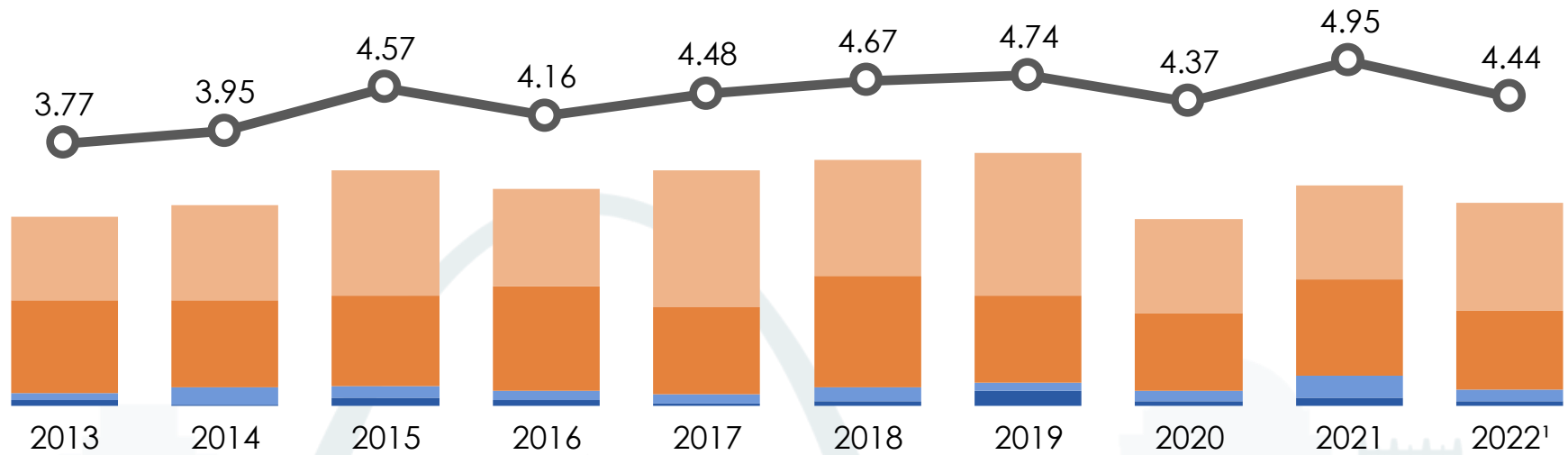
Source: Transit Advisory Committee for Safety (TRACS) Report 18-03; TCRP Research Report 233



Suicide Event Fatalities and Injuries, 2013–2022¹

○ Suicide Event Fatality and Injury Rate per 100M VRM²

Suicide Event Fatalities and Injuries By Mode



Suicide Event Fatalities and Injuries	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022 ¹
Rail injuries	60	68	90	70	98	84	103	67	67	78
Rail Fatalities	67	63	65	75	63	80	62	56	69	56
Bus Injuries	5	12	8	7	6	10	6	8	16	9
Bus Fatalities	4	1	6	4	2	3	11	3	6	3

