

AMALGAMATED TRANSIT UNION 2024 LEGISLATIVE CONFERENCE



ATU Health & Safety

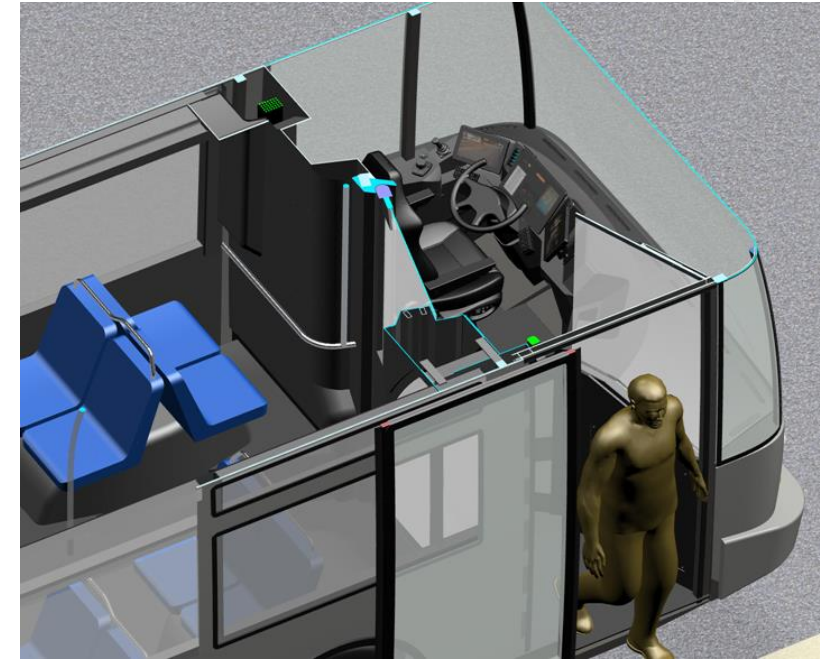


BUS DESIGN INNOVATION PROGRAM



Bus of The Future



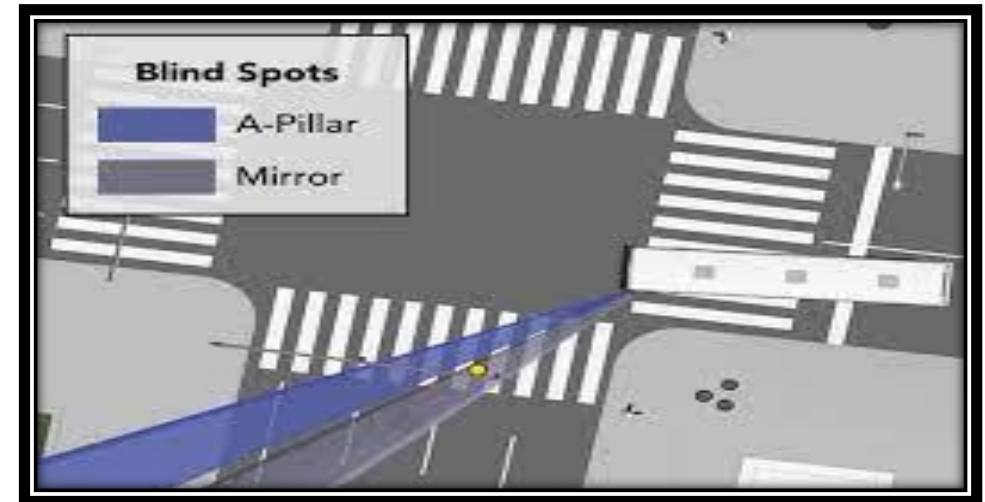
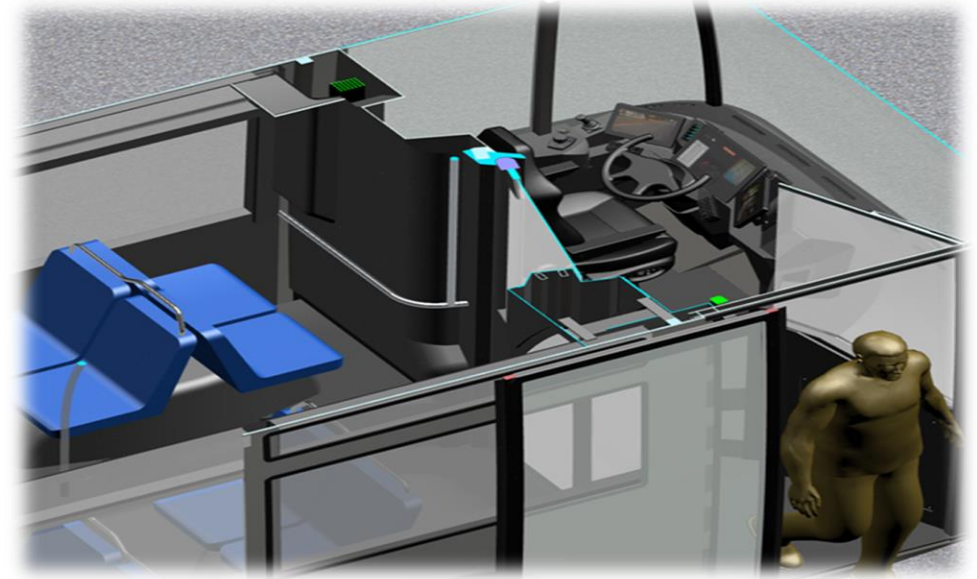


ATU International Bus of the Future



The FTA Accept ATU International Findings and Recommendations on transit bus hazards and solutions.

- **Eliminate workstation blind spots**
- **Protect operators from assault**
- **Improved ergonomics Proper Workstation**
- **Reduction in whole-body vibration**
- **Reduction in steering effort**
- **Improved Air quality**



Bus Design Innovations –Bus Of the Future



**Atu International working with the,
Toronto Transit Commission
ATU Local 113
Centennial College**

**Establishing a new global benchmark in bus design, as
world leaders in safety and service quality.**



**July 2023, Press Release Toronto Transit
Commission**

*TTC unveiled bus-of-the-future design-concepts, as part of
a Bus Design Innovation Program together with ATU
International , Centennial College ,ATU Local 113*

