





Florida Transit Safety and Operations Network (FTSON)

August 27, 2019

LYNX | Orlando, Florida







CENTER FOR URBAN TRANSPORTATION RESEARCH






Welcome to FTSON

Jim Harrison, CEO, LYNX







FTSON Introductions

Steve Berry and Paul Goyette, CUTR; and Ashley Porter, FDOT



LYNX Facility Information and Emergency/Safety Briefing

Jafari Bowden, LYNX





FTSON Retrospective

Paul Goyette, CUTR



Florida Operations Network (FON)

- Established in 2000
- Promote safe and efficient public transportation in Florida
- Florida Operator Trainer Training Program kicked off in January 2001



Florida Transit Safety Network (FTSN)

- Established on June 19, 2013
- The FTSN goals were to:
 - Identify the key issues within the topic area
 - Identify the actions that would be necessary for successful implementation of any recommended plans or activities to address the issues
 - Identify the resources that may be available to address the issues identified
 - Identify those responsible for implementation



Florida Transit Safety and Operations Network (FTSON)

In November 2016:

- The **Florida Transit Safety Network (FTSN)** and the **Florida Operations Network (FON)** joined together to become the **Florida Transit Safety and Operations Network (FTSON)**.
- The mission was to provide a more comprehensive forum to discuss common and vital issues, coordinate training priorities, and to establish new initiatives such as a Peer-to-Peer training exchange to further professional development, competencies, and ensure compliance with FDOT's Triennial Review elements.



FON/FTSN/FTSON Accomplishments

- Bus operator driving hours
- Wireless communications standard
- Provided advisement during Rule 14-90 revision
- Right side mirror height on fixed route buses
- Platform for regulatory updates (drug and alcohol)
- Listservs



FON/FTSN/FTSON Accomplishments (cont'd)

- Minimum standards for bus operator training
- Training programs:
 - The Art of Defusing Conflict: De-Escalation Techniques for Transit Operators (ILT & CBT)
 - Rule Chapter 14-90, Florida Administrative Code: A Review for You – A Course for Bus Transit Drivers (CBT)
 - Wireless Communication Training Program (ILT & CBT)



FON/FTSN/FTSON Accomplishments (cont'd)

- Published reports
 1. Evaluation of Rear-end Bus Collisions and Identification of Possible Solutions
 2. Strategies to Prevent, Reduce and Mitigate Bus Collisions
 3. Bus Operator Safety – Critical Issues Examination and Model Practices



Annual Transit Safety and Operations Summit

- Summit contributors
 - Federal Transit Administration (FTA)
 - Department of Homeland Security
 - American Public Transportation Association (APTA)
 - Washington Metropolitan Area Transit Authority (WMATA)
 - Noblis Transportation Systems
 - Volpe National Transportation Systems Center
 - Mobileye© Collision Avoidance Technology
 - Washington State Transit Insurance Pool



FTSON Contributors

The largest contributor of the FTSON is you....

Florida's Public Transit Agencies

Led by FDOT and supported by CUTR, the Network is your forum for defining key transit safety issues, impacts, and solutions, plus updates on policies, procedures and best practices.



Driver Assaults in Florida

Steve Berry, CUTR and Colin Mulloy, HART





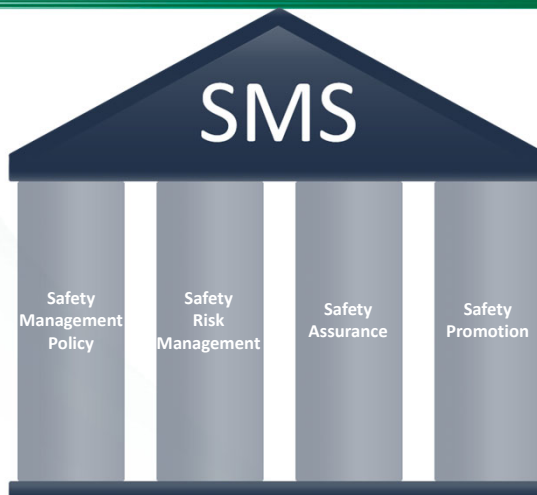
Working Lunch Non-punitive Safety Reporting

Dean Kirkland and Rino Saliceto, CUTR



Rule Overview

The Employee Safety Reporting Policy belongs to Safety Management Policy (SMP)



Employee Safety Reporting Program §673.23(b)

- Must establish and implement a process that allows **all employees** – including relevant contract employees – to **report safety conditions to senior management**
- Intended to help the Accountable Executive and other senior managers get important safety information from across the transit agency
- The program can be an agency's most important source of information



Employee Safety Reporting Program §673.23(b)

- Reported **safety conditions** could include:
 - Hazards
 - Potential consequences of hazards
 - Other relevant safety information
- Must **specify protections** for employees who report safety conditions to senior management (Part 673 does not specify what those protections must be)
- Must describe employee behaviors that may result in disciplinary actions; therefore, would not be covered by protections
- **Must inform employees of safety actions taken in response to reports** submitted through an employee safety reporting program – §673.29(b)



Employee Safety Reporting Program §673.23(b)

- Part 673 does not specify which methods should be used; transit agencies may consider:
 - Hotline
 - SharePoint site or form
 - Paper form
 - Phone or tablet app
 - Safety meetings or toolbox talks



Safety Assurance – Follow-up Procedures

- How often reports are reviewed/discussed?
- How the reports are assigned?
- Prioritization- how this fits in with an overall hazard ranking and tracking system?
- Corrective Action Plans
- How to ensure corrective action plans work effectively?