Source: National Transit Database (NTD) submissions through 5/2/2023

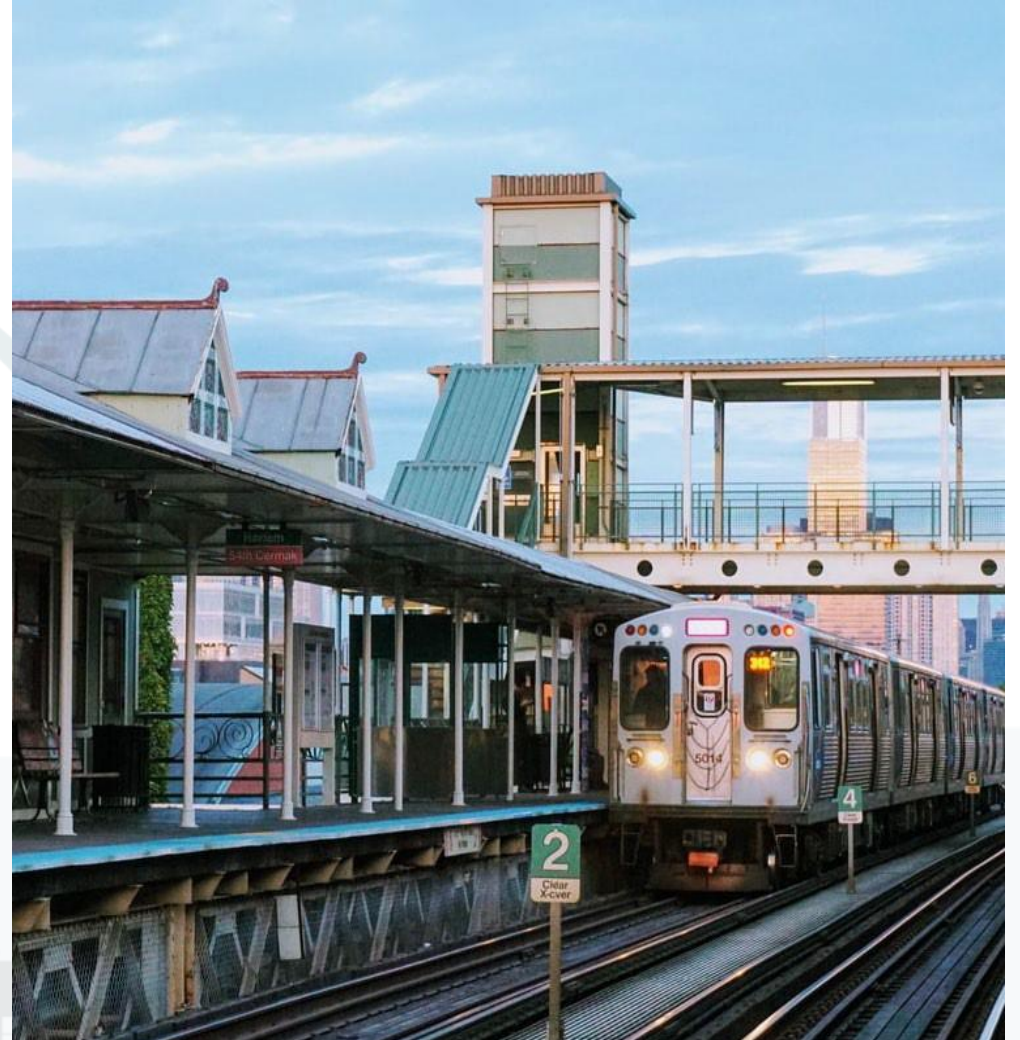
¹2022 data are preliminary

²100M VRM = 100 Million Vehicle Revenue Miles

Safety Advisory 22-4 Overview and Purpose

Safety Advisory Overview

- **Date:** Published in the Federal Register on December 7, 2022
- **Safety Advisory Number:** 22-4
- **Audience:** Transit Agencies
- **Purpose:** FTA encourages transit agencies to **implement, update, or expand suicide prevention signage and messaging campaigns** that apply best practices for reducing suicide attempts. Additionally, FTA encourages incorporating general mental health awareness on public-facing media, partnering with suicide prevention organizations, and assessing suicide event and crisis center data through Safety Risk Management and Safety Assurance processes.



Safety Advisory 22-4 Takeaways

Suicide is the leading cause of fatalities on rail transit

Suicide has an emotional and psychological impact on everyone the event impacts: family, friends, transit workers, transit leadership, and the community

Research suggests that suicide prevention signage is an intervention that can save lives

Transit agencies should consider installing or updating existing suicide prevention signage along operating routes in highly visible areas