**CENTENNIAL
COLLEGE**

BUS DESIGN INNOVATION PROGRAM

A Collaborative
Applied Research Project Part of

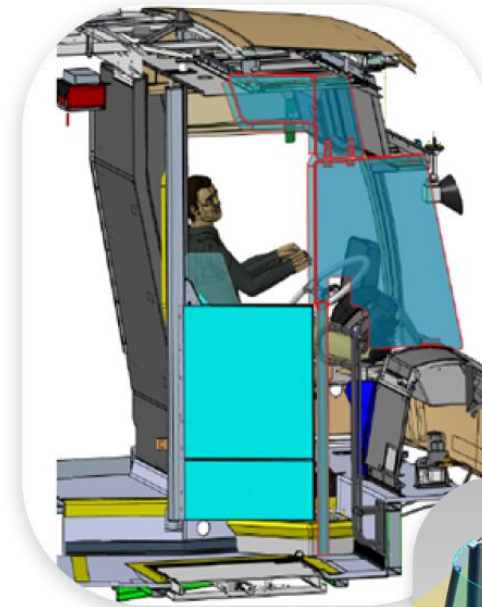
Bus of the future



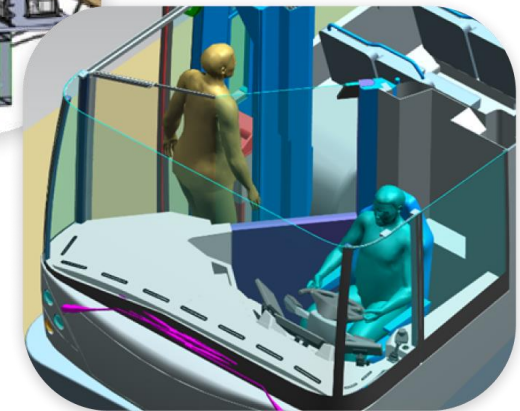
Bus Redesign Objectives –Full Operator Barrier

Improve operator security

- No openings for assaults
- Virus protection
- Reduce glare/reflections
- Ensures customers are not blocking operator sight lines



SHORT-TERM



Enable Employees for success

health and safety benefits

Bus Redesign Objectives – Seat and CMS

Active/Semiactive seat

- Controls vertical acceleration experienced by operator
- Superior ergonomics for reduction of excessive musculoskeletal injury rates

Camera Mirror System

- Increase operator visibility
- Improve vision, ergonomics, operator security, cognitive load and distraction



