

Making Transit Safer

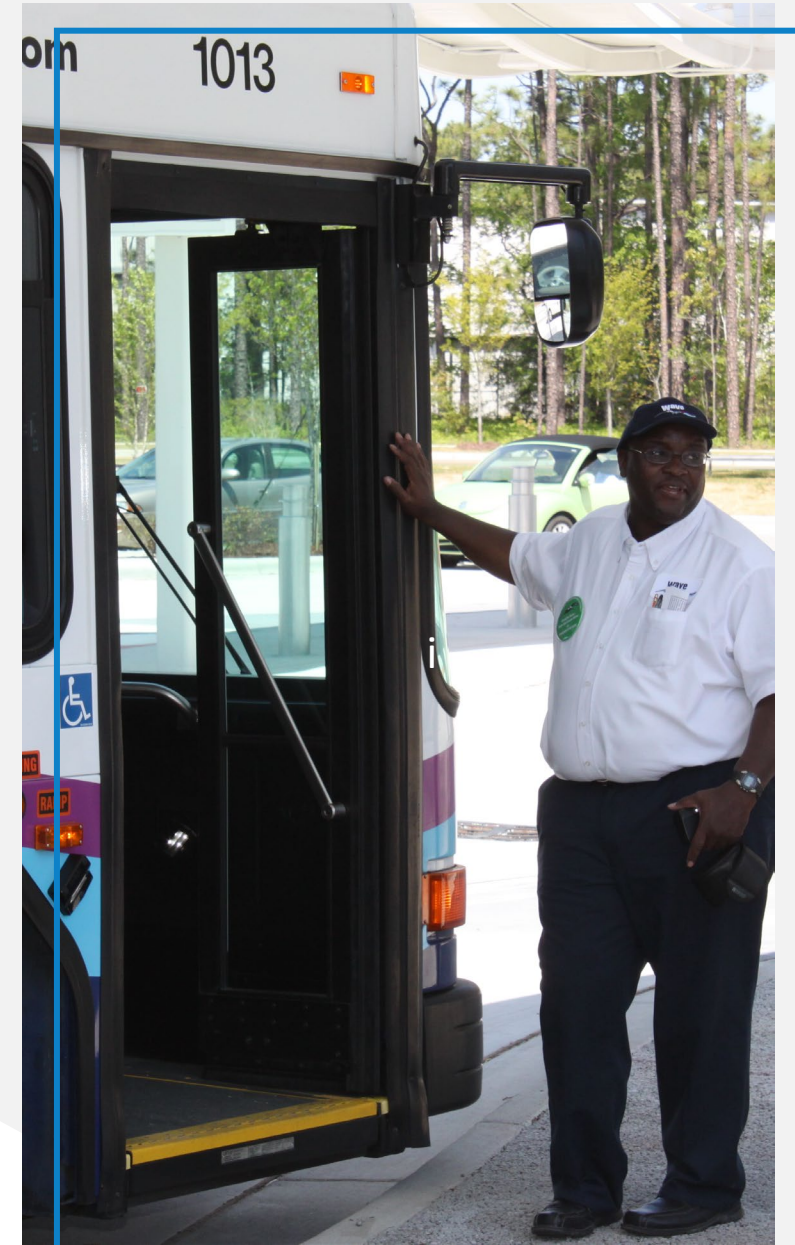
Stewart Mader, PTSCTP
Senior Program Analyst, Safety Policy
Office of Transit Safety and Oversight (TSO)

2024 Transit Workforce Conference

11/12/2024



U.S. Department of Transportation
Federal Transit Administration



Agenda

- Public Transportation Agency Safety Plans Final Rule
- National Public Transportation Safety Plan
- FTA Safety Rulemakings
- General Directive 24-1: Assaults on Transit Workers
- Resources

Major Safety Updates

Public Transportation Agency Safety Plans (PTASP)



Finalized first Final Rule under Bipartisan Infrastructure Law (BIL) making transit safer for both workers and passengers

Incorporated BIL safety requirements including:



- Setting performance targets for safety risk reduction programs
- Advancing systems to protect transit riders and workers
- Expanding de-escalation training
- Protecting transit workers from assault and people from collisions with transit vehicles

National Public Transportation Safety Plan (National Safety Plan)



