## Learn. Share. Engage.

This issue of the PTASP TAC Update focuses on recent questions from transit agencies about the Public Transportation Agency Safety Plan (PTASP) regulation (49 CFR Part 673).

## Featured Resources

The Safety Performance Targets (SPTs) Guide includes clarifications on the seven required SPTs, additional information about modal categories and Reduced Reporters, and examples of how to calculate SPTs.

Carrying Out the Annual ASP Review (April 29, 2021): Webinar Presentation | Webinar Recording

Access the entire TAC Resource Library by visiting FTA's PTASP TAC website.

## Q & A Highlights

### Question 1:

Is the Chief Safety Officer (CSO) authorized to appoint someone below them as the Safety Management System (SMS) Executive?

### FTA Response:

FTA considers the terms CSO and SMS Executive to be interchangeable. A CSO or SMS Executive must maintain the ultimate authority and responsibility for the day-to-day implementation and operation of the SMS per 49 CFR § 673.23(d)(2).

The CSO (or SMS Executive) can also serve as the modal Safety Manager. For example, the CSO of a rail transit agency may hold other responsibilities that have a nexus to safety, such as security, asset management, and training. Multi-modal transit agencies may have separate CSOs for their different modes of transit service. The CSO may be an employee of the agency, an employee of the operations contractor or other external service provider, or an individual working directly for the transit agency under a personal

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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.

### ASP Implementation Workshop Recorded Version

The recorded version of the workshop and its accompanying Participant Workbook are available in the TAC Resource Library.

### Upcoming Webinar

**Using the National Transit Database to Support Safety Analysis in an SMS**

**When:** Thursday, January 6, 1-2:30 p.m. EST

**Register Here**

services contract, as long as the individual meets the requirements established for the role in the PTASP regulation (§ 673.5 and § 673.23(d)(2)). The CSO must be able to communicate directly with the Accountable Executive without intermediaries. Note that the State Safety Oversight Agency, consistent with its authority under State law, may establish other requirements beyond the PTASP regulation.

## Question 2:

We have a Board of Directors that initially approved our ASP. However, it's easier for us to submit our ASP to an executive committee made up of fewer members rather than the full Board of Directors. Can we use one of those executive committees to approve our ASP?

### FTA Response:

The PTASP regulation at 49 CFR § 673.11(a)(1) requires the ASP and subsequent updates of the ASP to be signed by the Accountable Executive and approved by the agency's Board of Directors (or an Equivalent Authority). Therefore, when your agency updates its ASP, it must seek approval from its full Board of Directors after the ASP is signed by the Accountable Executive. The executive committee you described may support this process, including ASP review and providing a recommendation to the full Board of Directors for approval.

## Question 3:

When developing SPTs, does a transit operator have to include all injuries and all safety events (serious and non-serious), or are they only required to include serious injuries and major events that meet National Transit Database (NTD) reporting thresholds?

### FTA Response:

The National Public Transportation Safety Plan (NSP) defines the four safety performance measures that transit providers will use to determine the seven required SPTs. FTA's SPTs Guide discusses the use of data reported to the NTD to support safety performance measurement and the setting of SPTs. In addition, FTA's Accessing and Using National Transit Database Safety and Security Event Data Guide provides information to support safety performance measurement activities.

For the Safety Events safety performance measure, transit agencies must, at a minimum, include all safety events that meet the NTD definition of a major event. This excludes major security events, but transit agencies may opt to include major security events in their safety performance measurement and SPTs.

For the Injuries safety performance measure, at a minimum, transit agencies include all injuries reported to the NTD resulting from a major safety event. FTA excludes injuries resulting from assaults and other crimes from the minimum requirement, but transit agencies may opt to include security-related injuries in their safety performance measurement and SPTs. Further, transit agencies may opt to include injuries resulting from non-major safety events in their safety performance measurement and SPTs, but this is not required.