SHORT-TERM



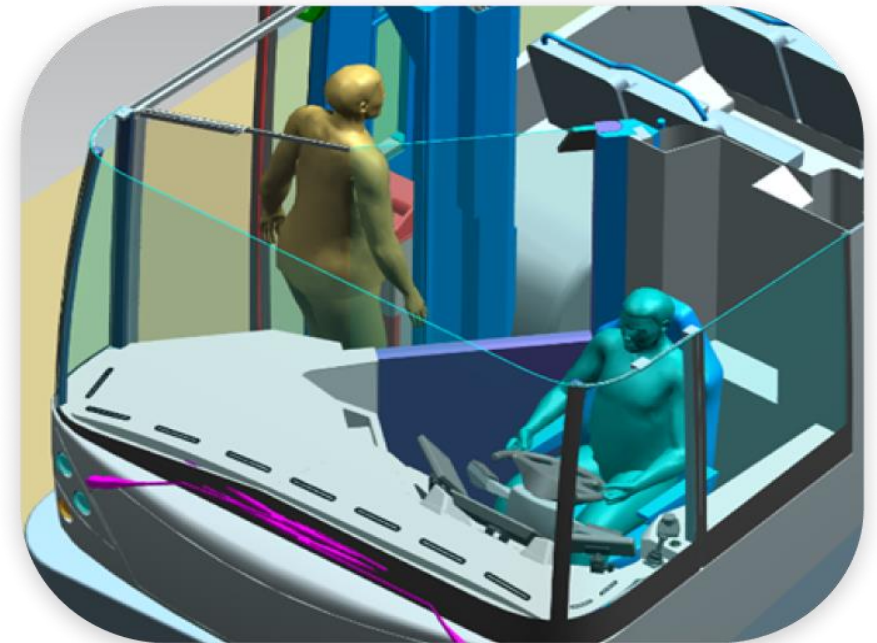
Enable Employees for success

Bus Redesign Objectives -

LONG-TERM

Long Term

- **A-pillar elimination or size reduction:** increase visibility



health benefits



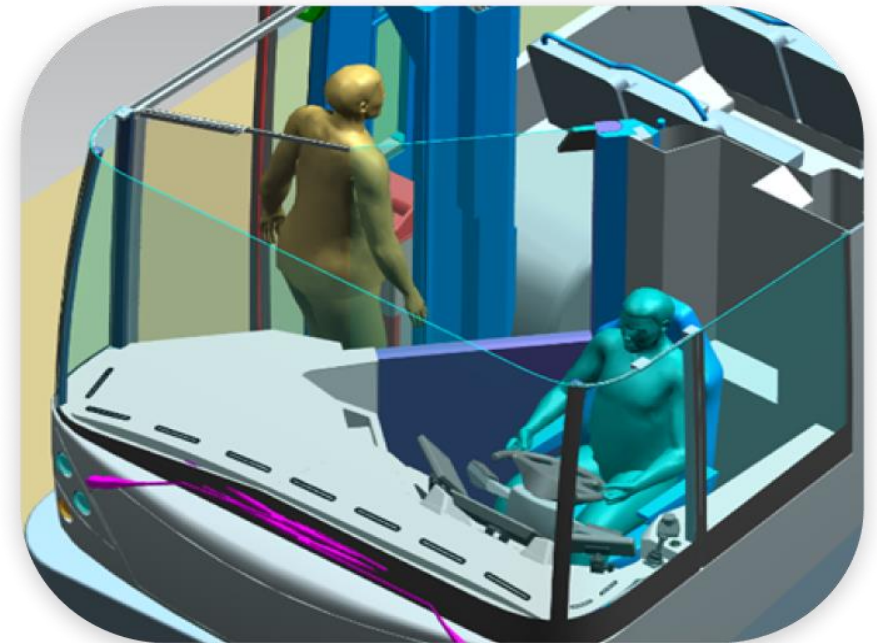
Enable Employees for success

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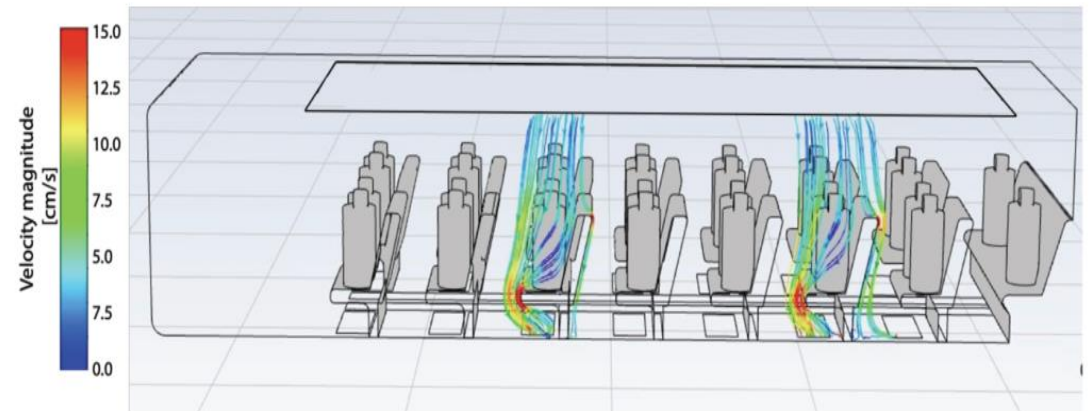
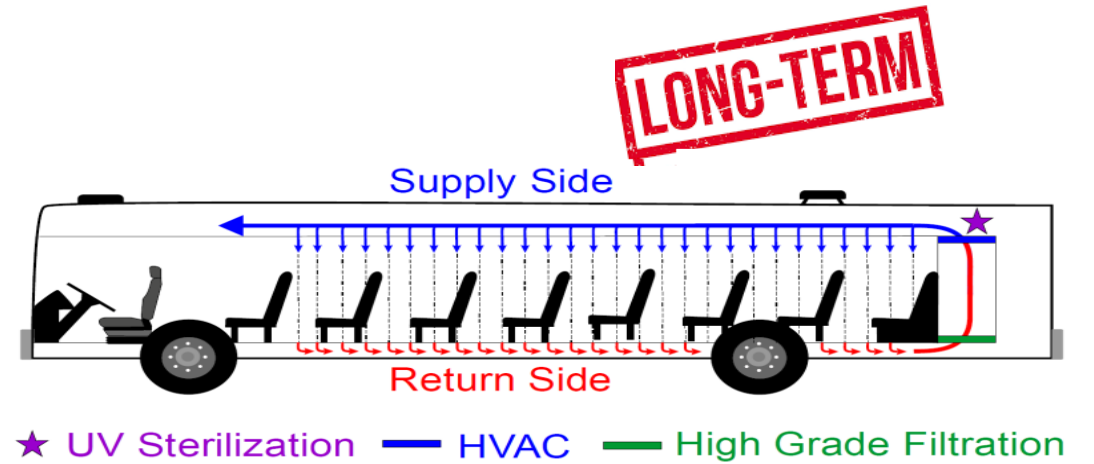
health benefits



Enable Employees for success

Bus Redesign Objectives – HVAC vertical flow

- Improved HVAC design provides respiratory hazard protection with positive pressure isolation from viral transmission.
- Passenger protection through revised airflow, filtration, and sterilization.



A National Academy of Science panel, convened to address COVID hazards in transit, recommended proceeding to prototype testing of the concept.

health benefits



| Project Summary

Donated buses have been designated for retrofits for new technologies under the program

- New Flyer Battery Electric Bus (BEB)
- Nova Hybrid-Electric Bus
- Van Hool bus
- Orion



Bus of the future

Bus of The Future

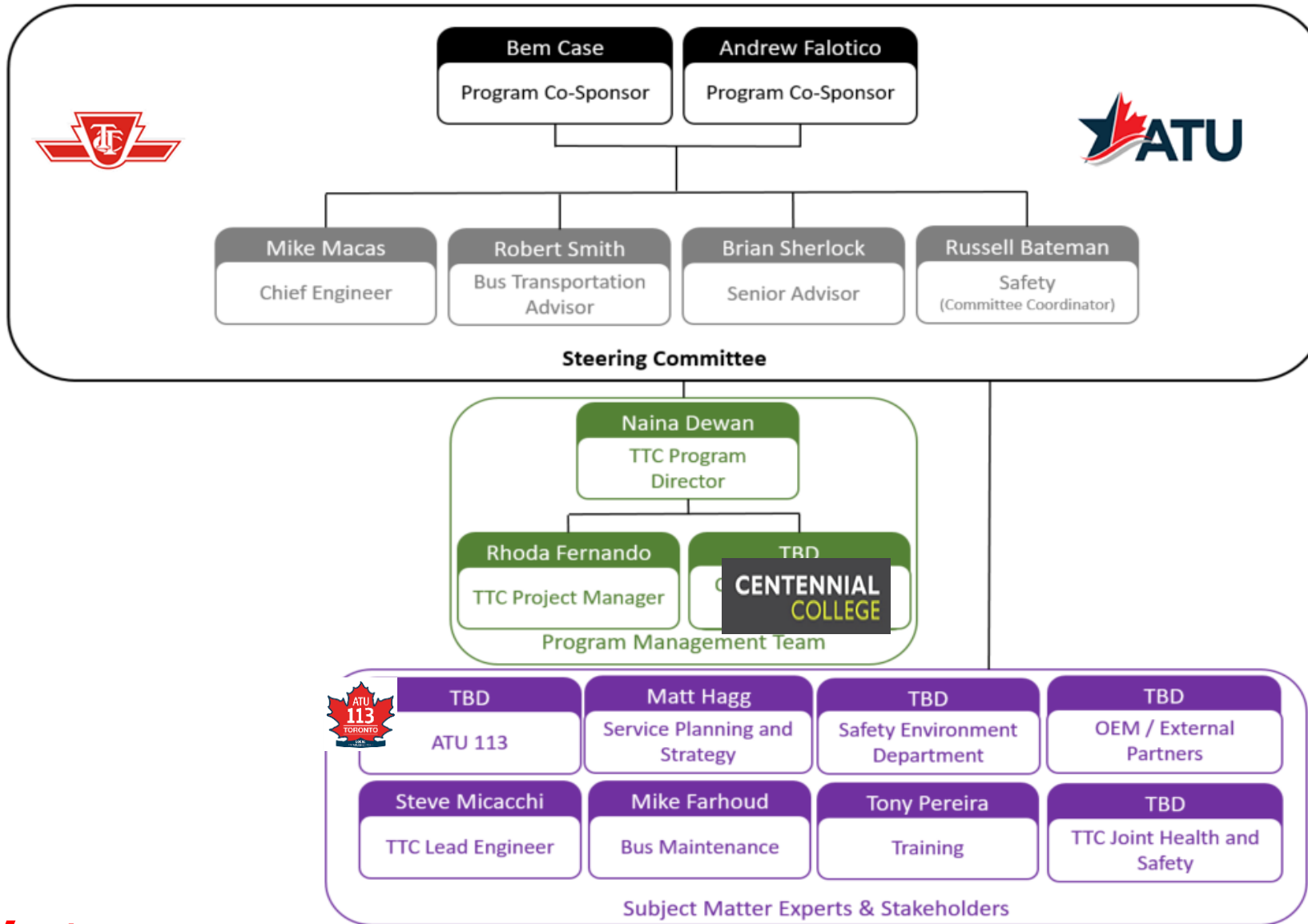
- Project Objectives and Business Outcomes
- Project Performance Measures

