



Public Transportation Agency Safety Plan (PTASP)

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PTASP Background

- FTA Required
 - FTA's final rule (49 C.F.R. Part 673) requires operators of public transportation systems that are recipients or sub-recipients of FTA grant funds to develop safety plans that include the processes and procedures necessary for implementing Safety Management Systems (SMS).
- Important Dates
 - July 19, 2019
 - The final rule from FTA became effective.
 - July 20, 2020
 - Each transit agency is required to certify that it has a safety plan meeting the requirements of the rule.
 - December 31, 2020
 - Due to COVID-19, FTA extended the certification date.

Plan Development

- External Review Process
 - FTA's Technical Assistance Center reviewed our plan 2 times to ensure all necessary requirements were met.
- Internal Review Process
 - Senior Management Team (SMT)
 - All directors and their leadership staff reviewed the document
 - Leadership becomes familiar with the document
 - Have a sense of ownership

Safety Management System (SMS)

- What is an SMS?
 - Formal, top-down, organization-wide, data-driven approach to managing safety risk and assuring the effectiveness of safety risk mitigations.
- Creates a Safety Culture
 - Shared values, actions, and behaviors that demonstrate a commitment to safety over competing goals and demands.

The Four SMS Components

Safety Policy

Establishes senior management's commitment to continually improve safety; defines the methods, processes, and organizational structure needed to meet safety goals

Safety Assurance

Evaluates the continued effectiveness of implemented risk control strategies; supports the identification of new hazards

Safety Risk Management

Determines the need for, and adequacy of, new or revised risk controls based on the assessment of acceptable risk

Safety Promotion

Includes training, communication, and other actions to create a positive safety culture within all levels of the workforce



General Requirements for PTASP

1. An approval by the agency's Accountable Executive and the Intercity Transit Authority Board.
2. The designation of a Chief Safety Officer;
3. The documented processes of the agency's SMS, including the agency's Safety Management Policy and processes for Safety Risk Management, Safety Assurance, and Safety Promotion;
4. An employee safety reporting program;



General Requirements for PTASP

- Performance targets based on the safety performance measures established in FTA's National Public Transportation Safety Plan (NSP);

2019 Safety Performance							
Mode of Service	Fatalities (Total)	Fatalities (Per 100k VRM)	Injuries (Total)	Injuries (Per 100k VRM)	Safety Event (Total)	Safety Event (Per 100k VRM)	System Reliability
Fixed Route	0	0	6	.18	2	.06	TBD
Paratransit/ Demand Response	0	0	2	.19	1	.09	TBD
Vanpool	0	0	0	0	3	.10	TBD

2020 Safety Performance Targets							
Mode of Service	Fatalities (Total)	Fatalities (Per 100k VRM)	Injuries (Total)	Injuries (Per 100k VRM)	Safety Event (Total)	Safety Event (Per 100k VRM)	System Reliability
Fixed Route	0	0	5	.17	2	.06	TBD
Paratransit/ Demand Response	0	0	2	.19	1	.09	TBD
Vanpool	0	0	0	0	2	.10	TBD

Questions?

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