

State Safety Oversight

PSRC TOC Meeting

Steven Besaw
Transit Safety and Asset Management
WSDOT – Public Transportation Division
206 464-1721
besaw@wsdot.wa.gov

Michael Flood
Transit Safety and Asset Management
WSDOT – Public Transportation Division
360-705-7806
floodM@wsdot.wa.gov

WSDOT Transit Safety Oversight

Safety Programs are undergoing some significant changes as MAP21 and FAST act regulation changes get fully implemented.

The State Safety Oversight Program (SSO)

- RFGPTS in Washington State
- Oversight of safety plans and program implementation
- Focus on hazard mitigation, reduction, and elimination
- FTA regulation 49 CFR 659 replaced by CFR 49 Part 674 Final Rule
- Investigative and enforcement authority requirement for SSOAs.
- States must get certified by FTA as compliant under Part 674 by April 15, 2019.
- Voluntary program only for bus transit

WSDOT Transit Safety Oversight

FTA Drug & Alcohol Compliance Program

- Ensures compliance with 49 CFR Part 655
- Applies to all transit modes receiving federal funds
- Site visit audits on two year cycle
- Part 655 requirements have had somewhat minor changes over past few years

Transit Asset Management (TAM)

- Ensures that transit assets are managed in a safe, systematic, and proactive way.
- TAM plans have been required for almost ten years as a state requirement.
- 49 CFR Part 625 established TAM requirements on the federal level.
- State requirements remain in tact

Safety Management System

Safety Management System (SMS) is a comprehensive, collaborative approach that brings management and labor together to build on the transit industry's existing safety foundation to control risk better, detect and correct safety problems earlier, share and analyze safety data more effectively, and measure safety performance more carefully.

SMS provides processes to assist the transit agency in answering the following:

- What is likely to be the cause of the transit agency's next accident?
- How does the transit agency know the likely cause of the next incident?
- What is the transit agency doing to mitigate the risk?
- Is the strategy or action working?
- How do you know it is working?

Transit Asset Management Overview

Strategic and systematic practice of maintaining assets throughout the following stages of the life of an asset:

- Pre procurement
- Procuring
- Operating
- Inspecting
- Maintaining
- Rehabilitating
- Replacing
- Disposal

These asset life stages makeup the *Asset Lifecycle*

In order to effectively manage transit assets there needs to be optimum compromise between:

- Performance
- Risks
- Costs

This compromise occurs at each stage of the asset lifecycle and while avoiding adverse long-term impacts to the organization from short-term decisions

Asset Management Challenges

- Do we know what we want from our assets in the short, medium and long-term?
- Are we getting the most value from our assets? (How could we get more value from them?)
- Are we confident that the risks of our assets causing harm to people and the environment are tolerable and at the agency/legally accepted levels?
- Is our asset-related expenditures (capital investment and operating costs) insufficient, excessive or optimal and correctly assigned across the asset portfolio? Can we readily evaluate the benefits?
- Can we readily evaluate the benefits (performance, risk reduction, compliance, and sustainability) of proposed work or investment and, conversely, quantify the total impact to the agency of not performing such work, not investing or delaying such actions?
- Are we allowing future problems to develop (such as performance deterioration, risks, or expenditure requirements) in our efforts to obtain short-term gains?