AGENCY SAFETY PLAN 2026

Public Transportation Agency Safety Plan (PTASP)

Fixed Route and Demand Response Public Bus Transit Services

Prepared in accordance with the requirements of 49 C.F.R Part 673: Public Transportation Agency Safety Plan (PTASP) Final Rule, updated April 9, 2024.

July 2026 Update

gbt
GREATER BRIDGEPORT TRANSIT

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Section 1 • Introduction

Greater Bridgeport Transit Authority (GBT) Public Transportation Agency Safety Plan (PTASP)

Prepared in accordance with the requirements of 49 C.F.R Part 673: Public Transportation Agency Safety Plan Final Rule, and updated April 9, 2024.

Applicability §673.1(a)

This Public Transportation Agency Safety Plan (PTASP) has been prepared by Greater Bridgeport Transit in accordance with, and meets the applicable requirements of, 49 C.F.R Part 673 (Part 673) and is in conformity with the National Public Transportation Safety Plan (NPTSP April 2024), updated April 9, 2024.

The requirement for the development, implementation and maintenance of this plan is applicable to GBT as a public transportation system that receives federal financial assistance under 49 U.S.C. Chapter 53.

This safety plan is about the development of approaches and processes to address safety agency-wide. It is not an exhaustive list of every hazard known to GBT. As the agency's Safety Management System (SMS) matures, the plan will become more encompassing. It was developed and will be communicated and implemented by the agency's leadership whose authorities, accountabilities and responsibilities are detailed in the plan.

This plan addresses all applicable requirements and standards of the Federal Transit Administration's (FTA) Public Transportation Safety Program and the National Public Transportation Safety Plan (NPTSP).

Transit Agency Information

For the purposes of Part 673. The agency is considered a "Small Public Transit Provider"

SMALL PUBLIC TRANSIT PROVIDER

Small public transportation provider means a recipient or subrecipient of Federal financial assistance under 49 U.S.C. 5307 that has one hundred (100) or fewer vehicles in peak revenue service and does not operate a rail fixed guideway public transportation system.

Administrative and Maintenance Facilities

Greater Bridgeport Transit Authority (GBT)
One Cross Street
Bridgeport, Connecticut 06610
Tel: (203) 366-7070
Email: TGorman@gogbt.com
URL: gogbt.com

Public Bus Station



710 Water Street
Bridgeport, Connecticut 06610
Tel: (203) 366-7070
Email: TGorman@gogbt.com
URL: gogbt.com

Modes of Service Provided and Covered in this PTASP

Fixed Route - Directly operated (as of this writing)

- Fleet - 72
- Boardings – 4.0 M

Demand Response - Provided through contract with TransDev (as of this writing)

- Fleet - 30
- Boardings – 81,207

Funding Used in the Provision of Service by GBT

The agency is a designated recipient of federal funding. Federal funding under Sections 5307, 5339 and Various FTA Discretionary Grants are all used in the provision of the agency's public transportation services.

Provision of Transit Services on Behalf of Other Transit Agencies

As of this writing, the agency does not provide any transit services on behalf of any other entity.

Accountable Executive (AE) and Chief Safety Officer (CSO) §673.5 and §673.23(d)(1) and (2)

Section 673.5 requires PTASPs to identify both an Accountable Executive and a Chief Safety Officer. The Accountable Executive is the single person who has ultimate responsibility for carrying out the PTASP of a public transportation agency; responsibility for carrying out the agency's Transit Asset Management Plan; and has control or direction over the human and capital resources needed to develop and maintain the agency's PTASP. The Chief Safety Officer is an adequately trained individual who has responsibility for safety and reports directly to a transit agency's Accountable Executive. For GBT, these individuals include:

Accountable Executive

Steven DeMichele
Chief Executive Officer
sdemichele@gogbt.com

The Accountable Executive (AE) ensures the agency's SMS is effectively implemented and that action is taken, as necessary, to address substandard performance in the SMS. The AE has control and direction over the personnel and financial resources needed to develop and maintain the Agency Safety Plan (ASP or "the Plan") as well as the Transit Asset Management (TAM) Plan. The AE may delegate specific responsibilities. However, the ultimate accountability for GBT's safety performance cannot be delegated and always rests with the AE.

Chief Safety Officer (CSO)

Katina Staton-Sayles, Manager of Transportation Operations
kstaton-sayles@gogbt.com

GBT's Chief Safety Officer (CSO) is its Manager of Transportation Operations, designated by the AE with a direct line of reporting to the AE. The Manager of Transportation Operations/CSO has bottom-line responsibility for all aspects of the day-to-day operation of the Transportation Department including, but not limited to operational safety and the Department's efficiency and effectiveness. This position oversees all field supervision, dispatch operations, safety training, compliance with federal drug and alcohol testing requirements and procedures, the development of operator assignments, capital planning, operational budgeting, technology and communication systems and staffing. A copy of the CSO's complete job description is available from the CEO.

SAFETY MANAGEMENT SYSTEM (SMS)

A Safety Management System (SMS) is a comprehensive, formal, organization-wide approach to managing safety risk and assuring the effectiveness of a transit agency's safety risk mitigation. SMS includes systematic procedures, practices, and policies for managing hazards and safety risk.

Leadership and Key Staff - Authorities, Accountabilities, and Responsibilities §673.23 (d)(4)

While every employee has a role to play in safety, key staff members, in addition to those serving as Accountable Executive and Chief Safety Officer include:

- Deputy General Manager/Chief Operating Officer
- Manager of Transportation Operations
- Assistant Manager of Transportation Operations
- General Manager – Demand Response Division (Transdev)
- Manager of Maintenance Operations
- Assistant Manager of Maintenance Operations
- Manager of Facility and Grounds
- Risk Manager
- Director of Transportation Operations
- Director of Planning and Service Development
- Chief Financial Officer

The authorities, accountabilities and responsibilities of these key personnel are detailed on page 24 in the Section entitled "Safety Performance Monitoring and Measuring §673.27(b) (1-4)".

Collectively, these staff members represent positions of bottom-line responsibilities for their respective divisions. All have the following safety language in their job descriptions:

"Responsible for contributing to a safe and secure work environment. Is cognizant of surroundings and acts in a safe manner at all times. Is knowledgeable of and adheres to OSHA, GBT and other safety standards, directives and advisories, both written and verbal. Uses safety equipment and protective clothing as appropriate and necessary. Maintains good housekeeping habits in work area to avoid injury to self or others. Immediately reports to supervisor or risk manager any safety or security issue, and makes recommendations for improvement. Observes building access restrictions and locks doors when not present. Knows the nearest two safety exits and participates in safety drills."

Together, they represent GBT's Safety and Risk Management Leadership Group, detailed later in this report, and are responsible for the implementation of GBT's Safety Management System (SMS).

A copy of GBT's organizational chart is available from the office of the CEO.

It is important to note that GBT's demand contractors is housed in the same facilities as GBT's directly operated services, all maintenance and administration functions. As such, items posted throughout the facility reach all employees. Additionally, GBT interacts with the contractor daily regarding all aspects of the operation including safety.

Plan Development, Approval and Updates §673.13

Under Part §673.13 (Certification of Compliance), GBT must certify that it has established a PTASP meeting the requirements within one year after July 19, 2019. Further, on an annual basis, GBT must certify its compliance with this part through its annual FTA Certifications and Assurances. This plan is approved and agreed to by the AE and approved by GBT's Board of Commissioners.

Signature of Accountable Executive/ Certification of Compliance (§673.13)

See signature page near the end of this document, page 34.

Dates of Approval of GBT Board of Commissioners

- Initial Approval June 10, 2020
- Annual Approval June 12 2021
- Annual Approval June 9, 2022
- Annual Approval June 12, 2023
- Annual Approval 2024: June 12, 2024
- Annual Approval 2025: October 8, 2025
- Annual Approval 2026: August 12, 2026

Safety Management System Policy Statement §673.23(a)

The management of safety and security are core GBT functions and form the foundation for all services and operations. GBT is committed to developing, implementing, maintaining, and constantly improving safety functions and processes to ensure that all of our transit service delivery activities occur under a hearty and balanced allocation of organizational and financial resources, aimed at achieving the highest level of safety performance and meeting established standards and targets.

The GBT Board of Commissioners, all levels of management and all employees and contractors are accountable for the delivery of this highest level of safety performance, beginning with the General Manager/Chief Executive Officer (GM/CEO). GBT's CEO is the Accountable Executive and ensures that the Agency Safety Plan and SMS are effectively implemented and that actions are taken, as necessary, to address substandard performance in the SMS.

The Safety Management Policy below is GBT's documented commitment to safety, which defines GBT's safety objectives as well as the accountabilities and responsibilities of our employees in regard to safety.

