

PTASP – 49 CFR Part 673

Public Transportation Agency Safety Plan
Alabama Department of Transportation

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Presentation

- PTASP – What is it and Why do it
- PTASP Rule Making
- PTASP – Who is Affected
- PTASP – Development and Implementation
- PTASP – General Requirements
- PTASP – Specific Required Elements
- What is SMS
- NSP Safety Performance Measures
- Why Measure Performance
- PTASP Timeline

PTASP – What is it and Why do it

GOOD NEWS

- **Public transportation is one of the safest ways to travel in the US**
- Transit passengers are 40 to 70 times less likely to be killed or injured when riding public transportation than driving or riding in a motor vehicle

PTASP – What is it and Why do it

OTHER CONSIDERATIONS

Public transportation has more chance of catastrophic events

Several high-profile events over past decade

Rates of fatalities and injury in public transit have remained stagnant over past decade

Rates in almost all other modes have declined significantly

80% of all accidents and incidents attributed to human error

Majority of errors related to accidents due to organizational weaknesses

PTASP – What is it and Why do it

- Through MAP-21 and the FAST Act, Congress required operators of public transportation systems that receive FTA funds to develop and implement a Public Transportation Agency Safety Plan(49 U.S.C. §5329(d)).
- FTA is implementing this requirement through the PTASP final rule (49 C.F.R. Part 673).

FTA Rulemaking

49 CFR Part 670 – National Public Transportation Safety Program

- September 12, 2016
- Adopted Safety Management Systems (SMS)
- Provided FTA enhanced oversight authorities
- National Public Transportation Safety Plan

49 CFR Part 625 – Transit Asset Management

- July 26, 2016
- Compliance Date October 1, 2018

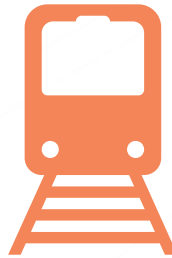
49 CFR Part 673 – Public Transportation Agency Safety Plan

- July 19, 2018
- Effective Date July 20, 2019
- Compliance Date July 20, 2020

PTASP – Who is Affected



Transit system operators that receive FTA funds (Section 5307 – Tier I & II)



All rail transit operators (regardless of funding source)



Deferred applicability for operators that only receive Section 5310 and Section 5311 funds*

PTASP Development and Implementation

- Rail transit agencies and large bus operators must develop and implement their own safety plans
- States must develop a safety plans for small transit agencies
 - Operate 100 or fewer vehicles in peak revenue service
 - Transit agencies can choose to develop their own safety plan
- Small bus operators must implement their own safety plans

General Requirements of a PTASP



Approved by
Accountable
Executive and
Board of Directors



Annual
Review/Update
(certification)

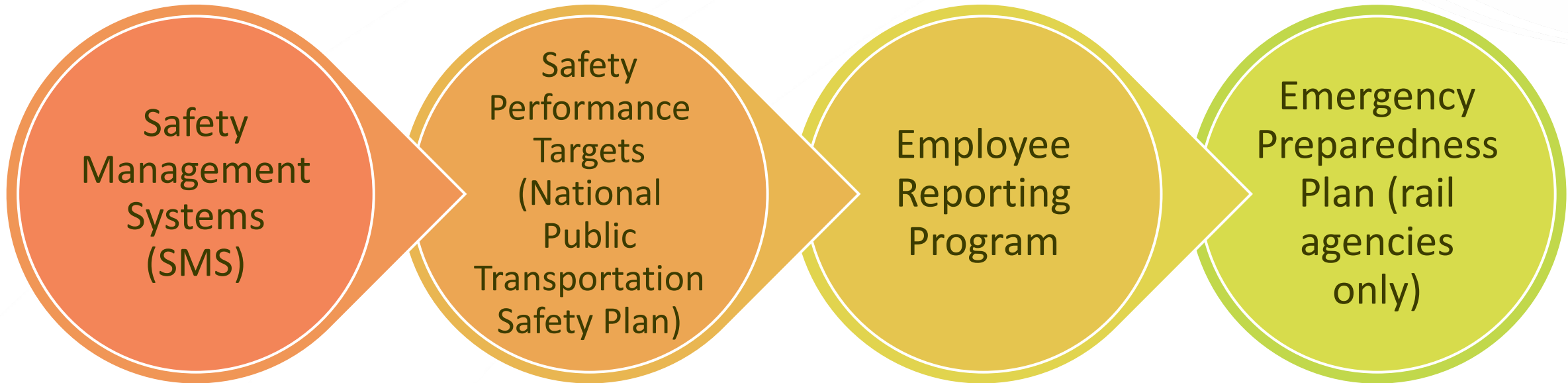


Compliance with
Public
Transportation
Safety
Program/National
Safety Plan



Assignment of
Chief Safety
Officer

PTASP – Specific Required Elements



What is SMS



Collaborative approach for management and labor to work together to control risk



Systematic approach to protecting passengers and employees



Approach for management to identify risk and allocate resources appropriately to mitigate

SMS Elements



Safety Management Policy

Commitment



Safety Risk Management

Identify

Assess

Prioritize



Safety Assurance

Mitigate

Measure

Monitor



Safety Promotion

Communication

Why Measure Performance

Communication and Transparency

Measures help
communicate



With customers



With the community



Within the transit agency and
to other agencies (Federal,
State, MPO).

