



Tulare County Regional Transit Agency

PUBLIC TRANSPORTATION AGENCY
SAFETY PLAN
2026

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1. PUBLIC TRANSPORTATION AGENCY SAFETY PLAN (PTASP) RULE OVERVIEW

On July 19, 2018, the Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP) Final Rule, codified under 49 CFR Part 673. The rule requires certain operators of public transportation systems that receive federal financial assistance through the FTA's Urbanized Area Formula Grant Program to develop, implement, and maintain a Public Transportation Agency Safety Plan (PTASP).

The PTASP establishes the processes, procedures, and organizational framework necessary to implement a Safety Management System (SMS). The plan is intended to promote a proactive, data-informed approach to identifying hazards, managing safety risks, monitoring safety performance, and continuously improving safety throughout the transit organization.

1.1. Plan Requirements

Each applicable PTASP must incorporate all requirements established under 49 CFR Part 673. At a minimum, the agency's safety plan must:

- Be signed by the transit agency's Chief Executive Officer (CEO), General Manager, or equivalent accountable executive.
- Be approved by the agency's Board of Directors or equivalent governing authority, when applicable.
- Be reviewed, updated, and certified on an annual basis.
- Establish and document the agency's Safety Management System (SMS) processes and procedures.
- Address the applicable safety requirements and performance measures established by the FTA.

Applicable transit agencies were required to certify that a compliant PTASP was in place by July 20, 2020.

1.2. Applicability

The PTASP Final Rule applies to operators of public transportation systems that are recipients or subrecipients of federal financial assistance under the Urbanized Area Formula Program authorized by 49 U.S.C. § 5307.

The PTASP requirements do not apply to public transportation providers that are subject to safety oversight by another federal agency. Examples include:

- Rail operators subject to safety oversight by the Federal Railroad Administration (FRA).
- Passenger ferry operators subject to safety oversight by the United States Coast Guard (USCG)

1.3. Safety Management System (SMS)

The FTA adopted the principles and framework of a Safety Management System (SMS) as the foundation for strengthening safety within the nation's public transportation systems. SMS provides a structured and systematic approach for managing safety risks and improving organizational safety performance.

The four components of SMS are:

- Safety Policy
- Safety Risk Management
- Safety Assurance
- Safety Promotion

Together, these components provide a comprehensive framework for proactively identifying hazards, assessing and mitigating safety risks, monitoring safety performance, and implementing continuous improvements.

The SMS framework emphasizes an ongoing, data-driven approach to safety management. It encourages transit agencies to identify potential hazards before they result in accidents or incidents, establish appropriate risk controls, monitor the effectiveness of those controls, and continuously enhance safety performance.

1.4. Frontline Employee Participation

Transit agencies must develop their safety plans in cooperation with frontline employee representatives when required by the applicable provisions of the Bipartisan Infrastructure Law.

When an agency's existing safety plan was not previously developed in cooperation with frontline employee representatives, the agency was required to update its plan accordingly by December 31, 2022.

Frontline employee participation strengthens the SMS by incorporating the knowledge and operational experience of employees who perform safety-sensitive and customer-facing

duties. Their participation can help the agency identify hazards, evaluate safety concerns, develop practical mitigation strategies, and improve the effectiveness of safety control.

1.5. Infectious Disease Mitigation

The agency's safety plan must address strategies for minimizing exposure to infectious diseases in accordance with applicable guidance issued by the Centers for Disease Control and Prevention (CDC) and/or applicable state or local public health authorities.

As part of the Safety Risk Management process, agencies should evaluate potential infectious disease exposure risks associated with transit operations and identify appropriate mitigation measures or strategies. These measures should be incorporated into the agency's safety processes and procedures, as appropriate, based on identified risks, applicable guidance, and operational conditions.

The agency should periodically review infectious disease-related risks and mitigation strategies to ensure that they remain appropriate and effective as conditions, public health guidance, and operational requirements evolve.

2. TCRTA TRANSIT AGENCY INFORMATION

2.1. About TCRTA

The Tulare County Regional Transit Agency (TCRTA), publicly branded as RIDE Tulare County, is a joint powers agency established under Section 6500 et seq. of the California Government Code through a Joint Powers Agreement effective August 17, 2020. TCRTA is governed by a seven-member Board of Directors representing the Cities of Dinuba, Exeter, Farmersville, Lindsay, Tulare, and Woodlake, and the County of Tulare. The Tule River Indian Tribe of California was approved for membership in 2022.

TCRTA is responsible for planning, administration, oversight, and regulatory compliance of public transportation services throughout its approximately 4,840-square-mile service area in Tulare County and surrounding communities. The system includes more than 21 fixed routes, five microtransit zones, and demand-response/paratransit services. TCRTA's services connect communities with medical, educational, employment, and other regional destinations.

TCRTA contracts with Crosby Street Transit LLC, a subsidiary of Via Transportation, for day-to-day transit operations and maintenance. The contractor is responsible for vehicle

operations, preventive maintenance, and operational safety activities under TCRTA's oversight. TCRTA retains responsibility for system planning, capital procurement, grant management, NTD reporting, regulatory compliance, and overall safety oversight.

TCRTA operates a mixed fleet of heavy-duty buses, cutaway buses, minivans, and vans powered by compressed natural gas, gasoline, and electricity.

Safety is a fundamental component of TCRTA's operations and is supported through agency policies, procedures, oversight, and its Safety Management System (SMS). TCRTA is committed to identifying and managing safety risks, complying with applicable federal and state requirements, and continuously improving the safety, reliability, and accessibility of its public transportation services.

3. PLAN DEVELOPMENT, APPROVAL, AND UPDATES

TCRTA is a small public transportation agency with a fleet of 13 buses, 32 cutaways by, 12 vans, and 5 mini vans. In accordance with federal requirements, TCRTA has developed and adopted its own Public Transportation Agency Safety Plan (PTASP) to establish a comprehensive framework for managing safety across the agency and ensuring compliance with 49 C.F.R. Part 673 and applicable provisions of 49 U.S.C. § 5329.

TCRTA's PTASP is based on the four principles, or pillars, of the Federal Transit Administration's Safety Management System (SMS). SMS is a formal, top-down, organization-wide, data-driven approach to managing safety risk and assuring the effectiveness of safety risk mitigations. The four pillars of SMS are:

- **Safety Management Policy:** Establishes TCRTA's commitment to safety, defines safety responsibilities and accountability, and establishes the policies and procedures necessary to support a strong safety culture.
- **Safety Risk Management:** Provides a systematic process for identifying hazards, assessing and prioritizing safety risks, and implementing appropriate safety risk mitigations.
- **Safety Assurance:** Ensures that safety policies, procedures, and risk mitigations are being followed and are effective. This includes monitoring, evaluating, and improving safety performance through ongoing oversight and review.
- **Safety Promotion:** Promotes a positive safety culture through effective communication, training, education, and the sharing of safety information throughout the organization.

Because TCRTA's fixed-route, paratransit, and demand-response (microtransit) services are provided under contract with Crosby Street Transit LLC., a subsidiary of Via Transportation, TCRTA will work collaboratively with its contracted operator to ensure that safety requirements and practices are consistently applied across all services.

TCRTA will maintain its agency-level PTASP and will coordinate with Via Transportation to align the agency's safety policies, procedures, and safety management practices with the operator's Safety Management System (SMS) Plan. TCRTA and Via Transportation will work together to identify safety risks, establish appropriate mitigations, monitor safety performance, and address identified safety concerns. When necessary, TCRTA will amend its PTASP and coordinate with Via Transportation to ensure that corresponding safety procedures and practices are updated and implemented by the operator.

The Accountable Executive, or their designee, will review Via Transportation's applicable SMS and safety plans annually as part of TCRTA's annual PTASP and SMS review. This review will evaluate the operator's compliance with TCRTA's safety requirements, applicable federal regulations, and the safety objectives established in TCRTA's PTASP. The annual review will also provide an opportunity for TCRTA and Via Transportation to identify changes, emerging risks, or areas for improvement and determine whether amendments to the PTASP or the operator's safety procedures are necessary.

Through this collaborative approach, TCRTA will maintain oversight and accountability for its safety program while working closely with Via Transportation to ensure that the agency's safety plan and the operator's safety management practices are coordinated, implemented, monitored, and continuously improved. This approach supports TCRTA's commitment to providing safe, reliable, and accessible transportation services to the communities it serves while maintaining compliance with 49 C.F.R. Part 673 and 49 U.S.C. § 5329.

TCRTA is actively involving Frontline Worker Representatives, including operators/drivers, Customer Service Representatives (CSRs), Road Supervisors, and the VIA Management Team, by creating opportunities for them to share their experiences, concerns, and recommendations regarding safety. On August 27, 2026, TCRTA held a meeting with frontline workers to specifically discuss the incident-reporting process and learn directly from those who use and are involved with the process. During the meeting, frontline workers provided feedback on what is working well, what is not working, the challenges they experience when reporting incidents, and areas where the process could be improved. Their input provided TCRTA with a better understanding of the practical challenges employees face and helped identify opportunities to make incident reporting clearer, more effective, and easier to use. Rather than developing procedures without

frontline input, TCRTA is using the experiences and recommendations shared during the meeting to help guide its safety priorities and determine where improvements are needed.

