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This issue of the *Biweekly Message* focuses on recent transit agency questions to the TAC regarding the Public Transportation Agency Safety Plan (PTASP) regulation (49 CFR Part 673).

Featured Resources

New! [Implementing an Agency Safety Plan \(ASP\) During the COVID-19 Public Health Emergency](#) explains how Safety Management Systems (SMS) are scalable in response to current agency circumstances, such as when a public health emergency disrupts regular operations.

New! Implementing an ASP during the COVID-19 Public Health Emergency (January 27, 2021):
[Webinar Presentation](#) | [Webinar Recording](#)

Transitioning to ASP Implementation Webinar (December 17, 2020):
[Webinar Presentation](#) | [Webinar Recording](#)

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

Q & A Highlights

Question 1:

Does a State Department of Transportation (DOT) have to check on the performance of our DOT-developed ASPs and report any findings to FTA, or does the agency have to do that?

FTA Response:

FTA does not require State DOTs to oversee the performance of DOT-drafted ASPs. FTA will determine if ASPs meet PTASP regulation requirements through its Triennial Review process.

Need Assistance?

Contact the PTASP Technical Assistance Center (TAC) to speak with a specialist today!



PTASP-TAC@dot.gov

1-87 PTASP-AID



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.



Submit your ASP to the TAC by **May 28, 2021** to guarantee review.



Mask Requirement for Public Transportation

The Centers for Disease Control and Prevention (CDC) [issued an Order](#) imposing a mask requirement applicable to public transportation systems to mitigate the risk of COVID-19.

The U.S. Department of Transportation has posted [Frequently Asked Questions](#) online and will continue to add to this site with additional information.

Please share this information with colleagues and send questions to: TransitMaskUp@dot.gov.



States are required to draft plans on behalf of small public transportation providers, unless providers decide to draft their own safety plans ([49 CFR § 673.11\(d\)](#)). States must also certify their compliance with the PTASP regulation and the compliance of their Section 5307 fund subrecipients. Additionally, States are not responsible for annually updating each small public transportation provider's ASP. It is the small public transportation provider's responsibility to establish a process and timeline for conducting an annual review and update of its ASP ([§ 673.11\(a\)\(5\)](#)).

Question 2:

The State DOT has allocated Federal Highway Administration Surface Transportation Block Grant Program (STBG) funds to our transit agency. The funds have been transferred to FTA as Section 5307 for the purchase of hybrid buses for expansion. Will this trigger PTASP applicability for our agency?

FTA Response:

The PTASP regulation applies to recipients and subrecipients of Section 5307 funds, not including funds flexed to the Section 5307 program. If your transit agency only uses flexed funds, such as funds from the STBG, then the PTASP regulation does not apply and you are not required to develop an ASP. However, if your agency wants to be eligible to receive traditional Section 5307 funds in the future, it would first need to meet the requirements of the PTASP regulation.

Question 3:

Is the Public Transportation Safety Certification Training Program (PTSCTP) the required training for the Chief Safety Officer (CSO) of a bus transit agency under the PTASP regulation?

FTA Response:

The PTASP regulation does not require the PTSCTP curriculum for a bus transit agency CSO but does require that CSOs be "adequately trained" ([49 CFR § 673.5](#)). PTSCTP certification is voluntary for bus personnel under the Part 672 Training Rule.

Upcoming Events

Addressing Operator Assault through a Safety Management System

When: Wednesday, February 24,
1:30 p.m. EST

[Register Here](#)

Coronavirus Disease 2019 (COVID-19)

FTA encourages transit agencies to stay informed and prepared to protect personnel and passengers against COVID-19. For more information, visit [FTA's COVID-19 web page](#).

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.