

Oregon Department of
Transportation
State Safety Oversight Agency
Annual Report
Calendar Year 2022



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A. Summary

The State Safety Oversight Agency (SSOA), housed within the Oregon Department of Transportation's (ODOT) Commerce and Compliance Division (CCD), is responsible for safety oversight of the light rail, streetcar, and trolley systems within Oregon, all of which are termed Rail Fixed Guideway Public Transportation Systems (RFGPTS). These are regulated separately and distinctly from heavy rail, such as Amtrak or WES Commuter Rail, which runs from Wilsonville to Beaverton. Currently, there are two RFGPTS that receive federal funding, placing them under federally-mandated state oversight, as well as under state regulations. There are two smaller systems that do not receive federal funding, and therefore are subject only to state regulations. The Federal Transit Administration (FTA) provides funding for rail transit agencies and for the SSOA and has promulgated regulations that require each SSOA to provide a written report about its activities throughout the previous calendar year to the Governor of its state and to the Boards or related positions at the rail transit agencies, along with FTA.

B. Overview

Oregon is one of 31 states, including the District of Columbia and Puerto Rico, with a designated SSOA program. Through inspections, audits, investigations, attendance at various meetings, and document review, the Oregon SSOA program oversees the safety of RFGPTS for compliance with 49 United States Code 5329(e), the code of federal regulations (CFR) found in 49 CFR Parts 655, 670, 672, 673, and 674, as well as Oregon Statutes (*e.g.*, ORS 824.045) and Oregon Administrative Rules (OAR), Division 741, Chapter 60 (and Chapter 65, applicable to only the Astoria Riverfront Trolley and the Willamette Shore Trolley, located in Lake Oswego). The Tri-County Metropolitan Transportation District of Oregon (TriMet) light rail system, commonly referred to as MAX, and the Portland Streetcar (PSC), receive federal financial assistance, thereby placing them under federal and state jurisdiction and subject to both federal and state regulations. The Astoria Riverfront Trolley and the Willamette Shore Trolley do not receive federal financial assistance; they are subject to state (but not federal) oversight.

This report focuses on those systems subject to federal regulations, pursuant to 49 CFR 674.13(a)(7), which requires that, at least once a year, the SSOA reports the status of the safety of each RFGPTS to the Governor, the FTA, and the board of directors, or equivalent entity, of the rail fixed guideway public transportation system. The Oregon SSOA Program Standard further requires that Oregon SSOA summarize the oversight activities for the preceding 12 months, describing the causal factors of accidents identified through investigation, identifying the status of corrective action plans, changes to Public Transportation Agency Safety Plans (PTASP), and the level of effort by Oregon SSOA in carrying out its oversight activities.

C. Current Regulatory Environment

On November 15, 2021, President Biden signed into law the Bipartisan Infrastructure Law, which amended FTA's safety program at 49 U.S.C 5329. Changes to 49 U.S.C 5329(d) required minor to moderate changes to each agency PTASP including a) establishment of a safety committee convened by a joint-labor management process consisting of an equal number of frontline employee representatives and managers b) safety committee approval of the PTASP each year c) a safety committee utilized to identify and recommend risk-based mitigations or strategies necessary to reduce the likelihood and severity of identified risks d) strategies to minimize employees and riders to exposure of hazards and unsafe conditions as recommended by the Centers for Disease Control and Prevention or a State health authority, and e) the establishment of performance safety targets in alignment with the National Public Transportation Safety Plan. Additionally, the law requires additional training covering mitigations of assaults on transit workers and de-escalation training and establishes additional training requirements to be considered for operations and maintenance

personnel responsible for safety.

In late 2022, FTA issued a special directive to each of the 31 SSOA's that oversee RFGPTS. Special Directive No. 22-43, issued to Oregon SSOA on October 21, 2022, requires it to develop and implement a risk-based inspection program as required by 49 U.S.C 5329(k). Oregon SSOA already conducts inspections and has for many years. The primary driver of a risk-based inspection is focusing energies on the areas of highest risk at an RFGPTS and using data provided by the RFGPTS to direct attention to the highest risk activities. Oregon SSOA does employ a risk-based inspection approach to its current inspections, but there will be adjustments made to the inspection process. Oregon SSOA began collaborating with both RFGPTS in April 2023 to further establish agreed upon procedures for Oregon SSOA to conduct risk-based inspections at RFGPTS properties.

