

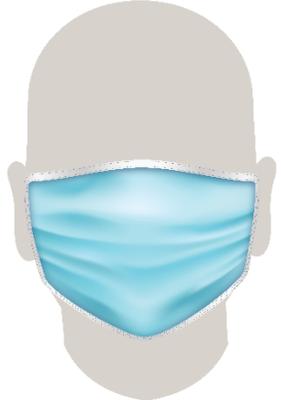
## Federal Mask Mandate

- **January 20, 2021**, the CDC and FTA issued a mandate that masks or face coverings must be worn on all forms of public transportation and in transportation hubs.
- Maintaining safe distances on buses and trains is often impossible, necessitating the use of masks.
- Masks help keep drivers and passengers safe.
- Transit operators must make best efforts to ensure that passengers wear masks.
- The Federal Mask Mandate is set to expire on **January 18, 2022**.
- FTA resources are available such as the Mask Up Toolkit.



**Mask Up**

*Use Mascarilla*



**COMPLETELY COVER NOSE AND MOUTH WITH MASK**  
CUBRA COMPLETAMENTE LA NARIZ Y LA BOCA CON LA MASCARILLA

**ENSURE MASK FITS SNUGLY AGAINST FACE**  
ASEGÚRESE DE QUE LA MASCARILLA SE AJUSTE PERFECTAMENTE A LA CARA

**FEDERAL LAW REQUIRES THE WEARING OF FACE MASKS ON PLANES, BUSES, TRAINS AND OTHER FORMS OF PUBLIC TRANSPORTATION.**  
LA LEY FEDERAL REQUIERE EL USO DE MASCARILLAS EN AVIONES, AUTOBUSES, TRENES Y EN OTRAS MODALIDADES DE TRANSPORTE PÚBLICO.

U.S. Department of Transportation    

[www.transportation.gov/MaskUp](http://www.transportation.gov/MaskUp)

## Federal Mask Mandate

- FTA has provided a “Mask Up Toolkit”, which provides:
  - Key talking points related to the mandate
  - Digital outreach resources
  - Printable posters, decals and flyers in multiple languages
  - Sharable videos for websites and social media

<https://www.transportation.gov/mask-up/tool-kit>



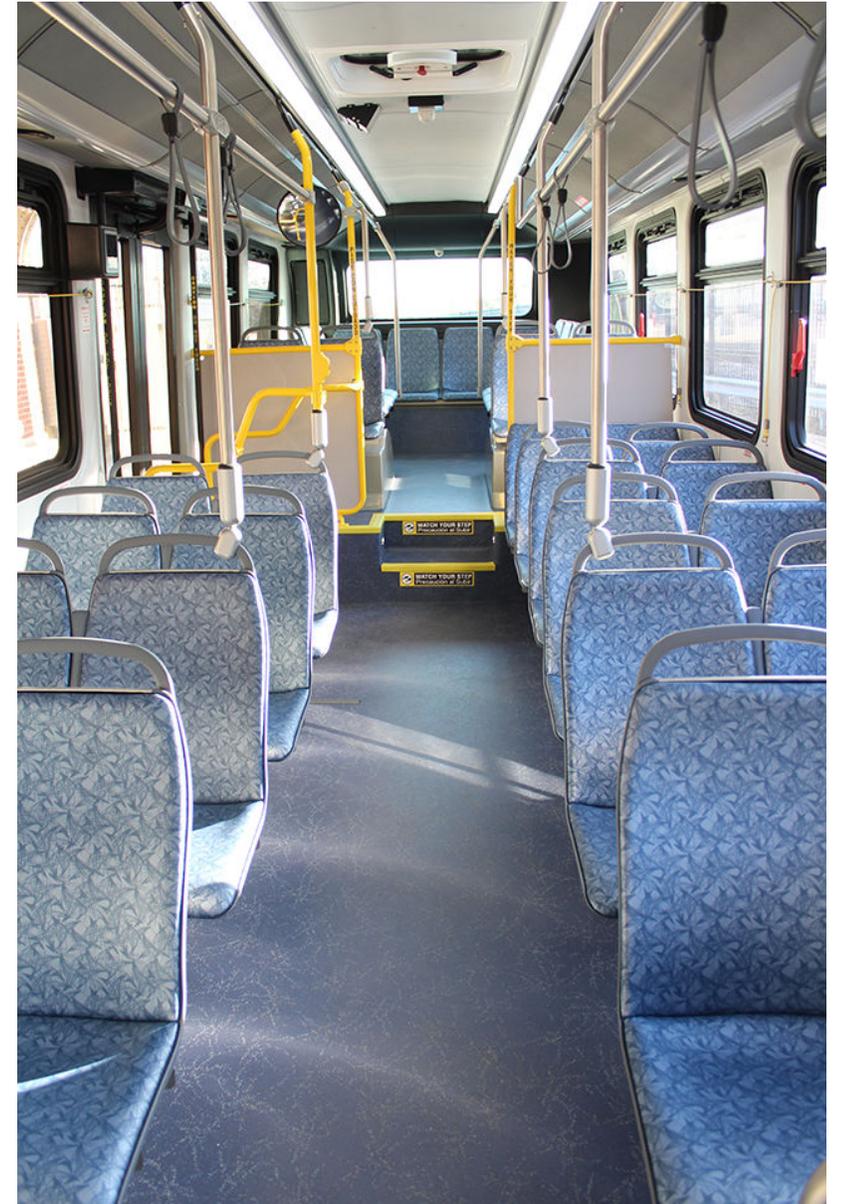
## Public Transportation Agency Safety Plan (PTASP)