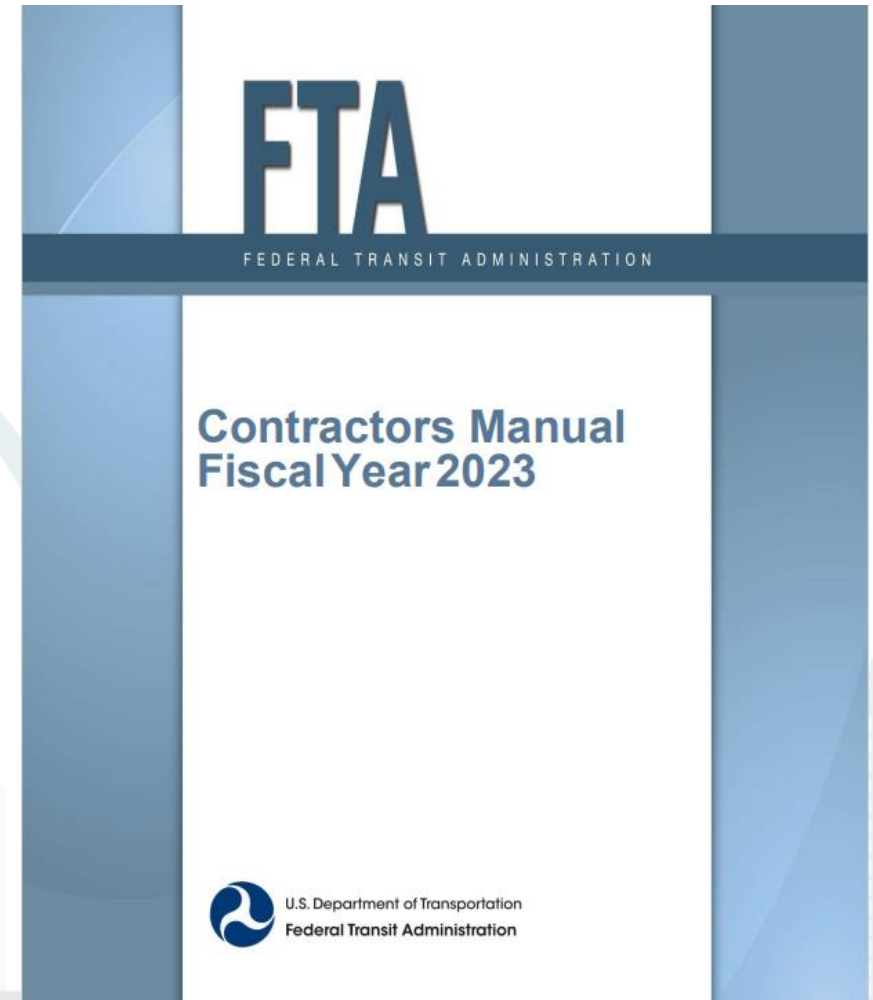
Customer Assault

FTA is looking into customer assault prevention

Throughout the workshop, you will hear more about the items FTA is considering to mitigate customer assault incidents, including during the Transit Worker and Customer Assault session on **Thursday, November 16, 2023 at 10:00 AM**

Cybersecurity Review Area for FTA's Triennial Review

- In Fiscal Year (FY) 2022, FTA added the Cybersecurity Section as a review area to the Triennial Review Contractors Manual
- Recipients certified in the Transit Award Management System (TrAMS) should develop, maintain and execute a written plan for identifying and reducing cybersecurity risks.



Cybersecurity Assessment Tool for Transit (CATT)

FTA published an open-source CATT tool on February 10, 2023, which assists small and mid-sized transit agencies in self-assessing their cybersecurity preparedness

CATT has three primary components:

Data collection form

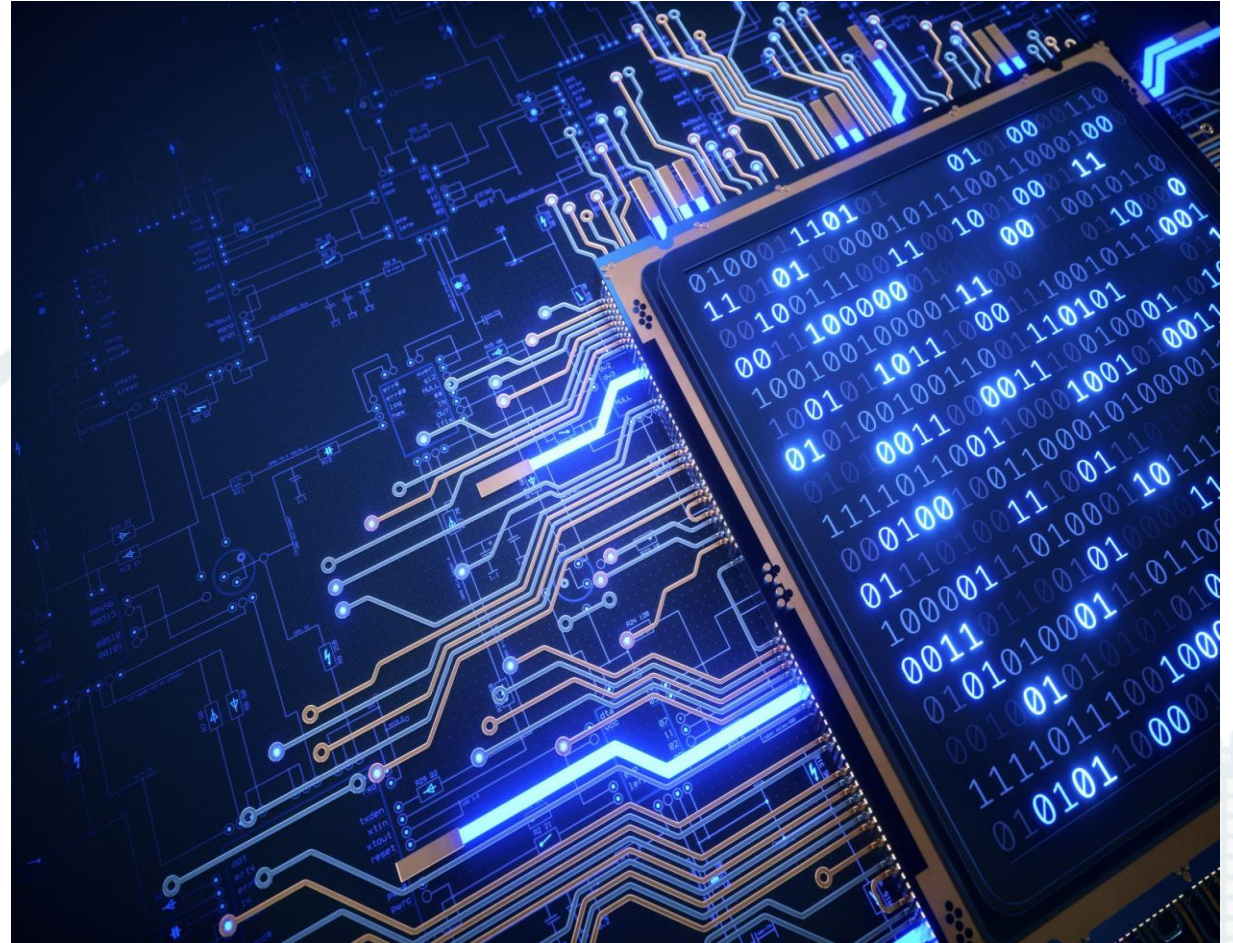
Resulting report produced
given data input from
transit agency

Resource guide on how to
begin practices

CATT provides an on-ramp for agencies to identify key practices of a modern cybersecurity program with self assessment that uses Department of Homeland Security's Cyber Resilience Review as a basis and aligns with National Institute of Standards and Technology framework

Cybersecurity and Infrastructure Security Agency (CISA)

- CISA provides secure means for constituents and partners to report incidents, phishing attempts, malware, and vulnerabilities
- These services are provided through preparedness activities, response assistance, and cybersecurity advisors