A primary component of the new special directive is data sharing between the RFGPTS and SSOA; the FTA directive requires the SSOA to have unfettered access to RFGPTS data needed to direct the SSOA to areas where safety risk is highest at each RFGPTS. The state of Oregon has pre-existing OARs that already allow SSOA the level of access necessary, so Oregon SSOA will have more time to develop other changes to the current inspection program to align it fully with FTA's risk-based inspection requirements.

Another major component and requirement by FTA is an SSOA data storage system robust enough to store and analyze data submitted by the RFGPTS and analyzed by the SSOA. Currently, Oregon SSOA is working to procure a data system capable of meeting FTA requirements. There have been challenges within ODOT's Information Technology section that have caused some delays to procurement of a new data system. Oregon SSOA meets regularly with IT leadership to shepherd the data system through the governance process with the intent of having the data system operational by FTA's compliance deadline of October 1, 2024.

Both TriMet and PSC do record and compile data for safety events and hazards. At TriMet, the data is stored across the agency in different departments, so collecting and collating the information can be an arduous and manual process. TriMet is currently training more departments to use the Vector Solutions/Industry Safe software program to input hazards and corrective action plans in an effort to consolidate safety event information. In 2022, TriMet made significant strides in collecting data for monthly reports due to Oregon SSOA, and they continue refining those efforts. PSC, much smaller in scale compared to TriMet, has third party data software for such data, but there still exists a manual component to collating the data. Oregon SSOA has worked closely with both RFGPTS to refine and align the safety data with state and federal definitions and specific data types required for collection and analysis.

D. Program Function

The Oregon SSOA program is structured to maximize RFGPTS safety and to fulfill all FTA requirements found in 49 CFR Parts 673 and 674. Towards that end, in July 2021, Oregon SSOA updated its OARs to reflect the changes in the federal regulations related to 49 CFR 674 and 673 and to include revisions to the state regulations. Thereafter, Oregon SSOA updated and revised its federally required Program Standard, a legal document that identifies RFGPTS responsibilities for safety functions and explains how Oregon SSOA interprets the regulations and what is expected of the RFGPTS to comply. The revised version of the program standard was issued to each RFGPTS in November 2021 and a follow-up revision was issued in November 2022. For the 2022 update, the Oregon SSOA conducted joint work sessions with both TriMet and PSC for comment and review of proposed changes to the Program Standard.

Oregon SSOA's current Program Standard discusses:

- The development, implementation, and subsequent revisions and reviews of the PTASP, and Oregon SSOAs review and approval of said PTASP;
- Investigations of accidents, incidents, and occurrences;
- Review, approval, and oversight of the development and implementation of corrective action plans (CAPs) related to accidents, hazards, internal and external reviews and audits, etc.;
- Hazard identification, assessment, and mitigations across all areas of the RFGPTS;
- Reporting and notification requirements for safety events to SSOA and FTA, in addition to documents required by Oregon SSOA for review;
- State laws regarding hours-of-service requirements and reporting;
- State laws regarding prohibited use personal electronic devices;
- Regular and periodic on-site reviews of PTASP implementation and compliance, including triennial safety audits.

The Program Standard provides procedures for how to manage corrective actions, including monitoring and review, safety risk management and monitoring, auditing, and accident investigation; it also explains the Oregon SSOA's statutory obligations and those of the RFGPTS, along with guidance and examples.

E. SSOA Program Staffing

The program currently has four full-time rail transit compliance specialists managed by ODOT Rail Safety & Compliance Section Manager Chris Malm. The newest specialist joined the Oregon SSOA program in January 2023, following a recruitment that started in 2022, and is a qualified track inspector from BNSF Railway. Dedicated subject matter expertise for RFGPTS track structures is new for Oregon SSOA and was identified as a critical need after Oregon SSOA review of several derailment accidents at TriMet over the past three years.

In 2022, the FTA conducted a triennial review of the Oregon SSOA program, which required a moderate amount of preparation by Oregon SSOA. The purpose of the review is to gauge the sufficiency of Oregon's SSOA oversight of each RFGPTS. FTA identified 10 findings that Oregon SSOA must address; within each finding are several separate activities. Seven findings are open, but work is progressing to sufficiently address FTA's findings and close them out. Some findings will require corrective action plans to be developed by each RFGPTS. The FTA has established regular meetings with Oregon SSOA to oversee progress toward completion of activities required to close the findings.

