



Urbanized Area Size Changes and Public Transportation Agency Safety Plan Requirements

This article provides information for transit agencies that serve an urbanized area (UZA) that changed size based on the 2020 Census. On December 29, 2022, the Census Bureau published a [Federal Register Notice](#) announcing urban areas based on the 2020 Census. Among transit agencies that are required to have an Agency Safety Plan (ASP) under the Public Transportation Agency Safety Plans (PTASP) regulation (49 CFR part 673), three transit agencies that previously served large UZAs now serve small UZAs, while ten transit agencies that previously served small UZAs now serve large UZAs.

What does a UZA size change mean for an agency?

If the UZA(s) an agency serves changes size, this may affect its PTASP requirements. Most of the [Bipartisan Infrastructure Law changes to the PTASP requirements](#) apply to transit agencies based on the size of the UZA(s) they serve and whether a transit agency receives Federal assistance under the Urbanized Area Formula Program (49 U.S.C. § 5307).¹

How does an agency identify the UZAs it serves and their size?

Consult the National Transit Database's [2021 Annual Database Federal Funding Allocation](#) file, which shows which UZAs transit agencies serve. *Note: This file does not reflect recent UZA population changes based on the 2020 Census. Visit the [Crosswalk of 2020 Census Changes/Population](#) table to check the size of the UZA(s) an agency serves.* A small UZA is an urbanized area with a population of less than 200,000. A large UZA is an urbanized area with a population of 200,000 or more.

How do the Bipartisan Infrastructure Law PTASP requirements differ depending on UZA size?

These requirements apply to agencies that must have an ASP under the PTASP regulation. The table below lists the Bipartisan Infrastructure Law's new PTASP requirements for agencies serving small UZAs and for agencies serving large UZAs.

¹ 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.

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<p>Transit Agencies Serving Only Small UZA(s)</p>	<ul style="list-style-type: none"> • Develop or update the ASP in cooperation with frontline employee representatives. • Address strategies to minimize exposure to infectious diseases, consistent with Centers for Disease Control and Prevention (CDC) or State health authority guidelines.
<p>Transit Agencies Receiving 49 U.S.C. § 5307 Funding and Serving One or More Large UZA(s)</p> <p>* If an agency serves a large UZA, even if it is not the primary UZA or the agency is not headquartered in that UZA, that agency must meet the requirements for an agency serving a large UZA.</p>	<ul style="list-style-type: none"> • Establish a Safety Committee that is convened by a joint labor-management process and consists of an equal number of frontline employee representatives and management representatives and is responsible for the following: <ul style="list-style-type: none"> ○ Approving the ASP and any updates to the ASP; ○ Identifying and recommending risk-based mitigations or strategies necessary to reduce the likelihood and severity of consequences identified through the agency’s safety risk assessment; ○ Identifying mitigations or strategies that may be ineffective, inappropriate, or were not implemented as intended; ○ Identifying safety deficiencies for purposes of continuous improvement; and ○ Establishing performance targets for the agency’s risk reduction program.² • Establish a risk reduction program. • Ensure that the agency’s comprehensive safety training program includes maintenance personnel and includes de-escalation training for maintenance personnel, operations personnel, and personnel directly responsible for safety. • Address strategies to minimize exposure to infectious diseases, consistent with CDC or State health authority guidelines.

² Performance targets for a risk reduction program are not required to be in place until FTA has updated the National Public Transportation Safety Plan to include the performance measures required by the Bipartisan Infrastructure Law.



What resources are available to help agencies develop or update their ASPs?

The [PTASP Technical Assistance Center](#) (TAC) Resource Library provides resources to help agencies develop and update their ASPs, including [Frequently Asked Questions](#), an [ASP Checklist for Bus](#), [ASP Checklist for Rail/SSOA](#), [templates](#), and an [ASP Directory](#) that provides links to peer ASPs that agencies may review for reference. The PTASP TAC also offers voluntary ASP reviews. For more information or technical assistance, call 877-827-7243 or email PTASP-TAC@dot.gov.

- [FTA's 2020 Census: Resources and Information web page](#)
- [Bipartisan Infrastructure Law web page](#)
- [Bipartisan Infrastructure Law Updates to the Public Transportation Agency Safety Plan Requirements](#)
- [Webinar: Bipartisan Infrastructure Law Changes to Public Transportation Agency Safety Plan \(PTASP\) Requirements](#)
- [Public Transportation Agency Safety Plan FAQs for New Bipartisan Infrastructure Law Requirements](#)



PTASP Technical Assistance Available Now

- Access one-on-one Agency Safety Plan support
- Learn and share through the PTASP Community of Practice
- Explore the PTASP Resource Library

<https://www.transit.dot.gov/PTASP-TAC>