Report a Cyber Issue

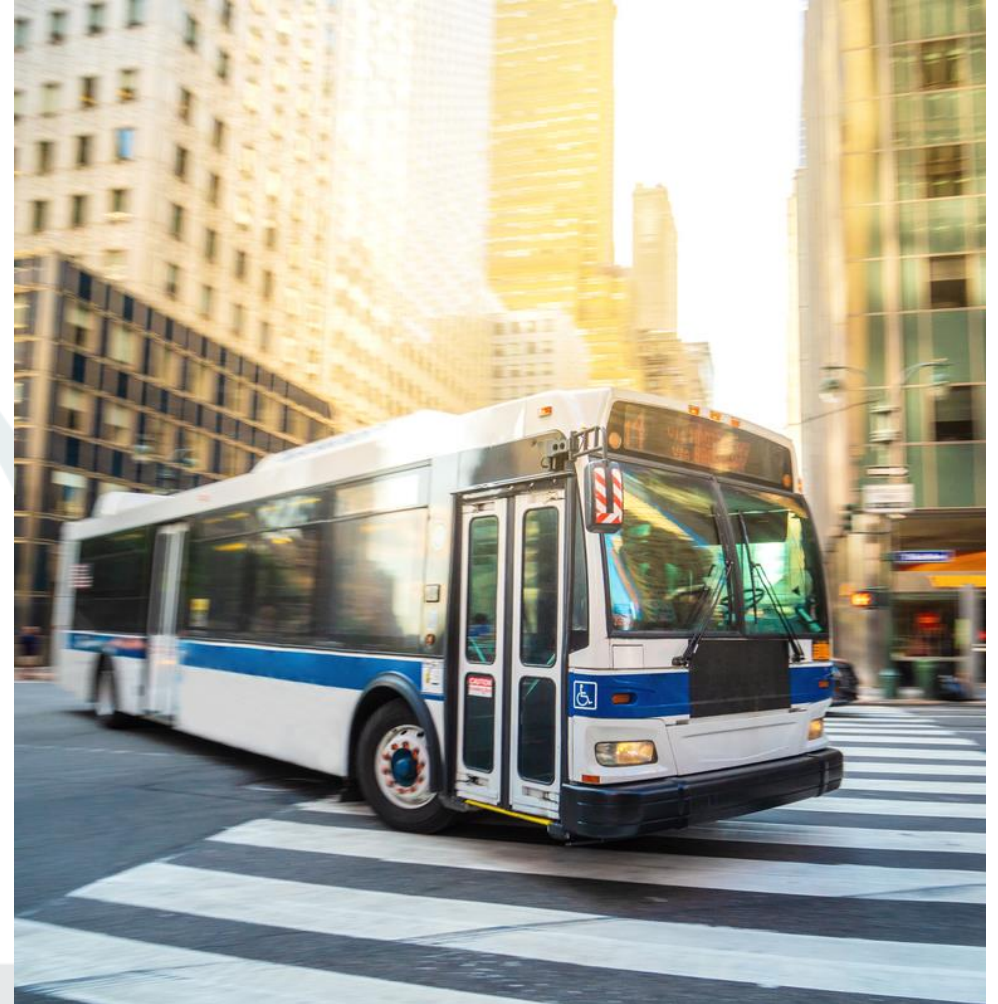
CISA provides secure means for constituents and partners to report incidents, phishing attempts, malware, and vulnerabilities

If you have experienced an incident that requires a criminal investigation, contact the FBI's 24/7 CyWatch at (855) 292-3937 or CyWatch@fbi.gov