Enter version number

Project Charter Bus Design Innovation Program

DRAFT

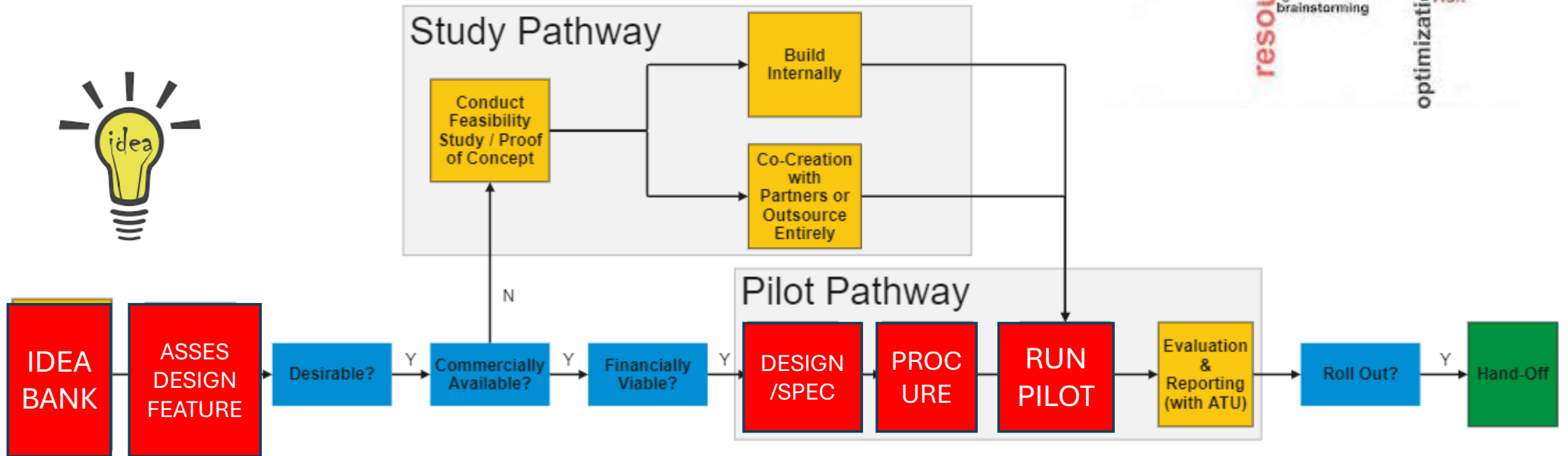
Project Governance



| Evaluation of Design Features

Deliverable	Performance measures
Bus with design features implemented	<ul style="list-style-type: none"><li data-bbox="1243 554 2211 611">• Feedback Surveys with Operator<li data-bbox="1243 696 2119 953">• Health & Safety Committee Participation – Assessment Evaluate design concept and innovations .

Decision Making Process



Bus of the future

ATU International Recommended Full Style Barrier

Nova Bus





Nova Bus –Full Enclosed Barrier





NOTICE
Proof-of-Payment
Always get a receipt
when paying with tokens,
coins, or cash.