As a result of the FTA triennial review, the group has determined a need for additional support and will seek on-call SSOA consultant services to support the program, particularly the more administrative intensive parts of the program such as formal safety reviews, audits, accident investigation reviews, and oversight of PTASP implementation. Oregon SSOA has dedicated a significant amount of time to TriMet in 2022 to improve compliance with the Oregon SSOA Program Standard, particularly the management of corrective action plans, hazard tracking, and improving accident investigations and expects the volume of SSOA work to increase as FTA establishes additional requirements of the SSOA.

Also, as FTA’s special directive requires, Oregon SSOA must update its workload assessment and ensure that that the program has an adequate number of staff with requisite expertise in the program to perform inspections covering many areas at the RFGPTS. Oregon SSOA anticipates a need for additional staff to perform routine inspections and oversight activities of rail equipment maintenance divisions at both TriMet and PSC. Altogether, the Oregon SSOA expects it will need at least one additional compliance specialist and on-call consultant support to meet all program needs by October 2024.

F. Rail Fixed Guideway Public Transportation Systems under SSOA Oversight

1. Tri-County Metropolitan Transportation District of Oregon (TriMet)

SSOA Oversight Activities 2022

Field Inspections/Observations/Evaluations

In 2022, the Oregon SSOA returned to the field to conduct more inspections than in 2021. The relaxation of COVID restrictions normalized several prior Oregon SSOA activities, such as transit system ride observations and in-person attendance at the RFGPTS. Some Oregon SSOA field activities were promulgated by corrective action plans and post-accident site reviews and evaluations, but most inspections comprised of routine safety inspections of MAX stations and rail operations. In total, 507 items were inspected, including station platforms, crossings, safety treatments, pedestrian warning devices/systems, and rail employee adherence to operating rules and orders. Oregon SSOA staff attended 44 meetings at TriMet during 2022 covering a wide variety of topics, including PTASP update meetings, safety committee meetings, status check-in meetings for corrective actions plans, and accident review meetings. In 2022, quarterly meetings including the Oregon SSOA and agency executive leadership were fully implemented.

Oregon SSOA Triennial Review of TriMet

Oregon SSOA will conduct a triennial review of TriMet in 2023, as required by the applicable regulations. The procurement process for audit consultant services began in 2022, and a contract was selected in March 2023. Every three years, the Oregon SSOA must conduct a triennial review of the agency’s adherence to the PTASP and compliance to processes, rules, and procedures established by TriMet, in addition to requirements of the Oregon SSOA Program Standard, 49 CFR Parts 655, 670, 672, 673 and 674, and the OARs.

Accidents and causal factors

In 2022, TriMet MAX vehicles were involved in 27 accidents. FTA and Oregon SSOA define an accident as any event involving a rail transit vehicle or occurring on a rail transit -controlled property; accident subtypes are included in the table below. The FTA and Oregon SSOA also designate some collisions as incidents, not accidents; the incident designation is reserved for low-speed collisions that don’t result in serious injury or property damage.

Accident sub-type	Number at TriMet
Fatality, a death or suicide	1
Serious Injury	0
All collisions resulting in fatality	2
All collisions resulting in serious injury	2
All collisions resulting in substantial damage	15
Runaway Train	0
A collision between two rail transit vehicles	0

Evacuation for a life safety reason	5
Derailment	2
Incident sub-type	
Collision –Certain low-speed collisions that result in non-serious injury or property damage	22

Accidents that are collisions with substantial damage occur with greatest frequency. Most collisions are caused by motorists making unlawful turns or moves across the path of the MAX train at non-gated crossings. Collisions with serious injury and fatality generally involve persons trespassing in the MAX right-of-way.

Incidents that are low speed collisions that result in non-serious injury or property damage are generally caused by motorists making unlawful turns and moves across the path of the MAX train. Many of these low-speed collisions occur in the downtown Portland area, known as the ‘central business district’ or CBD spanning from SW Goose Hollow to Lloyd Center. Currently, about 40 percent of MAX trains are equipped with in-cab forward facing cameras; some accident investigations are complicated by the lack of video to substantiate or validate what involved parties report. Most train signals in downtown Portland, where most collisions occur, do not have data recorders tied into the city signal system, either. Identifying the root cause of collisions can be challenging without cameras, but TriMet has committed to installing in-cab forward facing cameras on the remainder of the MAX fleet by the end of 2025. In 2022, Oregon SSOA continued its focus on improving accident investigations produced by TriMet to meet Program Standard requirements, which are based primarily on FTA’s expectations for RFGPTS-conducted investigations; this work is ongoing.

