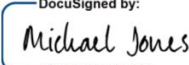


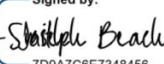
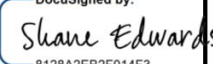




EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL:		GENERAL MANAGER ACTION REQ'D:	
DocuSigned by:  47000790F2D7463...		Yes	
DATE: 1/30/2025		3/6/2025	
BOARD INITIATED ITEM: No			
Originator/Prepared by: Jeffrey Lau	General Counsel	Controller/Treasurer	District Secretary
Dept: System Safety			
DocuSigned by:  C5F9A4C722234D3...	DocuSigned by:  2528C067C44147D...	Signed by:  7D9A7C6E7348456...	DocuSigned by:  8128A2EB2F014F3...
Signature/Date: 2/26/2025	2/26/2025 []	2/27/2025 []	2/28/2025 []

Approval of BART Agency Safety Plan (PTASP), Revision 4

PURPOSE:

Approve the BART Public Transportation Agency Safety Plan (PTASP), Revision 4.

DISCUSSION:

As required by federal regulation 49 C.F.R. Part 673 and California Public Utilities Commission (CPUC) General Order 164, BART developed and adopted a Public Transportation Agency Safety Plan (PTASP) in 2020. The PTASP, or the safety plan, is a document that describes the various safety management programs and processes that BART has in place to manage hazards and safety risks. The safety plan was approved by the Board on May 28, 2020, and formally approved by the CPUC on June 25, 2020. In 2021, the Bipartisan Infrastructure Law required public transportation agencies to establish a safety committee to approve the PTASP, among other responsibilities. In response to this requirement, BART formed a new safety committee entitled Safety Management System (SMS) Joint Union Management Safety Committee in 2022, with equal representation from unions and management, pursuant to the Federal Transit Administration (FTA) guidance. The SMS Safety Committee reviewed, discussed, and formally approved the revised PTASP in December 2022. The revised PTASP included the following updates: addition of the SMS Safety Committee, the consolidation of eBART into BART operations as E-Line, revised organizational charts, and other editorial changes. The revised safety plan, Revision 3, was approved by the Board on March 9, 2023, and by the CPUC on November 9, 2023.

In April 2024, FTA published an update to the PTASP regulation 49 C.F.R. Part 673. It required transit agencies to incorporate additional components into their PTASPs including safety performance targets based on safety performance measures for fatalities, injuries, safety events, and system reliability; a safety risk reduction program; transit worker assault mitigations; and a CPUC risk-based inspection program. Staff updated the safety plan per



the requirements and presented it to the SMS Safety Committee for review and approval. On January 9, 2025, PTASP Revision 4 was approved by the SMS Safety Committee.

Upon Board approval of PTASP Revision 4, staff will submit it to the CPUC for approval.

FISCAL IMPACT:

Since all the programs and processes described in the PTASP are currently in place, there is no financial impact as a result of Board approval of this plan. This action is not anticipated to have any Fiscal Impact on the annual operating budget.

ALTERNATIVES:

The Board may elect not to approve the revised PTASP. However, this action is not recommended because such action will subject BART to regulatory enforcement action by the FTA and/or CPUC which could include withholding of federal funds for non-compliance with the FTA's Public Transportation Safety Program and 49 C.F.R. Part 673.

RECOMMENDATION:

It is recommended that the Board adopt the following motion:

MOTION:

The Board approves and adopts the BART Public Transportation Agency Safety Plan, Revision 4, dated January 10, 2025.