Through this policy statement and efforts in support of its PTASP, GBT is committed is to:

1. Ensuring safety and security in our services for customers, staff and communities;
2. Protecting facilities and assets;
3. Supporting the management of safety through the provision of appropriate resources, that result in a culture that fosters safe practices, encourages effective employee safety reporting and communication, and actively manages safety with the same attention to results as the attention to the results of the other management systems of the organization;
4. Integrating the management of safety among the primary responsibilities of all leaders, key staff and employees;
5. Clearly defining for all staff, managers and employees and contractors, their accountabilities and responsibilities for the delivery of GBT's safety performance and the performance of the SMS;
6. Establishing and conducting hazard identification and analyses, and safety risk evaluation activities, including an employee safety reporting program as a fundamental source for safety concerns and hazard identification, in order to eliminate or mitigate the safety risks of the consequences of hazards resulting from our operations or activities to a level consistent with expected safety performance and established targets;
7. Ensuring that no action will be taken against any employee who discloses a safety concern through the employee safety reporting program, unless disclosure indicates, beyond any reasonable doubt, an illegal act, gross negligence, or a deliberate or willful disregard of regulations or procedures;
8. Complying with, and wherever possible exceeding, legislative and regulatory requirements and standards;
9. Ensuring that sufficient skilled and trained employees are available to implement safety management processes;
10. Ensuring that all employees are provided with adequate and appropriate safety-related information and training, are competent in safety management matters, and are assigned only tasks commensurate with their skills;
11. Establishing and measuring our safety performance against realistic and data-driven safety performance indicators and safety performance targets;
12. Continually improve our safety performance through management processes that ensure that appropriate safety management action is taken and is effective;
13. Ensuring externally supplied systems and services to support our operations are delivered or performed meeting our safety performance standards; and
14. Ensuring the proper retention of all safety related materials.

Safety Management Policy and ASP - Dissemination and Communication §673.23(c)

This PTASP is a "living document", updated regularly, disseminated and in the possession of leadership staff. While GBT's leadership and key staff members were involved in the development of the plan elements, it is important that the plan be made available to others within GBT and the community. To ensure awareness and compliance with the plan, GBT has posted its Safety Management Policy in each division and taken the following steps:

- All department leaders receive a copy of the Plan and updates for dissemination to respective staff members;
- New employees are briefed on the contents of the Plan during on-boarding;
- GBT's Accountable Executive notifies all department leaders when revisions are made to the document;
- GBT presents the plan updated annually to the Safety Committee for adoption;
- GBT presents the plan update annually at a regular public meeting of the Board of Commissioners, for adoption;
- GBT's Plan is available to staff and members of the public at GBT's website gogbt.com;
- Copies of the Plan and any updates are made available in hardcopy in all departments;
- GBT includes a link from time-to-time on its internal newsletter known as "All Call".
- GBT's demand response contractor plays an important role in supporting and implementing GBT's PTASP. GBT provides a copy of its Plan to its contractor periodically and the contractor is responsible for ensuring the dissemination of the plan to its staff. The General Manager of the contracted services is a member of GBT's leadership management team and attends safety related meetings. Working within the same facility, she/he and has immediate access to GBT's management in the event of an emergency. The policy statement is posted throughout GBT's facilities and available to both GBT employees and any contractors working with GBT.

Additionally:

- A final copy of the PTASP has been transmitted to the regional Metropolitan Planning Organization;
- A final copy of the PTASP has been transmitted to the Connecticut Department of Transportation, Bureau of Public Transportation; and
- A final copy of the PTASP has been uploaded into the Federal Transit Administrations TrAMS System.

Safety Performance Targets §673.11(a)(3)

The Safety Performance Targets set forth in the section below by GBT's Safety Committee and were developed in consultation with the State of Connecticut Department of Transportation (CTDOT), the Metropolitan Council of Governments (METROCOG) and the Bridgeport/Valley Metropolitan Planning Organization. GBT's safety performance measures are based on the measures established under the National Public Transportation Safety Plan. All measures will be evaluated over a calendar year period against a 3-year average of data reported to the National Transit Database (NTD). 2026 targets are based on 2023-2025 (1/1/2023-12/31/2025) performance data. GBT is continuously striving to improve safety performance and as such SPTs set by the Safety Committee aim to reduce or improve (as appropriate) measures in the next fiscal year, over the previous three-year average. The SPTs set by the safety committee reflect an analysis of data and the establishment of reasonably attainable performance targets by GBT.

SAFETY PERFORMANCE TARGET (SPT)

A safety performance target is a quantifiable level of performance or condition expressed as a value for the measure related to safety management activities to be achieved within a set time period (§673.5). A safety performance measure is a quantifiable indicator of performance or condition that is used to establish targets related to safety management activities, and to assess progress toward meeting the established targets (§673.5).

Definitions §673.5

Safety Event - means an unexpected outcome resulting in injury or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment.

Hazard - means any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment.

Injury - means any harm to persons as a result of an event that requires immediate medical attention away from the scene.

Performance Measure - means an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets.

Section 2 • Safety Performance Measures for the Safety Risk Reduction Program

Safety Committees for large UZA providers must set 8 SPTs for the safety risk reduction program for the following safety performance measures.

1. Major Safety Events
2. Major Safety Event Rate
3. Collisions
4. Collision Rate
5. Injuries
6. Injury Rate
7. Assaults on Transit Workers
8. Rate of Assaults on Transit Workers

Preventing fatalities is a top priority. Staff works continuously to understand the factors involved in any fatality in order to prevent further occurrences. Measuring the number of fatalities over vehicle revenue miles, by mode, provides a fatality rate from which to assess future performance.

While GBT has had some success in the recent past in reducing the number of preventable accidents in its services, injuries do occur and can be attributed to a broad variety of conditions and circumstances. Analyzing the factors that relate to injuries is a significant step in developing actions to prevent them. Again, measuring the number of injuries by mode, over vehicle revenue miles provides an injury rate from which to assess future performance.

The safety events measure captures all reported safety events that occur during transit operations and the performance of regular supervisory or maintenance activities. A reduction in safety events will support efforts to reduce fatalities and injuries, as well as damage to transit assets. Measuring the number of safety events by mode over vehicle revenue miles provides a safety event rate from which future performance can be compared.

The system reliability measure expresses the relationship between safety and asset condition. The rate of vehicle failures in service, defined as mean distance between major mechanical failures, is measured as revenue miles operated divided by the number of major mechanical failures. This is a measure of how well a fleet of transit vehicles is maintained and operated.

The NPTSP requires that transit agencies aim to improve safety performance by reducing the number and rates of accidents, including pedestrian accidents involving buses, injuries and assaults on transit workers

"The Bipartisan Infrastructure Law requires Section 5307 recipients that serve an urbanized area with a population of 200,000 or more to include in their Agency Safety Plan a safety risk reduction program for transit operations. These safety risk reduction programs aim to improve safety performance by reducing the number and rates of accidents, injuries, and assaults on transit workers, including:

- a reduction of vehicular and pedestrian accidents involving buses that includes measures to reduce visibility impairments for bus operators that contribute to accidents, including retrofits to buses in revenue service and specifications for future procurements that reduce visibility impairments; and
- the mitigation of assaults on transit workers, including the deployment of assault mitigation infrastructure and technology on buses, including barriers to restrict the unwanted entry of individuals and objects into the workstations of bus operators when a risk analysis performed by the transit agency's Safety Committee determines that such barriers or other measures would reduce assaults on transit workers and injuries to transit workers."

In an effort to reduce vehicular and pedestrian accidents involving buses, GBT has installed the Protran pedestrian protection system across its fixed route fleet. This system alerts nearby pedestrians that the bus is making a turn. Additionally, as part of the driver's pre-trip, they are required to check the vehicle for and report any visual impairments. If visual impairments are identified, the driver is required to bring the vehicle to maintenance, to have the issue addressed. A mirror station has also been implemented at GBT, to assist drivers in properly setting their mirrors, to minimize blind spots.

In an effort to mitigate assaults on transit workers, GBT has installed driver barriers across 100% of its fleet. Additionally, GBT's vehicles are equipped with voice and data communication systems, including covert alarm systems to alert dispatch of an emergency. Vehicles are also equipped with automatic vehicle locating systems and CCTV (visual and audio). Additionally, GBT's vehicles include signage, alerting the public that it is a felony to assault a transit worker, as well as a code of conduct. GBT's bus station is protected through a combination of contract security forces and local police. Formal de-escalation training was provided to all employees and will be on an ongoing basis. Additionally, the Federal government provides periodic VIPER sweeps of the bus station facility.

In an effort to further reduce and mitigate collisions and assaults, GBT and the Joint Labor / Management Safety Committee will continue to evaluate its current measures, as described above, as well as explore new protection measures in the design and procurement of facilities and revenue vehicles.

Fixed Route Safety Performance Measures and Targets • All Modes

Safety Performance Events and Targets by Mode

National PTASP Numbering	Safety Risk Reduction Numbering	Measure	Fixed Route	Demand Response	Fixed Route Target	Demand Response Target
Measure 1a	1	**Major Safety Events**	22	0	<30	0
Measure 1b	2	Major Safety Events - Rate per 100,000 Revenue Miles	0.64	0	<0.57	0
	3	**Collisions**	262	58	<226	<52
Measure 1.1	4	Collisions - Rate per 100,000 Revenue Miles	4.76	4.38	<4.14	<4.00
Measure 1.11		Pedestrian Collisions - Rate per 100,000 Revenue Miles	0.3	0.00	<0.02	<0.00
Measure 1.12		Vehicular Collisions - Rate per 100,000 Revenue Miles	4.70	4.38	<4.12	<4.00
Measure 2a		Fatalities	0	0	0	0
Measure 2b		Fatalities - Rate per 100,000 Revenue Miles	0	0	0	0
Measure 2.1		Transit Worker Fatalities - Rate per 100,000 Revenue Miles	0	0	0	0
Measure 3a	5	Injuries	35	8	<22	<5
Measure 3b	6	Injuries - Rate per 100,000 Revenue Miles	0.64	0.60	<0.40	<0.38
Measure 3.1		Transit Worker Injuries - Rate per 100,000 Revenue Miles	0.18	0.07	<0.13	<0.00
Measure 4a	7	Assaults on Transit Workers	7	0	<0.66	<0
Measure 4b	8	Assaults on Transit Workers- Rate per 100,000 Revenue Miles	0.12	0	<0.03	<0
Measure 5		System Reliability - (Mean distance Between Major Mechanical Failures)	3862	9378	>4149	>8686

Section 3 • Coordination & Reporting

Safety Performance Measures/Targets - Coordination with the Metropolitan Planning Process §673.15(a) and (b)

ABOUT METROCOG

MetroCOG is a multi-discipline, regional planning organization with six member communities — Bridgeport, Easton, Fairfield, Monroe, Stratford and Trumbull — centered on the City of Bridgeport, Connecticut.

