

STAFF REPORT

SUBJECT: Approval of Updated Public Transportation Agency Safety Plan
FROM: Mike Tobin, Director of Operations
DATE: May 22, 2023

Actions Requested

Staff requests the Projects and Services Committee forward the updated Public Transportation Agency Safety Plan to the Board for approval.

Background

In keeping with LAVTA's organizational focus on safety, staff have developed a robust safety and security program implemented in partnership with both our transit operations contractor and our paratransit contractor.

The Federal Transit Administration (FTA) requires that public transportation systems receiving federal funds develop a Public Transportation Agency Safety Plan (PTASP) that includes the processes and procedures to implement a Safety Management System (SMS). An SMS is a comprehensive approach to bringing management and labor together to control risk better, detect and correct safety problems earlier, and measure safety performance more precisely. The rule (49 CFR Part 673) went into effect on July 19, 2019 with a compliance date of July 20, 2021.

In preparation for the initial deadline, LAVTA prepared a PTASP that underwent multiple FTA reviews to ensure compliance, and which was approved by the LAVTA Board of Directors in December 2019 was submitted to the Metropolitan Transportation Commission (MTC) on March 19, 2020, to fulfill the requirement. This plan formalizes and codifies LAVTA existing safety practices and contractor oversight related to safety in one comprehensive document as well as incorporates the safety plans of the fixed-route and paratransit contractors. The PTASP is not required to be updated unless there are major changes, but it must be reviewed at least annually. LAVTA's PTASP can be viewed on the Wheels website under the "Reports" section or by using the following link: https://wheelsbus.com/wp-content/uploads/2023/05/LAVTA-Agency-Safety-Plan-May-2023-FINAL_Reduced.pdf

The PTASP is based on the SMS approach, which includes four key pillars:

1. Safety Management Policy
2. Safety Risk Management
3. Safety Assurance
4. Safety Promotion

The regulation calls for agencies to prioritize areas of primary safety; the basic requirement is that each agency track and manage the following:

- Total number and rate of Injuries per total vehicle revenue mile;
- Total number and rate of Fatalities per total vehicle revenue mile;
- Total number and rate of Safety Events per total vehicle revenue mile;
- and
- Mean Distance between Major Mechanical Failures

Discussion

LAVTA has completed the annual review of the PTASP and made some updates to address the change in the Accountable Executive and Chief Safety Officer and the annual safety performance targets were also updated to reflect a rolling average of the last 5 years of LAVTA’s safety performance data, based on FTA’s suggested methodology (see Table 1 below).

Safety Performance Targets							
<i>Annual safety performance targets below based on an average of the previous 5 years of LAVTA’s safety performance data (2018 through 2022).</i>							
Mode of Transit Service	Fatalities (total)	Average Annual Fatalities (per 100 thousand VRM)	Injuries (total)	Average Annual Injuries (per 100 thousand VRM)	Safety Events (total)	Average Annual Safety Events (per 100 thousand VRM)	Average Annual System Reliability (VRM / failures)
Fixed Route Bus	0.00	0.00	0.75	0.05	2.00	0.10	20,851.95
ADA / Paratransit	0.00	0.00	0.40	0.14	0.00	0.00	67,052.52

Table 1 Safety Performance Targets

Furthermore, the FTA on April 26, 2023 issued a Notice of Proposed Rulemaking to update the PTSAP rule that would incorporate explicit statutory changes in the Bipartisan Infrastructure Law (BIL) that was passed in late 2021.

The required changes include the following:

- Establishing safety committees with equal numbers of frontline transit worker and management representatives to address concerns from workers and riders.
- Creating risk reduction programs to reduce accidents, injuries, and assaults on transit workers, and establishing annual targets based on measures FTA will establish in the National Public Transportation Safety Plan.
- Agency Safety Plan must include strategies to minimize exposure to infectious diseases, consistent with guidance from the Centers for Disease Control and Prevention or a state health authority.
- Agencies must incorporate “de-escalation training” for frontline workers into their safety training programs.

Safety Committees

The Safety Committee component was already outlined in the PTASP as consisting of both frontline employees and management staff and was updated last year to ensure that an equal number of representatives from each party are present. The current iteration of the PTASP was updated to require that the Safety Committee reviews and approves any updates that are made to the PTASP.

Risk Reduction

LAVTA staff is currently in the process of implementing an innovative cloud-based software system that enables employees to conveniently report hazards online. This system plays a crucial role in the FTA's SMS program, which focuses on effective risk management in public transportation.

With the new software, LAVTA staff can efficiently track and assess each reported hazard, determining its level of risk. This assessment involves a comprehensive evaluation to gauge the potential impact and likelihood of the hazard occurring. By thoroughly analyzing these factors, staff can assign an appropriate risk mitigation plan tailored to address the specific hazard.

Goals specific to Bus Operator Assaults

Additional efforts toward mitigating bus operator assaults are currently under review with staff and expected to be presented to the board later in 2023. Two specific areas are the proposed adoption of a Code of Conduct and Exclusion Policy, as well as the implementation of new de-escalation training for all current bus operators through its insurance provider Cal-TIP. This training will also be incorporated into the onboarding process for new drivers and will assist drivers by giving them the tools to effectively deal with high stress situations and unruly passengers, thereby increasing their overall safety.