The contributions from frontline workers are helping shape TCRTA’s overall safety approach by ensuring that policies, procedures, and strategies reflect the actual experiences of employees in the field. The feedback received during the August 27 meeting is being used to evaluate the current incident-reporting process and identify ways to improve communication, reporting practices, follow-up, and consistency. TCRTA’s approach is centered on listening, engaging, and continuing to gather feedback from employees and management so that safety improvements are practical and responsive to real workplace needs. By incorporating frontline worker input into the development of safety procedures and the Standard Operating Procedure (SOP) for the Code of Conduct, TCRTA is strengthening collaboration and creating a process in which employees have a direct role in shaping safety practices. This collaborative approach will help TCRTA develop more effective safety procedures while supporting a safer and more supportive working environment for employees, the public, and the communities served.

3.1. Signature by the Accountable Executive and Approval by the Board

Pursuant to 49 CFR Part 673.11 (a)(1), TCRTA plan and subsequent updates must be signed by the Accountable Executive and approved by TCRTA’s Board of Director.

Transit Agency	Tulare County Regional Transit Agency
Modes of Service Provided	Fixed Route and On-Demand
FTA Funding Types	5307, 5311, 5339
Address	200 E. Center Avenue, Visalia, California 93291
Name and Title of Person Who Drafted the Plan	Megan Rosas, Transit Analyst
Accountable Executive	Derek Winning, Executive Director
Chief Safety Officer	Hannah Menzner, Via Transportation General Manager
SMS Executive	Sharla Brewer, Via Transportation Safety Manager

Signature of Accountable Executive	Executive Director	Date Signed
Approval by the TCRTA Board of Directors	Resolution Number	Date Approved
	A copy of Board of Director Resolution approving this version of the Public Transportation Agency Safety Plan (PTASP) will be maintained on file by the TCRTA Executive Director at 200 E. Center Avenue, Visalia, California 93291	

3.2. Certification of Compliance

In accordance with 49 C.F.R. §§ 673.13(a) and 673.13(b), the TCRTA Accountable Executive certifies that TCRTA has established and adopted this Public Transportation Agency Safety Plan (PTASP) in accordance with the requirements of 49 C.F.R. Part 673. The Accountable Executive will ensure that the Plan remains compliant with all applicable federal requirements and is certified as required.

Following the initial certification, TCRTA will review and update the Public Transportation Agency Safety Plan (PTASP) annually and maintain the Plan on an ongoing basis. During May and June, TCRTA will gather, review, and evaluate relevant safety data and information to identify any necessary updates or improvements to the Plan. In July, TCRTA will incorporate the findings and complete the annual review and update of the PTASP. In August, the updated PTASP will be presented to the TCRTA Board of Directors for review and approval. Following Board approval, TCRTA will complete and submit the annual certification to Caltrans and/or the Federal Transit Administration (FTA), as applicable.

For year 2026, TCRTA will follow the following schedule:

- **August:** Review and update of the PTASP
- **September:** Presentation and approval by the TCRTA Board of Directors
- **Following Board Approval:** Annual certification submitted to Caltrans and/or the Federal Transit Administration (FTA), as applicable

3.3. Plan Review and Updates

TCRTA will review and revise this Public Transportation Agency Safety Plan (PTASP) at least annually and whenever significant changes occur to agency operations, processes, policies, procedures, organizational structure, resources, or applicable regulations under 49 C.F.R. Part 673.

Each July, the Chief Safety Officer, Safety Management System (SMS) Executive, Accountable executive frontline employee representatives, and appropriate subject matter experts will review the Plan and identify any necessary revisions. Proposed changes will be submitted to the Accountable Executive for approval and then presented to the TCRTA Board of Directors for final approval.

The Plan may also be revised when safety risk mitigations are found to be ineffective, new services or procedures are introduced, regulations are updated, resources are reprioritized, or significant organizational changes occur.

TCRTA will retain documentation of Plan reviews, revisions, employee participation, recommendations, and approvals for a minimum of three years in accordance with 49 C.F.R. Part 673.

3.4. Version Number and Update

Version Number and Update			
Version Number	Section Affected	Reason for Change	Date Issued
1.0	All	Original Plan	12/ 2022
2.0	All	New guidance	6/2023
3.0	All	2026 Annual Plan Update	9/8/26

4. PURPOSE OF THE SAFETY PERFORMANCE METRICS

The Federal Transit Administration (FTA) requires transit agencies to establish safety performance targets for the performance measures identified in the National Public Transportation Safety Plan.

These measures provide a consistent way to monitor safety performance, identify trends, and establish goals for improving the safety and reliability of public transportation.

The safety performance targets are based on a three-year rolling average of data reported to the National Transit Database (NTD). Using a three-year average provides a more representative view of performance over time and reduces the effect that a single unusually high or low year may have on the results.

The measures addressed in this section include Major Events, Collisions, Pedestrian Collisions, Vehicular Collisions, Fatalities, Transit Worker Fatalities, Injuries, Assaults on Transit Workers, and System Reliability, along with the applicable rates for these measures.

The following sections explain what each measure represents, how events are classified for NTD reporting, and how each performance metric is calculated.

4.1. Types of Transit Events

Transit agencies may experience different types of safety and security incidents during transit operations. The National Transit Database (NTD) groups these incidents into specific event types, including:

- **Collision:** A transit vehicle collides with a vehicle, person, object, or other property.
- **Evacuation:** People are removed from a transit vehicle or transit facility for life-safety reasons.
- **Derailment:** A rail vehicle leaves its rails. (Not applicable to TCRTA.)
- **Fire:** A fire or combustion event that requires suppression.
- **Hazardous Material Spill:** A release or spill of hazardous material.
- **Act of God/Natural Event:** A natural event that affects transit operations or safety.
- **Security Event:** An intentional, criminal, or security-related event.
- **Other Safety Event:** A safety incident that does not fall into one of the categories above.

Not every incident that occurs is reported in the same way. The NTD uses specific reporting criteria to determine how an event is classified and reported.

4.2. What Makes an Event a Major Event?

The FTA requires transit agencies to report Major Events to the NTD. To determine whether an event is a Major Event, transit agencies review the event and determine whether it meets the NTD's Major Event reporting criteria.

An event must meet at least one of the following criteria:

- **Fatality:** The event results in a death.
- **Injury:** A person is transported away from the scene for medical attention because of an injury.
- **Property Damage:** Estimated property damage exceeds \$25,000.
- **Life-Safety Evacuation:** People are evacuated from a transit vehicle or facility for life-safety reasons.
- **Towing:** A collision involving a revenue vehicle requires the transit vehicle or another vehicle to be towed from the scene.

For example, simply having a collision does not automatically make the incident a Major Event. The collision must meet at least one of the criteria above to be counted as a Major Event.

Other Safety Events are handled differently, as explained in the Injury Metrics section below.

4.3. Major Event Metrics

Once reportable events are identified, they are used to measure different aspects of transit safety.

Collision Metrics

- **Collision Rate:** The number of Major Event collisions per 100,000 Vehicle Revenue Miles (VRM).
- **Pedestrian Collision Rate:** The number of Major Event collisions involving a pedestrian per 100,000 VRM.
- **Vehicular Collision Rate:** The number of Major Event collisions involving another motor vehicle per 100,000 VRM.

Fatality Metrics

- **Fatalities:** The total number of fatalities resulting from Major Events.
- **Fatality Rate:** The number of fatalities resulting from Major Events per 100,000 VRM.
- **Transit Worker Fatality Rate:** The number of fatalities involving transit workers resulting from Major Events per 100,000 VRM.

The collision and fatality metrics above are based on events that meet the NTD criteria for a Major Event. Each qualifying event is counted as a Major Event, regardless of which collision or fatality metric it may also fall under. The total number of Major Events is then used to calculate the Major Event Rate per 100,000 Vehicle Revenue Miles (VRM).

All rate-based safety measures are reported per 100,000 Vehicle Revenue Miles (VRM). This allows safety performance to be compared while accounting for the amount of transit service provided.

4.4. Injury Metrics

Injuries are handled differently because the NTD injury measures include injuries resulting from both Major Events and Other Safety Events.

For NTD reporting purposes, an injury is an injury for which a person is transported away from the scene for medical attention.

Injuries from Major Events and Other Safety Events are combined to report:

- **Injuries:** The total number of qualifying injuries.
- **Injury Rate:** The number of qualifying injuries per 100,000 VRM.

4.5. When an Other Safety Event Also Counts as a Major Event

An Other Safety Event remains classified as an Other Safety Event. However, under certain circumstances, the event is also counted as a Major Event.

This occurs when:

- More than one person is injured as a result of the Other Safety Event; or
- One person is injured and that person sustains a Serious Injury.

A **Serious Injury** means at least one of the following applies:

- Hospitalization for more than 48 hours, beginning within seven days of the event.
- A fracture of any bone, except a simple fracture of a finger, toe, or nose.
- Severe hemorrhaging or nerve, muscle, or tendon damage.
- Damage to an internal organ.
- Second- or third-degree burns or burns affecting more than 5% of the body.

Therefore, an Other Safety Event may contribute to the Injury and Injury Rate metrics without being counted as a Major Event. If the event meets one of the additional criteria above, it remains an Other Safety Event but is also counted in the Major Event and Major Event Rate metrics.

4.6. Assault on Transit Worker Metrics

Assaults on transit workers are also tracked separately because an assault may be either Major or Non-Major.

An Assault on a Transit Worker occurs when an individual knowingly and without lawful authority or permission interferes with, disables, or incapacitates a transit worker while the worker is performing their duties, with either an intent to endanger the safety of an individual or reckless disregard for the safety of human life.

An assault that meets the NTD Major Event criteria is a Major Assault and is also included in the Major Event count. An assault that meets the definition of an Assault on a Transit Worker but does not meet the Major Event criteria is a Non-Major Assault.