Under Part §673.15, GBT is required, to the maximum extent practicable, to coordinate with the Metropolitan Planning Organization (MPO) in the selection of the safety performance targets developed and used in this plan. GBT is a member of the Greater Bridgeport/Valley Metropolitan Planning Organization. In the development of GBT's PTASP and Safety Performance Targets, GBT met with representatives of MetroCOG including the Principal Planner and the Executive Director, and staff from the Connecticut Department of Transportation (CTDOT) on multiple occasions to transmit targets and present the draft plan. The details of the consultation are included in the table below.

Targets Transmitted to	Entity	Date Targets Transmitted
State of Connecticut	Connecticut Department of Transportation, Bureau of Public Transportation	Plan Presented: Sept. 23, 2026
MPO/Metropolitan Council of Governments	Greater Bridgeport/Valley Metropolitan Planning Organization	Plan Presented to Full Council of Governments Plan Presented to Staff: Sept. 23, 2026

As part of continued collaboration in the updating of this document, GBT transmitted this draft plan above targets to the State (Connecticut Department of Transportation [CT DOT]) and the MPO on TBA.

It is noteworthy that GBT has a strong working relationship with MetroCOG and is a voting member of the Greater Bridgeport/Valley MPO. Agency staff are consulted and involved in the development of the regional Unified Planning Work Program (UPWP) and the region's Long-Range Transportation Plan (LRTP).

METROPOLITAN PLANNING ORGANIZATION

A Metropolitan Planning Organization (MPO) is a federally mandated and federally funded transportation policy-making organization in the United States that is made up of representatives from local government and governmental transportation authorities. They were created to ensure regional cooperation in transportation planning. MPOs were introduced by the Federal-Aid Highway Act of 1962, which required the formation of an MPO for any urbanized area (UZA) with a population greater than 50,000. Federal funding for transportation projects and programs is channeled through this planning process. Congress created MPOs in order to ensure that existing and future expenditures of governmental funds for transportation projects and programs are based on a continuing, cooperative, and comprehensive ("3 C") planning process. Statewide and metropolitan transportation planning processes are governed by federal law (23 U.S.C. §§ 134–135).

Transparency through public access to participation in the planning process and electronic publication of plans now is required by federal law. As of 2015, there are 408 MPOs in the United States.

Employee Safety Reporting Program §673.23(b)

GBT's safety reporting program allows all employees, including those with in-depth knowledge of facilities, equipment and operations to report unsafe conditions or events to management without fear or reprisal to assist in risk management and improve deficient systems or processes. Outreach materials located throughout GBT's facilities encourage a safe work environment and all employees are expected to report:

- Safety hazards in the operating environment;
- Policies and procedures not followed or not working as intended;
- Events that managers may not otherwise know about;
- Information about why a safety event occurred; and
- Information about industry trends related to safety.

Risk Management Reporting Structure

While all employees are encouraged to report unsafe conditions or operations, GBT has a hearty safety reporting structure which includes an Accident Investigation Committee, a Service Review Committee, a Staff Level Safety Committee and a Safety and Risk Management Leadership Committee. The work of these committees and other elements of GBT's safety reporting structure is described below.

1. **Accident Investigation Committee -** Accidents are investigated immediately by staff from the operations and other departments. Any safety issues identified during the investigation are addressed immediately if possible. GBT's Accident Investigation Committee meets generally bi-monthly to review the accident investigation work of the staff. The identification of safety event causal factors which may have contributed to a safety event include, but is not limited to, equipment and infrastructure, environmental factors, factors outside of the control of the agency, human and organizational factors.

2. **Staff Level Safety Committee -** Led by GBT's Risk Manager and comprised of staff from all areas of service delivery (Operations, Facilities, Maintenance, Administration), the Staff Level Safety Committee meets bi-monthly to provide the representatives of each division the opportunity to speak to safety issues relayed to them by their colleagues. These minutes are summarized and shared with leadership so that any areas of safety concern can be addressed.

3. **Service Review Committee (SRC) -** Specific to GBT's Operations Division, this is an ad-hoc group assembled to discuss all aspects of bus operations and is comprised of drivers, trainers and union representatives. Members are encouraged to discuss any safety concerns they may have.

4. **Customer Feedback -** An important element of the safety program is consideration of comments and complaints from passengers or other members of the community. GBT holds weekly meetings with key staff members (Maintenance, Planning and Operations) to review every complaint that is received by GBT's feedback portals (phone, web, social media and mail). Any safety concerns raised through this feedback is addressed by the appropriate staff.

5. **Union Consultation and Communications -** Leadership works closely with members of Amalgamated Transit Union Local 1336 toward common ground on safety. In cooperation with the Union, GBT installed protective driver barriers, the Protran pedestrian protection system and audio surveillance. Additionally, through work on the Service Review Committee (SRC), the union has the opportunity to participate in service planning – the development of routes, stop locations and schedules.

6. **Oversight Authorities -** The Connecticut Department of Transportation (CTDOT), Federal Transit Administration (FTA), U.S. Department of Transportation (U.S. D.O.T.), and other regulatory authorities provide information regarding hazard identification in the industry and inform GBT's safety program.

7. **Documentation -** GBT will maintain documentation of employee or contractor reporting of hazards or safety concerns. This documentation may include, but is not limited to, notes placed in suggestion boxes, customer reports of safety concerns received through customer service, emails sent to GBT's hazard reporting email (safety@gogbt.com), OSHA inspections, in person meetings or calls placed to GBT's office of Risk Management, and the meeting summaries of the Safety Committee and Accident Review Committee.

8. **Contractor Reporting of Safety Concerns -** While GBT's contractor for demand response services can, and is encouraged to, report safety concerns at any time, the current contractor, TransDev, has its own hazard reporting program and shares information from that program with GBT management at regular meetings or immediately if necessary.

9. **Joint Labor/Management Safety Committee –** In July 2023, GBT organized a Joint Labor/Management Safety Committee with structure and composition as prescribed by regulation. The Committee was convened by a joint labor-management process, representing all areas of operations, with an equal number of Front-Line Transit Worker representatives and management representatives, both bargaining unit and non-bargaining unit employees. At a minimum, this Committee meets quarterly and maintains minutes and a rolling listing of identified potential hazards and their disposition (mitigations), which is maintained as a separate document "PTASP Labor Management Committee - Reported Safety Concerns". Previous meeting minutes signed by administrative personnel. Meeting minutes must then be adopted by the Committee. A quorum must be present - a quorum exists when at least 51% of the management members and at least 51% of the labor members are present. There are 6 management members and 6 labor members, at least 4 management members and 4 labor members must be present to constitute a quorum.
10.

The Joint Labor / Management Safety Committee must conduct the following activities to oversee the transit agency's safety performance:

a. Review and approve the transit agency's Public Transportation Agency Safety Plan and any updates as required at § 673.11(a)(1)(i); The most recent Safety Committee Approval of this plan occurred on 7/29/2026.

b. Set annual safety performance targets for the safety risk reduction program as required at § 673.11(a)(7)(iii); and

c. Support operation of the transit agency's SMS by:

- Identifying and recommending safety risk mitigations necessary to reduce the likelihood and severity of potential consequences identified through the transit agency's safety risk assessment, including safety risk mitigations associated with any instance where the transit agency did not meet an annual safety performance target in the safety risk reduction program;
- Identifying safety risk mitigations that may be ineffective, inappropriate, or were not implemented as intended, including safety risk mitigations associated with any instance where the transit agency did not meet an annual safety performance target in the safety risk reduction program; and
- Identifying safety deficiencies for purposes of continuous improvement as required at § 673.27(d), including any instance where the transit agency did not meet an annual safety performance target in the safety risk reduction program.

Joint Labor / Management Safety Committee Procedures

Meetings - The cooperative efforts of the Committee's members are documented in meeting summaries and listings of identified hazards and risks. It is through these meetings, and consultation with other front-line workers, hazards reports, or concerns that front-line transit workers cooperate and inform the development, update and monitoring of the PTASP.

Chair, Agendas, Summaries - The Committee is Chaired and convened by the Chief Safety Officer, with the assistance of GBT's Director of Transportation Operations. Prior to each meeting, an agenda is developed and transmitted to all members and following meetings, a summary of topics discussed and action items is disseminated to all Committee members. Every agenda includes a section for new business where any member of the Committee can raise new topics.

Training and Technical Assistance - Ensuring proper training of Committee members is important to the success of the Committee. If it is determined that training is required for any member, or members of the Committee, the proper materials or professional assistance will be assembled and shared and/or presented to committee members.

