

# Transit Services Safety Plan



## City Council Work Session

October 12, 2020

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## Background

- As a recipient of federal grant funding, MMT is required to have an adopted plan by December 31, 2020.
- To develop and publish a Public Transportation Agency Safety Plan (PTASP) that meets the requirements of CFR Part 673 for MMT administrative staff and contracted services for fixed route, paratransit and maintenance operations.
- MMT submitted a draft to the FTA Technical Assistance Center (TAC) on September 8, 2020 and received comments back on September 15<sup>th</sup> that MMT had met or exceeded all areas of the plan requirements.

# Safety Plan Requirements-General

- MMT must submit an adopted PTASP plan to the FTA by December 31, 2020.
- MMT must review annually the Safety Plan and any modifications must be reviewed and approved by the Executive Director of MMT and City Council.
- PTASP must document the processes and activities related to Safety Management System (SMS) implementation and include performance targets based on the safety performance measures established under the National Public Transportation Safety Plan.
- Identify a Chief Safety Officer who will ensure that the necessary processes are in place to accomplish both enhanced safety and meet the minimal or exceed the goals of the National Public Transportation Safety Plan to improve their safety performance by supporting the FTA's public transportation beliefs, practices, and procedures for identifying, mitigating, and monitoring safety risks.

# Safety Plan-5 Areas of Emphasis

- Develop Safety Performance Targets
- Develop Safety Management Policy
- Develop Safety Risk Management
- Develop Safety Assurance
- Develop Safety Promotion

# Safety Plan-5 Areas of Emphasis

## Develop Safety Performance Targets

MMT Established safety performance targets that are realistic, measurable, and data driven. Continually improving our safety performance through management processes that ensure appropriate safety management action is taken and is effective

Safety Performance Targets							
<i>Specify performance targets based on the safety performance measures established under the National Public Transportation Safety Plan.</i>							
Targets below are based on review of the previous 5 years of MMT's safety performance data							
Mode of Transit Service	Fatalities (total)	Fatalities (per 100 thousand VRM)	Injuries (total)	Injuries (per 100 thousand VRM)	Safety Events (total)	Safety Events (per 100 thousand VRM)	System Reliability (VRM/failures)
Fixed Route	0	0.00	75	0.70	1,357	12.66	4,856
ADA/Paratransit	0	0.00	12	0.26	144	3.08	27,691
Vanpool	0	0.00	2	0.06	10	0.29	248,629

# Safety Plan-5 Areas of Emphasis

## Develop Safety Management Policy

- Safety is a core value of MMT, and managing safety is a core business function. We will develop, implement, coordinate, maintain, and continuously improve processes to ensure the safety of our customers, employees, and the public.
- Communicating the purpose and benefits of the Safety Management System (SMS) to all staff, managers, supervisors, employees and service contractors.
- Providing a culture of open reporting of all safety concerns, ensuring that no action will be taken against any employee that operates public transportation for MMT who discloses a safety concern through their employer Employee Safety Reporting Program (ESRP), unless such disclosure indicates, beyond any reasonable doubt, an illegal act, gross negligence, or a deliberate or willful disregard of regulations or procedures.
- Identifying hazardous and unsafe work conditions and analyzing data from the ESRP.
- Ensure service contractors meet or exceed SMS safety goals as outlined in this document.

# Safety Plan-5 Areas of Emphasis

## Develop Safety Risk Management

MMT requires all contractors providing our public transportation services to use the SRM process as a primary method to ensure the safety of our operations, passengers, employees, vehicles, and facilities.

- **Incident** – Any accident or occurrence.
- **Hazard** – Any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure belonging to MMT; or damage to the environment.
- **Risk** – Composite of predicted severity and likelihood of the potential effect of a hazard.
- **Risk Mitigation** – Method(s) to eliminate or reduce the effects of hazards.
- **Consequence** – An effect of a hazard involving injury, illness, death, or damage to MMT property or the environment.

# Safety Plan-5 Areas of Emphasis

## Develop Safety Assurance

- Evaluates our compliance with operations and maintenance procedures to determine whether our existing rules and procedures are sufficient to control our safety risk;
- Assesses the effectiveness of safety risk mitigations to make sure the mitigations are appropriate and are implemented as intended;
- Investigates safety events to identify causal factors
- Analyzes information from safety reporting, including data about safety failures, defects, or conditions.



# Safety Plan-5 Areas of Emphasis

## Develop Safety Promotion

- MMT requires service contractors to dedicate resources to conduct a comprehensive safety training program, as well as training on SMS roles and responsibilities.
- Basic training requirements for contract employees, including frequencies and refresher training, are documented in the contractors Safety Training Matrix
- MMT will ensure all contractors have a SMP that includes at a minimum the following;
  - New-hire bus vehicle operator classroom and hands-on skill training,
  - Bus vehicle operator refresher training,
  - Bus vehicle operator retraining (recertification or return to work),
  - Classroom and on-the-job training for dispatchers,
  - Classroom and on-the-job training for operations supervisors and managers
  - Accident investigation training for operations supervisors and managers.

# Questions?



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