Both Major and Non-Major assaults are included in:

- **Assaults on Transit Workers:** The total number of qualifying Major and Non-Major assaults.
- **Assaults on Transit Workers Rate:** The total number of qualifying assaults per 100,000 VRM.

In other words, all qualifying assaults on transit workers are included in the assault metrics, but only assaults that meet the Major Event criteria are also included in the Major Event metrics.

4.7. System Reliability

System Reliability measures how reliably transit vehicles operate while providing passenger service. Unlike the safety measures above, System Reliability is based on major mechanical failures rather than safety events.

System Reliability is measured using Mean Distance Between Major Mechanical Failures, or the average number of Vehicle Revenue Miles (VRM) traveled between major mechanical failures.

A Major Mechanical Failure is a mechanical issue that prevents a transit vehicle from completing or starting its scheduled revenue trip because the vehicle cannot continue operating safely or requires assistance.

System Reliability is calculated as:

$$\text{System Reliability} = \text{Vehicle Revenue Miles} \div \text{Major Mechanical Failures}$$

For example, if transit vehicles travel 100,000 VRM and experience 5 major mechanical failures, the Mean Distance Between Major Mechanical Failures would be 20,000 miles.

For this measure, a higher number indicates better performance, as it means transit vehicles are traveling farther between major mechanical failures.

4.8. Data Availability

Historical System Reliability information is presented based on the data available to the Agency. Complete mechanical failure data is not available for FY 2024 due to limitations in historical data collection and reporting. Complete data for FY 2026 was also not available at the time this plan was prepared due to a transition between contracted transit operators.

As a result, System Reliability performance is presented using the most complete and reliable data currently available. The Agency is implementing improved procedures for collecting and monitoring mechanical failure data to support more consistent reporting in future years.

TCRTA's Safety Performance Targets are as follows:

Table 1: TCRTA Three-Year Average Safety Performance Metrics and FY 27 Targets

Metrics	Three-Year Average	FY 27 Targets
Major Events		
Major Events	1.3	≤ 1.3
Major Events Rate (per 100,000 VRM)	0.1	≤ 0.1
Collision		
Pedestrian Collision Rate (per 100,000 VRM)	0.0	≤ 0
Vehicular Collision Rate (per 100,000 VRM)	0.1	≤ 0.1
Collision Rate (per 100,000 VRM)	0.1	≤ 0.1
Fatalities		
Fatalities	0	≤ 0
Fatality Rate (per 100,000 VRM)	0	≤ 0
Transit Worker Fatality Rate (per 100,000 VRM)	0	≤ 0
Injuries		
Injuries	0.7	≤ 0.7
Injury Rate (per 100,000 VRM)	0	≤ 0
Transit Worker Injury Rate (per 100,000 VRM)	0	≤ 0
Assaults		
Assaults on Transit Workers	0	≤ 0
Assault on Transit Workers Rate (per 100,000 VRM)	0	≤ 0
System Reliability		
System Reliability (Miles Between Major Mechanical Failures)	10973	$\geq 10,973$

4.9. TCRTA Data for FY 2023, 2024, and 2025

Below is safety data for the past three (3) fiscal years (2023, 2024,2025):

Table 2: TCRTA Three-Year Safety Performance Data for Fixed Route Service

Metrics	FY 24	FY 25	FY 26	Three-Year Average
Major Events				
Major Events	2	1	1	1.3
Major Events Rate (per 100,000 VRM)	0.11	0.05	0.05	0.1
Collisions				
Pedestrian Collision Rate (per 100,000 VRM)	0.00	0.00	0.00	0.00
Vehicular Collision Rate (per 100,000 VRM)	0.11	0.05	0.16	0.1
Collision Rate (per 100,000 VRM)	0.11	0.07	0.27	0.1
Fatalities				
Fatalities	0	0	0	0
Fatality Rate (per 100,000 VRM)	0	0	0	0
Injuries				
Injuries	1	0	1	0.7
Injury Rate (per 100,000 VRM)	0.05	0.0	0.07	0.0
Transit Worker Injury Rate (per 100,000 VRM)	0	0	0	0.0

Assaults				
Assaults on Transit Workers	0	0	0	0
Assaults on Transit Workers Rate (per 100,000 VR)	0	0	0	0
System Reliability				
Number of Major Mechanical failures	Unavailable	134	Unavailable	134
System Reliability (Miles Between Major Mechanical Failures)	Unavailable	10,973	Unavailable	10,973
Revenue Miles				
Revenue Miles	1,823,661	1,470,316	1,473,245	1,471,781

Table 3: TCRTA Three-Year Safety Performance Data for On-Demand Service

Metrics	FY 24	FY 25	FY 26	Three-Year Average
Major Events				
Major Events	1	0	0	0.3
Major Events Rate (per 100,000 VRM)	0.32	0	0	0.1
Collisions				
Pedestrian Collision Rate (per 100,000 VRM)	0	0	0	0
Vehicular Collision Rate (per 100,000 VRM)	0.32	0	0	0.1
Collision Rate (per 100,000 VRM)	0.32	0	0	0.1
Fatalities				
Fatalities	0	0	0	0
Fatality Rate (per 100,000 VRM)	0	0	0	0
Transit Fatality Rate (per 100,000 VRM)	0	0	0	0
Injuries				
Injuries	0	0	0	0
Injury Rate (per 100,000 VRM)	0	0	0	0
Transit Worker Injury Rate (per 100,000 VRM)	0	0	0	0

Assaults				
Assaults on Transit Workers	0	0	0	0
Assaults on Transit Workers Rate (per 100,000 VR)	0	0	0	0
System Reliability				
Number of Major Mechanical failures	Unavailable	0	Unavailable	0
System Reliability (Miles Between Major Mechanical Failures)	Unavailable	295,678	Unavailable	295,678
Revenue Miles				
Revenue Miles	12,781	295,678	424,863	60,271

4.10. 4.8 Safety Performance Target Coordination

The 2026 Public Transportation Agency Safety Plan (PTASP) was developed with guidance from the California Department of Transportation (Caltrans), Division of Rail and Mass Transportation (DRMT). The PTASP establishes safety performance targets and outlines the process for coordinating those targets with DRMT and the Metropolitan Planning Organization (MPO), the Tulare County Association of Governments (TCAG).

TCRTA personnel will coordinate with Caltrans DRMT and TCAG, as requested, regarding the development, review, and selection of applicable state and MPO safety performance targets. This coordination is intended to support consistency between TCRTA's safety objectives and the broader regional and state transportation planning process.

In accordance with the requirements of 49 U.S.C. § 5329(b), the 2026 PTASP update was developed in cooperation with frontline employees. Their participation and operational experience provide valuable input into the identification of safety risks, development of safety objectives, and implementation of appropriate safety measures.

TCRTA will formally transmit its adopted safety performance targets in writing to Caltrans DRMT and TCAG no later than August 30 of each year. Any subsequent revisions to the targets will be communicated to the appropriate agencies in accordance with applicable federal, state, and regional requirements

Table 4: Transmission Dates

Safety Performance Target Coordination		
The TCRTA Accountable Executive shares our ASP, including the performance targets, with the Tulare County Association of Governments (TCAG) each year after it is adopted by TCRTA. The adopted plan is also forwarded to Caltrans Department of Rail & Mass Transportation. TCRTA staff is available to coordinate Safety Performance Targets with TCAG and will be available to the State at any time. Adoption of the TCRTA PTASP will be certified annually through submittal of its annual FTA Certifications and Assurances.		
Targets Transmitted to the State	_____ State Entity Name	_____ Date Transmitted
Targets Transmitted to the Metropolitan Planning Organization	_____ MPO Name	_____ Date Transmitted

5. OVERVIEW OF TCRTA'S SAFETY MANAGEMENT SYSTEM (SMS)

TCRTA's Safety Management System (SMS) is a comprehensive and collaborative framework that brings together agency leadership, management, employees, and labor to strengthen the existing foundation of transit safety. The SMS provides a structured approach for identifying and managing safety risks, recognizing and addressing potential safety concerns at an early stage, effectively collecting and evaluating safety information, and monitoring overall safety performance.

TCRTA's SMS emphasizes the appropriate allocation of resources to address identified safety risks and supports informed decision-making throughout the organization. The system provides the organizational structure, policies, processes, and accountability necessary to ensure that safety considerations are incorporated into operational and management decisions at all levels.

Key elements of TCRTA's SMS include:

- Clearly defined safety roles, responsibilities, and authority
- Strong executive leadership and commitment to safety
- Formal safety accountability and effective communication
- Established policies, procedures, and safety controls
- Meaningful participation and engagement of employees and frontline personnel
- Ongoing monitoring, evaluation, and improvement of safety performance

TCRTA's SMS is organized around the following core components, which are addressed in greater detail in subsequent sections of this Plan:

- Safety Management Policy
- Safety Risk Management
- Safety Assurance
- Safety Promotion

6. SAFETY MANAGEMENT POLICY

Safety Management Policy is the first of the four pillars of TCRTA's Safety Management System (SMS) and establishes the foundation for the agency's overall approach to safety. TCRTA considers safety a fundamental organizational value and a primary responsibility that is incorporated into all aspects of its operations, services, and decision-making.

This Plan establishes TCRTA's safety objectives and identifies the policies, procedures, responsibilities, and organizational structure necessary to support effective safety management. It provides clear direction regarding the roles and expectations of management, employees, and other personnel in maintaining a safe operating environment.

TCRTA's Safety Management Policy also promotes organizational accountability and active leadership involvement in safety. The Accountable Executive is responsible for providing oversight of the SMS and ensuring that appropriate resources are available to support the agency's safety objectives. The Accountable Executive will periodically evaluate the effectiveness of the Safety Management Policy, safety programs, and related resources to ensure that safety remains an integral part of TCRTA's operations and organizational decision-making.

