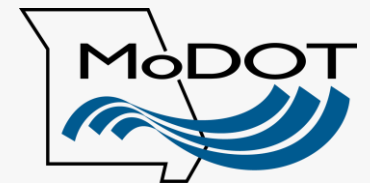


PTASP

2020 UPDATE



Public Transportation Safety Plan

The PTASP rule became effective on July 19, 2019.

FTA published a Notice of Enforcement Discretion on April 22, 2020 effectively extending the PTASP compliance deadline from July 20, 2020 to December 31, 2020.

MoDOT Prep – Early in the Process

Participated in FTA Webinars

Attended Workshop in Atlanta – 2019

Missouri Public Transit Association MPTA Outreach

Outreach to Transit Agencies

Participated in MPTA PTASP Webinar Fall 2019

Participated in MoDOT Planning Partner Meetings

PTASP – Which Modes?

Bus Modes

Bus, Bus Rapid Transit, Commuter Bus, Demand Response, Demand Response Taxi, Publico, Trolley Bus, Vanpool

Rail Modes

Cable Car, Heavy Rail, Hybrid Rail, Inclined Plane, Light Rail, Monorail/Automated Guideway • Trolley Bus, Streetcar

Remember: Modes under the safety jurisdiction of FRA and U.S. Coast Guard, including commuter rail and ferries, don't count!

PTASP – Public Transit Agencies in Urbanized Areas that Receive FTA Section 5307 Funding

Bus Transit Providers peak hour requirement of at least 100 buses per mode

Bus Transit Providers with a peak hour requirement of less than 100 buses per mode – includes a state requirement

Rail Transit Providers any size or funding

FTA PTASP Requirements Vary by Mode and Transit Provider Type

Rail Transit Mode

Public transit – Under FTA State Safety Oversight Program – through the State Safety Oversight Agency (SSOA) in Missouri housed in the MO Rail Division (KC Streetcar, MetroLink, Loop Trolley) – split compliance manual to target system requirements

Includes an emergency preparedness and response plan (Section 673.11(a)(6))

Includes any additional requirements established by the State Safety Oversight Program or the State Safety Oversight Agency (SSOA)

FTA PTASP Requirements Vary by Mode and Transit Provider Type

Bus Transit Mode (>100 peak hour) – Public transportation – Provider is responsible for developing their PTASP plan

Transit Agency Certifies Compliance as part of the FTA Annual Certifications and Assurances

FTA will review compliance through Transit Triennial Reviews and other Oversight Processes

FTA PTASP Requirements Vary by Mode and Transit Provider Type

Small Bus Transit Mode (< or =100 peak hour) –
Public transportation – State DOTs are responsible for development of the plans, unless the entity opts out. However, the entity is responsible for adopting and implementing the plan.

Transit Agency Certifies Compliance as part of the FTA Annual Certifications and Assurances

FTA will review compliance through Transit Triennial Reviews and other Oversight Processes

Missouri Section 5307 Providers Peak Hour < 100 buses per Mode

Cape Girardeau County Transit Authority

City of Columbia – Go COMO Transit

Jefferson City – JEFFTRAN and Handi Wheels

Joplin – MAPS Transit

Southeast Missouri University – SEMO

Independence – IndeBus

Springfield – City Utilities

St. Joseph Transit

MoDOT Approach to PTASP Responsibilities

Contacted Agencies and Set Up Conference Calls – Fall of 2019 and Winter of 2020

Invited FTA PTASP Technical Assistance

Provided FTA Technical Assistance Items to Transit Agencies – Sample Small Bus Plan etc.

Finally used Contractor Support

Basic Plan Components

Identify Transit System Modes

Identify Key positions within the agency

Safety Performance Targets

Description of Target Coordination

Safety Management Policy Statement

Safety Management Policy Communication

Employee Safety Reporting System

Safety Risk Management Process

Safety Performance Monitoring and Management

Safety Promotion and Training

Target Setting

Data is Collected and Targets For the Following:

Fatalities and fatalities per 100,000 miles

Injuries and injuries per 100,000 miles

Safety events and safety events per 100,000 miles

System Reliability – miles between breakdowns

Challenges

All <100 peak hour entities are either direct or subrecipients of FTA funding – none thru MoDOT

Small Agency Staff – many roles are performed by 1 or 2 folks

Some entities were unclear on mode definition

Some had difficulty identifying data for target setting

PTASP Plan Status

All 5 plans developed

4 plans had Voluntary FTA PTASP Technical Review

Cape Girardeau – plan adopted by Transit Board

Cape Girardeau – Plan Sent to MPO

MoDOT to Complete Checklist

MPO Involvement

Transit Agencies are required to provide their targets to the MPO after their plans are approved

MPOs will integrate transit agency performance targets and performance plans into their planning documents, including the TIP

MPOs are required to reference the safety performance targets and Agency Safety Plans in their TIPs and MTPs updated or amended after July 20, 2021.

MoDOT FAST Act Monthly Planning Partner Webinar

Sample Agenda

MPOs, RPCs, and Arkansas, Illinois and Kansas DOT, FHWA, and FTA staff:
Ground Rules/ Purpose of Partner Webinars – Karen Miller, MoDOT

Performance Based Planning and Programming (PBPP) Requirements Status

- FHWA PMF (Performance Management Form) from Missouri, Arkansas, Kansas, Illinois, if available

Transit Updates – Joan Roeseler, MoDOT

- PTASP Overview

State Freight and Rail Plan Update – Cheryl Ball, MoDOT

MoDOT Safety Updates – Ray Shank, MoDOT

- MoDOT HSIP Implementation Plan
- FHWA Transportation Safety Workshop held on October 19 – follow up and next steps

Upcoming Events:

Questions? Contact

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Please join the movement:



www.modot.org/BuckleUpPhoneDown