PRESTO

7020

Emergency





**ATU International
Centennial College**

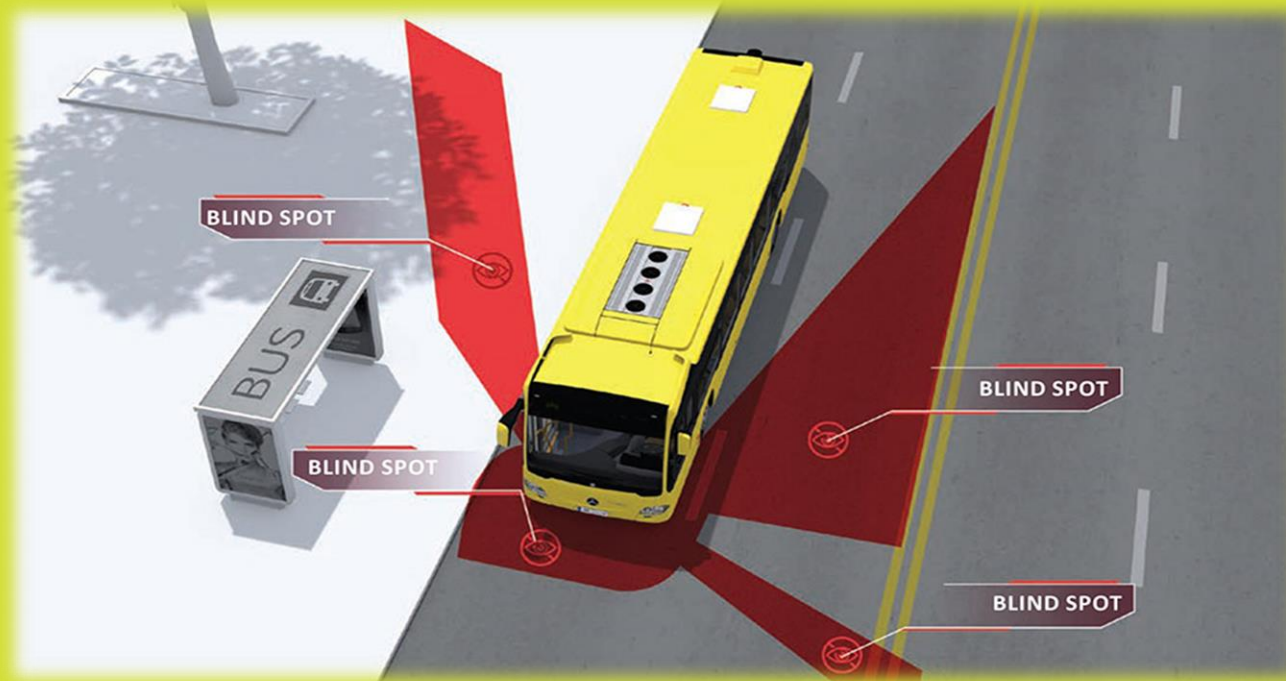
**CENTENNIAL
COLLEGE**



**CENTENNIAL
innovates**

**Applied Research,
Innovation and
Entrepreneurship**

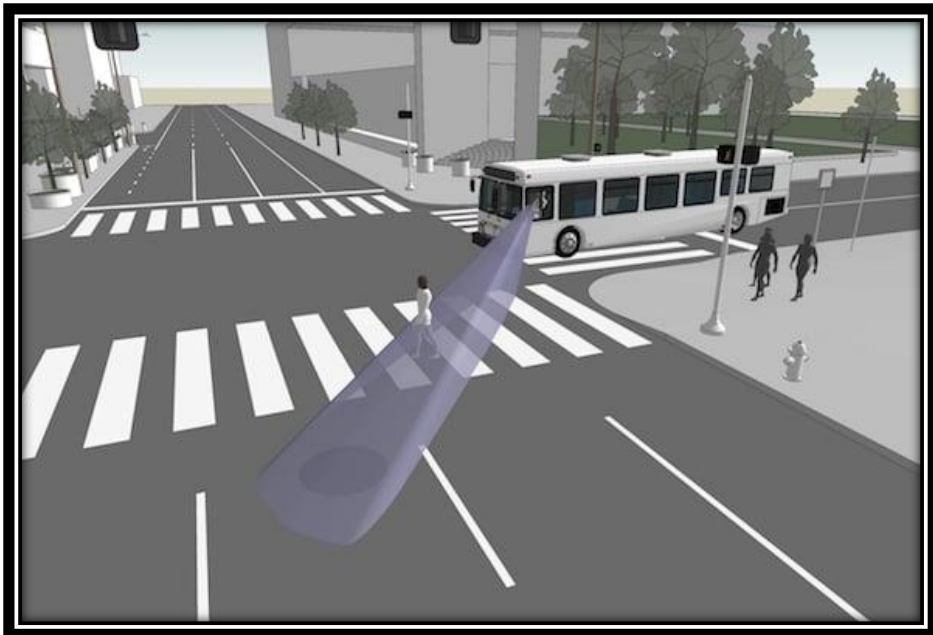
Blind Spot Study



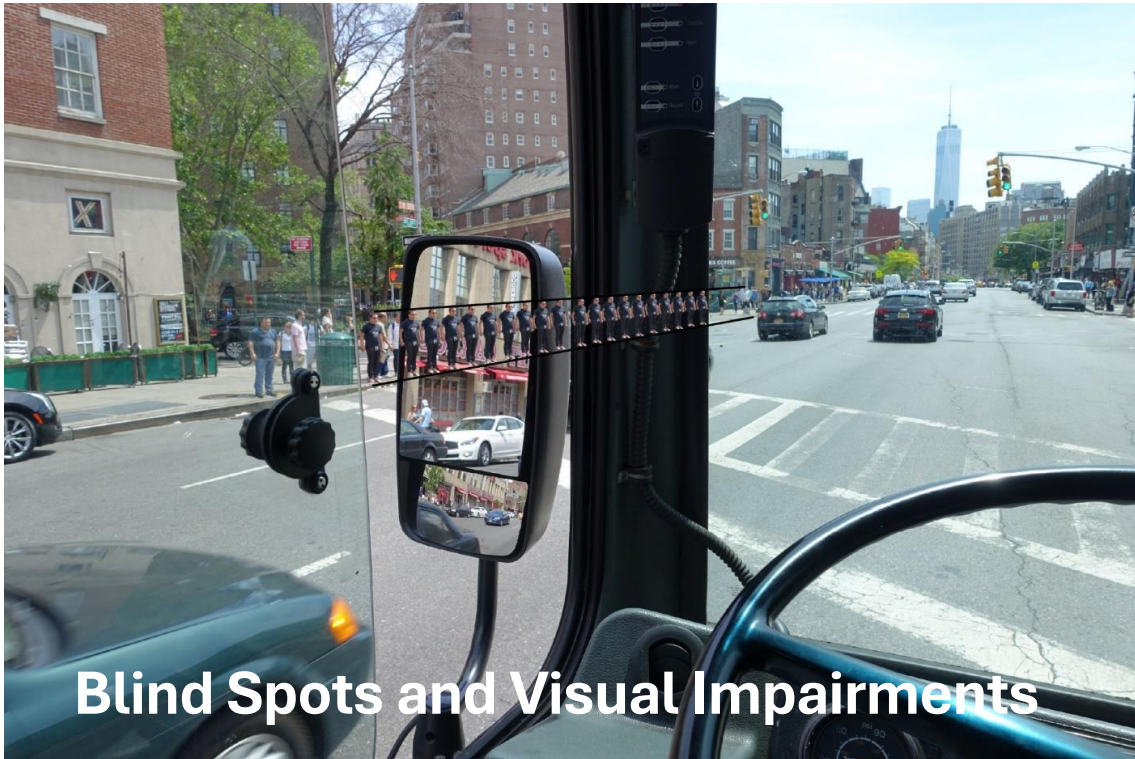
Bus Redesign Objectives - Blind Spot Study

The Study aims to reduce pedestrian accidents involving buses.

Recommend future designs of Buses that reduces visibility impairments.