6.1. Safety Management Policy Statement

Safety is a core value and the highest operational priority of the Tulare County Regional Transportation Agency (TCRTA). TCRTA is committed to protecting the safety and well-being of passengers, employees, contractors, vendors, the public, and all individuals who interact with or are affected by its transportation services.

TCRTA, in coordination with Via Transportation, will establish, implement, maintain, and continuously improve safety practices that proactively identify hazards, assess and manage safety risks, and reduce the potential for safety incidents. Safety considerations will be incorporated into agency planning, operations, resource allocation, and decision-making.

TCRTA is committed to:

- **Leadership & Resources:** Provide the leadership, resources, and organizational support necessary to maintain a strong Safety Culture (SC).
- **Roles & Accountability:** Clearly define Safety Roles & Responsibilities (SR&R) and accountability for management, employees, and contracted personnel.

- **Safety Responsibility Assignment:** Ensure that safety roles and responsibilities are clearly assigned, communicated, and understood by management, employees, and contractors.
- **Employee Safety Reporting:** Encourage employees to report Safety Concerns (SCs) without fear of retaliation, except when conduct involves illegal activity, gross negligence, or intentional disregard of applicable laws, regulations, or established procedures.
- **Regulatory Compliance:** Comply with all applicable Federal, State, and Local (FSL) laws, regulations, and safety standards and, when practicable, exceed those requirements.
- **Safety Performance Monitoring:** Establish, monitor, and evaluate Safety Performance Measures (SPMs) and Safety Performance Targets (SPTs).
- **Continuous Improvement:** Continuously improve Safety Practices (SPs), safety programs, and Risk Mitigation Strategies (RMS) to reduce identified safety risks and improve overall safety performance

TCRTA's Public Transportation Agency Safety Plan (PTASP) provides the framework for implementing the Agency's Safety Management System (SMS) through the four SMS components: Safety Management Policy, Safety Risk Management, Safety Assurance, and Safety Promotion. These components support the identification of hazards, evaluation and mitigation of risks, monitoring of safety performance, and promotion of safety awareness throughout the organization.

The successful implementation of TCRTA's safety program requires the participation of all employees and contracted personnel. Employees are expected to follow applicable safety requirements, perform their duties responsibly, and promptly communicate identified hazards, unsafe conditions, or other safety concerns through established reporting procedures.

The TCRTA Safety Management Policy has been approved by the Executive Director and the TCRTA Board of Directors. The Executive Director has delegated responsibility to the Via Transportation General Manager for implementing applicable safety requirements under the Agency's PTASP and contractual obligations.

Through this policy and the processes established in the PTASP, TCRTA will continue to strengthen its safety culture, improve safety performance, and provide safe, reliable, and accessible transportation services to the communities it serves.

6.2. Safety Management Policy Communication

TCRTA's Safety Management Policy communicates the Agency's commitment to providing safe and reliable public transportation services. The policy establishes TCRTA's expectations for safety and reinforces that safety is a shared responsibility among the Board of Directors, Executive Director, managers, employees, contractors, and other individuals involved in TCRTA operations.

TCRTA communicates the Safety Management Policy throughout the organization and makes it available to employees, contractors, and the Board of Directors through the following methods:

1. **Employee Handbook** – Existing employees will receive a copy of the Safety Management Policy for inclusion with their Employee Handbook. The policy will also be provided to new employees as part of the onboarding process.
2. **Safety Bulletin Boards** – The Safety Management Policy will be posted on designated safety bulletin boards at TCRTA transit facilities and other appropriate Agency locations.
3. **New Employee Orientation** – The Safety Management Policy will be introduced and reviewed as part of the new employee orientation process to ensure employees understand the Agency's safety expectations and their responsibilities under the SMS.

SMS and Safety Training – The Safety Management Policy will be provided and reviewed during applicable SMS and safety training sessions. Employees will be given an opportunity to ask questions and obtain clarification regarding their safety responsibilities.

6.3. Authorities, Accountabilities, and Responsibility

This Plan establishes and assigns specific authorities, accountabilities, and responsibilities to the designated Accountable Executive, Chief Safety Officer, SMS Executive, Agency Leadership and Executive Management, and other Key Staff. These roles are responsible for supporting the effective implementation, administration, and continuous improvement of the Public Transportation Agency Safety Plan (PTASP) and Safety Management System (SMS). The authorities and responsibilities associated with these roles are described below.

6.3.1. Accountable Executive

Tulare County Regional Transit Agency's (TCRTA) Accountable Executive is the Executive Director. The Executive Director is ultimately accountable for ensuring that the TCRTA SMS is effectively implemented throughout the agency's public transportation system and that

appropriate actions are taken when safety performance does not meet established standards or expectations.

The Accountable Executive may delegate specific responsibilities and duties to qualified personnel; however, such delegation does not transfer or diminish the Executive Director's ultimate accountability for TCRTA's safety performance, the effective implementation of the SMS, or the allocation of resources necessary to address identified safety risks.

The responsibilities of the Accountable Executive include, but are not limited to:

- Establishing, implementing, and maintaining the agency's PTASP in accordance with SMS principles and applicable regulatory requirements.
- Ensuring that identified safety concerns and safety-related needs are considered and addressed during the agency's ongoing budget and resource-planning processes.
- Promoting transparency regarding agency safety priorities and communicating those priorities to the Board of Directors, management, and employees.
- Establishing and communicating the level of safety risk that is acceptable to the agency.
- Making decisions regarding the resources necessary to support the PTASP, SMS, safety initiatives, and safety-related capital investments.
- Ensuring that adequate organizational resources, authority, and support are available to effectively manage safety risks.
- Taking appropriate action when safety performance is below established expectations or when significant safety risks are identified.

6.3.2. Chief Safety Officer

The Executive Director designates the Via Transportation General Manager responsible for TCRTA's transit system as the Chief Safety Officer. The Chief Safety Officer maintains a direct reporting relationship with the Accountable Executive and is responsible for supporting the day-to-day administration, implementation, and operation of TCRTA's Safety Management System (SMS) throughout TCRTA's transit system.

The responsibilities of the Chief Safety Officer include, but are not limited to:

- Working with the TCRTA Executive Director to develop, implement, maintain, and update the agency's PTASP in accordance with SMS principles.
- Ensuring that safety concerns and safety-related requirements are considered during TCRTA's ongoing budget and resource-planning processes.

- Promoting transparency and awareness of safety priorities among Via Transportation employees assigned to TCRTA's transit system.
- Assisting the Executive Director in establishing and maintaining guidance regarding the agency's acceptable level of safety risk.
- Supporting the implementation and continuous improvement of the agency's safety management processes.
- Ensuring that the agency's Safety Policy is effectively communicated and understood by all Via Transportation personnel assigned to TCRTA.
- Promoting consistent application of safety policies, procedures, and practices throughout the TCRTA's transit system.
- Supporting communication between frontline personnel, supervisors, management, and the Accountable Executive regarding safety-related matters.

6.3.3. Safety Management System (SMS) Executive

The Executive Director has designated the Via Transportation Safety Manager as the SMS Executive. The SMS Executive is responsible for coordinating and overseeing key components of the agency's Safety Management System and supporting the continued implementation of the PTASP.

The responsibilities of the SMS Executive include, but are not limited to:

- Administering and overseeing the Safety Risk Management (SRM) process, including hazard identification, safety risk assessment, and the development and implementation of appropriate safety risk mitigations.
- Monitoring the status and effectiveness of safety risk mitigation activities.
- Evaluating safety performance and providing periodic reports to agency leadership regarding safety performance, identified hazards, and mitigation activities.
- Coordinating and planning safety management training and ensuring that applicable personnel receive required training.
- Maintaining accurate and complete safety-related documentation and records.
- Developing, coordinating, and organizing annual reviews and audits of PTASP and SMS processes to evaluate compliance with applicable requirements, including 49 CFR Part 673.
- Communicating and briefing the Accountable Executive and TCRTA Board of Directors regarding the status and progress of SMS implementation.
- Supporting the identification, documentation, and resolution of safety deficiencies and emerging safety concerns.
- Promoting continuous improvement of the agency's safety management processes.

6.3.4. Agency Leadership and Executive Management

TCRTA's Agency Leadership and Management structure includes, but is not limited to, the following TCRTA personnel: Executive Director, Transit Planning Manager, Finance Manager, Accountant, and Transit Analysts; and the following Via Transportation personnel assigned to TCRTA: General Manager, Operations Manager, Safety Manager, Maintenance Manager, Road Supervisors, and Dispatchers, Agency Leadership and Executive Management are responsible for integrating safety into daily operations, planning, budgeting, decision-making, and employee management. Their responsibilities include, but are not limited to:

- Supporting the day-to-day implementation of PTASP and SMS principles throughout their respective departments and areas of responsibility.
- Establishing and communicating clear lines of safety authority, accountability, and responsibility from frontline employees through senior management.
- Ensuring that employees understand and comply with applicable work rules, operating procedures, safety requirements, and regulatory standards.
- Ensuring that employees fulfill their assigned roles and responsibilities in support of PTASP and SMS implementation.
- Promoting a positive safety culture through effective safety programs, employee engagement, training, and ongoing safety communication.
- Ensuring that employees understand and participate in the agency's safety reporting program and promptly report unsafe conditions, hazards, incidents, and other safety concerns.
- Ensuring that reported hazards and unsafe conditions are evaluated, documented, and addressed in a timely and appropriate manner.
- Ensuring that adequate resources are available to provide required employee training, certification, recertification, and refresher training based on job classifications and applicable requirements.
- Supporting the identification and implementation of effective safety risk mitigations within their respective departments.
- Monitoring departmental safety performance and taking corrective action when deficiencies or unsafe practices are identified.
- Encouraging employees to actively participate in the agency's safety management processes and continuous improvement initiatives.

