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This issue of the Public Transportation Agency Safety Plan (PTASP) Technical Assistance Center (TAC) Update focuses on recent questions received by the PTASP TAC.

Featured Resources

[New! Supporting Safety Management System Analysis with the National Transit Database \(NTD\)](#)

demonstrates how NTD data can help agencies set Safety Performance Targets, conduct Safety Risk Management analysis, and develop safety objectives.

[Guide to Developing the Safety Management Policy Component of a Public Transportation Agency Safety Plan](#) offers suggestions for developing the Safety Management Policy component of an Agency Safety Plan (ASP).

[Agency Safety Plan Lessons Learned](#) shares lessons learned from TAC ASP reviews and provides practical considerations for States and public transportation providers developing ASPs. These considerations are voluntary, and agencies are under no obligation to review or use them to support ASP development.

Implementing SMS Authorities, Accountabilities, and Responsibilities:

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

[Understanding PTASP Safety Training and Communication Requirements](#) reviews key Safety Promotion requirements.

Safety Promotion ASP Section Lessons Learned:
[Webinar Presentation](#) | [Webinar Video Recording](#)

Access the entire TAC Resource Library by visiting FTA's [PTASP TAC website](#).

Need Assistance?

Contact the PTASP TAC at
PTASP-TAC@dot.gov



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

Bipartisan Infrastructure Law Resources

[The FTA Bipartisan Infrastructure Law web page](#)

[Dear Colleague Letter: Bipartisan Infrastructure Law Changes to PTASP Requirements](#)

[Bipartisan Infrastructure Law changes to PTASP requirements at 49 U.S.C. 5329\(d\)](#)

Have questions about the Bipartisan Infrastructure Act?

Email FTA-IIJA@dot.gov

Upcoming Webinar

[Safety Risk Assessment in Practice](#)

When: Wednesday, April 27,
2:00 p.m. EST

Registration Coming Soon



Q & A Highlights

Question 1:

In the Safety Management Policy of our ASP, we currently have a table that outlines each safety task, the frequency, and who is responsible. Is it required to have such a detailed list in the policy?

Some of these items change frequently and would need to be updated often. These tasks are addressed in our safety manual so that we can track who is responsible for them.

FTA Response:

The Safety Management Policy section of the ASP should address authorities, accountabilities, and responsibilities, and does not need to include the details of each task. For example, it should specify that the Accountable Executive meets all the requirements at [49 CFR § 673.5](#) and [§ 673.23\(d\)\(1\)](#) and the Chief Safety Officer meets the requirements at [§ 673.5](#) and [§ 673.23\(d\)\(2\)](#). You may choose to include references to other documents that define the safety management authorities, accountabilities, and responsibilities of agency leadership, executive management, and key staff ([§ 673.23\(d\)](#)).

Question 2:

We are considering implementing a non-disciplinary reporting program for our bus and rail operators and inspection and maintenance crews. This would follow the basic concept of the Federal Aviation Administration (FAA) Aviation Safety Action Program (ASAP). Do you know if any other public transit agency has launched such a program? We could learn from them.

FTA Response:

The Transportation Cooperative Research Program (TCRP) report, [Characteristics and Elements of Nonpunitive Employee Safety Reporting Systems for Public Transportation](#), provides an in-depth look at Employee Safety Reporting Programs (ESRP) at transit agencies throughout the nation. The report mentions several transit agencies that looked to FAA reporting programs for reference when developing their own ESRP.

You may also be interested in the [Transit Advisory Committee for Safety \(TRACS\) Working Group 11-01 Report](#), which discusses the principles and characteristics of a confidential, non-punitive, close-call safety reporting system. On pages 6-8, you will find a table outlining elements of several existing systems, including elements of FAA's ASAP.

Transit Safety and Crime Prevention

See train-the-trainer course offerings of [Assault Awareness and Prevention for Transit Operators](#) and [Violence in the Transit Workplace](#) on the [National Transit Institute's course schedule](#).

Visit [FTA's website](#) for more information on the Enhanced Transit Safety and Crime Prevention Initiative.