Bus Redesign Objectives - Blind Spot Study

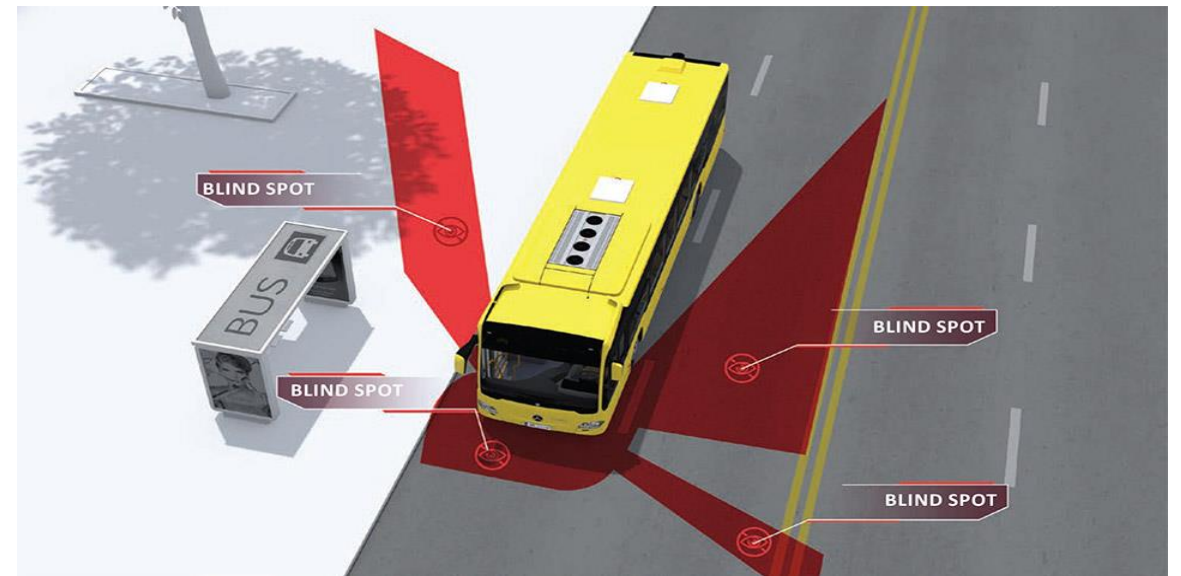
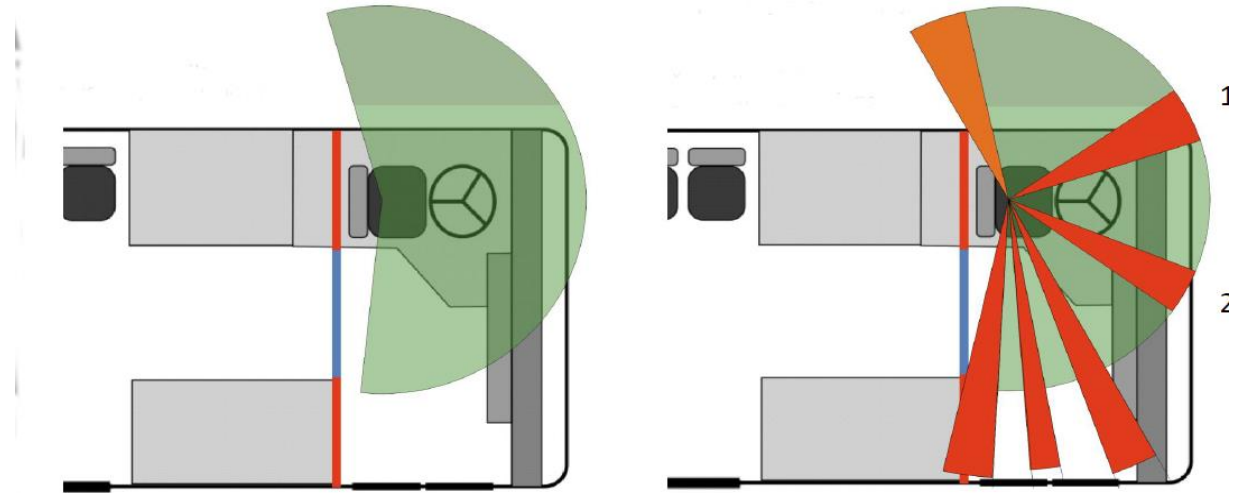


The project is to understand the nature and cause of blind spots through the vision of Transit Bus operators.

Bus Redesign Objectives - Blind Spot Study

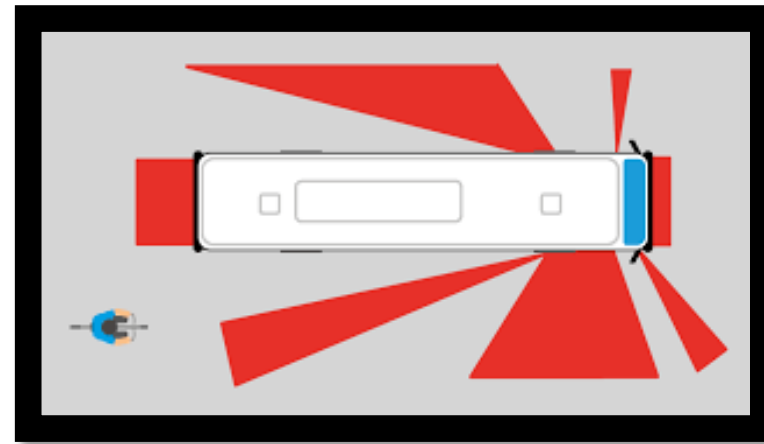
The project will look at Vehicle Design.

- Cab design.
- Bus Frame Engineering Design.









- **The Blind Spot committee will make recommendations based on statistical measurement to minimize the risk of the blind spot.**



- **The information gathered from the study will be available to help support the Blind Spot Investigation process.**

Health & Safety Regulatory Update & Next Steps

ATU International
Health & Safety




Amalgamated Transit Union

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(301) 431-7100 Fax (301) 431-7117

Office of the International President

Memorandum

To: ATU U.S. Local Union Presidents Representing Workers at FTA-Regulated Transit Properties

From: John A. Costa, International President 

Date: April 15, 2024

Subject: FTA Public Transportation Agency Safety Plans Rule

USDOT Finalizes Important National Regulation to Promote Transit Safety and Protect Transit Workers

Tuesday, April 9, 2024

WASHINGTON - The Biden-Harris Administration will continue its focus on keeping public transportation the safest mode of surface travel, while increasing safety protections for transit workers. The U.S. Department of Transportation's Federal Transit Administration (FTA) announced a final rule updating FTA's [Public Transportation Agency Safety Plans \(PTASP\) regulation](#), along with a newly revised [National Public Transportation Safety Plan](#). These major safety updates will make transit systems safer for transit workers and passengers nationwide, while providing workers more input in safety-making decisions through enhanced safety committees.

"Millions of Americans depend on safe, reliable public transportation every year, and transit workers deserve to be safe when they're delivering this essential service," said **U.S. Secretary of Transportation Pete Buttigieg**. "These improved safety measures will enhance the safety of public transportation by empowering transit agencies and workers to identify risks, find solutions to mitigate those risks, and ensure the solutions are properly carried out."

The new rule and revised safety plan are the result of months of work by Biden-Harris Administration leaders and in response to dozens of comments filed by stakeholders, including transit agencies.

"The safe operation of public transit is FTA's top priority," said **FTA Acting Administrator Veronica Vanterpool**. "Today's updates to the National Safety Plan and PTASP regulation reflect our continued commitment, in cooperation with our state and industry partners, that every rider of public transit has a safe and reliable transportation experience."

Including:



Public Transportation Agency
Safety Plan – Final Rulemaking



Oversight and Enforcement



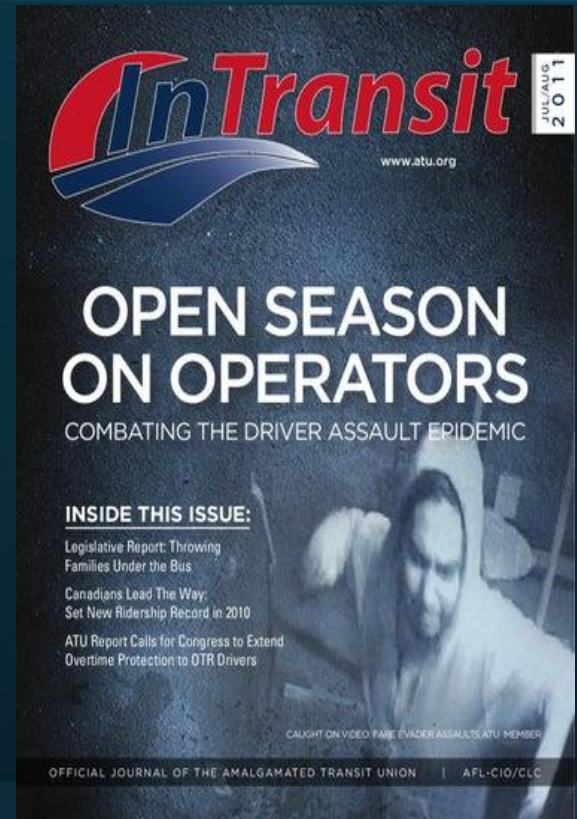
Next steps for safety committees

FTA Assault Statistics: Epidemic of Attacks on Transit Professionals

Assaults on bus operators increased almost 300% between 2009 and 2023.



