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This issue of the *Biweekly Message* focuses on Safety Management System (SMS) implementation and questions the TAC has received about the second Public Transportation Agency Safety Plan (PTASP) [Notice of Enforcement Discretion](#).

Featured Resources

New! Transitioning to Agency Safety Plan Implementation Webinar (December 17, 2020):

[Webinar Presentation](#) | [Webinar Recording](#)

Management of Change Webinar (August 27, 2020):

[Webinar Presentation](#) | [Webinar Recording](#)

Compliance Monitoring Webinar (September 16, 2020):

[Webinar Presentation](#) | [Webinar Recording](#)

The article [Monitoring Compliance and Sufficiency of Operations and Maintenance Procedures](#) provides information on compliance and sufficiency monitoring after an ASP is in place.

[PTASP Bus Workshop Participant Guide \(v5\)](#) Section 3.2 reviews Safety Assurance processes such as Safety Performance Monitoring and Measurement, Management of Change, and Continuous Improvement.

[Safety Training Resources for Bus Transit Agencies](#) is a guide for bus transit agencies seeking safety-related training opportunities to support the implementation of their ASP training requirements.

[Introduction to Safety Performance Indicators and Targets](#) covers how the indicators and targets defined in an ASP help monitor and track safety performance once an agency implements its ASP.

Access the entire resource library by visiting FTA's [PTASP Technical Assistance Center website](#).

Need Assistance?

Contact the PTASP Technical Assistance Center (TAC) to speak with a specialist today!



PTASP-TAC@dot.gov

1-877 PTASP-AID



1 (877) 827-7243

9 a.m. to 8 p.m. EST, M-F



Contact the TAC for **one-on-one technical sessions** for ASP support.



Submit your ASP to the TAC by **May 28, 2021** to guarantee review.

Important Update

[Notice of Enforcement Discretion](#)

FTA will refrain from taking enforcement action on the PTASP regulation until **July 21, 2021**.

Coronavirus Disease 2019 (COVID-19)

FTA encourages transit agencies to stay informed and prepared to protect personnel and passengers against COVID-19. For more information, visit [FTA's COVID-19 web page](#).



Q & A Highlights

Question 1:

How does the second Notice of Enforcement Discretion affect newly planned revenue service? Specifically, does the Notice mean any system intending to launch service before July 21, 2021 will not be subject to enforcement until that date, or will they be required to have a certified ASP at launch?

FTA Response:

A new transit agency that has received Section 5307 funds is required to have an approved ASP in place by the start of revenue operations. However, FTA is refraining from taking enforcement action regarding the PTASP regulation until July 21, 2021 for those recipients and subrecipients who are currently unable to certify they have established a compliant ASP.

Question 2:

How does the second Notice of Enforcement Discretion affect the annual review and update requirement for agencies that have already certified compliance with the PTASP regulation?

FTA Response:

Each agency's ASP should specify their annual review and update process. The Notice applies to all requirements of the PTASP regulation, including the annual review and update requirement (49 CFR § 673.11(a)(5)). While the ASP will specify the transit agency's annual review and update process, FTA will refrain from taking enforcement action with regard to this requirement until July 21, 2021.

Upcoming Events

Implementing an ASP during the COVID-19 Public Health Emergency

When: Wednesday, January 27,
1:30 p.m. EST

[Register Here](#)

The PTASP Community of Practice wants to hear from you!

- What tools do you use to keep track of safety risk mitigations so you can monitor the mitigations to see if they are effective, appropriate, and implemented as intended? Who, in your agency, is responsible for monitoring safety risk mitigations?
- How has the COVID-19 public health emergency affected your Agency Safety Plan development?

The contents of this document do not have the force and effect of law and are not meant to bind the public in any way. This document is intended only to provide clarity to the public regarding existing requirements under the law or agency policies. Grantees and subgrantees should refer to FTA's statutes and regulations for applicable requirements.