Current Composition -
Front Line Transit Workers (Labor - ATU):
- GBT Bus Operator Trainer
- GBT Bus Operator (2)
- GBT Dispatcher / Road Supervisor
- TransDev Dispatcher/Trainer
- GBT Mechanic

Administration Staff (Management):
- Admin Representative (non-voting member)
- GBT Manager of Maintenance Operations
- GBT Manager of Transportation Operations / CSO (Chairperson)
- GBT Director of Transportation Operations
- GBT Deputy GM / COO
- TransDev General Manager
- GBT Risk Manager

Members of the Joint Labor / Management Safety Committee are compensated via their regular salary, hourly pay for Non-Bargaining Unit members and Bargaining Unit members are compensated via the process current prescribed by the Collective Bargaining Agreements currently in place, as it relates to Company Business.

11. **Formal Dispute Resolution Process -** Should there be an instance where the Safety Committee has a dispute while addressing a safety-related disagreement, such dispute may be managed by utilizing the local Federal Mediation and Conciliation Services (FMCS).

12. **Communication with AE and GBT Board of Commissioners -** In addition to the communication methods detailed in this document, the Chair of the Joint Labor / Management Safety Committee, which is the CSO, has a direct line of communication to the AE. In addition to any communications facilitated with the GBT Board of Commissioners by the AE, each meeting of the GBT Board of Commissioners has an opportunity for comment by the public and area organizations, including employees of GBT.

Assessing Infectious Diseases

Early in the pandemic, when transit agencies across the country were developing and implementing mitigation measures and protocols to protect employees and riders, GBT contracted with an Environmental Health consultant to assess the efficacy of the newly developed procedures. the assessment was conducted using the risk assessment matrix included in GBT PTASP. The outcomes are available in a separate document. In the future, GBT plans to continue to use this method to assess risks to riders, employees and equipment in the event of the emergence of an infections disease or similar event.

Anti-Retaliation Policy

GBT does not permit retaliation against employees who raise or report safety concerns. GBT's approach to safety reporting is designed to receive and respond appropriately to employees' safety concerns (i.e., concerns about hazards) and to prevent and address retaliation against employees who raise or report concerns. GBT does not want hazards or safety concerns to go unreported because employees fear retaliation for reporting concerns or feel frustration over the lack of effective resolution of their concerns. An anti-retaliation approach enables all members of the workforce, including permanent employees, contractors and temporary workers, to voice their concerns without fear of retaliation. Such an approach not only helps staff ensure that they are following safety procedures and complying with federal, state and local laws related to safety, but also contributes to a positive workplace culture.

Employee Behavior Excluded from Protection – Protection following the disclosure of information related to safety or the reporting of hazards through formal or informal communication to management does not include a communication concerning policy decisions that lawfully exercise discretionary authority unless the employee providing the disclosure reasonably believes that the disclosure evidences— (1) any violation of any law, rule, or regulation; or (2) gross mismanagement, a gross waste of funds, an abuse of authority, or a substantial and specific danger to public health or safety or (3) if disclosure indicates, beyond any reasonable doubt, an illegal act, gross negligence, or a deliberate or willful disregard of regulations or procedures.

Safety Risk Management (SRM) Process §673.25(a)

GBT has developed and implemented a Safety Risk Management (SRM) process for all elements of its public transportation systems. As of this writing, GBT's process is "decentralized" with employees performing SRM with the assistance of leadership and key personnel. This process includes:

- Hazard Identification;
- Safety Risk Assessment; and
- Safety Risk Mitigation

DEFINITIONS

Risk:
- A measure of severity and likelihood combined.
- Predicted - in the future, has not happened yet.
- Measures the potential effects of a hazard, not the hazard itself.

Hazard:
- A real or potential condition – not an event.
- Real Hazard - An observable condition.
- Potential Hazard – Condition that does not exist, but could exist if a change is made in the system

Consequence:
- Potential consequences are the focus of risk management.

Event:
- Something that happened, not a condition of system state.
- May reveal hazard(s).
- Used for reporting.

Process for Safety Hazard Identification §673.25(b)(1) and (2)

There are numerous ways that GBT identifies safety concerns and risks in its system, along with the associated potential consequences.

1. **Staff Observations and Direct Reporting to Supervision/Management -** The first level of hazard identification is staff observation. All staff are encouraged to work safely and to report safety concerns to their supervisors. Drivers, maintenance staff, on-road supervisors, administrative staff, security and other contractors help GBT identify any elements that pose a safety concern. The following language has been incorporated into every GBT job description:

   > "Responsible for contributing to a safe and secure work environment. Is cognizant of surroundings and acts in a safe manner at all times. Is knowledgeable of and adheres to OSHA, GBT and other safety standards, directives and advisories, both written and verbal. Uses safety equipment and protective clothing as appropriate and necessary. Maintains good housekeeping habits in work area to avoid in- jury to self or others. Immediately reports to supervisor or risk manager any safety or security issue, and makes recommendations for improvement. Observes building access restrictions and locks doors when not present. Knows the nearest two safety exits and participates in safety drills."

2. **Staff and Contractor Inspections -** Staff conduct regular inspections of operations. Driver trainers conduct in-service reviews of all operators annually. Maintenance and facility staff members conduct vehicle, equipment and facility inspections regularly. GBT hires numerous contractors to inspect its facility systems to identify safety concerns or items which may impact service reliability.

3. **Data and Information -** Data and information provided by an oversight authority, including by not limited to FTA, the State, or as applicable, the State Safety Oversight Agency having jurisdiction and data and information regarding exposure to infectious disease provided by the CDC or a State health authority and safety concerns identified through Safety Assurance activities carried out under this plan.

4. **Staff Reporting -** Individual and Through Committee - Detailed in this plan, GBT has a hearty safety committee structure which provides avenues for all staff to report safety concerns.

5. **Customer Reporting -** GBT relies heavily on reports of safety issues from its riders and other members of its community. With new surveillance systems on-board, GBT is able to follow-up on customer complaints, address concerns and inform driver training programs.

6. **Safety and Operational Metrics -** Insurance experience, injury settlements, preventable accidents, accident contributing factors, and maintenance experience.

7. **Compliance Audits -** From time-to-time, GBT's Risk Manager will retain the services of an outside contractor to conduct audits for compliance with federal and state regulations (OSHA). The outcome of these inspections informs GBT's operations, facilities, training and capital programs.

8. **Operations and Facility Inspections -** From time-to-time, staff will retain the use of a contractor to conduct specific types of safety reviews such as facility security and active shooter planning.

9. **Industry Trends -** Staff monitors industry trends regarding emerging safety issues such as protecting drivers from assault and protecting pedestrians from turning vehicles.

10. **Equipment Vendors -** GBT maintains close relationships with its vehicle and equipment vendors for notifications regarding equipment safety concerns.

11. **Security Staff -** GBT contracts for security services at its public bus facility. The security contractor reports any safety or security issues observed by guards.

12. **Hazard Analysis and Documentation -** Staff in various departments are involved in the analysis and documentation of identified/reported hazards. Documentation includes tracking of the agency safety experience against established targets, GBT's risk assessment registry, and various meeting summaries.

Process for Safety Risk Assessment §673.25(c)(1) and (2)

GBT has established methods and processes to assess the risks associated with identified hazards. This includes an assessment of the likelihood and severity of the potential consequences of identified hazards, taking into account existing safety risk mitigations, to determine if safety risk mitigation is necessary and to inform prioritization of safety risk mitigations. This process applies to GBT's demand response contractors, to the extent that hazards are reported to GBT management by GBT's contractor or its staff. The formal process of risk assessment is typically undertaken by the leadership team from the department from which the potential hazard was reported, with the assistance of GBT's Risk Manager. It is noteworthy that GBT may reduce safety risk including the likelihood and/or severity of the consequences of a hazard, however, a single safety risk mitigation measure may not do both.

Once a safety concern, risk or hazard is identified, GBT will generally look at the following for assessing risk:

- **Assess Likelihood of Occurrence -** Eliminate any risks which, after consideration, staff believes will occur. Roughly classify the remaining risks as very likely or not likely to occur.
- **Assess Severity of Impact -** Evaluate each risk in terms of its possible impact on GBT's operations, employees and customers. Eliminate any risks, which staff believes have no, or only trivial impact on services or safety. Roughly classify the remaining risks as large or small impact.
- **Impact Horizon -** Assign either short term or long term. The ultimate goal is to assign a precise date when you expect the potential risk event to occur.
- **Controllability -** Staff also reviews the extent to which the event or activity is within the control of GBT or subject to the influence of forces beyond the control of the agency.
- **Prioritize Risk -** On the basis of the rough assessments, staff assigns a prioritization number for the potential risk event/activity using the likelihood of occurrence severity of impact, the impact horizon, and controllability.

Risk Assessment Matrix

Severity/ Likelihood	1 Catastrophic	2 Critical	3 Marginal	4 Negligible
A - Frequent	High	High	High	Medium
B - Probable	High	High	Medium	Medium
C - Occasional	High	Medium	Medium	Low
D - Remote	Medium	Medium	Low	Low
E - Improbable	Medium	Low	Low	Low

Source: PTASP Participant Guide, Providence, RI January 2020.

Where:

Frequent = Likely to Occur Frequently

Probable = Likely to Occur Several Times

Occasional = Likely to Occur Sometime

Remote = Very Unlikely to Occur

Improbable = Almost inconceivable that the event will occur

And where:

Catastrophic = Could result in one or more of the following: death, permanent total disability, irreversible significant environmental impact or monetary loss equal to or exceeding $10M.

Critical = Could result in one or more of the following: permanent partial disability, injuries or occupational illness that may result in hospitalization of at least three personnel, reversible significant environmental impact, or monetary loss equal to or exceeding $1M but less than $10M.