6.3.5. Key Staff

TCRTA Key Staff may include managers, supervisors, technical specialists, subject-matter experts, frontline personnel performing safety-critical or highly technical functions, contract employees, and other individuals who provide operational or administrative support for the implementation of PTASP and SMS principles throughout the agency.

Key Staff are responsible for supporting safe and effective operations within their respective areas of responsibility. Their responsibilities include, but are not limited to:

- Ensuring that employees understand and comply with the agency's safety reporting requirements.
- Ensuring that supervisors conduct and participate in required safety meetings, briefings, and training activities.
- Promoting safety within their respective areas of responsibility and reinforcing the agency's commitment to preventing accidents, injuries, incidents, and unsafe conditions.
- Supporting employee compliance with agency policies, procedures, work rules, safety standards, and applicable regulatory requirements.
- Taking appropriate action to protect the safety of passengers, employees, contractors, and members of the public.
- Responding appropriately to customer complaints, service concerns, and safety-related issues while supporting reliable and consistent transportation service.
- Supporting the inspection, repair, replacement, and maintenance of aging facilities, vehicles, equipment, technology, and infrastructure as necessary to maintain safe and reliable operations.
- Supporting the agency's ability to respond to increasing transportation demands for fixed-route, microtransit, and paratransit services while maintaining appropriate safety standards.
- Identifying and communicating hazards, unsafe conditions, and emerging safety concerns to the appropriate level of management.
- Supporting the development and implementation of effective safety risk mitigations.
- Maintaining clear lines of safety communication throughout the organization.
- Promoting individual and organizational accountability for safety performance.
- Supporting continuous improvement of safety performance and the overall effectiveness of the agency's SMS.

6.4. Employee Safety Reporting Program

Tulare County Regional Transit Agency (TCRTA), in coordination with Via Transportation, has established an Employee Safety Reporting Program to provide employees and contracted personnel with a consistent method for reporting unsafe conditions, hazards, near misses, safety concerns, and other issues that could affect the safety of employees, passengers, contractors, or the public.

The program encourages employees to report safety concerns in good faith without fear of retaliation or reprisal. Information provided through the program supports TCRTA and Via Transportation in identifying hazards, evaluating safety risks, implementing corrective actions, and continuously improving the agency's Safety Management System (SMS).

6.4.1. Purpose

The purpose of the Employee Safety Reporting Program is to:

- Provide employees and contracted personnel with a clear process for reporting hazards, unsafe conditions, near misses, and safety concerns.
- Encourage timely reporting of safety issues before they result in accidents, injuries, service disruptions, or other adverse events.
- Allow management to identify and address hazards that may not otherwise be identified through routine inspections or oversight.
- Support the evaluation, correction, mitigation, or elimination of identified safety risks.
- Promote employee involvement and strengthen the agency's overall safety culture.
- Identify deficiencies involving procedures, equipment, vehicles, facilities, communications, infrastructure, or operational practices.

6.4.2. Employee Protection and Non-Retaliation

TCRTA and Via Transportation support a non-punitive safety reporting environment and encourage employees to report safety concerns in good faith. Employees will not be subject to retaliation for reporting legitimate safety concerns.

However, this protection does not prevent appropriate disciplinary or corrective action when an investigation determines that an employee intentionally engaged in illegal activity, gross negligence, deliberate misconduct, or knowingly disregarded established safety policies, procedures, or regulatory requirements. Examples may include reporting for duty under the influence of a controlled substance, physical assault, theft of agency property,

intentionally failing to report a collision or passenger injury, or knowingly providing false information during a safety investigation.

6.4.3. Types of Safety Concerns

Employees may report a wide range of safety concerns, including:

- Unsafe operating conditions, such as roadway or environmental hazards.
- Policies or procedures that do not work as intended, including deficiencies identified during pre-trip inspections.
- Near misses or safety events that management may not otherwise be aware of.
- Communication or equipment problems that may contribute to a safety event.
- Vehicle, facility, equipment, or infrastructure deficiencies.
- Recurring hazards that have not been adequately addressed.
- Recommendations for improving safety procedures, training, equipment, or operations.

6.4.4. Reporting and Hazard Identification

Employees and contracted personnel are responsible for promptly reporting unsafe conditions, hazards, and near misses to their immediate supervisor or designated management representative. Employees may also use the Via Transportation SMS Hazard/Risk Report Form to formally document and submit safety concerns. The applicable form is included as an attachment to this Plan. Reference **Appendix B: Safety Risk Form**.

Hazards may also be identified through accident and incident investigations, occupational injury and illness investigations, vehicle and facility inspections, audits, safety reviews, supervisor observations, safety meetings, employee feedback, and the Via Transportation Safety Inspection Program.

Employees are not required to determine the cause of a hazard or safety event before submitting a report. Management and designated safety personnel are responsible for evaluating the reported condition and determining the appropriate response.

6.4.5. Evaluation, Corrective Action, and Feedback

Reported hazards, unsafe conditions, and near misses will be reviewed by appropriate management and safety personnel. Based on the level of risk, corrective or mitigation measures may include immediate correction of the hazard, additional inspections or investigations, changes to procedures, employee training or safety briefings, equipment repairs or replacement, facility improvements, or other appropriate safety controls.

Corrective actions will be prioritized based on the severity and likelihood of the associated safety risk and will be monitored as necessary to determine whether the action effectively addresses the identified concern.

When the reporting employee's identity is available, TCRTA or Via Transportation will provide appropriate feedback regarding the disposition of the report and, when applicable, the actions taken to correct or mitigate the identified hazard.

The Employee Safety Reporting Program supports open communication between employees, supervisors, management, and safety personnel and provides an important mechanism for identifying hazards, improving safety performance, and supporting the continuous improvement of TCRTA's PTASP and SMS.

7. SAFETY RISK MANAGEMENT

Safety Risk Management (SRM) is the second component of TCRTA's Safety Management System (SMS). SRM provides a structured approach for understanding the agency's transportation operations, vehicle maintenance activities, facilities, equipment, and supporting processes so that potential hazards can be identified, evaluated, and appropriately controlled.

TCRTA has established and implemented a Safety Risk Management process that applies to all aspects of its public transportation system. The SRM process consists of three primary activities:

- Safety Hazard Identification
- Safety Risk Assessment
- Safety Risk Mitigation

These activities provide a systematic method for identifying conditions that could adversely affect the safety of passengers, employees, contractors, the public, equipment, or transportation operations and for determining appropriate actions to reduce associated safety risks.

7.1. Safety Hazard Identification

Safety Risk Assessment is the process used to evaluate identified hazards and determine the level of safety risk associated with each hazard. The assessment considers the likelihood that a hazardous condition or event could occur and the potential severity of the consequences if the event were to occur.

TCRTA uses a systematic approach to evaluate safety risks and establish priorities for corrective action and mitigation. The Safety Management System (SMS) Executive, with support from Key Staff, applicable managers, and Subject Matter Experts (SMEs), is responsible for evaluating identified hazards and assigning an appropriate safety risk using the agency's Safety Risk Matrix, as described in Section D – Safety Risk Mitigation and shown in the **Safety Risk Assessment Matrix** table

The results of the assessment provide the Accountable Executive and agency leadership with information needed to prioritize safety concerns, determine appropriate risk controls, and make informed decisions regarding the allocation of personnel, funding, equipment, and other resources.

The safety risk matrix used by TCRTA is based on the principles presented in the Federal Transit Administration's Transportation Safety Institute (TSI) Participation Guide: SMS

Principles for Transit. The matrix provides a consistent method for evaluating and prioritizing hazards based on two primary factors: likelihood of occurrence and severity of potential consequences

7.2. Safety Risk Probability (Likelihood)

Safety risk probability, or likelihood, represents the anticipated frequency or probability that a hazardous condition or event may occur. TCRTA shall evaluate the likelihood of an occurrence using available and relevant information, including:

- Operational and performance data;
- Historical occurrences;
- Incident and accident records;
- Near-miss reports;
- Trend analysis;
- Employee reports and observations;
- Inspection findings;
- Investigation results; and
- Professional judgment and subject matter expertise.

The Safety Department, in coordination with applicable SMEs and responsible managers, shall assign the appropriate likelihood category based on the available information and supporting evidence.

The likelihood categories are defined as follows:

Table 5: Likelihood Classifications

Likelihood	Level	Description
Frequent	A	Expected to occur regularly or repeatedly during normal operation
Probable	B	Likely to occur several times during the operating life of the activity, system, or condition
Occasional	C	May occur periodically during the operating life of the activity, system, or condition.
Remote	D	Unlikely to occur but remains reasonably possible
Improbably	E	Highly unlikely to occur and not expected during normal operations.
Eliminated	F	The hazard has been eliminated through design, engineering, operational, or administrative controls such that the hazardous condition no longer exists.

The likelihood designation shall be based on the best available information and should be reassessed when new information, operational changes, incidents, or other relevant conditions indicate that the likelihood of occurrence may have changed.

7.3. Safety Risk Severity

Safety risk severity represents the potential magnitude of harm or impact that could result if an identified hazard or hazardous event occurs. The severity assessment considers potential consequences to passengers, employees, contractors, members of the public, equipment, facilities, operations, and the environment.