Transit Assaults Are Becoming More Frequent Nationwide



Assault Reporting Requirements

All assaults on transit workers are to be reported, whether or not there is an injury.

New legal definition of “assault on transit worker”:

a circumstance in which an individual knowingly, without lawful authority or permission, and with intent to endanger the safety of any individual, or with a reckless disregard for the safety of human life, interferes with, disables, or incapacitates a transit worker while the transit worker is performing the duties of the transit worker

PTASP Accountability

Who approves the
Agency Safety Plan?



Joint Labor Management Safety Committee.



Each safety plan must be signed by an operator's Accountable Executive.



Each safety plan must be approved by its Board of Directors or an equivalent authority (mayor, county executive, or city council)



State Safety Oversight Agencies (SSOAs) must approve the safety plans of the rail transit agencies they oversee.

Makeup of the Safety Committee

- (1) Equal numbers of worker-side and management-side members
- (2) The union representing the greatest number of unionized workers chooses the committee's worker-side members
- (3) Worker-side members must represent the major service functions, such as:
 - Operations
 - Maintenance
 - Dispatch



Safety Committee Tasks

1. Review and approve PTASP changes
2. Identify hazards
3. Recommend fixes
4. Identify past fixes that have not been effective
5. Identify ways to improve safety



Risk Reduction Program

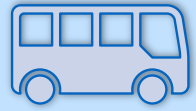
New Requirement

Each recipient or State ... shall certify that the recipient or State has established a comprehensive agency safety plan that includes...

(I) ... a risk reduction program for transit operations to improve safety by reducing the number and rates of accidents, injuries, and assaults on transit workers based on data submitted to the national transit database...

See § 5329(d)(1)(I)

Risk Reduction Programs (RRPs)



Explains how management will reduce bus accidents (including blind spot accidents), injuries, and assaults



Can cover other topics if the safety committee agrees



To include an optional topic, the committee must assess the risk, develop one or more fixes, and include them in the RRP

Management Veto Power



If the committee includes a fix in the RRP, management may NOT veto it.



If the committee recommends a fix outside of the RRP, management CAN veto it.



When management vetoes a fix that is not part of the RRP, they must explain the decision in writing.

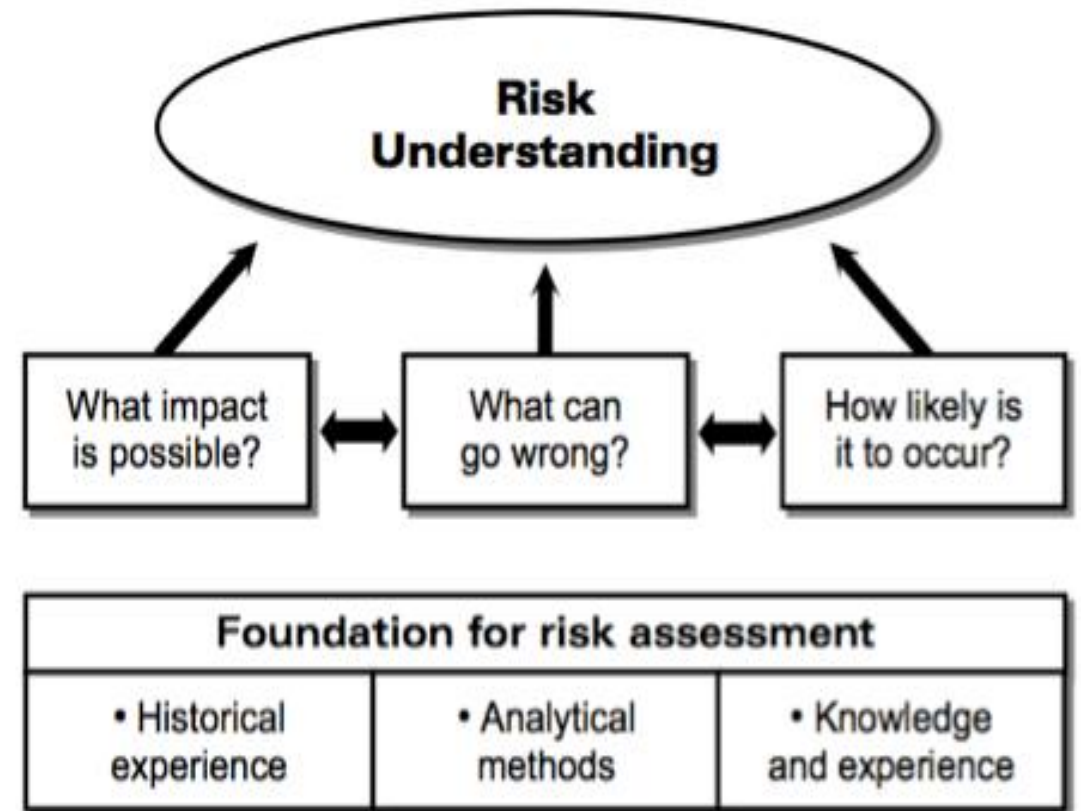


Analyzing, Assessing, and Addressing Risks

Measuring Risk - Severity?

Measuring Risk - How Often?

Agency Safety Plan must explain how the transit system will reduce risk of accidents, injuries, and transit worker assaults.