The Oregon SSOA may join with the RFGPTS in investigating accidents or may conduct its own independent investigation when deemed necessary. FTA requires that Oregon SSOA adopt a final accident investigation report whether produced by Oregon SSOA or the RFGPTS. Generally, Oregon SSOA delegates the accident investigation to the RFGPTS since the RFGPTS has subject matter experts employed within the agency; additionally, RFGPTS staff can respond quickly to accidents and collect time sensitive electronic data from the MAX train. Oregon SSOA compliance specialists visit most accident scenes shortly after they occur to conduct safety assessments. The assessment focuses on operating characteristics of MAX train operators, traffic patterns, lane markings, driver behavior, train and traffic light sequencing and phasing, pedestrian behavior, and installed pedestrian safety devices and treatments. Oregon SSOA may include recommendations from these assessments in SSOA’s review of the RFGPTS final accident report.

The Program Standard includes investigatory requirements for all accidents, and Oregon SSOA only accepts final reports produced by the RFGPTS that comply with the guidelines therein; otherwise, the report is returned to the RFGPTS for revision. Oregon SSOA approved and adopted all RFGPTS final accident investigation reports from 2022; a handful of reports required revision before ultimately being approved and adopted by the Oregon SSOA.

Corrective Action Plans

Corrective Action Plans (CAPs) are designed to address hazards or deficiencies that cannot be immediately mitigated. These are usually identified because of discovering a previously unknown hazard, an accident investigation, observations or reviews, drills or exercises, hazard investigation, the safety risk management process, and internal and external safety audits performed by the RFGPTS, the SSOA, or another agency, such as FTA or NTSB.

In 2022, Oregon SSOA required TriMet to develop four CAPs, which are summarized below:

CAP 12202 TriMet is not conducting interlocking inspections of its signal system as prescribed in its Track Standards Plan

- CAP 12282 TriMet must improve compliance and timeliness of 72-hour status updates for accidents.
- CAP 12382 TriMet post-accident drug and alcohol testing is not compliant with federal standards.
- CAP 12622 TriMet is submitting final accident investigation reports that do not comply with the Oregon SSOA Program Standard.

In 2022, TriMet developed one CAP resulting from a TriMet conducted internal safety review:

- CAP 12682 TriMet must establish strategies to reduce rail rule violations to agency standards.

Oregon SSOA conducts check-ins with TriMet to ensure that activity milestones within each CAP are on-target for completion. Eight CAPS (from prior years) were verified and closed by Oregon SSOA in 2022.

Public Transportation Agency Safety Plan, changes in 2022

Annually, TriMet is required to revisit its PTASP for updates. In 2022, PTASP updates included improved processes for hazard reporting and CAP development and record keeping. Other changes were related to the Bipartisan Infrastructure Law, such as training workplace safety committees to the safety management system (SMS) concept of risk reduction and identifying the health authority TriMet will follow to minimize exposure to infectious diseases. Other minor changes included modifying sections to reflect updated OARs (from 2021).

TriMet's first PTASP was approved by Oregon SSOA in December 2020. Each year, TriMet has made changes to its PTASP and Oregon SSOA expects changes to continue, but eventually subside as TriMet's PTASP becomes fully integrated into all facets of the agency. FTA expects that an agency the size of TriMet could take up to seven years to fully incorporate SMS and the concept of safety risk management into the DNA of the agency. Each year, Oregon SSOA reviews all changes made to the PTASP, ensuring that changes comply with current FTA requirements and applicable Oregon SSOA Program Standard requirements.

2. Portland Streetcar

Portland Streetcar is owned and operated by the City of Portland in partnership with TriMet, which contributes a portion of operating funding. TriMet also provides operational and maintenance support. The City of Portland contracts with Portland Streetcar, Inc. (PSI), to construct and promote the Streetcar system. PSI is a private, non-profit corporation. Thus, the Streetcar is staffed by a combination of City of Portland employees, TriMet employees, and PSI personnel.

PSC is managed by the Portland Bureau of Transportation (PBOT), under the direction of the Commissioner-in-Charge of Transportation. The Commissioner-in-Charge of Transportation has appointed a Citizen Advisory Committee to advise the Commissioner, City Council, and PSC management on matters involving planning, design, and operation of the system.

SSOA Oversight Activities 2022

Field Inspections/Observations/Evaluations

The PSC streetscape is very different than TriMet's light rail system. PSC runs almost exclusively in mixed use traffic. There are very few dedicated train signals for streetcars; streetcars follow traffic signals for most of their routes. PSC employees are subject to agency rules, procedures, and processes, but they also are subject to rules of the road. Oregon SSOA inspections and observations of PSC, therefore, are somewhat different, so oversight in the field is different.