TCRTA uses four severity levels, ranging from Level 1 (Catastrophic) to Level 4 (Negligible). Level 1 represents the most significant potential consequences, while Level 4 represents consequences with minimal impact.

The severity categories are defined as follows:

Table 6: Severity of Potential Consequences

Severity Categories		
Description	Level	Criteria
Catastrophic	1	Could result in death, permanent total disability, property damage exceeding \$3 million, or irreversible severe environmental damage that violates applicable law or regulation.
Critical	2	Could result in permanent or partial disability, serious injury or illness requiring hospitalization, property damage between \$200,000 and \$3 million, or reversible environmental damage resulting in a violation of applicable law or regulation.
Marginal	3	Could result in injury or illness involving one or more lost workdays, property damage between \$10,000 and \$200,000, or environmental damage that can be mitigated without violating applicable law or regulation.
Negligible	4	Could result in minor injury or illness not involving a lost workday, property damage between \$2,000 and \$10,000, or minimal environmental impact.

The severity rating should reflect the most credible and reasonably foreseeable consequence associated with the identified hazard. The rating may be revised when additional information, investigation results, operational changes, or other circumstances affect the understanding of the potential consequences.

7.4. Safety Risk Mitigation

Safety Risk Mitigation is the process of determining and implementing appropriate measures to eliminate a hazard or reduce the associated safety risk to an acceptable level. Following the identification and assessment of a hazard, TCRTA will use the Safety Risk Matrix to determine the overall risk rating and establish the appropriate course of action.

The risk rating is determined by combining the assigned likelihood and severity levels. This process provides a consistent method for determining the acceptability of a safety risk and establishing priorities for corrective action.

Table 7: Safety Risk Assessment Matrix

Safety Risk Assessment Matrix				
Hazard Categories				
Likelihood	Catastrophic (1)	Critical 2)	Marginal (3)	Negligible (4)
(A) Frequent	High (A1)	High (A2)	Medium (A3)	Medium (A 4)
(B) Probable	High (B1)	High (B2)	Medium (B3)	Low (B4)
(C) Occasional	High (C1)	High (C2)	Medium (C3)	Low (C4)
(D) Remote	Medium (D1)	Medium (D2)	Low (D3)	Low (D4)
(E) Improbable	Low (E1)	Low (E2)	Low (E3)	Low (E4)
(F) Eliminated	Low (F1)	Low (F2)	Low (F3)	Low (F4)

The SMS Executive will document the recommended risk rating, proposed mitigation measures, and supporting information in the agency's Hazard Log. Recommendations will be communicated to the Accountable Executive and Chief Safety Officer for review and appropriate action.

The Chief Safety Officer, with assistance from Key Staff, responsible managers, and applicable SMEs, will review existing controls and determine the most appropriate response to the identified risk. Depending on the circumstances, the agency may:

- Eliminate the hazard by removing the source of the risk whenever reasonably practicable.
- Mitigate the risk by implementing engineering, administrative, operational, procedural, training, or other controls that reduce the likelihood or severity of the potential consequence.
- Accept the remaining risk when the risk has been evaluated and determined to be within the level of risk acceptable to TCRTA management.

Safety risk mitigation priorities will be established based on the results of the risk assessment and the potential impact on passengers, employees, the public, operations, equipment, facilities, and the environment.

Risks identified as High or otherwise unacceptable require mitigation and shall receive priority attention. Appropriate interim controls may be implemented when immediate action is necessary to protect employees, passengers, the public, or agency assets.

Once mitigation measures have been implemented, the associated safety risk will be reassessed to determine whether the mitigation has reduced the risk to an acceptable level. Even when a risk has been reduced to a Low or acceptable rating, the condition will continue to be monitored as appropriate to verify that the mitigation remains effective and that the hazard does not reemerge.

7.5. Safety Risk Mitigation Strategies

Depending on the nature of the identified hazard, TCRTA may use one or more of the following strategies to reduce safety risk:

- Developing, revising, and implementing policies and procedures that address identified hazards and safety risks.
- Establishing additional operational controls, work practices, or administrative safeguards.
- Implementing engineering or equipment improvements when appropriate.
- Providing safety training and refresher training to drivers, maintenance personnel, supervisors, and other employees.
- Training employees on procedures for identifying, reporting, and responding to safety hazards and abnormal operating conditions.
- Providing employees with instruction on the proper and effective use of emergency equipment, communication systems, and established emergency protocols.
- Increasing inspections, supervision, or monitoring of activities associated with identified hazards.

- Replacing, repairing, or modifying equipment, vehicles, facilities, or infrastructure when necessary.
- Communicating identified risks and mitigation requirements to affected employees and departments.

All identified hazards, assigned risk ratings, mitigation measures, and applicable follow-up activities will be documented and maintained in the agency's Hazard Log by the SMS Executive or designated Safety Department personnel. The Hazard Log will be reviewed and updated as necessary to track the status and effectiveness of safety risk mitigation activities.

Through this process, TCRTA will work to ensure that identified safety risks are systematically evaluated, appropriately prioritized, effectively mitigated, and monitored a part of the agency's ongoing Safety Management System

7.6. Risk Reduction Program – Assaults on Transit Workers

In accordance with 49 U.S.C. § 5329(d)(1)(I)(ii), TCRTA uses multiple strategies to reduce the risk of assaults on transit workers. These measures include:

- Video surveillance
- Audio surveillance
- Emergency alarms in and around transit facilities
- Automatic Vehicle Location (AVL) systems
- Operating procedures and security protocols
- Law enforcement and policing strategies
- Communication protocols
- Adequate lighting in work areas, transit stops, and stations
- Secure areas for employees and other transit workers
- Resources and support for employees who experience an assault
- Workplace violence procedures
- Penalty and passenger code-of-conduct signage
- Public service announcements and passenger communications
- Sharing safety data and trends with frontline employees and, as appropriate, labor representatives
- Providing law enforcement with information and materials needed to investigate and pursue offenders

The agency will periodically review assault-related data and trends and implement additional measures when necessary to address emerging safety concerns.

8. SAFETY ASSURANCE

Safety Assurance is the third component of TCRTA's Safety Management System (SMS). Safety Assurance provides an ongoing process for verifying that the agency's safety management processes are properly implemented, functioning as intended, and effective in controlling identified safety risks.

Through Safety Assurance, TCRTA continuously collects, reviews, and evaluates safety information to determine whether the agency is meeting its established safety objectives and whether safety risk mitigations remain appropriate and effective. Safety Assurance activities include inspections, audits, investigations, safety performance monitoring, compliance reviews, and other oversight activities.

The Safety Assurance process also allows TCRTA to identify areas where safety controls may be ineffective, improperly implemented, or no longer appropriate due to changes in operations, equipment, personnel, procedures, or other conditions.

TCRTA monitors its transportation operations, vehicle maintenance activities, facilities, equipment, and applicable policies and procedures to verify that established safety requirements and risk mitigations are being followed as intended. The agency also investigates safety events and reports of potential non-compliance with applicable federal, state, and local regulations, standards, policies, procedures, and legal requirements.

In addition, TCRTA continuously reviews information received through internal safety reporting mechanisms, including the Employee Safety Reporting Program. Information collected through these sources is evaluated to identify trends, recurring issues, emerging hazards, and opportunities to strengthen safety performance

8.1. Safety Performance Monitoring and Measurement

TCRTA maintains multiple processes for monitoring the performance of its transportation system and evaluating compliance with established operating and maintenance requirements. These activities provide management and safety personnel with information necessary to determine whether safety procedures are being followed and whether existing safety controls are achieving their intended results.

Safety performance monitoring and measurement activities include, but are not limited to:

- Conducting formal safety audits and assessments.
- Performing routine and informal safety inspections.

- Reviewing onboard vehicle camera footage to monitor operating practices and evaluate specific safety events or incidents.
- Utilizing the Employee Safety Reporting Program to identify hazards, unsafe conditions, near misses, and other safety concerns.
- Investigating accidents, incidents, occurrences, and other safety-related events.
- Conducting safety reviews before implementing new services or making significant changes to existing operations.
- Collecting and monitoring daily operational and service-delivery data.
- Performing scheduled vehicle inspections and preventive maintenance activities.
- Reviewing contractor compliance with applicable operational and maintenance requirements.
- Maintaining continuous communication and feedback between agency leadership, management, supervisors, and frontline employees.

These activities provide TCRTA with an ongoing view of safety performance and help identify conditions that may require additional evaluation or corrective action.

8.1 Monitoring Safety Risk Mitigations

TCRTA routinely evaluates its transportation operations and safety performance to verify that established safety risk controls and mitigation measures remain effective and continue to address the hazards for which they were developed. Monitoring activities are intended to confirm that safety mitigations are:

- Properly implemented and functioning as intended.
- Successful in reducing the likelihood or potential severity of the identified risk.
- Suitable for current operating conditions and circumstances.
- Consistently followed by employees and other personnel responsible for their implementation.
- Achieving the desired safety results.

TCRTA may use a variety of methods to assess the continued effectiveness of safety risk mitigations, including:

- Reviewing findings and recommendations from accident, incident, and occurrence investigations.
- Evaluating employee safety reports and identifying recurring trends or patterns.
- Reviewing internal safety audit and inspection results.

- Examining operational and safety performance information to identify developing or recurring safety concerns.
- Determining whether previously identified hazards remain present following implementation of corrective or mitigation measures.
- Conducting follow-up inspections, observations, reviews, or assessments when additional verification is warranted.
- Obtaining and evaluating feedback from employees, supervisors, managers, and other affected personnel.
- Comparing safety performance before and after mitigation measures are implemented.

