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Welcome to the *PTASP TAC Update* (formerly the *Biweekly Message*)! This issue focuses on addressing operator assault through the Safety Management System (SMS) required by the Public Transportation Agency Safety Plan (PTASP) regulation (49 CFR Part 673).

Featured Resources

The National Transit Institute (NTI) has opened [registration](#) for new virtual offerings of the [Assault Awareness and Prevention for Transit Operators](#) course. The course provides transit bus operators with the prevention strategies necessary to reduce the likelihood of assault incidents.

The FTA Federal Register Notice [Protecting Public Transportation Operators from the Risk of Assault](#) alerts transit agencies to address transit operator assault through SMS processes.

[Transit Advisory Committee for Safety: Preventing and Mitigating Transit Worker Assaults in the Bus and Rail Transit Industry](#) offers recommendations and a comprehensive review of the strategies to minimize and prevent assaults against transit workers.

[Transit Cooperative Research Program: Practices to Protect Bus Operators from Passenger Assault](#) reports on the practices and policies implemented by transit agencies to deter and mitigate assaults on bus operators.

The [PTASP Hazards and Consequences Self-Guided Learning Tool](#) helps individuals distinguish between hazards and consequences in Safety Risk Management (SRM).

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.



Mask Requirement for Public Transportation

The Centers for Disease Control and Prevention (CDC) [issued an Order](#) imposing a mask requirement for public transportation systems to mitigate the risk of COVID-19.

FTA has issued an [amendment to its Master Agreement](#) to incorporate the CDC requirement.

The U.S. Department of Transportation has posted [Frequently Asked Questions](#) online and will continue to add additional information to this site.

Please share this information with colleagues and send questions to: TransitMaskUp@dot.gov.



Q & A Highlights

Question 1:

How does FTA address the issue of protecting bus operators against assault?

FTA Response:

The PTASP regulation requires transit agencies to develop and implement SMS processes, which include identifying safety hazards and consequences, assessing the related safety risk, and then establishing safety risk mitigations.

Through these SMS processes, transit agencies may discover hazards in specific operating environments that heighten the risk of operator assault. When instances of operator assault are identified, transit agencies may decide to take steps to identify mitigations or strategies to reduce the likelihood and severity of future occurrences of operator assault.

Question 2:

Are we required by the PTASP regulation to have a process that discusses operator assaults in our ASP?

FTA Response:

An operator assault is a consequence of a hazard ([§ 673.5](#)) that you may identify within your system through the processes you implement to identify hazards and consequences, as documented in your ASP. The PTASP regulation does not require you to develop and document separate hazard identification processes for operator assaults in your ASP.

Per [49 CFR § 673.25\(a\)](#), transit agencies must develop and implement an SRM process for all of their public transportation systems. Within the SRM process, agencies must establish methods to identify hazards and their consequences ([§ 673.25\(b\)](#)). On May 24, 2019, FTA published a notice in the *Federal Register* ([84 FR 24196](#)) that alerts transit agencies to address the risk of operator assault when identified through the processes of the PTASP regulation.

Upcoming Events

Addressing Operator Assault through a Safety Management System

When: Wednesday, February 24,
1:30 p.m. EST

[Register Here](#)

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](#).

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