Crosswalk – Safety Management Systems (SMS), Public Transportation Agency Safety Plans (PTASP), Chapter 14-90

Ashley Porter, FDOT and Paul Goyette, CUTR



Objectives

- 49 CFR Part 673 PTASP requirements
- Discussion of relevant Chapter 14-90 sections
- Comparison between PTASP and 14-90
- Summary



PTASP Applicability and Requirements

Applicability

- Applies to operators of transit systems that received FTA Section 5307 funds
- Deferred applicability for operators receiving Section 5310 and/or Section 5311



PTASP Administration

- Must be developed, certified, and implemented by July 20, 2020
- Approved by Accountable Executive **AND** Board of Directors
- Annual review/update and certification
- Compliance with Public Transportation Safety Program/National Safety Plan
- Must assign Chief Safety Officer
- Records associated with plan must be kept for three years



PTASP Development

Small Bus 5307 Recipients

- State DOT must develop plan*
- May choose to develop their own
- Only implement Safety Performance Monitoring Measurement

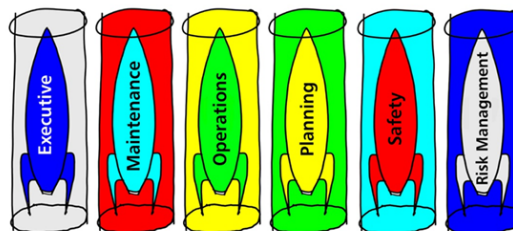
Large Bus 5307

- Must incorporate all SMS elements
- Use Safety Plan Template for Bus Transit
- Large bus agencies are required to make continuous improvement with performance. This is not specifically required for smaller agencies



PTASP “Must Have”

- AGENCY-WIDE SMS processes – risk management, safety assurance, and safety promotion
- Continuous process for risk assessment, management, mitigation, re-assessment
- Change management process
- Non-punitive employee reporting program



SMS – The Basis/Foundation for the PTASP



- Safety Management Policy
- Safety Risk Management
- Safety Assurance
- Safety Promotion



Safety Management Policy

Florida FAC 14-90 Rule/SSPP

- SSPP driven by 14.90 rule
- Operational standards and Procedures
- Vehicle equipment standards and procurement criteria
- Bus operator selection process and criteria
- Bus operator training requirements
- Medical card requirements
- Driving hour requirements
- Hazard identification and resolution
- Safety data and acquisition

Public Transit Agency Safety Plan

- Identification of Accountable Executive
- Assignment of a Chief Safety Officer
- Safety objectives for the agency
- Developing an Employee Reporting Program
- Roles and responsibilities for staff responsible for safety



Safety Risk Management

Florida FAC 14.90 Rule/SSPP

- Safety data acquisition and analysis

Public Transit Agency Safety Plan

- Identify safety hazards
- Assess safety risks
- Prioritize safety hazards based on level of risk
- Implement safety risk mitigations



Safety Assurance

Florida FAC 14.90 Rule/SSPP

- (Yearly safety inspection)
- (Annual safety certification)

Public Transit Agency Safety Plan

- Safety Performance Monitoring and Measurement
 - Fatalities
 - Injuries
 - Safety Events
 - System Reliability (SGR)
- Safety Performance Target Coordination (with State and MPO)
- Management of Change (Large bus only)
- Continuous Improvement (Large bus only)



Safety Promotion

Florida FAC 14.90 Rule/SSPP

- (Handling of emergency and security threats)

Public Transit Agency Safety Plan

- Comprehensive safety training program for agency employees/contractors directly responsible for safety
- Communicate agency's safety performance throughout organization



Summary

- 49 CFR Part 673 PTASP requirements
- Review of SMS elements
- Comparison between PTASP and Chapter 14-90
- Discussion





Accident Investigations and CAPs

Dean Kirkland, CUTR and Tony Ferraro, TRA



Accident Investigations

Accident incident investigations required by 14-90.004 (5) F.A.C. Agency investigate, or cause to be investigated, any event involving a agency vehicle resulting in a fatality, injury, or property damage as follows:

- Fatality, where an individual is confirmed dead within 30 days of a agency vehicle transit system related event, excluding suicides and deaths from illnesses.
- Injuries requiring immediate medical attention away from the scene for two (2) or more individuals.
- Property damage to agency vehicles, or other agency vehicle system property or facilities, or any other property that equals or exceeds \$1,000.00.
- Evacuation of an agency vehicle due to a life safety event where there is an imminent danger to passengers on the agency vehicle, excluding evacuations due to operational issues



Accident Report

- Events are investigated and documented in a final report that includes:
 - A description of the investigation activities
 - Identified causal factors
 - Any identified corrective actions



Open Discussion – Action Items

Ashley Porter, FDOT and Paul Goyette, CUTR





Adjourn – Safe Travels

Website: www.ftson.org