Marginal = Could result in one or more of the following: injury or occupational illness resulting in one or more lost work day(s), reversible moderate environmental impact, or monetary loss equal to or exceeding $100K but less than $1M.

Negligible = Could result in one or more of the following: injury or occupational illness not resulting in a lost work day, minimal environmental impact, or monetary loss less than $100K.

And where the outcomes are defined as:

High Risk = Unacceptable - Action is required. Safety risk must be mitigated or eliminated.

Medium Risk = Undesirable - Management decision. Leadership must decide whether to accept the risk with monitoring or require additional action.

Low Risk = Acceptable with review/monitoring. Safety risk is acceptable while pending management review or while being monitored.

Process for Risk Mitigation §673.25(d)

Risk mitigation is the process of reducing the risk to the lowest practical level given agency constraints. GBT recognizes that not all safety risks can be eliminated completely and for that reason, resolution of hazards will utilize a risk assessment and process so that the most damaging and common hazards will be prioritized.

The objectives of the risk mitigation and reduction process are to:

- Identify hazard solutions including changes to system design, installation of safety devices or development of special procedures. This includes measures to reduce visibility impairments for bus operators, including the consideration of retrofits to vehicles in revenue service and specifications for future procurements to reduce visibility impairments.
- Resolve hazards that involve interfaces between two or more systems. This includes measures to reduce risk of assaults against drivers or transit workers, including consideration of assault mitigation infrastructure and technology to restrict unwanted entry of individuals and objects into the workstations of bus operators.
- Ensure system solutions do not create new hazards.

GBT has adopted risk mitigation handling options which include:

Low Risk - Assume/Accept: Acknowledge the existence of a particular risk, and make a deliberate decision to accept it without engaging in special efforts to control it. Approval of project or program leaders is required.

Low Risk - Monitor: Monitor the environment for changes that affect the nature and/or the impact of the risk.

Medium Risk - Control: Implement actions to minimize the impact or likelihood of the risk.

High Risk - Avoid: Adjust program requirements or constraints to eliminate or reduce the risk. This adjustment may involve a change in funding, schedule, or technical requirements.

Medium or High Risk - Transfer: Reassign organizational accountability, responsibility, and authority to another stakeholder willing to accept the risk.

A copy of GBT's "Risk Assessment Register" spreadsheet is maintained, and available from, GBT's Risk Manager. The register includes the following fields:

- Hazard Description
- Hazard Type (Technical, Operational, Environmental, Other)
- Identification Date
- Analysis Date
- Potential
- Existing Mitigation(s)
- Severity
- Likelihood
- Risk Assessment Index Outcome (A1, E4 etc.)
- Further Mitigation Actions
- Revised Assessment Index Outcome
- Revised Assessment Date
- Department Responsible for Mitigation
- Estimated Completion Date
- Contact Person

As part of this risk mitigation process, GBT and the Joint Labor / Management Safety Committee will consider guidance provided by an oversight authority, if applicable and FTA and guidelines to prevent or control exposure to infectious diseases provided by the CDC or a State health authority.

Recommendations of the Joint Labor / Management Safety Committee will be carefully considered within the context of GBT's Safety Risk Management Process, the lowest practical level of risk mitigation and agency constraints by the AE. Decisions not to implement a particular recommendation will be documented and shared with the Joint Labor / Management Safety Committee and GBT's Board of Directors as required prescribed in 673.25(d)(6).

The Joint Labor / Management Committee meets regularly throughout the year to keep an ongoing discussion about safety, risks and improvements. These efforts are documented in the Committee's meeting summaries, as well as an ongoing database of reported safety concerns. Efforts related to the mitigation of vehicular and pedestrian accidents involving buses, includes the installation of the Protran pedestrian protection system across its fixed route fleet. This system alerts nearby pedestrians that the bus is making a turn. Additional efforts include the installation of a mirror station has also been implemented at GBT, to assist drivers in properly setting their mirrors, to minimize blind spots.

In a recent evaluation regarding the likelihood of transit worker assaults both on revenue vehicles and in revenue facilities, using the safety risk assessment process described earlier, was determined by the Joint Labor / Management Safety Committee to have a high likelihood and a moderately severe outcome.

Efforts to mitigate the risk of assaults on transit workers include the installation of physical barriers across 100% of GBT's fleet. Additionally, GBT's vehicles are equipped with voice and data communication systems, including covert alarm systems to alert dispatch of an emergency. Vehicles are also equipped with automatic vehicle locating systems and CCTV (visual and audio). Additionally, GBT's vehicles including signage, alerting the public that it is a felony to assault a transit worker, as well as a code of conduct. GBT's bus station is protected through a combination of contract security forces and local police. Additionally, the Federal government provides periodic VIPER sweeps of the bus station facility.

Recently, several of theses mitigation efforts were reviewed by the Joint Labor / Management Committee.

Operator Protective Barriers

All of GBT's buses are currently equipped with driver's barriers. The PTASP Joint Labor / Management Committee noted that these barriers are effective in slowing down an assailant. However, with enough effort and no escape route for the Bus Operator, an assailant could reach or climb around the barrier. The barriers are also not bullet resistant. The Committee proposed that GBT look into more substantial, improved barriers. This in conjunction with a driver's side door was seen as a preferred setup for Bus Operators. GBT's current procurement of Gillig buses, which was delivered in spring 2025, are equipped with improved barriers and GBT and the Committee will be evaluating the effectiveness of those barriers. As part of its next procurement of fixed route buses, which is expected in FY 2029, GBT will look into the availability of driver's side doors for Bus Operators. GBT is also unsure at this time what the availability of a driver's side door feature will be in FY 2029 or whether the agency will have the resources necessary to invest in it.

Covert / Overt Emergency Alarms

GBT presently has a system "OnRoute (formerly TransitMaster)" which is equipped with a covert and overt alarm systems, which was installed in 2008. The system is integrated with GBT's two-way radio system. The OnRoute system also provides automatic vehicle location. The PTASP Labor / Management Committee reported that these systems are effective "when working", that they are also limited by GBT's currently limited two-way radio system coverage. GBT is currently in the process of expanding coverage for both voice and data, which will enhance the reliability of these systems. Further, GBT will be evaluating its preventative maintenance procedures on these systems, in an effort to improve system availability. Some of these efforts are already underway. GBT has secured funding for the expansion of voice and data coverage.

Patrol Strategies

GBT currently engages a contracted security force at its bus station, which is its sole revenue facility. The agency relies on local police departments, in the communities it serves for law enforcement services at its bus station and on routes. Further, the Federal government provides periodic VIPER Sweeps of GBT's bus station, which are best described as high visibility law enforcement presences for a period of time. The PTASP Labor / Management Committee proposed additional security at GBT's bus station, strengthened relationships with local police departments, to provide additional patrols at GBT's bus station and a continuation of VIPER Sweeps. Relationships with local police departments are already in place but there may be room for improvement and GBT will look into that. VIPER Sweeps are already underway. GBT will evaluate the resources needed for additional security presence at its bus station. The Committee noted that some of these efforts are more effective than others. The Committee noted that there was room for improvement, as noted above and was not prepared to label these efforts as completely "Effective" or "Ineffective".

Public Awareness Campaigns

There are a number of individual projects that the PTASP Labor / Management Committee discussed and is working on under the label of "Public Awareness Campaigns". GBT presently has deployed felony assault signage onboard its revenue vehicles, which the PTASP Labor / Management Committee determined were not very effective. GBT is presently deploying "Code of Conduct Signage" on its revenue vehicles and bus station, which was not complete enough to determine its effectiveness. The Committee proposed a more robust public outreach campaign, specifically around conduct and transit security on GBT's systems. The Committee further proposed the passage of rules and policies, that would allow GBT to prevent persons who commit assaults on transit workers from using GBT's systems or being on GBT property. This is a complex effort, which will involve a number of projects, with varying timelines. The placement of signage and creation of outreach campaigns can be implemented and completed in relatively short time frames and will be ongoing. The implementation of GBT policies or the passage of laws at the community, state or national level require careful consideration, the engagement of policy making bodies and leaders and will likely require substantial timelines. GBT presently has deployed felony assault signage onboard its revenue vehicles, which the PTASP Labor / Management Committee determined were not very effective. GBT has deployed "Code of Conduct Signage" on its revenue vehicles and bus station. Other measures have not progressed far enough to determine effectiveness.

Process for Safety Assurance §673.27(a)

GBT's safety assurance process has been prepared to ensure that safety mitigation measures are implemented and effective. This is accomplished through the collection of data and information, the analysis of trends and patterns and comparison to safety performance targets and indicators.

Safety Performance Monitoring and Measuring §673.27(b) (1-4)

GBT continuously monitors its operations, facilities and grounds and maintenance divisions in order to understand safety performance to assess the extent to which GBT is meeting safety objectives and targets. While GBT has a designated Risk Manager, the responsibility for the monitoring of mitigation measures typically falls under the direction of the cognizant department head (Administration, Contractor, Maintenance, Facilities, Planning, Operations). These leadership positions monitor the sufficiency of procedures and help the agency to ensure that the procedures have the desired outcomes. Division leaders and their respective authorities, accountabilities and responsibilities are detailed in the table below.

