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

Featured Resources

New! [Webinar Mailbag Episode: Your Questions Answered](#): Dives into the TAC mailbag and answers agency questions on Safety Management System (SMS) processes, SMS implementation, and Agency Safety Plans (ASPs).

New! [Employee Safety Reporting Program \(Part 2\): Methods and Implementation](#): Includes suggestions for evaluating what kind of data will best support an agency's Safety Risk Management and Safety Assurance goals and which reporting methods will work best for employees. It also discusses possible implementation guidelines for the reporting program.

[FTA's Conference Presentations](#): Missed a presentation? The Office of Transit Safety and Oversight posts all conference presentations to its website.

[PTASP Checklist for Bus Transit](#) and [PTASP Checklist for Rail Transit Agencies and State Safety Oversight Agencies](#): Version 3 of the checklists includes the current Bipartisan Infrastructure Law PTASP requirements at 49 U.S.C § 5329(d).

[ASP Review Process](#): Includes sample annual review process and discusses when an agency may need to update their ASP.

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

Need Assistance?

Contact the PTASP TAC at



PTASP-TAC@dot.gov



1-87 PTASP-AID
1 (877) 827-7243



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

Reminder: Bipartisan Infrastructure Law Compliance Dates

Transit agencies that receive Section 5307 funding and serve a large urbanized area (population of 200,000 or more) have until **Saturday, December 31, 2022** to have their Safety Committee approve an update to their Agency Safety Plan (ASP).

Transit agencies that serve a small urbanized area (population of fewer than 200,000) have until **Saturday, December 31, 2022** to update their ASP in cooperation with frontline employee representatives.

Have questions about the Bipartisan Infrastructure Law? Email FTA-IIJA@dot.gov.

See also the [Bipartisan Infrastructure Law Changes to PTASP Requirements Webinar](#).



Q & A Highlights

Question 1:

Our agency serves an urbanized area with a population of fewer than 200,000. The Bipartisan Infrastructure Law requires us to develop an ASP in cooperation with frontline employees. However, we subcontract service. Does this requirement still apply to us?

If so, how should we incorporate this into the recipient's ASP?

FTA Response:

Yes, a recipient that contracts another entity to operate its transit service is responsible for ensuring the applicable requirements of Part 673 and the Bipartisan Infrastructure Law are satisfied through the terms and conditions of its contracts. The recipient is also responsible for ensuring each contractor carries out the processes described in the recipient's ASP.

Each recipient that serves a small urbanized area (an urbanized area with a population of fewer than 200,000) must update develop its ASP in cooperation with frontline employee representatives. If your agency's ASP was not developed in cooperation with frontline employee representatives, FTA expects your agency to update its ASP in cooperation with frontline employee representatives by December 31, 2022.

The new requirements at 49 U.S.C. § 5329(d) do not establish specific documentation requirements for showing the ASP was developed in cooperation with frontline employee representatives. Regardless of how a transit agency documents this activity, the agency should be prepared to demonstrate compliance with PTASP requirements during FTA's Triennial Reviews or upon FTA request.

Question 2:

When developing Safety Performance Targets (SPTs) in an ASP, can light rail and inclined plane be reported together as rail, or do they need to be broken out as separate modes?

FTA Response:

The PTASP regulation does not require agencies to use specific modal categories for their SPTs; transit agencies may categorize their modes to best suit their needs. A transit agency may report light rail and inclined plane SPTs as one rail mode. Per [FTA's Safety Performance Targets Guide](#), transit agencies may use general categories such as rail, fixed-route bus, and

Upcoming Webinar

Making the Most of Your Employee Safety Reporting Program

When: January 24, 2023
2:00 p.m. EST

Registration Coming Soon



non-fixed route bus when setting SPTs. Transit agencies must set SPTs for all the modes of service it operates, including contracted service.

For more information on SPTs, see also the [Safety Performance Targets webinar](#).

Question 3:

Is it a requirement to include State Safety Oversight Agency (SSOA) program standards/regulations in the content of an ASP?

FTA Response:

The contents of an ASP are driven by the PTASP regulation (49 CFR Part 673) and the Bipartisan Infrastructure Law changes to 49 U.S.C. § 5329(d). An SSOA, consistent with its authority under State law, may also establish additional requirements for the contents of a rail transit agency's ASP. Agencies should always check their SSOA's requirements before finalizing an ASP.

ASP Directory

FTA added an [Agency Safety Plan Directory](#) to the TAC Resource Library. Transit agencies can use these publicly available ASPs as a resource to help with their own ASPs.

If you would like to add your ASP to the ASP directory, please contact PTASP-TAC@dot.gov.

FTA has not assessed whether any of the plans meet applicable statutory or regulatory requirements. This directory is provided for technical assistance only.

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.