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This issue of the PTASP TAC Update focuses on recent questions from transit agencies about the Public Transportation Agency Safety Plan (PTASP) regulation ([49 CFR § 673](#)).

Featured Resources

New! Safety Event Investigation in a Safety Management System (July 28, 2021):

[Webinar Presentation](#) | [Webinar Recording](#)

Transitioning to Agency Safety Plan (ASP) Implementation Webinar (December 17, 2020):

[Webinar Presentation](#) | [Webinar Recording](#)

Carrying Out the Annual ASP Review (April 29, 2021):

[Webinar Presentation](#) | [Webinar Recording](#)

[The ASP Review Process](#) offers an example of how an agency might choose to review their ASP. (This article originally appeared in the April 2021 issue of the [TSO Spotlight](#).)

[Monitoring Compliance and Sufficiency of Operations and Maintenance Procedures](#) provides information on the PTASP requirements for compliance monitoring. (This article originally appeared in the September 2020 issue of the [TSO Spotlight](#).)

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

Q & A Highlights

Question 1:

Following the annual ASP review and update process, are agencies required to get the Board of Director's approval for only minor updates (for example, safety targets), or is the signature of the Accountable Executive sufficient?

Certification Update: 100% Compliance



As of July 20, 2021, [100 percent of applicable agencies and States](#) have certified compliance to the PTASP regulation. **Congratulations and thank you for prioritizing public transportation safety throughout these challenging times!**

Need Assistance?

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



PTASP-TAC@dot.gov



1-877 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.

ASP Implementation Workshop Recorded Version

The [recorded version](#) of the workshop and its accompanying [Participant Workbook](#) are available in the TAC Resource Library.



FTA Response:

During the agency's established process for an annual review, if the agency makes any changes to its ASP, including to Safety Performance Targets (SPTs), the Accountable Executive will need to sign the ASP, and the Board of Directors will need to approve it again ([49 CFR § 673.11\(a\)\(1\)](#)). Please note that if you update SPTs, you must share these updated targets with your Metropolitan Planning Organization and your State.

Question 2:

If a subrecipient makes changes to their adopted ASP after the annual review and must reapprove the revised ASP, is the direct recipient then also required to reapprove its own ASP even if there is no significant change to it?

FTA Response:

No, a direct recipient is not required to update its ASP and have it approved by its Board or Equivalent Authority if their subrecipient updates its ASP and has it approved by its own Board or Equivalent Authority.

However, if the updates in the subrecipient's ASP require any changes to the direct recipient's processes and procedures outlined in their ASP, the direct recipient will need to update their ASP, have it signed by the Accountable Executive, and have it approved by their Board or Equivalent Authority.

Question 3:

Our multi-modal transit agency has a bus service of less than 100 buses in service at peak periods (like a small public transportation provider) and also has a rail fixed guideway service. Can our agency opt to draft an ASP as a small transit provider for the bus operation side of the agency and draft a separate ASP for the rail fixed guideway to comply with the rail transit requirements?

FTA Response:

The PTASP regulation defines a small public transportation provider as a recipient or subrecipient of Federal financial assistance under Section 5307 that has 100 or fewer vehicles in peak revenue service and **does not operate a rail fixed guideway public transportation system** ([49 CFR § 673.5](#)). Thus, a multi-modal agency does not qualify as a small public transportation provider.

A multi-modal agency may choose to develop separate ASPs for its rail mode and bus mode, as noted in the PTASP regulation at [§ 673.11\(b\)](#). However, even if the multi-modal agency runs a 100 or fewer vehicles at peak revenue service, it must develop a full ASP for its bus mode that includes [§ 673.27\(b\)-\(d\)](#).

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.