Severity

Severity tells us how serious the effects of the potential consequence may be

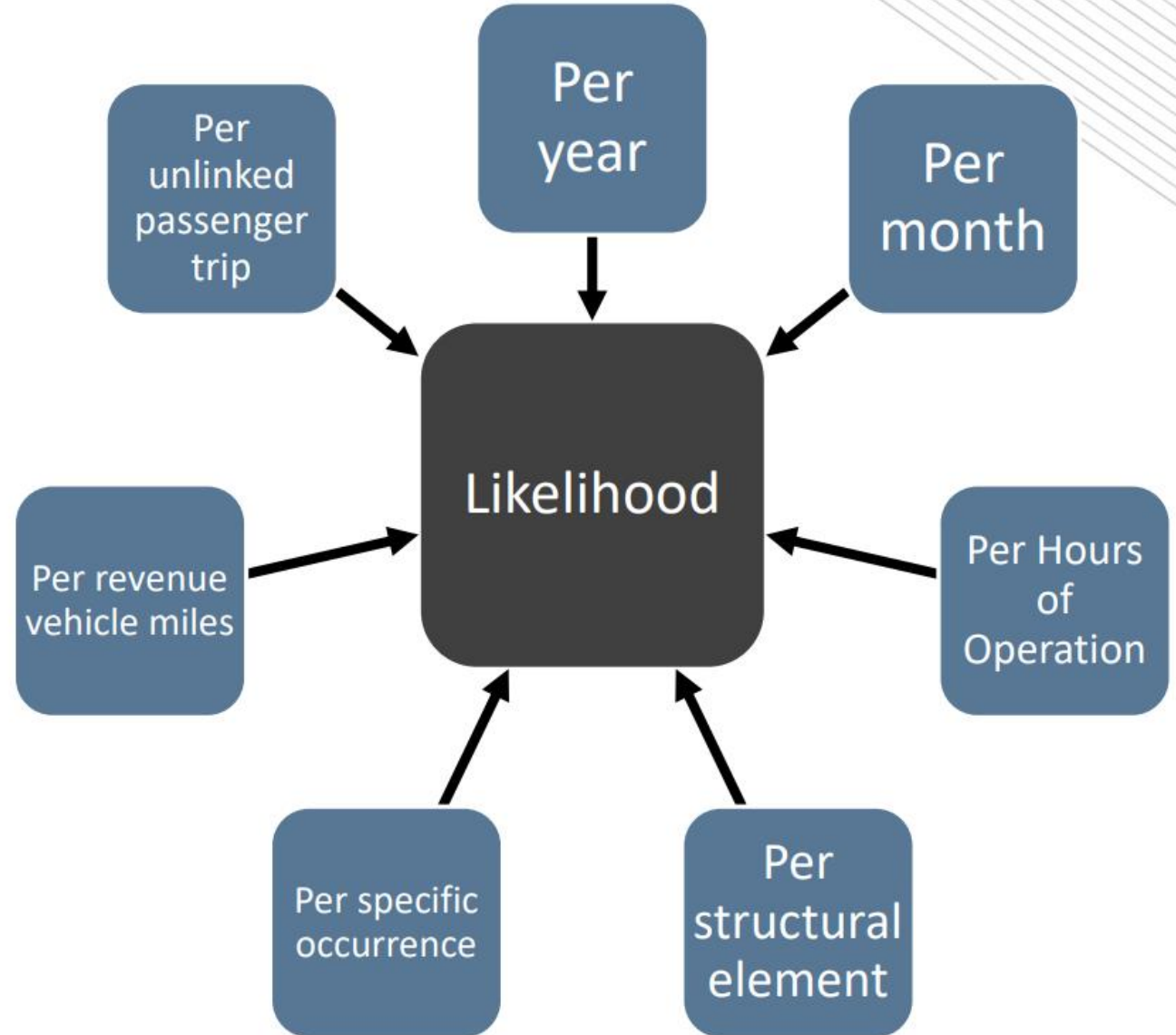
Severity can be assessed multiple ways, including impacts to **people**, the **system**, and the **environment**



Likelihood

Likelihood tells us how likely the potential consequence is to happen at our agency

Depending on the consequence, available information, likelihood can be assessed multiple ways, like time, service provided and consumed, etc.



Safety Committee Decision-Making



PTASP Rule does not specify how a safety committee should make decisions.



FTA expects a committee to vote on issues and to use majority rule.

Safety Committee Dispute Resolution



Safety committee must decide on (and include in the next version of the PTASP) how it will settle disputes.



Committee can use or any other process it agrees on.



“Accountable executive” CANNOT resolve committee disputes under any circumstances.



Worker-Side Safety Committee Member Next Steps

1. Work with management to get on a regular meeting schedule.
2. Review last year's PTASP.
3. Make sure it contains an RRP.
4. Start thinking about changes for next year's PTASP.
5. Brainstorm fixes that should be included in the RRP.
6. Discuss RRP-related issues in committee meetings with the goal of agreeing with management on fixes.
7. Work with management to decide how the committee will resolve disputes.

Small UZA Local Union Leader Next Steps

→ A small UZA has fewer than 200,000 people

1. If you have a safety committee, work from the previous slide.
2. If you don't have a committee:
 - Review last year's PTASP.
 - Start thinking about changes for next year's PTASP.
 - Identify who will work with management to develop next year's PTASP.

Safety Performance Measures

- Types of data that a transit system must track to determine how safe the system is
- Come from National Public Transportation Safety Plan
- Part of PTASP
- Each safety performance measure, has corresponding “safety performance target”
- Safety committee sets targets for measures pertaining to RRP
- Management can set all other targets



National Public Transportation Safety Plan

April 2024

Version 2



U.S. Department of Transportation
Federal Transit Administration

Safety Performance Measure v. Safety Performance Target

Measure

Fatalities

Fatality Rate

Transit Worker Fatality Rate

Target

Maximum number of fatalities the transit system should experience over the next year

Maximum number of fatalities per VRM the transit system should experience over the next year

Maximum number of transit worker fatalities the transit system should experience over the next year

Safety Set-Aside

- Large UZA transit systems must allocate at least 0.75 percent of certain federal funds to eligible safety projects.
- If a system fails to meet an RRP safety performance target, it must allocate next year's its safety set-aside fixes that will help management meet the target.

Worker-Side Safety Committee Member Next Steps

1. Review RRP and non-RRP safety performance measures.
2. Review the last 3 years of NTD data that pertains to each RRP performance measure.
3. Brainstorm what next year's RRP safety performance targets should be.
4. Begin RRP safety performance target discussions in committee meetings.
5. Negotiate for the committee to have a role in setting non-RRP performance targets.

Small UZA Local Union Leader Next Steps

1. Review non-RRP safety performance measures.
2. Review the last 3 years of NTD data that pertains to each non-RRP performance measure.
3. Brainstorm what next year's non-RRP safety performance targets should be.
4. Prepare members working on next year's PTASP to advocate for the local union's preferred non-RRP performance targets.

PTASP Rule Enforcement

- Transit systems will self-report their compliance to FTA
- FTA is working on ways to collect evidence of compliance
- FTA will accept and potentially investigate reports from ATU re: transit system noncompliance

If you believe that your transit system is out of compliance, report it to the International Union at safety@atu.org.

Visit Laura Karr at the Health and Safety table tomorrow to report compliance issues and get answers to your questions.