If a mitigation is found to be ineffective, inadequate, improperly implemented, or no longer appropriate for the existing operating environment, TCRTA will reevaluate the associated hazard through the Safety Risk Management process. Additional corrective measures, revised controls, or alternative mitigation strategies may be developed and implemented as necessary.

8.2. Fatality, Accident, and Regulatory Reporting

In the event of a fatality or other reportable safety event, TCRTA will comply with all applicable Federal Transit Administration (FTA) requirements, including applicable drug and alcohol testing requirements.

TCRTA and Via Transportation will also comply with applicable California accident reporting requirements. California law requires drivers involved in qualifying traffic accidents to complete and submit a Report of Traffic Accident Occurring in California (SR-1) to the Department of Motor Vehicles (DMV) when the applicable reporting criteria are met.

Drivers may obtain the SR-1 form through the California DMV, including through the DMV website, DMV offices, or other authorized locations.

In addition, California Vehicle Code Section 16002(b) establishes reporting requirements for drivers of vehicles owned or operated by a publicly owned or operated transit system, or vehicles operated under contract with such a system. Drivers are required to report qualifying accidents to the applicable transit system within the timeframe established by law.

TCRTA requires drivers to immediately notify their supervisor and the appropriate employer or transportation management representative of any accident, collision, injury,

fatality, or other reportable safety event. VIA Transportation personnel are required to follow applicable VIA Transportation notification procedures in addition to TCRTA reporting requirements.

TCRTA will maintain appropriate records and documentation associated with accident notifications, investigations, reports, and other required regulatory submissions.

8.3. Investigation of Safety Events

The primary purpose of a safety event investigation is to establish the facts surrounding an event, identify contributing and underlying causes, determine whether existing safety controls were effective, and develop actions to prevent recurrence or reduce the likelihood of a similar event.

TCRTA uses investigation findings as an important component of its Safety Management System. Information obtained during an investigation may identify deficiencies in operations, maintenance, training, communication, equipment, procedures, supervision, or other aspects of the transportation system.

8.4. Root Cause Analysis

When appropriate, TCRTA may conduct a Root Cause Analysis (RCA) as part of a safety event investigation. RCA is a structured analytical process used to identify the underlying conditions and contributing factors that allowed an undesirable event, failure, or unsafe condition to occur.

Rather than focusing solely on the immediate cause of an event, RCA examines the broader circumstances that contributed to the outcome. Potential contributing factors may include:

- Procedures and work processes.
- Training and employee competency.
- Communication and coordination.
- Quality control and inspection practices.
- Management systems and oversight.
- Human factors and workplace design.
- Work assignments, direction, and supervision.
- Equipment, facility, or system conditions.

An RCA may help determine:

- Why the event, failure, or breakdown occurred.
- What conditions contributed to the event.
- Whether existing procedures and controls were adequate.
- What changes may be necessary to prevent a recurrence.
- Whether additional safety risk mitigation is warranted.

Corrective or preventive actions identified through an investigation may include:

- Revising policies, procedures, or work instructions.
- Modifying operating practices or processes.
- Providing additional or refresher training.
- Improving supervision or communication.
- Modifying equipment, facilities, or system design.
- Strengthening inspection, maintenance, or quality-control practices.
- Identifying factors that may negatively affect equipment reliability or service life.
- Implementing additional safety risk controls or mitigation measures.

Investigation findings will be incorporated into the Safety Assurance and Safety Risk Management processes when they identify a new hazard, reveal an existing safety risk, or indicate that an established mitigation is not adequately controlling the identified risk.

8.5. Safety Event Classification

For purposes of TCRTA's SMS, the term "**safety event**" may be used as a general reference to accidents, incidents, occurrences, near misses, and other events that have resulted in, or had the potential to result in, injury, property damage, service disruption, or another adverse safety consequence.

Safety events may include, but are not limited to:

- **Collision resulting in injury or property damage:** A vehicle collision that results in an injury, fatality, or damage to a vehicle, facility, infrastructure, or other property.
- **Non-collision passenger event:** An event involving a passenger that results in injury or other reportable harm without a vehicle collision.

- **Non-collision employee event:** An event involving an employee that results in injury, property damage, or another safety-related consequence. This may include workplace injuries and security-related events.
- **Near miss or high-severity event:** An event in which no actual injury or significant property damage occurred, but the circumstances had the potential to result in a serious injury, fatality, or substantial property loss.
- **Incident or occurrence:** An event in which no injury or significant property damage occurred, but circumstances existed that could reasonably have resulted in an injury, property damage, or other adverse safety outcome.

The classification of a safety event will be based on the circumstances and potential consequences of the event and will be documented in accordance with applicable TCRTA and Via Transportation reporting requirements.

8.6. Safety Event Investigation and Analysis

TCRTA conducts investigations of applicable safety events to determine what occurred, why the event occurred, and whether additional action is necessary to prevent recurrence. The scope and level of investigation will be based on the nature of the event, actual and potential consequences, applicable regulatory requirements, and the level of safety risk involved.

Investigations may include a review of:

- Statements from employees, passengers, witnesses, and other involved individuals.
- Vehicle camera footage and other available video or photographic evidence.
- Vehicle, equipment, and facility inspection records.
- Maintenance and repair documentation.
- Operating procedures and work instructions.
- Training and qualification records.
- Radio, dispatch, and other communication records.
- Environmental, roadway, traffic, or operating conditions.
- Previous similar events or safety concerns.
- Existing safety risk controls and mitigation measures.

The investigation process is intended to identify immediate, contributing, and underlying causes and to determine whether changes are necessary to existing policies, procedures, training, equipment, facilities, or operational practices.

When investigation findings identify a new hazard or indicate that an existing safety control is inadequate, the issue will be referred to the Safety Risk Management process for additional evaluation and mitigation.

Investigation findings will also be reviewed as part of Safety Assurance activities to determine whether corrective actions have been completed and whether the actions taken have effectively reduced the identified safety risk.

8.7. Internal Safety Reporting and Information Review

The SMS Executive routinely reviews safety information received through TCRTA's internal reporting and communication channels. This review provides an additional means of identifying hazards, recognizing safety trends, monitoring recurring concerns, and evaluating the effectiveness of existing safety controls.

Information reviewed may include:

- Employee safety reports.
- Safety meeting minutes and discussion items.
- Supervisor observations and management reports.
- Customer and passenger complaints involving safety concerns.
- Safety alerts, notices, and internal communications.
- Inspection and audit findings.
- Accident, incident, and occurrence reports.
- Maintenance and equipment reports.
- Operational performance information.
- Near-miss reports and other safety-related notifications.

The SMS Executive will evaluate available information to identify recurring hazards, significant safety concerns, emerging trends, or conditions that may require further action.

When a reported issue requires additional investigation, the SMS Executive may coordinate with the Chief Safety Officer, Accountable Executive, responsible managers, Key Staff, or applicable Subject Matter Experts to determine the appropriate response.

If the review indicates that a safety concern represents a significant or unacceptable risk, the issue will be evaluated through the Safety Risk Management process. Appropriate corrective actions or mitigation measures will then be developed, implemented, documented, and monitored.

Information obtained through internal reporting will also be used to support continuous improvement of TCRTA's PTASP and SMS. The goal is to ensure that information reported by employees, supervisors, customers, and other sources is not only documented, but also evaluated and used to strengthen safety performance throughout the agency.

9. SAFETY PROMOTION

Safety Promotion is the fourth component of TCRTA's Safety Management System (SMS). It establishes the foundation for the agency's safety culture by setting expectations for safety throughout the Public Transportation Agency Safety Plan (PTASP) and SMS. Safety Promotion supports the development and maintenance of a strong, positive, and proactive safety culture across all levels of the organization.

Safety Promotion consists of two primary elements:

- Safety Communication
- Competencies and Training

These elements ensure that employees receive the safety information, knowledge, skills, and resources necessary to effectively perform their responsibilities and contribute to TCRTA's safety objectives.

9.1. Safety Communication

Effective and continuous safety communication is essential to the success of TCRTA's PTASP/SMS. Safety information should be communicated upward, downward, and across all levels of the organization to promote awareness, transparency, and accountability.

Lessons learned from accidents, incidents, injuries, identified hazards, near misses, investigations, and other safety-related events should be communicated to appropriate personnel in a timely manner. Management's commitment to identifying, evaluating, and addressing safety concerns and hazards should also be communicated regularly throughout the organization.

One of management's most important responsibilities under the PTASP/SMS is to encourage employees to communicate safety concerns openly and honestly without fear of retaliation or reprisal. Employees should feel empowered to report unsafe conditions, hazards, near misses, and other safety-related concerns.

Effective safety communication is fundamental to maintaining a successful PTASP/SMS and strengthening TCRTA's safety culture. TCRTA will ensure that employees are aware of the PTASP/SMS and understand how their actions and responsibilities contribute to overall safety performance.

Safety-critical information, including accidents, injuries, reported hazards, identified risks, corrective actions, and lessons learned, will be communicated through appropriate methods, which may include:

- Safety bulletins
- Safety notices and alerts
- Safety videos and training materials
- Safety workshops and informational sessions
- New employee orientation and training
- Safety meetings and briefings
- Supervisor and management communications
- Other appropriate safety communication channel

9.2. Competencies and Training

Executive Management is responsible for demonstrating commitment to and providing the resources necessary to ensure that employees receive appropriate training related to their specific roles and responsibilities in implementing the PTASP/SMS.

All employees must acquire and maintain the knowledge, skills, and competencies necessary to consistently perform their duties in support of TCRTA's safety performance objectives. Training will be appropriate to each employee's responsibilities, level of authority, and role within the SMS.