The majority of inspections comprised of routine monitoring of PSC operations. In total, 104 items were

inspected; these included: station platforms, traffic lane and streetcar lane markings, and rail employee adherence to rail operating rules, train orders, and traffic laws. Oregon SSOA staff attended 21 meetings at PSC during 2022 covering a wide variety of topics, including PTASP update meetings, safety committee meetings, status check-in meetings for corrective actions plans, and reviews of changes to policy documents and plans. In 2022, quarterly meetings including the Oregon SSOA and agency executive leadership were fully implemented.

Oregon SSOA Triennial Review of Portland Streetcar

Oregon SSOA will conduct a triennial review of PSC in 2023, as required by the applicable regulations. Every three years, the Oregon SSOA must conduct a triennial review of the agency’s adherence to the PTASP and compliance to processes, rules, and procedures established by PSC, in addition to requirements of the Oregon SSOA Program Standard, 49 CFR Parts 655, 670, 672, 673 and 674, and the OARs.

Accidents and causal factors

In 2022, streetcars were involved in five accidents. FTA and Oregon SSOA define an accident as any event involving a rail transit vehicle or occurring on a rail transit -controlled property; accident subtypes are included in the table below. The FTA and Oregon SSOA also designate some collisions as incidents, not accidents; the incident designation is reserved for low-speed collisions that don’t result in serious injury or property damage.

Accident sub-type	Number at Portland Streetcar
Fatality, a death or suicide	0
Serious Injury	0
All collisions resulting in fatality	0
All collisions resulting in serious injury	0
All collisions resulting in substantial damage	4
Runaway Train	0
A collision between two rail transit vehicles	0
Evacuation for a life safety reason	0
Derailment	1
Incident sub-type	
Collision – Certain low speed collisions that result in non-serious injury or property damage	39

PSC has far fewer events defined as accidents because the streetcar travels at much slower speeds than its MAX counterpart, resulting in damage that does not meet the definition of ‘substantial damage.’ A moderate number of low-speed collisions involve mirror to mirror contact between the streetcar and another vehicle. Other common types of low-speed collisions involve motorists making illegal right turns (from the lane left of the streetcar) across the streetcars path of travel, most resulting in minor cosmetic damages. In 2022, PSC continued installing continuously flashing LED lights on both sides of the streetcar; this mitigation has resulted in fewer automobiles drifting into the side of the streetcar from parallel lanes of traffic.

Oregon SSOA conducts safety assessments following most accidents at PSC. Given that the streetcar’s operating environment is primarily in city traffic, recommendations from Oregon SSOA are generally forwarded by PSC to PBOT. PBOT is responsible for the application of new pavement markings (such as lane delineators) and the maintenance of current applications.

Oregon SSOA approved and adopted all accident reports submitted by PSC in 2022.

Corrective Action Plans

Corrective Action Plans (CAPs) are designed to address hazards or deficiencies that cannot be immediately mitigated. These are usually identified because of discovering a previously unknown hazard, an accident investigation, observations or reviews, drills or exercises, hazard investigation, the safety risk management process, and internal and external safety audits performed by the RFGPTS, the SSOA, or another agency, such as FTA or NTSB.

In 2022, Oregon SSOA required PSC to develop two CAPs, which are summarized below:

- CAP 22-01 PSC's Emergency Preparedness and Response Plan was not compliant with the Oregon SSOA Program Standard requirements
- CAP 22-02 PSC must improve compliance and timeliness of 72-hour status updates for accidents.

PSC completed both CAPs in 2022; another CAP (from 2021) was also verified and closed by Oregon SSOA in 2022. Notably, PSC made significant progress on one existing CAP that originated in 2013. The CAP is for on-board cameras and exterior cameras to be installed on the streetcar fleet. Currently, streetcars do not have this type of recording equipment. The addition of the equipment will be instrumental to investigating accidents and all other safety events involving streetcar vehicles. By June 2024, PSC expects to have cameras installed on all 16 vehicles.

Public Transportation Agency Safety Plan, changes in 2022

Annually, PSC is required to revisit its PTASP for updates. In 2022, PTASP updates included inclusion of new BIL rules, such as training workplace safety committees to the safety management system concept of risk reduction and identifying the health authority PSC will follow to minimize exposure to infectious diseases. Other minor changes including realigning CAP processes to the OAR and revising some FTA definitions.

