



Learn. Share. Engage.

This issue of the PTASP TAC Update focuses on Agency Safety Plan (ASP) Safety Risk Assessment implementation approaches to meet the requirements of the Public Transportation Agency Safety Plan (PTASP) regulation ([49 CFR § 673.25\(c\)](#)).

Featured Resources

[Potential Sources of Hazard Information for Bus Transit Operations](#) is designed to help transit agencies identify potential sources of hazards to analyze through Safety Risk Management (SRM) to assess and mitigate safety risk.

The [Sample Hazard Classification System](#) provides a model system to categorize hazards in the transit environment for transit agencies to consider.

The Sample Safety Risk Assessment Matrices for [Bus Transit Agencies](#) and [Rail Transit Agencies](#) are available to assist transit agencies in establishing a safety risk assessment matrix appropriate for the size and complexity of an agency's operation.

[Addressing Operator Assault through a Safety Management System \(SMS\)](#) focuses on identifying hazards related to operator assaults using the SRM process. (This article was originally published in the February 2021 [TSO Spotlight](#).)

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

Q & A Highlights

Question 1:

Is it acceptable to record near misses in the hazard log, to be reviewed and analyzed?

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.

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](#).

Upcoming Events

Implementing Safety Risk Assessment Approaches Webinar

When: Wednesday, June 30,
2 p.m. EDT

[Register Here](#)



FTA Response:

The PTASP regulation does not require near misses as a source of hazard identification, but it is a good practice. In fact, FTA published a guide, [Potential Sources of Hazard Information for Bus Transit Operations](#), that lists "near misses" as a source for hazard identification. Proactively investigating near misses may help an agency reduce safety risk.

Question 2:

Our ASP describes a process for identifying hazards and assessing hazards for their potential consequences, but how can we move our identified hazards and their potential consequences into the Safety Risk Assessment phase of SRM?

FTA Response:

Once you have identified the potential consequences of a hazard, the safety risk assessment process will help you determine the likelihood (how often) and the severity (how bad) of the potential consequences. Some agencies choose to use a safety risk register to document their SRM activities, including the safety risk assessment. This type of tool can help your agency record the results should you ever need to revisit that specific safety risk assessment.

Question 3:

What is a safety risk register? Is there a template, or does it need to be in the ASP?

FTA Response:

A safety risk register is a tool you may choose to use to document your transit agency's Safety Risk Management and Safety Assurance activities. The register is for recording identified hazards, the potential consequences associated with those hazards, initial safety risk ratings, new mitigations implemented to eliminate or minimize the safety risk associated with the hazard, revised safety risk ratings, and mitigation monitoring measures and activities to ensure the implementation and effectiveness of mitigations. You may refer to your safety risk register in your ASP to explain where you maintain records of your Safety Risk Management and Safety Assurance activities.

FTA published two sample safety risk registers, one for [Bus Transit Agencies](#) and one for [Rail Transit Agencies](#). There are also guides to the Sample Safety Risk Register for [Bus Transit Agencies](#) and [Rail Transit Agencies](#) on the PTASP TAC website. The Sample Safety Risk Register is in Excel format to help transit agencies explore the benefits of a safety risk register. The examples within the register are illustrative 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.

Upcoming Events

Safety Event Investigation in an SMS Webinar

When: Wednesday, July 28,
2 p.m. EDT

[Register Here](#)