Position	Authorities	Safety Related Accountabilities	Safety Related Responsibilities
Deputy GM/COO	Bottom line Accountability for all Maintenance Operations.	Safety, System Reliability, System Continuity and Resilience. Accountable to the CEO.	Staffing, Training, Compliance, Budgeting, Labor Relations.
Manager of Transportation Operations (CSO)	Day-to-Day Oversight of GBT's Transportation Operations Division.	Safety, System Reliability, System Continuity and Resilience. Accountable to the Director of Transportation Operations.	Staffing, Training, Monitoring, Safety and Compliance.
Assistant Manager of Transportation Operations	Supports the Manager of Transportation Operations.	Accountable to the Manager of Transportation Operations (CSO) Conducts Accident Investigations and Investigates Customer Complaints Accountable to the Manager of Transportation Operations.	Accident Investigation, Complaint Investigations, Discipline Safety and Compliance.
General Manager - Demand Response Division (Transdev)	Bottom-line Responsibility for All Demand Response Services.	Safety, Operational Performance, Customer Service, Maintenance of Budget, Compliance Accountable to the Director of Transportation Operations.	Operation of GBT's Demand Response Services.

Position	Authorities	Safety Related Accountabilities	Safety Related Responsibilities
Manager of Maintenance Operations	Authority Over All GBT Fleet Maintenance Operations.	Day-to day Maintenance of the Fleet, Accountable to the Deputy General Manager/COO.	Staffing, Scheduling, Supplies, Technical, Specifications, Safety and Compliance.
Assistant Manager of Maintenance Operations	Supports the Manager of Maintenance Operations.	Day-to day Maintenance of the Fleet, Accountable to the Manager of Maintenance Operations.	Staffing, Scheduling, Supplies, Technical, Specifications, Special Projects, Safety and Compliance.
Manager of Facilities and Grounds	Bottom-line Responsibility for the Proper Maintenance of GBT Facilities and Federal Assets Other than Rolling Stock.	Accountable for Proper Maintenance and Asset Manager Related to GBT Facilities and Grounds. Accountable to the Deputy GM / COO.	Capital Planning and Programing, Facility Maintenance Planning and Execution, Contractor Management, Procurement, Safety and Compliance.
Risk Manager	Support to Department Leaders in all divisions in the identification or safety issues and hazards and the development, implementation and monitoring of mitigation measures.	Reports to the Deputy GM / COO.	Conducts on-going safety assessments of GBT facilities, Conducts on-going safety training of GBT staff. Participates in the review of accidents. Monitors insurance claims related to injuries.
Director of Transportation Operations	Oversight of all elements of GBT's Fixed Route & Demand Response Services.	Accountable for all safety concerns related to GBT's Fixed Route/Demand response services which currently include ADA Paratransit and Municipal Grant operations for seniors.	Responsible for the development, implementation and monitoring of all safety standards and metrics associated with Fixed Route & Demand Response services and the ongoing daily oversight of GBT's Demand Response contractors.

Position	Authorities	Safety Related Accountabilities	Safety Related Responsibilities
Director of Planning and Service Development	Bottom-line responsibility for ensuring safety in all aspects of service development including route design, schedule design, the development of driver assignments and the planning and installation of bus stop amenities.	Accountable for considering safety and risk in route development. Accountable for considering safety and risk in the development of schedules and the development of driver assignments. Accountable to the Chief Safety Officer regarding identified operational hazards related to routing, schedule design and the development of driver assignments.	Responsible for monitoring safety in relations to route and schedule design using information for all other divisions including operations, maintenance, supervision and customer service. Responsible for reviewing accident, insurance, and other data/information and its relation to service design.
Chief Financial Officer	Bottom-line responsibility for budget development ensuring proper resources are available for GBT's safety activities.	Accountable to the CEO.	Develop budgets, monitor insurance claims and premiums, oversees procurements

The methods, activities and information used by the key staff to investigate safety events and ensure compliance with safety procedures, processes and mitigation measures are detailed in the list below.

- Employee Safety Reporting
- Operational Data
- Review of Asset Condition
- Preventative Maintenance Inspections and Tracking
- Safety Audits
- Formal and Informal Inspections
- Video and Audio Surveillance Reviews
- In-Service Driver Reviews
- Safety Surveys
- Safety Meetings
- Accident and Incident Investigations
- Project Level Safety Review
- Employee Input
- Labor Interaction
- Reports and Recommendations of GBT's Joint Labor / Management Safety Committee
- Monitoring of Industry Trends

In its measuring and monitoring of safety compliance, the Risk Manager generally uses the following framework:

Procedures Monitored and Measured	If Yes
Inadequate compliance?	Address non-compliance
Insufficient?	Evaluate hazard
Safety Risk Mitigation Monitoring and Measurement	**If Yes**
Ineffective?	Evaluate hazard
Inappropriate?	Identify new measurement
Not implemented?	Address non-compliance
Safety Event Investigation	**If Yes**
Information collected?	Use to monitor other processes
Causal factors identified?	Evaluate hazard

Safety Risk Mitigation Register

GBT uses the FTA provided Safety Risk Mitigation Tables for Safety Performance Monitoring which include the following fields:

- Consequences
- Safety Performance Indicator (SPI)
- SPI Value
- Safety Performance Target
- Time Frame (Mitigation Measure)
- Monitoring Means
- Responsible Department

Continuous Improvement §673.27(d)

The safety in the performance of GBT's operations is a top priority. GBT and its demand response contractor TransDev, continually review its operations in an effort to improve safety measures whenever possible. This is accomplished through regular staff level safety meetings, meetings of the Joint Labor / Management Safety Committee, accident investigations, Service Review Committee meetings, front line transit worker suggestions, customer input, monitoring key performance indicators (such as accident and injury rates and miles between mechanical failures) , in service reviews of Bus Operators, reviews of onboard camera footage and periodic facilities inspections.

In addition to these internal methods, GBT seeks external expertise when needed. For example, under the direction of the AE, during the pandemic, GBT engaged the services of an environmental consultant to assist the agency in the development and implementation of mitigation measures and protocols to protect employees and

riders, GBT also engaged, under the direction of the AE, the services of a security consultant to conduct physical security assessments of GBT's facilities, which can be used to inform future projects, to make GBT's facilities more secure.

Under the direction of the AE and the Joint Labor / Management Committee, GBT's staff meets regularly throughout the year to keep an ongoing discussion about safety, risks and improvements. Focused discussions will also take place regarding the attainment of SPTs set by the Committee and using the previously described Safety Risk Management Process, understand if they are met, if not, why and what can be reasonably done, within the agency's available resources and control, to meet the SPTs. In 2024, a focused evaluation was done, to evaluate the effectiveness of existing mitigation measures to mitigate the risk of Driver Assaults, as well as what additional mitigation mechanisms might be pursued.

Safety Promotion - Training and Communication §673.29(a)

A key element of any SMS is the promotion of safety. Training, safety awareness and communication efforts to promote safety are detailed below.

Competencies and Training §673.29(a) - Fixed Route

GBT has established a hearty training program for its employees, which includes elements of safety specific to each division - both initial and refresher training. The aim of the training is to ensure staff have and maintain the knowledge, skills and abilities required to safely fulfill their respective responsibilities.

Operations - drivers receive both initial (new hire) training and refresher safety training. The initial training program extends for approximately eight weeks and refresher training is provided quarterly (generally).

TSI Training - During initial training drivers are instructed using the Transportation Safety Institute (TSI) "Vehicle Operations Program". This program includes extensive safety training related to:

- Bus Inspections
- Bus Maneuvers
- Intermediate Bus Maneuvers
- Service Stops
- Special Conditions
- Operating on Expressways and Freeways
- Special Driving Problems
- Defensive Driving
- Transit Security
- The Operator and Safety

The detailed syllabus for this course and all GBT safety training programs is available from the GBT's Manager of Transportation Operations. The complete curriculum materials are available in the office of the CSO.

TRANSPORTATION SAFETY INSTITUTE (TSI)

Since its establishment in 1971, Transportation Safety Institute (TSI) has assisted the U.S. Department of Transportation's (DOT) modal administrations and other leading transportation agencies and entities in fulfilling their mission-essential training requirements. The mission of the TSI is to improve the safety of the worldwide transportation system through the training of transportation safety professionals across federal, state, local and international governments, as well as private industry.

National Safety Council Training (NSC) - All operators also receive training under the NSC DDC4 Program Defensive Driving, Accident Follow-up and Report Writing.

De-escalation Training - GBT's staff has undergone de-escalation training. At a minimum, ongoing training will be provided bi-annually, with additional discussion provided during quarterly refresher training discussed below.

Safety Concern and Reporting Training - Training on Safety Concern reporting, will be provided to all new employees upon hire and regularly thereafter, especially if changes are made to the process. There are presently two methods of reporting safety concerns. The first is via GBT's suggestion box, located in the area of the Bus Operator's lockers and the second is via email, to safety@gogbt.com.

Refresher Training - During refresher (generally quarterly) driver training, GBT trainers cover a variety of topics ranging from DDC4 and various safety policies and procedures. Trainers will also address "hot spot" training which focuses on current safety issues.

In-Service Reviews - All GBT operators generally receive an annual "In-Service" review. During this review, GBT trainers ride along with operators and complete a comprehensive assessment of the driver's performance. This is followed by a briefing with the drivers and remedial training if warranted. A copy of the in-service assessment form is available from GBT's Manager of Transportation Operations.

Post-Accident Training - As determined by the Chief Safety Officer, post-accident training may be offered or required.

All of the training materials for GBT Operators are maintained by the Manager of Transportation Operations/ CSO.