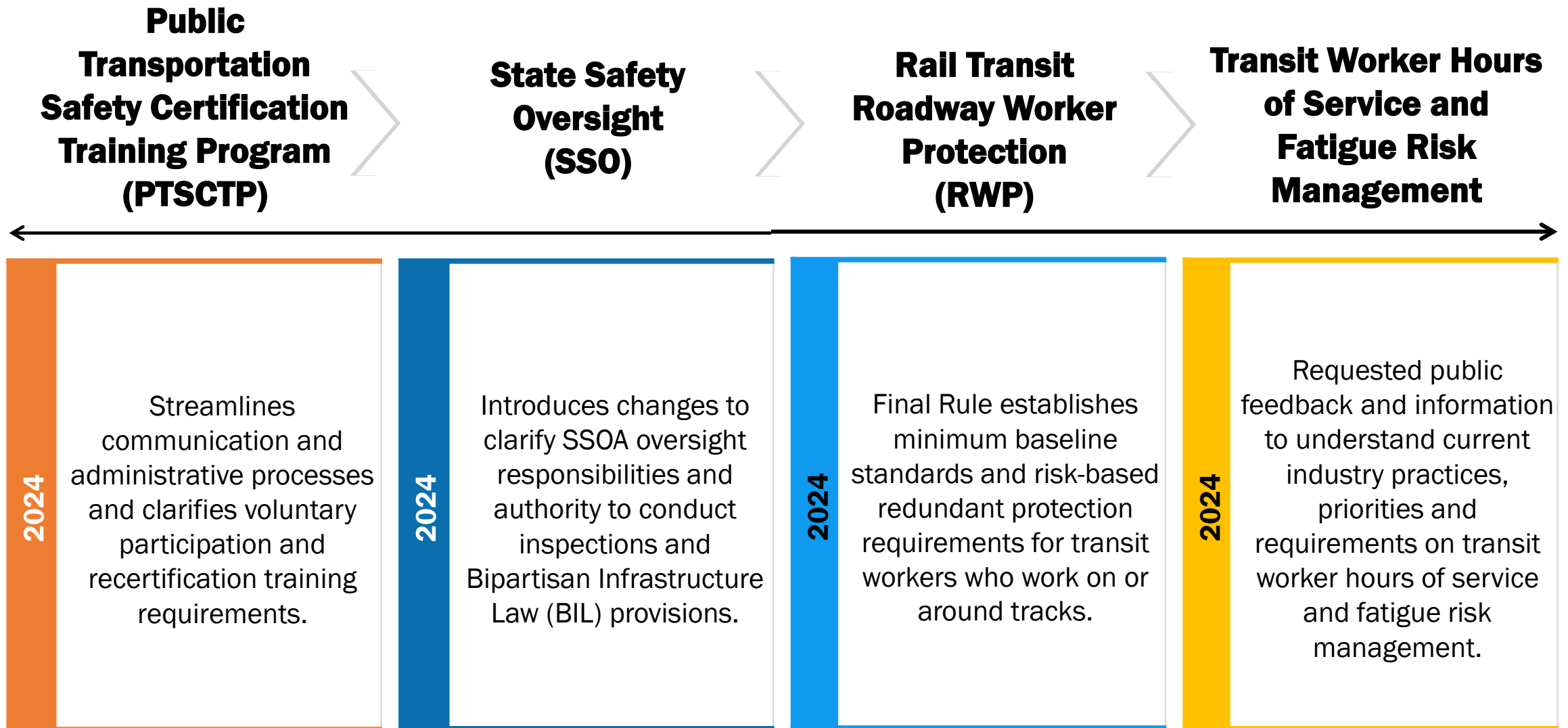
FTA's primary guidance document for improving safety performance of transit systems receiving FTA funding

Technical Assistance and Compliance

- ✓ FTA expects transit agencies to address the regulatory changes in the new PTASP Final Rule in their **next Agency Safety Plan (ASP) annual update**
- ✓ The PTASP regulation requires transit agencies to document a process in their ASP to review and **update their ASP annually** to address needed changes, including regulatory changes
- ✓ FTA provides technical assistance for PTASP requirements and Safety Management System (SMS) implementation through its **PTASP Technical Assistance Center (TAC)**
 - ✓ One-on-One assistance
 - ✓ Webinars, workshops, and roundtables
 - ✓ Agency Safety Plan (ASP) voluntary reviews



Additional FTA Safety Rulemakings



Assaults on Transit Workers



U.S. Department of Transportation
Federal Transit Administration

FTA Actions to Address Assaults on Transit Workers

2019 – Protecting Public Transportation Operators From Risk of Assault Federal Register Notice

- Alerted transit agencies to the need to address the risk of transit operator assault through SMS processes required under the PTASP regulation.