### Requirements

- GDOT assists urban transit agencies in drafting safety plans.
- Local governing bodies approve these plans and GDOT certifies plans with FTA.
- This process was completed in July 2020 for most of Georgia's urban public transit systems.
- New systems or any system moving from rural to urban service must have a certified PTASP before launching service.

### Going Forward

- Each urban transit agency must establish a process and timeline for conducting an ***annual*** review and update of the PTASP ([§ 673.11\(a\)\(5\)](#))
- Even if GDOT drafted the plan, each transit operator is required to carry out and ***implement*** its own safety plan
- In addition to these requirements, each agency must provide [GDOT and its Metropolitan Planning Organizations \(MPO\)](#) with its safety performance targets to assist the State and MPO with the capital program planning process



## PTASP Annual Update Process

- Initiate review
- Hold Kickoff and set review schedule
- Establish review guidelines
- Identify areas of the PTASP that needs to be updated
  - Update safety objectives and performance targets
- Complete review guidelines
- Develop draft update if needed
- File necessary documentation based on whether update is needed
- Complete the internal review and provide update if needed
- Sign the updated PTASP if needed



## Focus: Safety Performance Targets (SPT)

- Each transit agency must include SPTs in its PTASP. These targets must be specific numerical targets set by transit agencies themselves and must be based on the safety performance measures established by FTA in the National Public Transportation Safety Plan ([CFR Part 670](#)).
- SPTs must be updated annually
- Current Examples:
  - Fatalities
  - Injuries
  - Safety Events (Collisions)
  - System Reliability (Failures per 100,000 miles)
- Operators must coordinate with GDOT and their MPO to the maximum extent practicable, to assist with the selection of Statewide and regional safety performance targets. At a minimum, each transit agency must make its SPTs available to GDOT and its MPO.



## Assault Awareness and Prevention

- Operator assaults and operator injuries as a result of assaults have been growing since 2008
- Assault is defined as “any physical attack, harmful or offensive contact, verbal threats of bodily harm, or attempts to cause injury or bodily harm by one person towards another.”
- Why are operators at risk?
  - They work alone or in small groups
  - They work at night or in the early morning
  - They have fare enforcement responsibilities
  - They must enforce FTA’s mask mandate
  - Services require direct contact with the public



## Assault Circumstances

- Prior to 2020, fare enforcement was the most common source of conflict.
- Major new source of conflict is the enforcement of FTA's mask mandate.
- Most assaults do not result in physical attacks.
- Non-physical assaults can be dangerous to operators and passengers as they are likely to affect vehicle operations.

## Assault Instances Involved...

81% Verbal threats, intimidation, or harassment

62% Spitting

38% Items thrown at the bus

26% Items thrown inside the bus

14% Physical assaults

3% Simple assaults

2% Assaults involving weapons

# Situational Awareness with Assaults

Factors that can increase the likelihood of assault

## Number of Passengers

- Crowded buses
- Long loading times

## Environment

- Delays
- Crowds and events
- Higher-crime areas

## Time of Day

- Late evening/PM peak
- School runs

## Passenger Contact

- Fare and rule enforcement
- Mental health issues
- Intoxicated passengers

## Assaults: Reporting and Response

- Transit agencies must have an explicit system for dealing with operator assaults.
- Agencies must take all reports of assault seriously
  - Operators are the backbone of public transit
  - Reports are needed to address systemic issues
  - Drivers may not report issues if they don't feel heard
  - “No report = no incident”



Operator training webinar:

<https://www.youtube.com/watch?v=LPmybXPS2FQ>

Additional safety training:

<https://www.transit.dot.gov/regulations-and-guidance/safety/fta-sponsored-training-courses>