Metro

Los Angeles County
Metropolitan Transportation
Authority
One Gateway Plaza
3rd Floor Board Room
Los Angeles, CA

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Board Report

File #: 2020-0085, **File Type:** Plan

Agenda Number: 25.

OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
APRIL 16, 2020

SUBJECT: PUBLIC TRANSPORTATION AGENCY SAFETY PLAN

ACTION: APPROVE METRO'S PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP)

RECOMMENDATION

APPROVE the PTASP which documents Metro's processes and activities related to Safety Management System (SMS) implementation in compliance with Federal and State regulations.

ISSUE

Metro's PTASP has been developed in accordance with Federal and State mandates that require Metro to establish and implement such a plan. The regulations require the PTASP to be approved by the Board of Directors.

BACKGROUND

The Federal Transit Administration (FTA) published the PTASP Regulation, 49 C.F.R. Part 673, on July 19, 2018. The regulation implements a risk-based SMS approach and requires Metro to have a PTASP in place no later than July 20, 2020. The PTASP is one element of FTA's comprehensive Public Transportation Safety Program. Our State Safety Oversight Agency, the California Public Utilities Commission (CPUC) adopted the requirements of FTA's regulation in its General Order 164-E, and is charged under the regulations with the review and approval of agency PTASPs.

DISCUSSION

Metro initiated the development of its PTASP in the fall of 2018. The PTASP, which is applicable to both the bus and rail mode, essentially is a document that describes the various safety programs and processes that the agency has in place to manage hazards and safety risks. The PTASP has been developed to be a top-down, data driven plan that incorporates the following four critical elements of a SMS-based approach - Safety Management Policy, Safety Risk Management, Safety Assurance, and Safety Promotion. For each of the four key components, the plan describes or references Metro's processes and procedures that have been in place at the agency that comply with the particular requirements. The plan also includes authorities, accountabilities, and responsibilities of all

staff who play a key role in managing safety, as well as performance measures and targets to support the data-driven approach. As required by the regulation, staff provided the draft PTASP to the Metropolitan Planning Organization (MPO), the Southern California Association of Governments, to coordinate our performance measures and targets. We received positive feedback from the MPO and will continue to work collaboratively with them in the future as they set their regional performance targets. Staff also distributed the plan to all internal stakeholders for review and comments and conducted two initial training sessions to explain the details of the plan.

Staff worked with the Rail Transit Safety Branch Staff of the CPUC during the development of the PTASP and submitted the final draft PTASP for preliminary approval. Subsequent to making minor revisions and clarifications based on CPUC's feedback, we received their preliminary approval of the plan. Once the plan is in effect, staff will audit the plan to verify the processes and programs are being followed and based on trends, implement strategies for continuous safety improvement. In addition to internal audits, the PTASP will also be audited by the FTA and the CPUC at least triennially.

DETERMINATION OF SAFETY IMPACT

Approval of this recommendation will have a positive impact on the safety of Metro's patrons and employees.

FINANCIAL IMPACT

Since all the programs and processes described in the PTASP are currently in place, there is no financial impact as a result of approving this plan.

IMPLEMENTATION OF STRATEGIC PLAN GOALS

Recommendation supports strategic plan goal # 1 "Provide high-quality mobility options that enable people to spend less time traveling" and goal # 5 "Provide responsive, accountable, and trustworthy governance within the Metro organization." Programs and processes described in the PTASP support the specific actions and initiatives described to advance Goal 1 and Goal 5 in the strategic plan.

ALTERNATIVES CONSIDERED

The Board may elect not to approve the PTASP. However, this action is not recommended because such action will subject Metro to regulatory enforcement action by the FTA which could include withholding of federal funds for non-compliance with the FTA's Public Transportation Safety Program.

NEXT STEPS

Upon Board approval, staff will conduct training to implement the PTASP for all affected stakeholders and make the plan effective July 1, 2020 to coincide with the beginning of FY21. Metro will also certify to the FTA on an annual basis that it has established and implemented its PTASP as required by their regulations. Staff will provide the Board-approved plan to the CPUC, as required by the

regulations, for their final written approval.

ATTACHMENTS

Attachment A - Presentation
Attachment B - Public Transportation Agency Safety Plan (PTASP)

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Attachment B:

http://libraryarchives.metro.net/DB_Attachments/200401_Attachment%20B%20-%20PTASP.pdf

Public Transportation Agency Safety Plan (PTASP)

Operations, Safety, and Customer Experience Committee

April 16, 2020

Item # 25

Metro

Public Transportation Agency Safety Plan (PTASP)

- PTASP required by FTA and CPUC
  - Explains Metro's Safety Processes
  - Data-driven approach to manage hazards
  - Includes performance measures and targets (Coordinated with MPO)
  - Draft plan coordinated with internal stakeholders and provided training

- Based on Safety Management System (SMS) Principles

  Four Components to SMS:

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

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Safety Management System Components

Safety Management Policy

- Assigns authorities, accountabilities, and responsibilities for all Metro staff
- Integration with Emergency Management
- SMS Documentation and Records

Safety Risk Management

- Safety Hazard Identification
- Safety Risk Assessment
- Safety Risk Mitigation

Safety Assurance

- Safety Performance Monitoring and Measurement
- Management of Change
- Continuous Improvement

Safety Promotion

- Safety Training Program
- Safety Communication

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Metro's Safety Performance Measures

BUS AND RAIL MEASURES AND TARGETS

Performance Measures	Targets
Fatalities	0
Fatality Rate per 100000 Revenue Miles	0
Reportable Injuries	≥5% Reduction of previous year's NTD reported numbers
Reportable Injuries Rate per 100000 Revenue Miles	Based on Total Reported Injuries
Reportable Safety Events	≥5% Reduction of previous year's NTD reported numbers
Reportable Safety Events Rate per 100000 Revenue Miles	Based on Total Reported Safety Events
System Reliability Rail (mean distance between major mechanical failures)	≥ 5% Increase in System Reliability based on previous year's NTD reported numbers

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Deadline for PTASP: July 20, 2020.

Steps:

1. Safety staff has reviewed and commented on initial draft (3 weeks) ✓

2. Other affected stakeholders comment period (1 month) ✓

3. Submit draft to (MPO) SCAG for comments (2 weeks) ✓

4. Submit draft to CPUC for preliminary approval. ✓

5. Presentation to Board for approval (April 2020). ✓

6. Submit Final PTASP to CPUC for written approval (April 2020) ☐

7. Role out PTASP effective July 1, 2020 ☐

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