2022 – Special Directives: Required Actions Regarding Transit Worker Assault

- Determine if transit agencies reporting majority of assaults are addressing safety risk
- 4 of the 9 Special Directive recipients had completed a safety risk assessment prior to issuance of Special Directive
- FTA concluded additional intervention required

2023 – Proposed General Directive Published for Public Comment

- Proposed requiring all transit agencies subject to the Public Transportation Agency Safety Plans (PTASP) regulation to take action regarding assaults on transit workers

2024 – General Directive 24-1: Required Actions Regarding Assaults on Transit Workers

- Published September 25, 2024 in the Federal Register

General Directive 24-1: Required Actions Regarding Assaults on Transit Workers

By December 26, 2024, all transit agencies subject to PTASP Final Rule must:

Conduct Safety Risk Assessment for Assaults on Transit Workers

- Safety risk assessment conducted within 12 months preceding General Directive publication may be used

Identify Safety Risk Mitigations

- Each transit agency serving a large urbanized area must involve the joint labor-management Safety Committee when identifying safety risk mitigations

Submit Information to FTA

- Each transit agency must submit information on how they are assessing, mitigating, and monitoring the safety risk associated with assaults on transit workers

Safety Risk Assessment

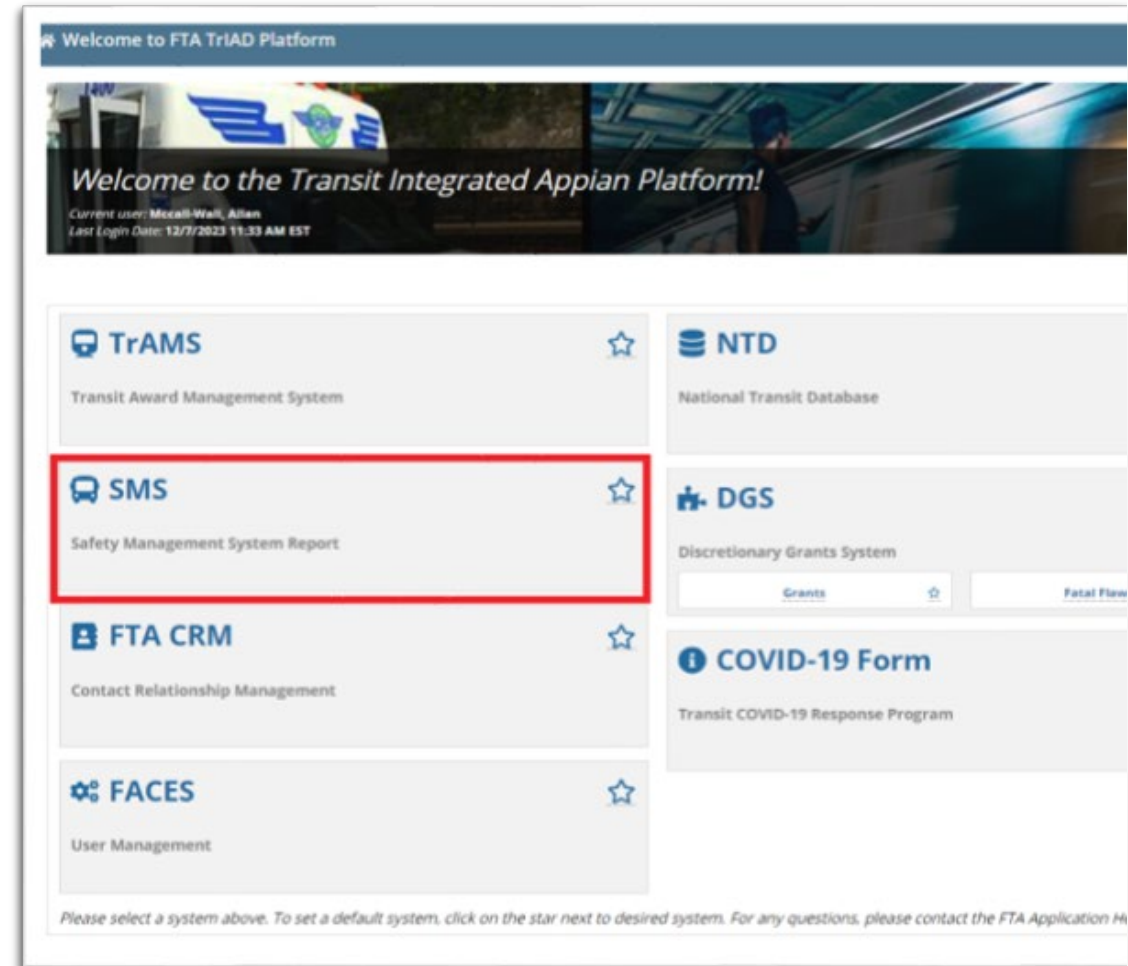
- Safety risk assessment is a critical Safety Management System (SMS) tool for assessing risk to help prioritize and develop mitigations
 - Identify hazards associated with assaults on transit workers
 - Use Safety Risk Management processes to assess safety risk related to assaults
 - Risk Rating: Likelihood & Severity



