

FTA Program Oversight Overview and Safety Updates

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Office of Transit Safety and Oversight

AASHTO State DOT Roundtable at the CTAA Expo

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U.S. Department of Transportation
Federal Transit Administration

Program Oversight



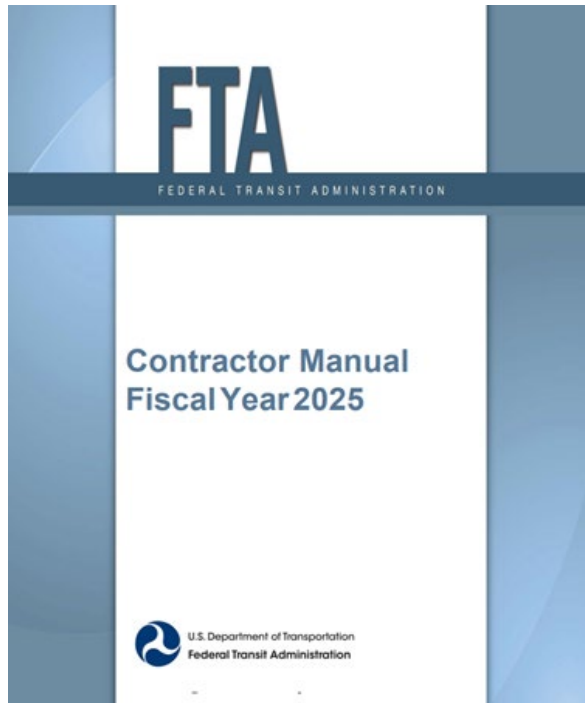
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FY24 SMR/Combined: Top Findings

Review Area	Finding	FY21	FY22	FY23	FY24
Technical Capacity – Award Management	TC-AM5-1 - Inactive award/untimely closeouts	X		X	X
Procurement	P21-1 - Insufficient oversight of subrecipient procurements	X	X	X	X
Technical Capacity – Award Management	TC-AM2-1 - Incorrect FFR reporting				X
Technical Capacity – Program Management and Subrecipient Oversight	TC-PgM7-1 - Inadequate oversight of subrecipients			X	X
Americans with Disabilities Act – General	ADA-GEN14-1 - Insufficient oversight of subrecipients for ADA requirements			X	X
Americans with Disabilities Act – Complementary Paratransit	ADA-CPT8-1 - Insufficient oversight of subrecipients for ADA complementary paratransit			X	X
Disadvantaged Business Enterprise	DBE5-1 - DBE uniform reports contain inaccuracies and/or are missing required information	X	X	X	X
Technical Capacity – Program Management and Subrecipient Oversight	TC-PgM3-2 - Written agreements missing required elements			X	X
Procurement	P10-1 - Lacking independent cost estimate	X	X		X
Title VI	TVI2-1 - Language Assistance Plan implementation deficiencies				X
Procurement	P11-1 - Missing FTA clauses	X	X	X	X

FY25 CORTAP Manual

The CORTAP Manual is used to assess compliance of FTA recipients across a broad spectrum of topic areas, including financial management and capacity, technical capacity, asset management, procurement, civil rights, and program-specific requirements.



Scan QR Code for Contractor's Manual



Public Transportation Agency Safety Plans



PTASP Final Rule became effective May 13, 2024.

When does our agency's ASP need to be updated to comply with requirements in the new PTASP Final Rule?

- ✓ FTA expects transit agencies to address the regulatory changes in the new PTASP Final Rule in their **next Agency Safety Plan (ASP) annual update**
- ✓ The PTASP regulation requires transit agencies to document a process in their ASP to review and **update their ASP annually** to address needed changes, including regulatory changes

View FTA's [PTASP Website](#)



Frontline Worker Involvement in Safety

Increased involvement gives workers more of a voice in advancing their safety where they work



All Applicable Transit Agencies

Comprehensive safety training including de-escalation training, safety concern identification and reporting training and refresher training



Large UZA Providers

Safety Committee with equal number of frontline transit worker representatives and management representatives