Risk Manager - GBT's Risk Manager has the responsibility of auditing each department to ensure that safety trainings have been conducted as required and that the agency is in compliance with OSHA and other safety regulations and requirements. The Risk Manager also provides safety training throughout Maintenance, Administration and Facilities and Grounds via direct facilitation and/or acquiring outside professionals to provide the initial safety training for certain areas such as: Bloodborne Pathogen Training, Active Shooter Training, Respiratory Training, Hearing Testing and Conservation Training and Housekeeping and Storage Training.

Outside professional trainers for the above include:

- **American Red Cross -** Bloodborne Pathogen Training
- **Bridgeport Emergency Operations Center -** Scott Appleby, CEM and Tarron Jones, EPC; The Schegg Group – Active Shooter Training
- **CTTransit -** Respiratory Training for Bus Body Repairman and Painter
- **De-escalation Training -** Ray Hassett
- **The Hearing Center, LLC -** Hearing Testing and Conservation Training
- **Jeffrey E. Saltus, Occupational Safety Officer of CONN-OHSA -** Housekeeping & Storage Training

GBT has an ongoing relationship with CT-OSHA consultants and from time to time, call in OSHA consultants for a voluntary review. In the past two years, areas reviewed by the consultants included The Proper use of Personal Protective Equipment (PPE), Safety Lock-Out/Tag-Out Program and Housekeeping.

Maintenance - All maintenance employees, from Specialist to the Janitor, prior to performing any work which requires using special tools, motorized equipment, chemicals, grinding machines and any items which can pose a hazard or injury to themselves or someone else, receive safety training on how to perform the job, the Personal Protective Equipment (PPE) to use as needed or any other training from the Foremen. All trainings are documented and placed in each employee's personnel file.

GBT's Risk Manager also facilitates weekly "five-minute safety talks" with maintenance staff covering a variety of subjects including:

- Fire Safety and Emergency Exits
- Slips, Trips and Falls
- Housekeeping and Storage
- First Aid Kits
- Fire Extinguishers
- Lockout/Tagout
- Labeling Secondary Containers
- Personal Protection Equipment

Administration - Training of administrative staff generally includes reporting hazards, keeping work areas clean and free of hazards, fire drill exercises, active shooter training and safety when moving about GBT facilities. All departments are encouraged to have employees participate in the Safety and Health Committee.

Facilities and Grounds - GBT's Risk Manager works with the Manager of Facilities and G rounds to ensure that all chemicals/fluids/materials used are received with SDS and training is provided, lockout/tagout procedures are implemented as needed and the exercising of Hazard Assessment, Housekeeping & Storage, Chemical Mixing & Usages, wearing of Personal Protective Equipment (PPE) when & where needed and maintain clean grounds and disposing of debris.

Volunteer Bus Program Curriculum - In January 2020, GBT's Manager of Transportation Operations/Chief Safety Officer completed the Bus Personnel Volunteer Training Program, sponsored by the USDOT (recommended by FTA) covering: SMS Awareness (Online course)

1. Safety Assurance (E-Learning course)
2. SMS Principles for Transit
3. Effectively Managing Transit Emergencies Transit Bus System Safety
4. Fundamentals of Bus Collision Investigation

Training Needs Assessment - Training needs are assessed by key staff and department leaders on an on-going basis and training curriculums updated accordingly.

Competencies and Training §673.29(a) - Demand Response

Training for the operators and staff of GBT's Demand Response Division includes:

Operator Development Course (ODC) - Classroom Training

- Course Syllabus- The syllabus lists classroom program and the hours required for Behind-the-Wheel training and includes twenty-eight DVD classroom programs.
- The Classroom Trainer's guide provides clear instructions on how to teach the class and have discussion, questions and to review quiz questions and answers.
- Operators receive a study guide to follow along with DVD and take notes.
- The classroom course consists of forty hours of classroom training

Operator Development Course (ODC) - Behind the Wheel Training

- A newly hired operator will be evaluated for skills before they can drive the bus with passengers.
- This course takes them through several obstacles and focuses on maneuvering.
- This part of the program consists of forty hours in revenue service with an experienced operator.

Copies of these materials are available from GBT's General Manager of Paratransit Services

Remedial/Refresher Training

Following a preventable accident, the operator goes through four to six hours of retraining. They are taken to the scene of the accident to review the event with the Safety Manager including how it may have been prevented.

Safety Communication §673.29(b)

GBT ensures that all personnel are aware of information relevant to their roles and responsibilities. Leadership shares information about known hazards and risks and relates to employee actions taken in response to reported hazards or safety issues. These communications include the results of cooperation of frontline transit worker representatives or the Joint Labor / Management Safety Committee.

GBT safety communications include, but are not limited to:

Safety Alerts - GBT staff in the Operations and Maintenance divisions communicate information about safety through the regular issuance of Safety Alerts. These are typically one-page alerts issued in memorandum form covering a wide range of safety and operational topics.

Electronic Communication Boards - Located in three areas of the One Cross Street Facility (operations, maintenance and administration), GBT uses electronic bulletin boards to communicate a variety of topics including safety.

Bulletin Boards - GBT has bulletin boards located throughout its facilities (Operations, Maintenance, Administrative, Driver Room at 710 Water Street), which are used for the posting of safety and other alerts. The local Union is also provided with a board for its communications which often include safety related matters.

Five Minute Talks - Lead by GBT's Risk Manager, maintenance staff receive a five-minute talk periodically (typically once each week) on topics related to safety and safety compliance.

Staff Meetings - Staff communicates safety information through regular staff meetings held in all divisions including operations, maintenance, supervision, facilities and administration.

"All Calls" - When there is an urgent safety concern in GBT operations, staff from supervision will issue an "All Call" to drivers on the road through GBT's vehicle location and communication system.

Safety Training - GBT's Risk Manager holds regular training for employees at the One Cross Street facility including maintenance, administrative and facilities and grounds staff. Additionally, Safety issues or "Hot Spots" related to safety are discussed by leadership in the operations divisions and quarterly training sessions with GBT operators.

Discipline - On occasion, during an investigation of a customer complaint or a supervisor report, staff will be counseled or disciplined. These occasions are commonly used to communicate directly to an employee, a violation of a safety rule or regulation.

Safety Communication Required by Regulation - In the event that a safety hazard is not reported internally and a complaint is made to CT-OSHA, GBTs response to the safety concern is posted at the location of the reported hazard.

Safety Awards - GBT holds an annual safety award ceremony to recognize employees who distinguish themselves through their safety records.

Section 4 • Documentation & Certification

Annual Review of the PTASP and Updates §673.11(a)(5)

GBT staff will meet annually regarding the implementation of the PTASP elements. The PTASP may be updated at any time but must be presented to GBT's Board of Commissioners annually.

The annual review of the PTASP will be led by the CSO, the Director of Transportation Operations and the key leadership staff noted in this plan. While this plan is a "living document" and subject to change at any time, the annual review and adoption of the plan will take place on or about the annual meeting of GBT's Board of Commissioners in June.

Additionally, the plan will undergo a review when:

1. GBT staff determines that its approach or an approach in the PTASP is deficient or ineffective in mitigating one or more safety issues;
2. When GBT makes any significant changes to service delivery - including the re-procurement of any contracted services;
3. When there is a need to introduce any new processes or procedures that may have an impact on safety;
4. When there is a change in resources available to support the safety management elements of the PTASP; or
5. There are any significant changes in GBT's organizational structure or changes in leadership.
6. Certification of Applicable Subrecipients.

Safety Plan and Associated Documents/Retention §673.31

At all times, GBT will maintain documents that set forth its Public Transportation Agency Safety Plan, including those related to the implementation of its Safety Management System (SMS), as well as the results from SMS processes and activities. GBT will maintain documents that are included in whole, or by reference, that describe the programs, policies, and procedures that GBT uses to carry out its Public Transportation Agency Safety Plan. Staff is advised that these documents must be made available upon request by the Federal Transit Administration or other federal entity, or State, or a State Safety Oversight Agency having jurisdiction. GBT will maintain these documents for a minimum of three years after they are created.

Certification of Compliance §673.13(a) and §673.13(b)

GBT's Board of Commissioners certifies that it has established a Public Transportation Agency Safety Plan (PTASP) meeting the requirements of 49 C.F.R Part 673 and adopted the initial PTASP on June 10, 2020. GBT's Board of Commissioners will annually receive a report from GBT's GM/CEO and certify its ongoing compliance with Part 673.

Accountable Executive

Steven DeMichele

Steven DeMichele
Chief Executive Officer

A copy of the formal adoption of this document by the GBT Board of Commissioners is included Below. Questions about the resolution and the Board's consideration of this plan should be directed to GBT's Clerk of the Board of Commissioners at cmichaels@gogbt.com.

RESOLUTION 8-12-2026-3

Adopt GBT Public Transportation Agency Safety Plan Update 2026

On a motion made by Commissioner Pierre Ratzki, seconded by Commissioner Andrea Kovacs, it is hereby resolved to Adopt GBT PTASP Update 2026.

The members cast the following voting units on the foregoing resolution:

	Aye			Nay		
BRIDGEPORT						
Mark Anastasi	0	x2.00=	0	0	x2.00=	0
Andrew Ifill	1	0	2	0	x2.00=	0
Andrea Kovacs	1	x2.00=	2	0	x2.00=	0
Akisha Cassermere	0	x2.00=	0	0	x2.00=	0
FAIRFIELD						
Pierre Ratzki	1	x1.65=	1.65	0	x1.65=	0
Michael Mears	0	x1.65=	0	0	x1.65=	0
STRATFORD						
Jennifer Sheldon	0	x1.43=	0	0	x1.43=	0
Joe Kubic	1	x1.43=	1.43	0	x1.43=	0
TRUMBULL						
Doug Sutherland	1	x1.00=	1	0	x1.00=	0
Vacant	0	x1.00=	0	0	x1.00=	0
	0	.....	8.08	TOTAL	.....	0

CERTIFICATION

I, Christine Michaels, Clerk of the Board for the Greater Bridgeport Transit Authority, do hereby certify that there was a quorum present at the August 12, 2026 Regular Meeting of the Greater Bridgeport Transit Board of Commissioners.