SMS Report

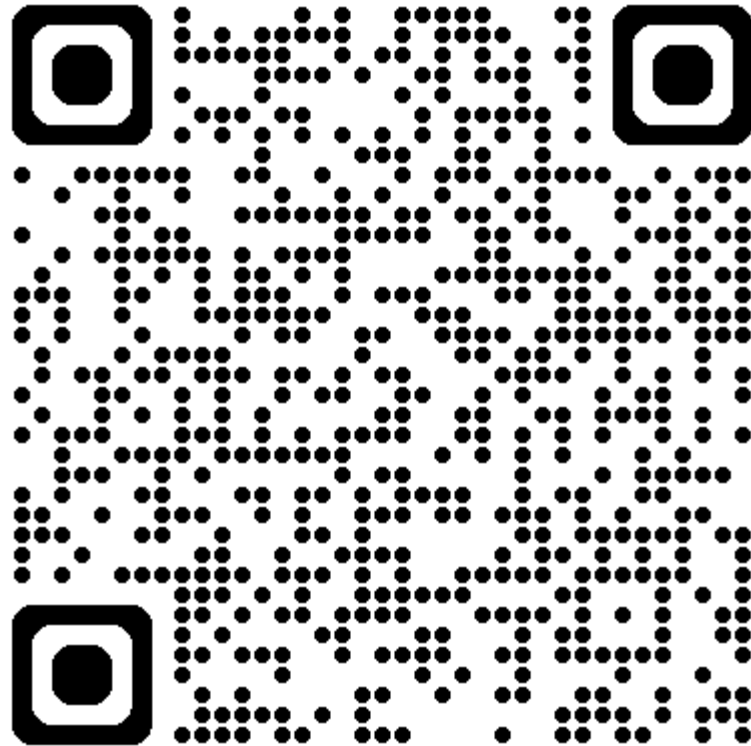
What is SMS Report?

- An information collection tool for Safety Management System (SMS) reporting
- Captures results of transit agencies' SMS processes, including the results of safety risk assessments, and safety risk mitigation-related information
- Designed to streamline transit agency reporting in response to General Directive 24-1