Must include maintenance transit workers in safety training program

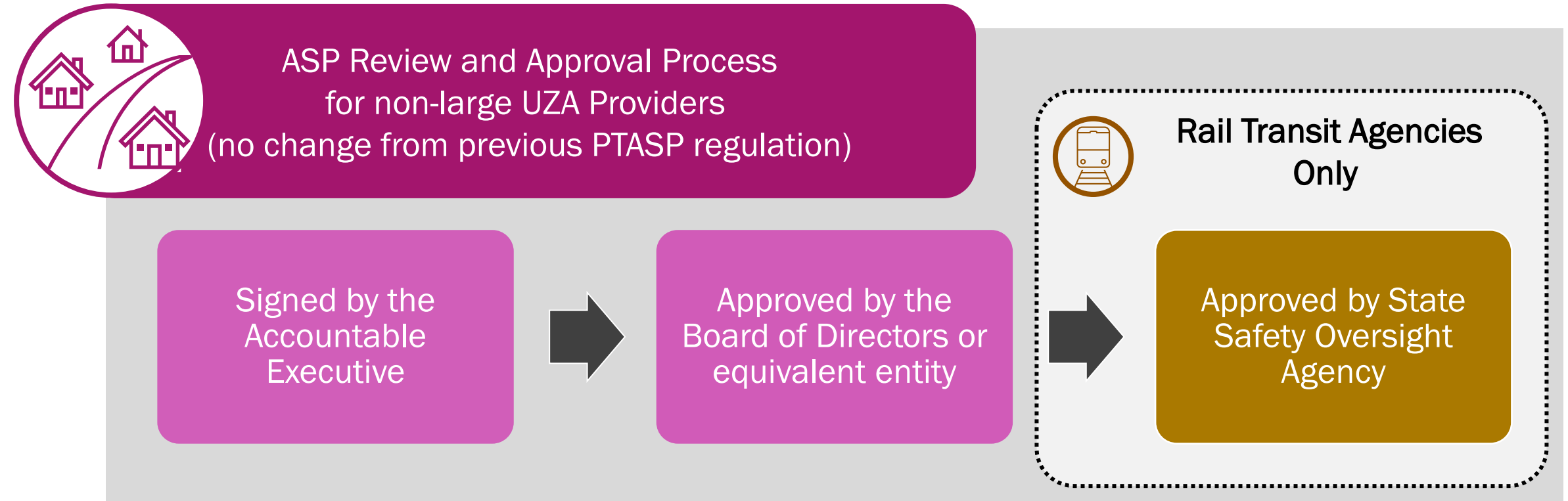


Non-Large UZA providers

Update ASP in Cooperation with Frontline Transit Worker Representatives

Non-Large UZA Providers and ASP

Each transit agency that is not a large urbanized area provider must develop its Public Transportation Agency Safety Plan, and subsequent updates, in cooperation with frontline transit worker representatives.



Expanded Requirements for Continuous Improvement

All PTASP-applicable transit agencies must establish a process to assess their safety performance annually.



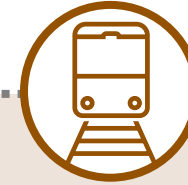
All Applicable Transit Agencies

Must include the identification of deficiencies in the agency's SMS and deficiencies in the agency's performance against SPTs



Large UZA Providers

Must also address role of the Safety Committee, and include the identification of deficiencies in the agency's performance against annual SPTs set by the Safety Committee for the safety risk reduction program



Rail Transit Agencies

Must also address any specific internal safety review requirements established by their State Safety Oversight Agency

New Elements of the Comprehensive Safety Training Program



All Applicable Transit Agencies

The comprehensive safety training program must include de-escalation training, safety concern identification and reporting training and refresher training.



Large UZA Providers

Must include maintenance transit workers in the safety training program

New Safety Communication Requirements



Non-Large UZA providers

Communicate the results of cooperation with frontline transit worker representatives.



Large UZA Providers

Communicate the results of the Safety Committee activities.

Thank you! Questions?

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