What to Measure for Performance

Required Transit Performance Measures:

Transit Asset Management (TAM)

- **Rolling stock and equipment condition:** % of Vehicles at/over Useful Life Benchmark (ULB)
- **Facility conditions:** TERM-Lite Ratings
- **Infrastructure condition (rail)**

The NSP Safety Performance Measures



Fatalities

- Total amount and rate per total vehicle revenue miles

Injuries

- Total amount and rate per total vehicle revenue miles

Safety Events

- Total amount and rate per total vehicle revenue miles

System Reliability (State of Good Repair)

- Mean distance between major mechanical failures

What to Measure for Performance

Additional Transit Performance Measures (not required):

- Service Coverage
- Cost per trip
- Trips per vehicle hour
- Vehicles per square mile
- Vehicles per person by funding category
- Hours of operation



How to Use Transit Performance Measures

Regulatory uses include

- National Transit Database (NTD) reporting
- Americans with Disabilities Act reporting
- Grant applications
- Coordination with MPO and State DOT
- Municipal Budgeting and Reporting
- Insurance/Liability

How to Use Transit Performance Measures

General agency uses include

- Evaluating
 - Overall organizational performance
 - Departmental performance
 - Individual performances
 - Past performance
- Identifying
 - Agency Needs
 - Passenger benefits
 - Community benefits
- Comparing transit performance with similar transit systems
- Helping predict future performance

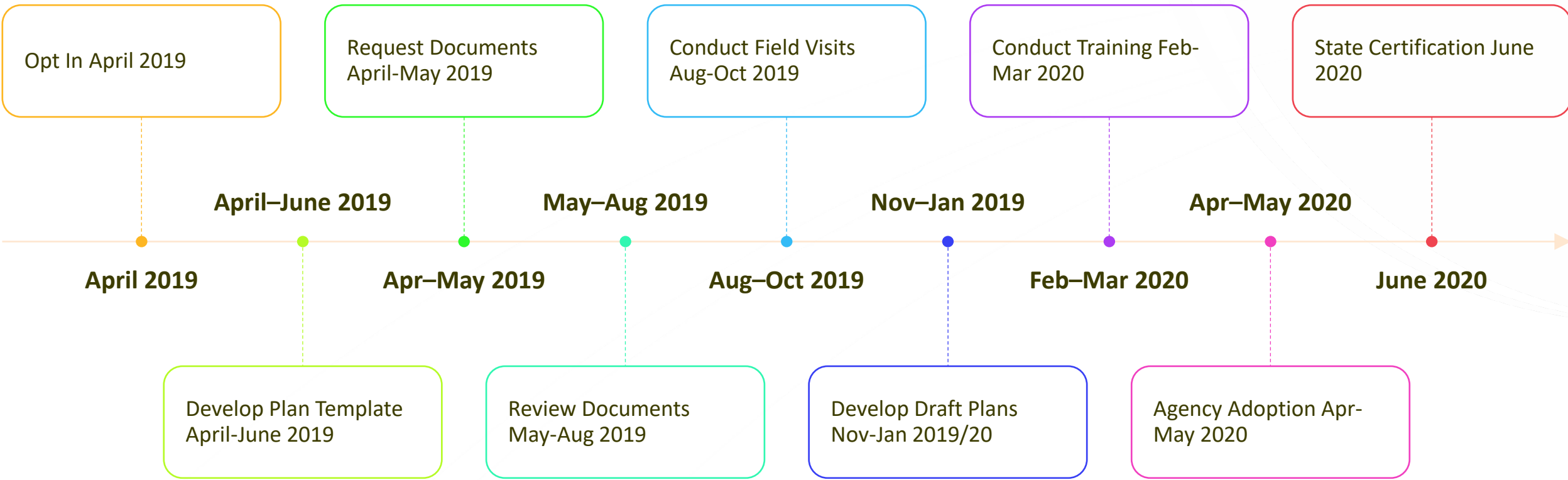
How to Use Transit Performance Measures

Other specific uses include

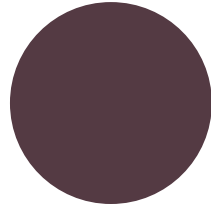
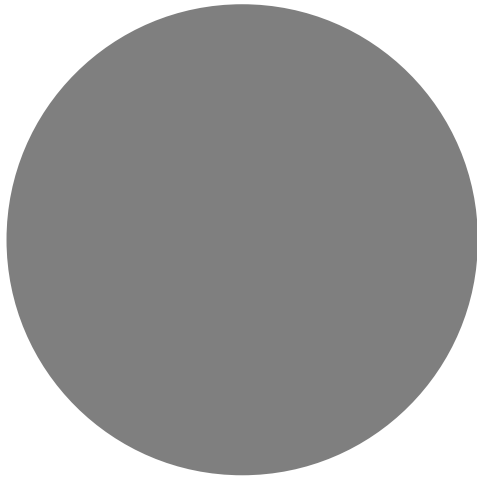
- Communications with
 - Staff
 - Customers
 - Decision makers
- Conveying benefits of transit
 - Population reached
 - Job access
 - Traffic congestion
- Service design standards
- Service monitoring
- Economic performance
- Management

Voluntary Employee Safety Reporting

- **Unique** – Information you can't get any other way
- **Authentic** – Individuals who know best are directly providing the information
- **Timely** – Direct reporting overcomes time lag of mandatory reporting processes
- **Diverse** – Information from different individuals with different experiences and perspectives
- **Comprehensive** – Multiple reports over time reveal patterns, trends, and the scope of an issue



PTASP Timeline



Thank You

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Public Transportation
Agency Safety Plan