General Directive 24-1

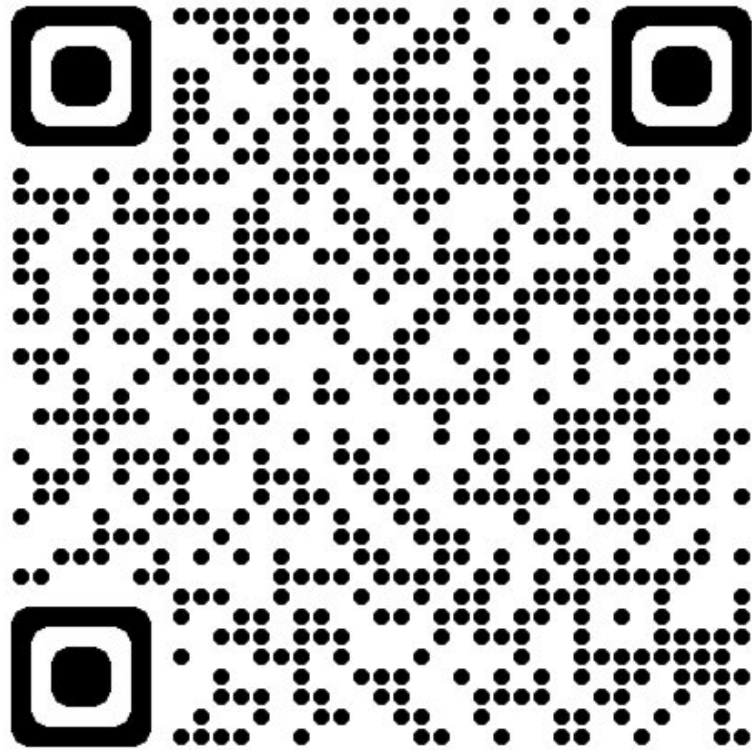
For access to General Directive 24-1, SMS Report, and technical assistance tools for conducting required Safety Management System (SMS) activities, visit transit.dot.gov/assaults



The screenshot shows the Federal Transit Administration website. The header includes the U.S. Department of Transportation logo and the text "Federal Transit Administration". A search bar is located in the top right. The main navigation menu includes "About", "Funding", and "Regulations & Programs". The page title is "General Directive 24-1: Required Actions Regarding Assaults on Transit Workers". The content area includes a "Required Reporting" section with a bullet point: "SMS Report - Use this link to submit your transit agency's required report". There is also a "Technical Assistance" section with two bullet points: "Addressing Assaults on Transit Workers through Your Agency's SMS - Overview of how agencies can use SMS to address assaults on transit workers." and "An SMS Approach to Operator Assault - Guide to identifying hazards related to assaults on transit workers". A sidebar on the left lists various categories such as "Transit Safety & Oversight", "Public Transportation Agency Safety Plans", and "Safety Management".

Public Transportation Agency Safety Plans

Technical Assistance Center includes resources to support using your Safety Management System (SMS) to protect transit workers from assaults.



The screenshot shows the Federal Transit Administration website. The header includes the U.S. Department of Transportation logo and the text "United States Department of Transportation". Below the header is the "Federal Transit Administration" logo and a search bar. Navigation links for "About", "Funding", and "Regulations & Programs" are visible. The main content area is titled "Public Transportation Agency Safety Plans". It includes a sidebar with links to "PTASP Overview", "FAQs", "PTASP Technical Assistance Center and Resource Library", "Agency Safety Plan (ASP) Directory", "Using SMS to Mitigate Infectious Disease Exposure", and "Using SMS to Protect Transit Workers from Assaults". The main text explains that the PTASP regulation (49 CFR Part 673) requires operators of public transportation systems to develop an Agency Safety Plan (ASP) that includes the processes and procedures to implement a Safety Management System (SMS). It also provides information about the PTASP Technical Assistance Center (TAC), including contact details (email: PTASP-TAC@dot.gov, phone: 877-827-7243) and a link to the PTASP FAQ.


Public Transportation Agency Safety Plans

The Public Transportation Agency Safety Plans (PTASP) regulation ([49 CFR Part 673](#)) requires operators of public transportation systems that receive federal funds under the FTA [Urbanized Area Formula Grants \(Section 5307\)](#), and rail transit agencies subject to the FTA [State Safety Oversight \(SSO\)](#) program, to develop an Agency Safety Plan (ASP) that includes the processes and procedures to implement a Safety Management System (SMS). SMS is a comprehensive, collaborative, and systematic approach to managing safety.

Technical Assistance

The [PTASP Technical Assistance Center \(TAC\)](#) is available to help the transit industry meet PTASP requirements. Email PTASP-TAC@dot.gov or call [877-827-7243](tel:877-827-7243) (9:00 am – 8:00 pm ET, Monday – Friday).

- [PTASP FAQ](#) – Start here for answers to your questions

 **PTASP** TECHNICAL ASSISTANCE CENTER

Thank you!

Stewart Mader

202-366-9677

stewart.mader@dot.gov



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