Minimizing Exposure to Infectious Diseases

Finally, the PTASP was updated last year to document LAVTA's ongoing strategies to minimize exposure to infectious diseases. Throughout the COVID-19 pandemic, LAVTA implemented a number of strategies and initiatives that went above and beyond guidelines provided by CDC, Cal/OSHA, and local health authorities. In addition to health checks for symptoms of COVID, social distancing, and mask mandates directed by health authorities, LAVTA had transit vehicles, properties, and high-touch surfaces fogged or disinfected daily. Extra standby vehicles were also prepared in case passenger loads got too high and passengers need to wait for the next pickup. Hand sanitizer stations, continuous on-board air purification systems, and driver germ barriers were installed, as well as implementation of remote meetings and work-from-home policies based on monitoring the rises in COVID cases. Per the FTA requirement, LAVTA will also begin utilizing data from the CDC and Cal/OSHA as a source of hazard identification.

Recommendation

Staff recommends the Project & Services Committee refer Resolution 16-2023 to the Board of Directors for approval of the LAVTA updated PTASP document.

Attachments:

1. PTASP Resolution 16-2023
2. PTASP PowerPoint Presentation

RESOLUTION NO. 16-2023

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE LIVERMORE
AMADOR VALLEY TRANSIT AUTHORITY ADOPTING THE UPDATED
LAVTA PUBLIC TRANSPORTATION AGENCY SAFETY PLAN**

WHEREAS the Federal Transit Administration (FTA) requires that public transportation systems receiving federal funds develop a Public Transportation Agency Safety Plan (PTASP) that includes the processes and procedures to implement a Safety Management System (SMS); and

WHEREAS the PTASP is a required document that must be reviewed at least annual and updated if necessary; and

WHEREAS LAVTA has updated the PTASP to comply with new requirements of the Bipartisan Infrastructure Law;

NOW, THEREFORE, IT IS HEREBY RESOLVED by the Board of Directors to adopt LAVTA's revised PTASP.

APPROVED AND PASSED this 5th day of June 2023.

David Haubert, Chair

ATTEST:

Christy Wegener, Executive Director

Public Transportation Agency Safety Plan (PTASP) Update

Staff Presentation
Mike Tobin (Chief Safety Officer)

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Background

- FTA published the Public Transportation Agency Safety Plan (PTASP) Final Rule in July 2018, requiring Transit Agencies to develop safety plans that include Safety Management Systems (SMS) with processes and procedures
- The deadline to have a PTASP in place was July 21, 2021. Our plan was first approved by the Board in December 2019 and annually we continue to review and make any necessary updates.
- Notice of Proposed Rulemaking (NPRM) proposes to amend the Public Transportation Agency Safety Plans (PTASP) regulation at 49 CFR part 673 with new requirements that would incorporate explicit statutory changes in the Bipartisan Infrastructure Law

Objectives of PTASP

- Implement SMS in a manner that meets LAVTA's safety performance targets and objectives.
- Establish meeting or committee structure necessary for LAVTA to ensure that safety information moves up, down, and across the agency.
- Meet or exceed federal and state requirements in all areas of safety.
- Enforce procedures and requirements that integrate safety into decision-making and operations

Four Pillars of a Safety Management System



**Safety Management
Policy**

**Risk
Management**

**Safety
Assurance**

**Safety
Promotion**

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Changes to PTASP

- Safety Committee must consist of an equal number of frontline employee and management representatives.
- Cooperation with frontline transit worker representatives (includes Safety Committees)
- De-escalation training
- Document strategies to minimize exposure to unsafe conditions and infectious diseases, consistent with guidelines of the CDC or State health authority
- Changes in Accountable Executive & Chief Safety Officer
- Update Safety Performance Targets

Employee Safety Reporting Program (ESRP)

If YOU know there's a HAZARD...



...make sure EVERYONE knows.

PLEASE HELP MAKE OUR WORK ENVIRONMENT SAFER FOR EVERYONE.

Scan the QR code or type in the website address to access the Hazard/Risk Report form. Reporting may be anonymous.

Validated safety hazards reported are eligible for a gift card (*name required*) as a token of our appreciation for your efforts!



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LAVTA

[Read About Policy](#)

Anonymous

Name

Email

Phone

Request feedback
 Yes No

Work Location
In Spanish, include "Idioma Español" and "Departamento"

Type
Select Type

Safety Issue/Suggestion
Describe Hazard or Safety Suggestion in detail, be sure to include any specific details related to the issue.

Where is it happening?
In Spanish, include street location, address, building name, stop, street location, vehicle #

When is it happening?
Put in a specific time of day, please add the abbreviation "morning/evening", "all day long", "weekend" or "24/7"

What "benefit" is expected? If suggestion is implemented?
Report of the program's application/impact: how does it affect your work or safety?

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PTASP

- Agency Safety Plan can be viewed on the Wheels website:
- https://wheelsbus.com/wp-content/uploads/2023/05/LAVTA-Agency-Safety-Plan-May-2023-FINAL_Reduced.pdf

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Staff Recommendations

- Staff requests the Projects and Services Committee forward the updated Public Transportation Agency Safety Plan to the Board for approval.

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Questions?