PSC's first PTASP was approved by Oregon SSOA in December 2020. Each year, PSC has made changes to its PTASP and Oregon SSOA expects some minor changes to continue. At this point, PSC has a fully functional safety committee aligned with new FTA regulations and is implementing the safety risk management process and principles across operations and maintenance divisions. Overall, PSC is making good progress integrating the PTASP and safety risk management principles into the organization. Each year, Oregon SSOA reviews all changes made to the PTASP, ensuring that changes comply with current FTA requirements and applicable Oregon SSOA Program Standard requirements.

3. The Astoria Riverfront Trolley

The Astoria Riverfront Trolley (ART) is a heritage trolley located in Astoria, Oregon. The ART provides service along Astoria's Riverfront from the trolley barn located near Hamburg Street, to the East End Mooring Basin near 39th Street. The track, right-of-way, and trolley barn are owned by the City of Astoria. The Riverfront Trolley Association, Inc., is a nonprofit organization that owns and operates ART under the umbrella of the City of Astoria and the authority of the City Council. The city reserves the decision-making authority for right-of-way and track design and configuration through its City Manager. The City Manager has assigned responsibility for these items to the Public Works Director of the City of Astoria.

In March 2022, the trolley resumed limited operations along the route, running Friday, Saturday and Sunday from 12noon – 6pm. The trolley also ran on days when cruise ships were at port. However, a brewery building alongside the trolley alignment suffered a roof collapse in June 2022, which resulted in a severance of the trolley route. The trolley ran on a substantially shortened route for the remainder of the season.

ODOT Rail conducted a track inspection of the ART in fall 2021; in 2022, ART volunteers replaced more than 50 wooden rail ties identified as needing replacement. ODOT Rail also conducted an inspection of the trolley train in March 2022 prior to resumption of service.

The ART is a volunteer organization with the exception of three paid positions: a trainer, a scheduler, and a bookkeeper. Volunteers cover several duties, including motormen, conductors, maintenance workers, advertising, and merchandise positions. The ART is self-supporting; it does not receive funding for operations from the city. Its revenues include fares, advertising, charter fees, donations, and sales of trolley memorabilia. It receives a small matching grant from the urban renewal district for capital items.

4. Willamette Shore Trolley

The Willamette Shore Trolley (WST) had been providing scenic trolley rides on a 6-mile section of a historic rail line between Lake Oswego and Portland, Oregon, since 1987 and is operated by volunteer members of the Oregon Electric Railway Historical Society (OERHS, a not-for-profit Oregon Corporation, 501(c)(3)). The Willamette Shore Trolley is owned by the City of Lake Oswego.

In 2022, the WST ran limited services, primarily private charters and some service around Rose Festival and Christmas time. Service in 2022 was significantly less than pre-pandemic times.

Because neither Trolley system receives funding from FTA, they are not subject to the federal regulations only to the state regulations. As a result, Oregon SSOA must bill both ART and WST for its oversight.

G. SSOA Planned Activities: 2023

In addition to daily oversight functions, Oregon SSOA's primary goal in 2023 is to continue to regain the ground lost due to the COVID pandemic. Planned activities for 2023 include, but are not limited to:

- TriMet Triennial Audit;
- PSC Triennial Audit;
- TriMet Quarterly meetings;
- PSC Quarterly meetings;
- Regular inspections of RFGPTS operations;
- Regular inspections of TriMet Track structures and systems and compliance to on-track safety;
- Preparing the SSOA and each RFGPTS for FTA's risk-based inspection requirements;
- Rewriting the OARs and Program Standard to comply with new risk-based inspection requirements;
- Rewriting the OARs and Program standard to comply with changes to 49 CFR Parts 673 & 674;
- SSOA participation in RFGPTS conducted competency management/rules compliance missions;
- PTASP reviews;
- Corrective Action Plan management; and
- Working toward closing FTA audit findings.

Acronyms
Appendix A

BIL	Bipartisan Infrastructure Law
CAP	Corrective Action Plan
CCD	Commerce & Compliance Division
CFR	Code of Federal Regulations
FTA	Federal Transit Administration
OAR	Oregon Administrative Rules
ODOT	Oregon Department of Transportation
ORS	Oregon Revised Statutes
PBOT	Portland Bureau of Transportation
PSC	Portland Streetcar
PSI	Portland Streetcar, Inc.
RFGPTS	Rail Fixed Guideway Public Transportation System
RTA	Rail Transit Agency
SMS	Safety Management System
SSOA	State Safety Oversight Agency
TriMet	Tri-County Metropolitan Transportation District of Oregon