Golden Gate Bridge, Highway and Transportation District

Golden Gate Transit's Agency Safety Plan (ASP)

Presented by

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Origin of Agency Safety Plan (ASP)

The Public Transportation Agency Safety Plan (PTASP) final rule (49 C.F.R. Part 673) requires certain 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)**.

FTA's PTASP Rule

- On July 19, 2019, FTA made effective 49 CFR Part 673, entitled Public Transportation Agency Safety Plan (PTASP)

- Applies to the Golden Gate Bridge, Highway and Transportation District, which operates a public transportation system (Golden Gate Transit) and is a recipient of federal Section 5307 funding

- Does not apply to passenger ferry service that is regulated by the U.S. Coast Guard.

- PTASPs must be Board-adopted by December 31, 2020

- If not in compliance, federal funding may be at risk

Project Overview

ADS System Safety Consulting, LLC was engaged to complete the following:

- Safety Management System (SMS) Gap Analysis (including safety assessments of key operational areas)

- Public Transportation Agency Safety Plan (PTASP)

- SMS Implementation Manual

About GGT's ASP

- Built upon the Four Principles of SMS

- Top-down approach to Safety; General Manager is accountable executive

- Proactive approach to shaping the safety culture

- Data driven – uses data to identify trends, predict outcomes, mitigate risk, etc.

- All employees/stakeholders responsible & empowered to make decisions & take actions to maximize safety throughout the organization.
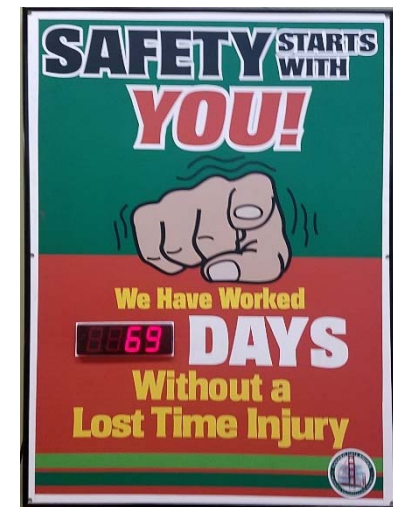
Key Stakeholders

- General Manger
- Deputy General Manager, Bus Division
- Deputy General Manager, Administration and Development
- Bus Division Employees
- Labor Unions
- Risk/Emergency Management
- Human Resources

ADS SYSTEM SAFETY
CONSULTING, LLC

Safety Management System (SMS)

SMS is a comprehensive, collaborative, top-down approach that brings management and employees together to build on the transit industry's existing safety foundation to:

- Control safety risk better

- Detect and correct safety problems earlier

- Share and analyze safety data more effectively

- Measure safety performance more carefully

Four Pillars of SMS

1. **Safety Management Policy**: Safety objectives; Confidential employee reporting program; Organizational accountabilities and safety responsibilities; Designation of a Chief Safety Officer

2. **Safety Risk Management**: Processes for hazard identification; Risk assessment; Mitigation development

3. **Safety Assurance**: Safety performance monitoring and measurement; Management of change; Continuous improvement

4. **Safety Promotion**: Comprehensive safety training program; Safety communication

Minimum Requirements

- An approval by the agency's Accountable Executive and Board of Directors

- The designation of a Chief Safety Officer

- 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

- An employee reporting program

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

- Criteria to address all applicable requirements and standards set forth in FTA's Public Transportation Safety Program and the NSP

- A process and timeline for conducting an annual review and update of the safety plan.

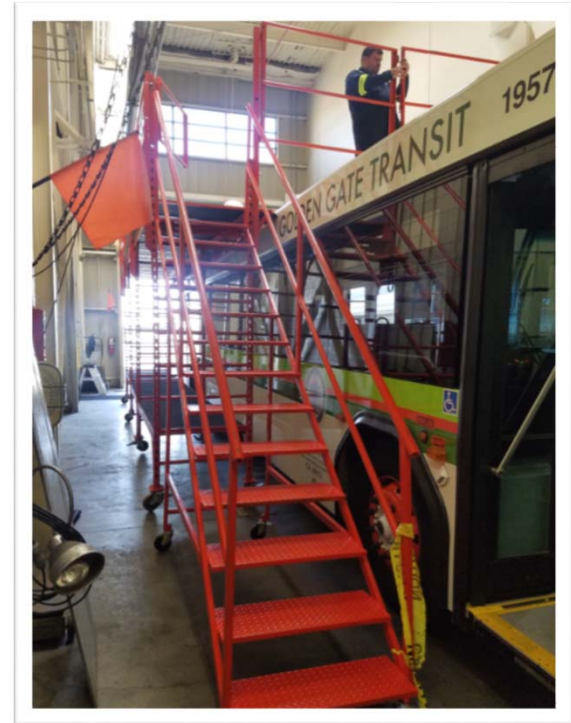# **Moving forward from here...**

- GGT staff reviews Agency Safety Plan (ASP)
- GM & Board approval of ASP no later than 12/31/2020

Annual Process:

- GM receives Safety updates during regularly scheduled staff meetings
- GM prioritizes risk reduction activities and allocates resources accordingly
- GGT staff conducts annual review of ASP
- If significant changes are needed, ASP re-submitted to GM and Board of Directors for approval of updated ASP

Thank You

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