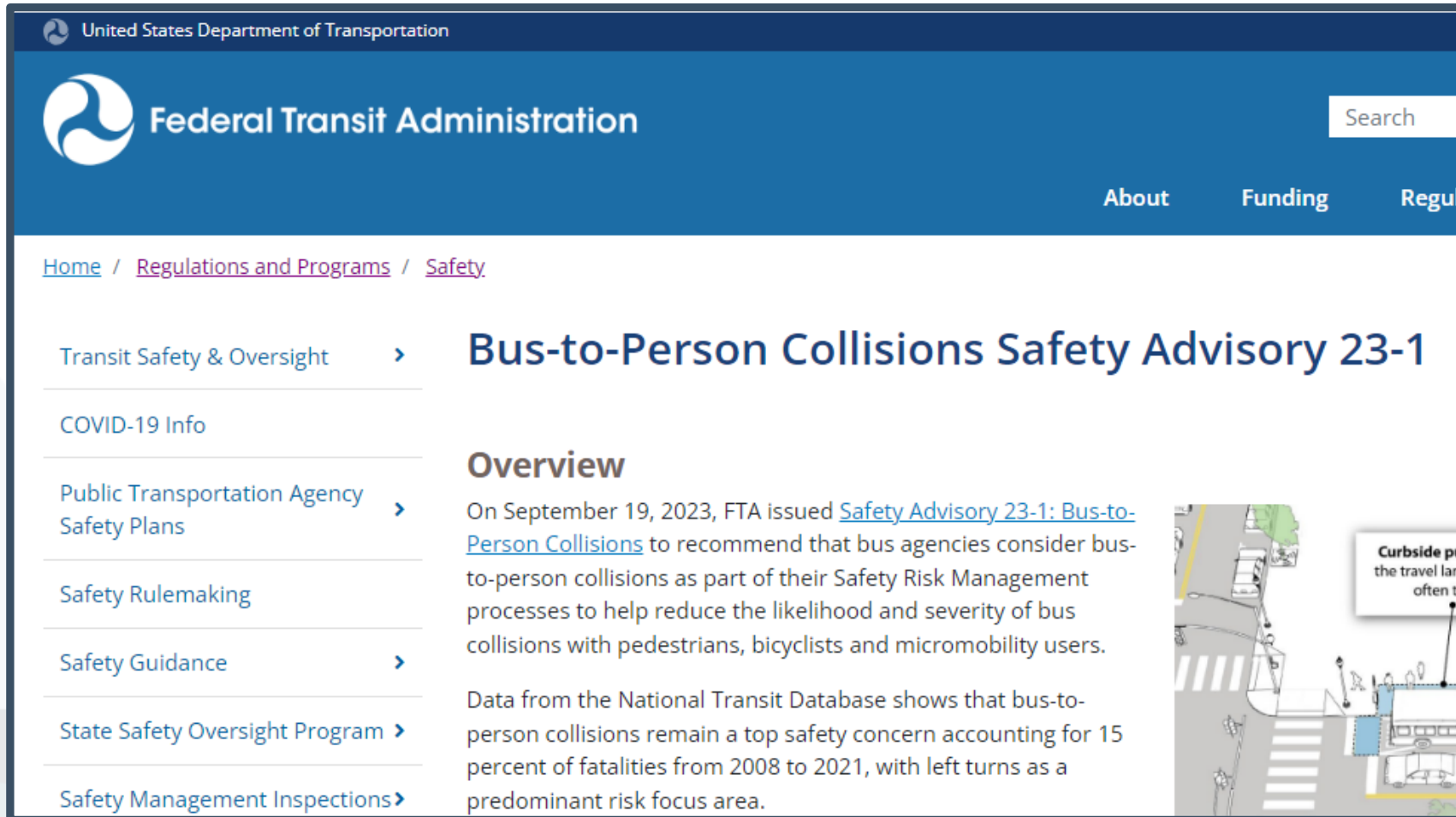
Safety Advisory 23-1

- **Distribution:** Published in the *Federal Register*
- **Effective Date:** September 19, 2023
- **Audience:** Agencies that provide bus service
- **Overview:** Recommends transit agencies that provide bus service should:
 - Consider mitigation strategies to reduce bus-to-person collisions
 - Identify hazards that may cause or contribute to bus-to-person collisions, assess the associated safety risk, and implement mitigations to reduce the likelihood and severity of those collisions



Safety Advisory 23-1 Resources (Slide 1 of 2)

FTA has developed a dedicated Bus-to-Person Collision Safety Advisory webpage:



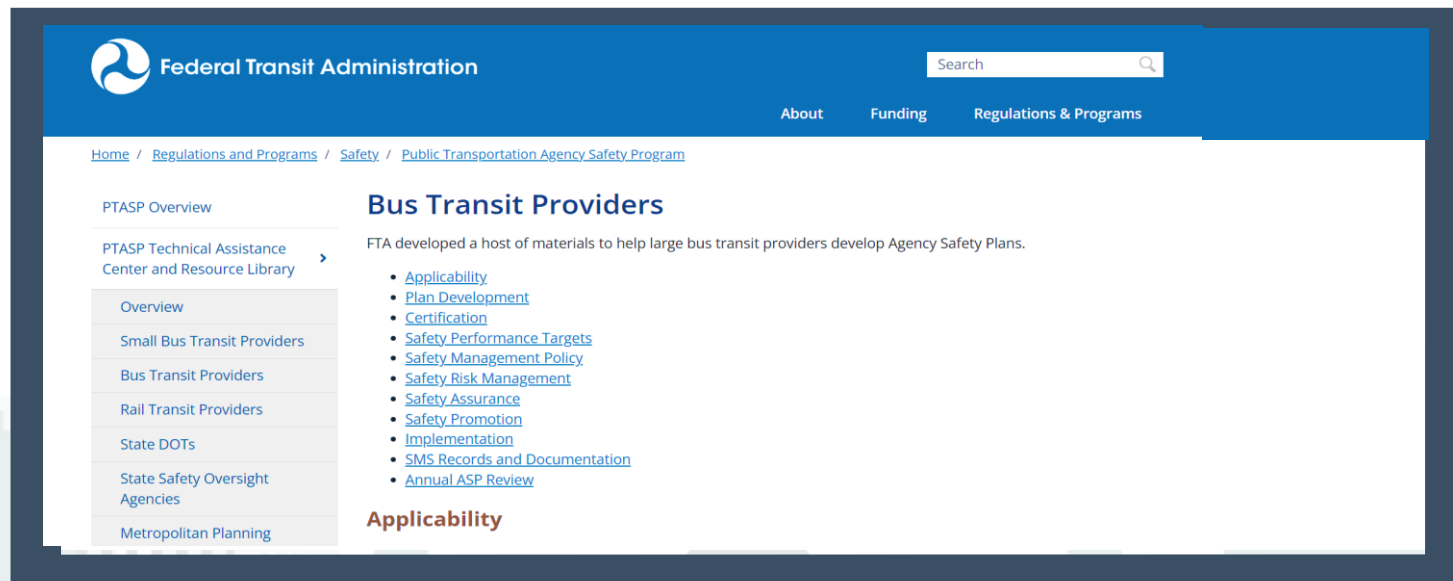
The screenshot shows the Federal Transit Administration website. The header includes the U.S. Department of Transportation logo and the FTA logo. A search bar is located in the top right. The main navigation menu includes 'About', 'Funding', and 'Regul'. The breadcrumb trail is 'Home / Regulations and Programs / Safety'. The left sidebar contains a list of links: 'Transit Safety & Oversight', 'COVID-19 Info', 'Public Transportation Agency Safety Plans', 'Safety Rulemaking', 'Safety Guidance', 'State Safety Oversight Program', and 'Safety Management Inspections'. The main content area features the title 'Bus-to-Person Collisions Safety Advisory 23-1' and an 'Overview' section. The overview text states: 'On September 19, 2023, FTA issued [Safety Advisory 23-1: Bus-to-Person Collisions](#) to recommend that bus agencies consider bus-to-person collisions as part of their Safety Risk Management processes to help reduce the likelihood and severity of bus collisions with pedestrians, bicyclists and micromobility users.' Below this, it mentions: 'Data from the National Transit Database shows that bus-to-person collisions remain a top safety concern accounting for 15 percent of fatalities from 2008 to 2021, with left turns as a predominant risk focus area.' An illustration on the right shows a bus at a curb with a pedestrian crossing, with a callout box stating 'Curbside pickup/drop-off the travel lane often times'.



Webpage Access

Safety Advisory 23-1 Resources (Slide 2 of 2)

Visit FTA's Dedicated Bus Transit Providers Website



The screenshot displays the Federal Transit Administration (FTA) website. The header features the FTA logo and name, a search bar, and navigation links for 'About', 'Funding', and 'Regulations & Programs'. The breadcrumb trail reads: Home / Regulations and Programs / Safety / Public Transportation Agency Safety Program. The main content area is titled 'Bus Transit Providers' and includes a sub-header 'PTASP Overview' with a dropdown menu. The dropdown menu is open, showing options: Overview, Small Bus Transit Providers, Bus Transit Providers, Rail Transit Providers, State DOTs, State Safety Oversight Agencies, and Metropolitan Planning. The 'Bus Transit Providers' page content states: 'FTA developed a host of materials to help large bus transit providers develop Agency Safety Plans.' Below this is a list of links: [Applicability](#), [Plan Development](#), [Certification](#), [Safety Performance Targets](#), [Safety Management Policy](#), [Safety Risk Management](#), [Safety Assurance](#), [Safety Promotion](#), [Implementation](#), [SMS Records and Documentation](#), and [Annual ASP Review](#). A section titled 'Applicability' is partially visible at the bottom.

PTASP Technical Assistance Center

FTA provides resources for policy items through its Technical Assistance Center, which serves as a resource for regulation and policy requirements

The screenshot shows the Federal Transit Administration (FTA) website's PTASP Technical Assistance Center (TAC) page. The header includes the FTA logo and navigation links for 'About', 'Funding', and 'Regulations & Programs'. The breadcrumb trail reads: Home / Regulations and Programs / Safety / Public Transportation Agency Safety Program. The main content area is titled 'PTASP Technical Assistance Center' and includes a welcome message, a search bar, and a list of resources. A sidebar on the left contains a 'PTASP Overview' section with a 'PTASP Technical Assistance Center and Resource Library' link, and a 'PTASP Resource Library' section with icons for 'Small Bus Transit Provider', 'Bus Transit Provider', and 'Rail Transit Provider'.



Learn more at PTASP-TAC@dot.gov

Questions?

Contact Information

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