



## Learn. Share. Engage.

### Featured Resources

During the PTASP workshop at the 2019 APTA TRANSform Conference, FTA presented to Accountable Executives on [Safety Management Systems for Executives: Preparing for July 20, 2020](#) to help them understand their authorities, accountabilities, and responsibilities for Agency Safety Plan (ASP) development and implementation. The presentation includes considerations for agencies to meet the July 20, 2020, compliance deadline.

The [CSO SMS Executive Fact Sheet](#) describes the roles of an agency's Chief Safety Officer/Safety Management System Executive in PTASP and Safety Management System (SMS) implementation.

[Developing the Safety Management Policy Statement](#) discusses Part 673 requirements for the policy statement and provides considerations for policy statement development, as well as example statements.

Sample ASP Development Timeline for State DOTs

The [Sample Agency Safety Plan Development Timeline for State Departments of Transportation \(DOTs\)](#) provides a sample set of tasks and a timeline to support State DOTs that are drafting and certifying ASPs on behalf of small public transportation providers.

The [Safety Performance Target Guide](#) provides information to help transit providers develop safety performance targets based on the measures defined in FTA's National Public Transportation Safety Plan.

Access the entire PTASP resource library by visiting FTA's [PTASP Technical Assistance Center website](#).

### Need Assistance?

Contact a PTASP Specialist today!

[PTASP-TAC@dot.gov](mailto:PTASP-TAC@dot.gov)

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

9 a.m. to 8 p.m. Eastern Time,  
Monday through Friday

### Roadmap to Drafting an ASP for Bus Agencies Course

The Transportation Safety Institute eLearning course [Roadmap to Drafting an ASP for Bus Agencies](#) prepares bus agencies and State DOTs to develop ASPs that meet agency needs and 49 C.F.R. Part 673 requirements.

The accompanying job aid helps transit agencies and State DOTs collect information and make the necessary decisions for drafting a Part 673-compliant ASP that will fit each agency's particular needs.

[Access the Job Aid Now](#)



## Q & A Highlights

### Question 1:

Does a State DOT have to cover a provider from a neighboring state that operates service across state lines?

#### FTA Response:

No, the location of the small provider's headquarters determines which State is responsible for developing the provider's ASP.

### Question 2:

§ 673.1 states that the regulation applies to all agencies that receive funds under 49 U.S.C. Chapter 53. Then, there's the deferment for agencies that only receive Section 5310 and/or 5311 funding. Would the following statement be true?

*"Agencies that receive funding under Sections 5307, 5309, 5329, 5337, and 5339 must complete and certify an ASP."*

Also, one of our agencies shared that they received Section 5309 funds in 2012 for construction of a building they now occupy, but they do not receive those funds now. Would they be required to complete an ASP if they do not CURRENTLY receive Section 5309 funds and only receive Section 5310 and 5311 funds?

#### FTA Response:

The PTASP regulation applies to all operators of public transportation systems that are recipients or subrecipients of Urbanized Area Formula Grant Program funds under 49 U.S.C. § 5307 (Section 5307 Grant Program) and rail transit agencies that are subject to FTA's State Safety Oversight Program. At this time, PTASP requirements do not apply to operators of public transportation systems that only receive funding from other FTA grant programs, unless the operator has a rail transit system.

### Upcoming Event

## 2020 FTA PTASP Bus Workshops

**When:** Tuesday, January 28 or  
Wednesday, January 29, 2020

**Where:** Washington, DC

The [workshops](#) will focus on the requirements needed for agencies to comply with the PTASP rule and provide SMS implementation strategies. Additionally, the workshops will discuss how to begin creating ASPs, including the identification of key stakeholders to coordinate ASP development.

These one-day bus workshops are open to the staff and contractors of recipients or subrecipients of Urbanized Area Formula Grant Program funds who are responsible for developing or implementing an ASP, and State DOT staff that are responsible for drafting ASPs for the small public transportation providers within their States.

[Register Now](#)



### Question 3:

I am working on an ASP for our future small fixed route that is using Section 5307 FTA funding. We currently use a Section 5310 grant through our State Department of Transportation for our Mobility program. Our city is a small urban community with under 200,000 residents, and we have been working on a Section 5307 funding program with the FTA for 14 months. We currently have a transit study near completion, as required by our State and the FTA. We are looking to create a small fixed route with two cutaway buses for the first phases of the transit plan. Do we need to develop an ASP before we complete the infrastructure and buses are on the road, or can we complete the plan during the early stages of the implementation?

#### FTA Response:

Beginning July 20, 2020, to be eligible to receive Section 5307 funds for your transit service, you must have an approved ASP in place.

To qualify as a small public transportation provider, you must not operate any rail service and your non-rail modes must operate 100 or fewer non-rail vehicles in peak service. Fixed-route is counted as its own mode and non-fixed-route modes are counted individually. Per [49 C.F.R. § 673.11\(d\)](#), “A State must draft and certify a Public Transportation Agency Safety Plan on behalf of any small public transportation provider that is located in that State. A State is not required to draft a Public Transportation Agency Safety Plan for a small public transportation provider if that agency notifies the State that it will draft its own plan.”

### Question 4:

In the eyes of the FTA, our agency is considered a large bus operator. (We operate more than 100 revenue buses during rush-hour.) In the development of our ASP, does the FTA also require that we take our Paratransit/On Demand services into consideration, too?

#### FTA Response:

A recipient of Section 5307 funds must establish an ASP for its entire operation. 49 C.F.R. § 673.1. Your agency may draft one ASP for each mode (bus, paratransit/on-demand) or one ASP that addresses all transit modes. 49 C.F.R. § 673.11(b).

### Get Involved

What are your milestones for the development of your Agency Safety Plans (ASP) by the July 20, 2020, compliance deadline? We want to hear from you! Share what ASP milestones your transit agency has established and learn from your transit agency peers in the [PTASP Community of Practice](#). Start the conversation today to support your ASP development.

[Join in Now](#)

*The guidance in this document is not legally binding in its own right and will not be relied upon by the Federal Transit Administration as a separate basis for affirmative enforcement action or other administrative penalty. Compliance with the guidance in this document (as distinct from existing statutes and regulations) is voluntary only, and noncompliance will not affect rights and obligations under existing statutes and regulations.*