

APTA Safety Spotlight Webinar: FTA Safety Updates

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U.S. Department of Transportation
Federal Transit Administration

Agenda

- Rail Transit Roadway Worker Protection (RWP) Final Rule
- General Directive 24-1: Required Action on Assaults on Transit Workers
- Street Running Rail Vehicle Collisions Safety Advisory 24-2
- Transit Worker Hours of Service (HOS) and Fatigue Risk Management (FRM) Request for Information (RFI)



Roadway Worker Protection Final Rule

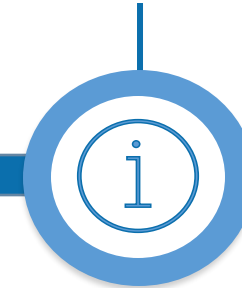
FTA's first standards-based regulation, which establishes minimum safety standards to prevent safety events for transit workers who may access the roadway in the performance of work. The rule applies to Rail Transit Agencies (RTA) in the State Safety Oversight (SSO) program, SSO Agencies (SSOA) and rail transit workers who work on or around the tracks.

October 31, 2024



RTAs must create programs and processes that focus on safety for roadway workers

December 2, 2025



RTAs must establish an SSOA-approved RWP program to improve worker safety consistent with the rule

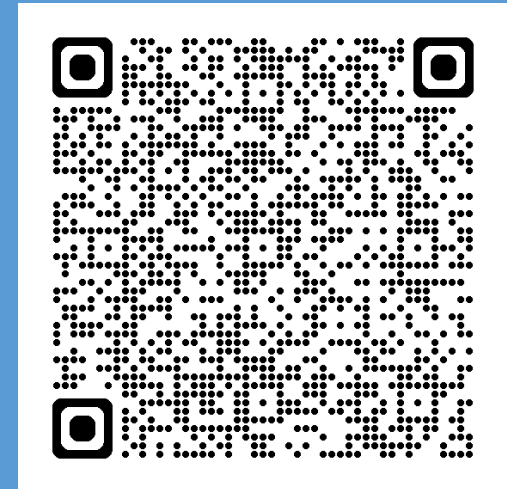
Roadway Worker Protection Final Rule

RTAs nationwide will have one year to create a worker protection program geared at personnel who work on or around the tracks, implement comprehensive training for workers and ensure that unsafe acts and conditions are reported.

More specifically, the rule:

- Requires each RTA to adopt and implement an SSOA-approved RWP program.
- Establishes minimum RWP program elements.
- Requires each RTA to document its RWP program.
- Implements an RWP training program.
- Requires SSOAs to review and approve worker protection program elements, monitor program implementation and conduct annual audits.

View the RWP Webinar
Recording



View FTA's [RWP Website](#)

General Directive 24-1: Required Action on Assaults on Transit Workers

Published: September 25, 2024. Requires transit agencies that have an Agency Safety Plan (ASP), as part of the PTASP regulation, to conduct a safety risk assessment and provide results to FTA regarding assaults on transit workers.



Deadline: December 26, 2024. Transit agencies must provide information to FTA on how they are assessing, mitigating and monitoring the safety risk associated with assaults on transit workers.

As of November 18, 2024, 62 agencies have completed and submitted this information to FTA.



Safety Advisory 24-2: Street Running Rail Vehicle Collisions

FTA is issuing a Safety Advisory in November 2024, to reduce fatalities and injuries caused by street-running rail vehicle collisions. FTA is asking SSOAs to direct the RTAs in their jurisdictions to analyze the risk of street-running rail collisions in their systems.



Risk Assessment

- SSOAs direct RTAs to perform safety risk assessments using existing Safety Risk Management (SRM) processes.
 - SSOAs have **30 days** from the publication date to notify RTAs of this request.



Review and Reporting

- SSOAs should obtain and review completed safety risk assessments and any proposed safety risk mitigations from the RTAs.
 - SSOAs must submit this information to FTA within **180 days** of publication.



Coming soon: December webinar registration information

Transit Worker Hours of Service and Fatigue Risk Management Request for Information

On September 5, 2024, FTA issued a RFI to collect information from rail transit agencies and bus transit agencies on existing HOS and FRM programs in the transit industry.



Collects information from all agencies subject to the PTASP regulation related to their current policies and requirements regarding HOS and FRM.



Follows FTA's Advance Notice of Proposed Rulemaking, which was published on October 30, 2023, to request feedback from a wide array of stakeholders on HOS and FRM.



Agencies have until December 4, 2024, to return the RFI form to FTA via email (FTAFitnessforDuty@dot.gov). As of November 18, 2024, FTA has received 112 responses.

Transit Worker Hours of Service and Fatigue Risk Management Request for Information

The RFI submissions will help FTA understand how rail and bus transit agencies are mitigating the risk of fatigue-related safety incidents and inform its future decision-making on whether and how to pursue federal regulatory action. FTA will use this information to:

Catalog a current list of existing State and local laws and regulations pertaining to HOS and FRM.

Understand what HOS limits already exist in the transit industry.

Determine what factors and processes rail transit agencies already consider with respect to fatigue.

Assist the agency in considering minimum safety standards related to HOS and FRM.

Thank you!

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