

CITY OF SANTA ROSA
CITY COUNCIL

TO: MAYOR AND CITY COUNCIL
FROM: MATTHEW WILCOX, TRANSIT PLANNER
TRANSPORTATION AND PUBLIC WORKS, TRANSIT DIVISION
SUBJECT: SANTA ROSA CITYBUS PUBLIC TRANSIT AGENCY SAFETY
PLAN UPDATE 2023

AGENDA ACTION: RESOLUTION

RECOMMENDATION

It is recommended by the Transportation and Public Works Department that the Council, by resolution, adopt the Santa Rosa CityBus Public Transit Agency Safety Plan (PTASP) Update 2023 to meet the requirements of the Federal Transit Administration's Public Transportation Agency Safety Plan Final Rule and changes from the Bipartisan Infrastructure Law.

EXECUTIVE SUMMARY

On July 19, 2018, the Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP) Final Rule, which requires operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS). CityBus falls into this category and has gone through the process of creating a plan meeting the requirements set forth by FTA. With the signing of the Bipartisan Infrastructure Law on November 15, 2021, new requirements have been set forth for public transit agencies who meet the PTASP requirement.

BACKGROUND

The PTASP rule became effective on July 19, 2019. The rule applies to all operators of public transportation systems that are recipients and sub-recipients of federal financial assistance under the Urbanized Area Formula Program (49 U.S.C. § 5307), including Santa Rosa CityBus. The Public Transit Agency Safety Plan must include the following elements:

- Safety performance targets
- Safety management policy

- Discussion of methods for safety hazard identification, risk assessment, and risk mitigation
- Discussion of safety promotion
- Designation of staff accountable for various safety-related responsibilities
- Protocols for communication of safety-related data and information

The Bipartisan Infrastructure Law amends FTA's safety program at 49 U.S.C. § 5329(d) (Section 5329(d)) by adding to the public transportation agency safety plan requirements. Those new requirements include:

- Establishing a safety committee by July 31, 2022 (Complete)
- Edit any injury and illness prevention plans to be consistent with guidelines of the Centers for Disease Control and Prevention or a State health authority, to minimize exposure to infectious diseases
- Establish performance targets to reduce the rates of accidents, injuries, and assaults on transit workers based on data submitted to the national transit database under section 5335.

Transit operators must certify they have made these updates with approval of the safety committee and governing boarding by December 31, 2022.

PRIOR CITY COUNCIL REVIEW

On December 15, 2020, Council reviewed and adopted the first version of the Public Transit Agency Safety Plan (PTASP).

ANALYSIS

Most of the FTA PTASP requirements are met by the City's own policies for injury and illness prevention (IIPP), which is included in CityBus' PTASP. The IIPP was most recently updated in 2022 and includes a supplement for infectious diseases which meets the new requirements in the Bipartisan Infrastructure Law. Performance measures are at the heart of the PTASP. These measures ensure that CityBus maintains the highest level of safety possible. With the changes to 49 U.S.C. § 5329(d) (Section 5329(d)) from the Bipartisan Infrastructure Law CityBus must set a performance target for operational staff assaults based on a three-year rolling average. CityBus has set that goal to zero.

The addition of the safety committee to the plan's requirements will further ensure CityBus maintains the highest level of safety. CityBus has met the safety committee requirement from the Bipartisan Infrastructure Law by formally adding that role to its existing Labor Management Committee (LMC). The LMC includes equal representation from Transit Division management and SEIU leadership. The LMC facilitates discussion to improve the state of labor and now has the formalized role of discussing safety of staff on an ongoing basis. The safety committee meetings will allow operational staff to discuss issues or provide suggestions regarding safety beyond their day to day input in a formal meeting environment. The PTASP has been updated to reflect this new role of the LMC.

FISCAL IMPACT

Approval of this action does not have a fiscal impact on the General Fund.

ENVIRONMENTAL IMPACT

This action is exempt from the California Environmental Quality Act (CEQA) because it is not a project which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, pursuant to CEQA Guidelines Section 15378.

BOARD/COMMISSION/COMMITTEE REVIEW AND RECOMMENDATIONS

Not applicable.

NOTIFICATION

Not applicable.

ATTACHMENTS

- Resolution / Exhibit A - Santa Rosa CityBus Public Transit Agency Safety Plan (PTASP) Update 2023

CONTACT

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