Christine Michels, Clerk of the Board

8/20/2026
Date

Definitions §673.5

As used in this PTASP:

Accountable Executive means a single, identifiable person who has ultimate responsibility for carrying out the Public Transportation Agency Safety Plan of a public transportation agency; responsibility for carrying out the transit agency's Transit Asset Management Plan; and control or direction over the human and capital resources needed to develop and maintain both the transit agency's Public Transportation Agency Safety Plan, in accordance with 49 U.S.C. 5329(d), and the transit agency's Transit Asset Management Plan in accordance with 49 U.S.C. 5326.

Assault on a transit worker means, as defined under 49 U.S.C. 5302, a circumstance in which an individual knowingly, without lawful authority or permission, and with intent to endanger the safety of any individual, or with a reckless disregard for the safety of human life, interferes with, disables, or incapacitates a transit worker while the transit worker is performing the duties of the transit worker.

CDC means the Centers for Disease Control and Prevention of the United States Department of Health and Human Services.

Chief Safety Officer means an adequately trained individual who has responsibility for safety and reports directly to a transit agency's chief executive officer, general manager, president, or equivalent officer. A Chief Safety Officer may not serve in other operational or maintenance capacities, unless the Chief Safety Officer is employed by a transit agency that is a small public transportation provider as defined in this part, or a public transportation provider that does not operate a rail fixed guideway public transportation system.

Collision means an impact between a rail transit vehicle and any other vehicle, object, or person.

Direct Recipient means an entity that receives Federal financial assistance directly from the Federal Transit Administration.

Emergency means, as defined under 49 U.S.C. 5324, a natural disaster affecting a wide area (such as a flood, hurricane, tidal wave, earthquake, severe storm, or landslide) or a catastrophic failure from any external cause, as a result of which the Governor of a State has declared an emergency and the Secretary has concurred; or the President has declared a major disaster under section 401 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5170).

Equivalent Authority/entity means an entity that carries out duties similar to that of a Board of Directors, for a recipient or subrecipient of FTA funds under 49 U.S.C. Chapter 53, including sufficient authority to review and approve a recipient or subrecipient's Public Transportation Agency Safety Plan.

FTA means the Federal Transit Administration, an operating administration within the United States Department of Transportation.

Hazard means any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment.

Injury means any harm to persons as a result of an event that requires immediate medical attention away from the scene.

Investigation means the process of determining the causal and contributing factors of an accident, incident, a safety event or hazard, for the purpose of preventing recurrence and mitigating safety risk.

Joint labor-management process means a formal approach to discuss topics affecting transit workers and the public transportation system.

Large urbanized area provider means a recipient or subrecipient of financial assistance under 49 U.S.C. 5307 that serves an urban area with a population of 200,000 or more as determined by the most recent decennial Census.

Major Safety Event means a confirmed fatality within 30 days, an injury requiring transport for medical attention, property damage exceeding a specified threshold, a fire, a hazardous material spill, or specific types of collisions, derailments, or evacuations.

National Public Transportation Safety Plan means the plan to improve the safety of all public transportation systems that receive Federal financial assistance under 49 U.S.C. Chapter 53.

Near-miss means a narrowly avoided safety event.

Operator of a public transportation system means a provider of public transportation as defined under 49 U.S.C. 5302(14).

Pedestrian means a person traveling on foot.

Performance measure means an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets.

Potential Consequence means the effect of a hazard.

Public transportation means, as defined under 49 U.S.C. 5302, regular, continuing shared-ride surface transportation services that are open to the general public or open to a segment of the general public defined by age, disability, or low income; and does not include:

Public Transportation Agency Safety Plan means the documented comprehensive agency safety plan for a transit agency that is required by 49 U.S.C. 5329 and this part.

Rail fixed guideway public transportation system means any fixed guideway system, or any such system in engineering or construction, that uses rail, is operated for public transportation, is within the jurisdiction of a State, and is not subject to the jurisdiction of the Federal Railroad Administration, or any such system in engineering or construction. Rail fixed guideway public transportation systems. These include but are not limited to rapid rail, heavy rail, light rail, monorail, trolley, inclined plane, funicular, and automated guideway.

Recipient means a State or local governmental authority, or any other operator of a public transportation system, that receives financial assistance under 49 U.S.C. chapter 53.

Roadway means land on which rail transit tracks and support infrastructure have been constructed to support the movement of rail transit vehicles, excluding station platforms.

Safety Assurance means processes within a transit agency's Safety Management System that functions to ensure the implementation and effectiveness of safety risk mitigation, and to ensure that the transit agency meets or exceeds its safety objectives through the collection, analysis, and assessment of information.

Safety Committee means the formal joint labor-management committee on issues related to safety that is required by 49 U.S.C. 5329 and this part.

Safety event means an unexpected outcome resulting in injury or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment.

Safety Management Policy means a transit agency's documented commitment to safety, which defines the transit agency's safety objectives and the accountabilities and responsibilities for the management of its employees in regard to safety.

Safety Management System (SMS) means the formal, top-down, organization-wide approach to managing safety risk and assuring the effectiveness of a transit agency's safety risk mitigation. SMS includes systematic procedures, practices, and policies for managing risks and hazards and safety risk.

Safety Management System (SMS) Executive means a Chief Safety Officer or an equivalent.

Safety performance target means a Performance Target quantifiable level of performance or condition, expressed as a value for the measure, related to safety management activities, to be achieved within a specified time period.

Safety Promotion means a combination of training and communication of safety information to support SMS as applied to the transit agency's public transportation system.

Safety risk means the composite of predicted severity and likelihood of a potential consequence of a hazard.

Safety risk assessment means the formal activity whereby a transit agency determines Safety Risk Management priorities by establishing the significance or value of its safety risks.

Safety Risk Management means a process within a transit agency's Public Transportation Agency Safety Plan for identifying hazards and analyzing, assessing, and mitigating the safety risk. of their potential consequences.

Safety risk mitigation means a method or methods to eliminate or reduce the severity and/or likelihood of a potential consequence of a hazard.

Safety set-aside means the allocation of not less than 0.75 percent of assistance received by a large urbanized area provider under 49 U.S.C. 5307 to safety-related projects eligible under 49 U.S.C. 5307.

Small public transportation provider means a recipient or subrecipient of Federal financial assistance under 49 U.S.C. 5307 that has one hundred (100) or fewer vehicles in peak revenue service across all non-rail fixed route modes or in any one non-fixed route mode and does not operate a rail fixed guideway public transportation system.

State means a State of the United States, the District of Columbia, Puerto Rico, the Northern Mariana Islands, Guam, American Samoa, and the Virgin Islands.

State of good repair means the condition in which a capital asset is able to operate at a full level of performance.

State Safety Oversight Agency means an agency established by a State that meets the requirements and performs the functions specified by 49 U.S.C. 5329(e) and (k) and the regulations set forth in 49 CFR part 674.

Subrecipient means an entity that receives Federal transit grant funds indirectly through a State or a direct recipient.

Transit agency means an operator of a public transportation system. that is a recipient or subrecipient of Federal financial assistance under 49 U.S.C. 5307 or a rail transit agency.

Transit Asset Management Plan means the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation, as required by 49 U.S.C. 5326 and 49 CFR part 625.

Transit worker means any employee, contractor, or volunteer working on behalf of the transit agency.

Urbanized area means, as defined under 49 U.S.C. 5302, an area encompassing a population of 50,000 or more that has been defined and designated in the most recent decennial census as an urban area by the Secretary of Commerce.

Vehicle means a vehicle acquired or used by a public transportation system under the purview of the Federal Transit Administration

List of Acronyms and Abbreviations

(From National Public Transportation Safety Plan – NPTSP)

APTA - American Public Transportation Association

DOT - Department of Transportation

FAST - Fixing America's Surface Transportation Act

FTA - Federal Transit Administration

MAP-21 - Moving Ahead for Progress in the 21st Century Act

NTD - National Transit Database

NPRM - Notice of Proposed Rulemaking

NTSB - National Transportation Safety Board

PTSCTP - Public Transportation Safety Certification Training Program

Section 5329 - Public Transportation Safety Program, 49 U.S.C. 5329

SGR - State of Good Repair

SMS - Safety Management System

SSO - State Safety Oversight

SSOA - State Safety Oversight Agency

TAM - Transit Asset Management

Additional Resources

Federal Register Final Rule - https://www.govinfo.gov/content/pkg/FR-2018-07-19/pdf/2018-15167.pdf

FTA Public Transportation Agency Safety Plan Technical Assistance Center - https://www.transit.dot.gov/PTASP-TAC

National Public Transportation Agency Safety Plan - https://www.transit.dot.gov/regulations-and-guidance/safety/national-public-transportation-safety-plan

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	0	.....	8.08	TOTAL	.....	0

CERTIFICATION

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GREATER BRIDGEPORT TRANSIT AUTHORITY 1998

Christine Michels, Clerk of the Board

8/20/2026
Date

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