All employees, supervisors, managers, and senior management personnel are expected to understand the following:

9.2.1. All Employees

- TCRTA's safety performance objectives and targets
- The fundamental principles and requirements of the PTASP/SMS
- TCRTA's safety reporting program, including the reporting of unsafe conditions, hazards, incidents, and near misses
- Their individual roles and responsibilities within the PTASP/SMS
- The importance of active participation in maintaining a positive safety culture

9.2.2. Managers and Supervisors

- Safety Risk Management (SRM)
- Safety Assurance (SA)
- Safety Promotion
- Their individual roles and responsibilities within the PTASP/SMS
- Their responsibility to support employee safety reporting and hazard identification

9.2.3. Senior Management

- Management's commitment to safety and support for PTASP/SMS activities
- Their responsibilities for providing leadership, resources, and oversight to support the SMS
- The importance of maintaining accountability for safety performance throughout the organization

9.3. Safety Training Program

TCRTA and VIA Transportation are committed to dedicating the necessary resources to establish and maintain a comprehensive safety training program. Training will address SMS roles and responsibilities and will be tailored to the safety-related duties of each position.

The scope and frequency of safety training, including required refresher training, will be appropriate to each employee's individual job responsibilities and role within the SMS. Refresher training will be provided at established intervals to reinforce knowledge, maintain competency, and address changes in procedures, regulations, equipment, or identified safety risks.

Basic training requirements for VIA Transportation employees, including training frequencies and refresher requirements, are documented in the VIA Transportation Safety Policy Manual.

Training may include, but is not limited to:

- **New-Hire Bus Operator Training:** Classroom instruction and hands-on training to develop the knowledge and skills necessary to safely operate transit vehicles.
- **Bus Operator Refresher Training:** Periodic training designed to reinforce safe operating practices, address identified performance trends, and maintain required competencies.
- **Bus Operator Retraining:** Targeted training, including recertification or return-to-work training, when required based on performance, an accident or incident, changes in procedures, or other identified needs.
- **Dispatcher Training:** Classroom and on-the-job training addressing dispatch procedures, communication protocols, emergency response, and safety responsibilities.

- **Operations Supervisor and Manager Training:** Classroom and on-the-job training addressing operational oversight, safety responsibilities, hazard identification, and SMS requirements.
- **Accident and Incident Investigation Training:** Training for operations supervisors and managers responsible for conducting or supporting accident and incident investigations.

9.3.1. Vehicle Maintenance Safety Training

Vehicle maintenance personnel must receive appropriate training to ensure they possess and maintain the knowledge, skills, and competencies necessary to perform safety-related maintenance activities.

Vehicle maintenance safety training may include:

- Ongoing technical and safety-related skills training for vehicle maintenance technicians
- Ongoing safety and supervisory training for vehicle maintenance supervisors
- Hazardous materials training for vehicle maintenance technicians and supervisors
- Training on applicable maintenance procedures, equipment, tools, and safety practices
- Refresher training based on changes in procedures, equipment, regulations, or identified safety risks

TCRTA will periodically evaluate the effectiveness of its safety communication and training programs to ensure that employees remain informed, competent, and capable of fulfilling their safety responsibilities. Training needs may be adjusted based on safety performance data, identified hazards, audit findings, employee feedback, regulatory requirements, and lessons learned from accidents and incidents.

10. DOCUMENTATION

Pursuant to 49 CFR Part 673.31, TCRTA maintains records related to this Safety Plan and SMS implementation for a minimum of three years. These documents include but are not limited to the result from SMS processes and activities. TCRTA will make these documents available to FTA, Caltrans, and other Federal and state agencies upon request.

APPENDIX A: TCRTA ORGANIZATION CHART

Figure 1: TCRTA Organization Chart

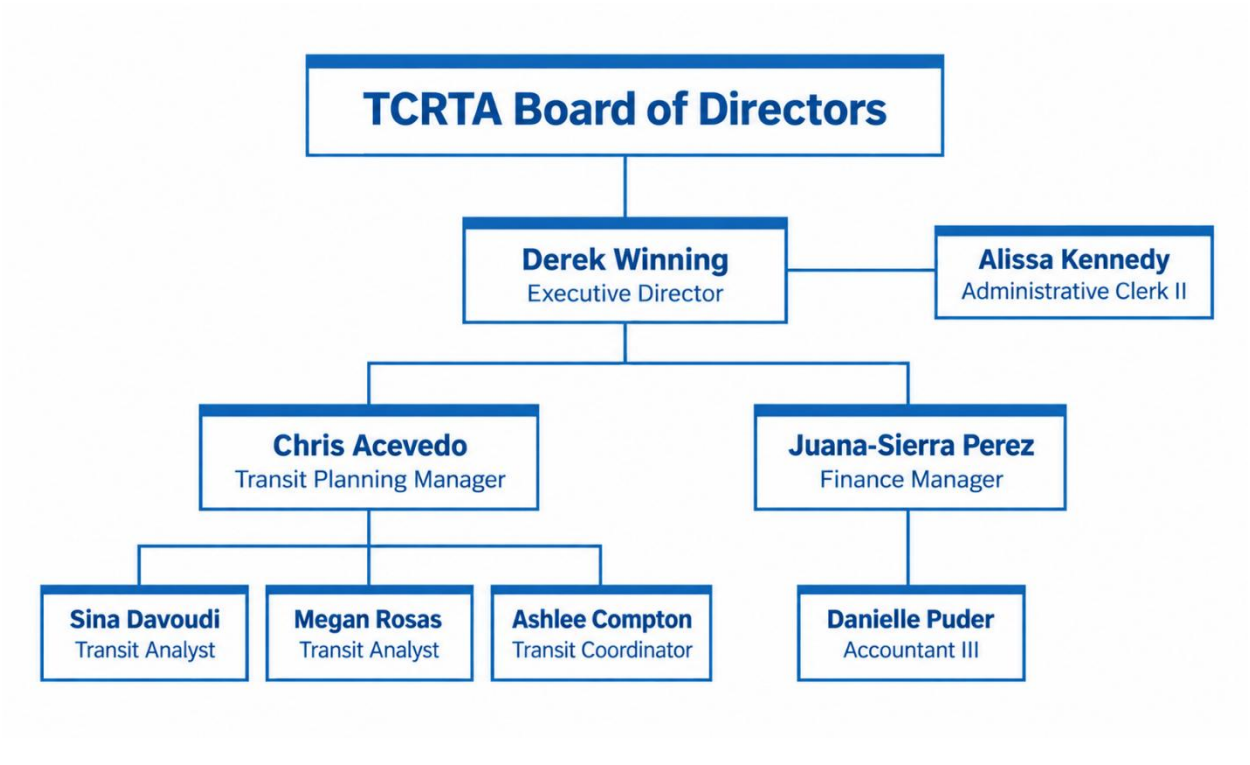
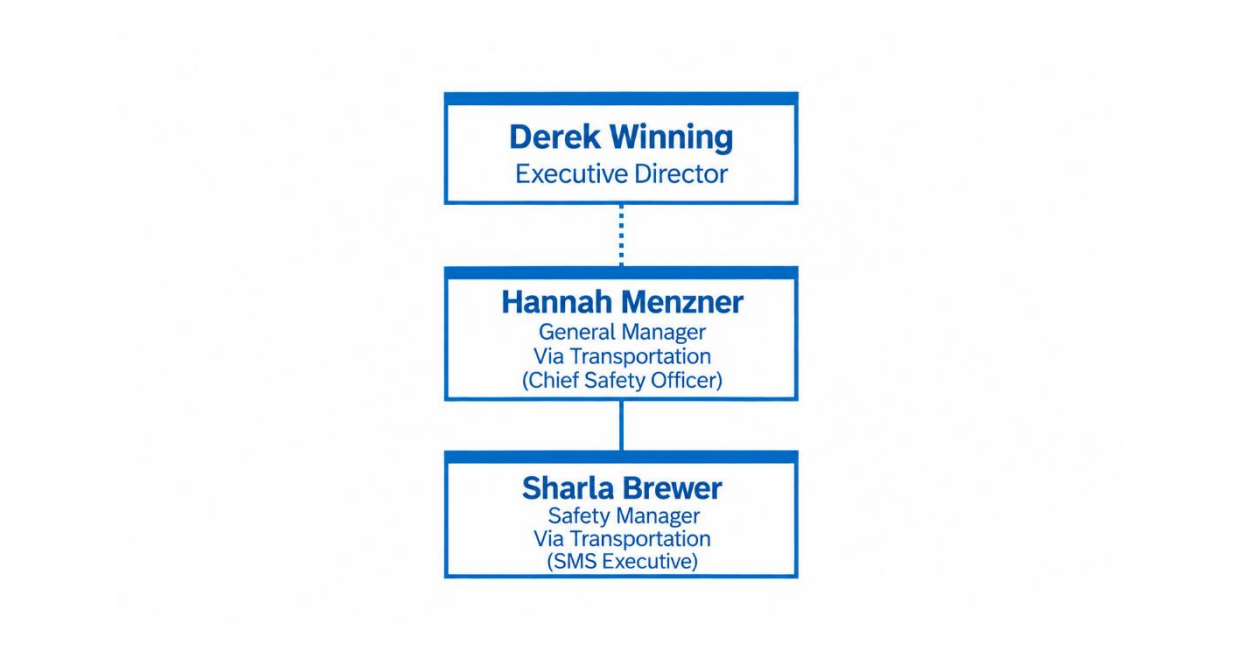


Figure 2: Safety Plan Reporting Organization Chart



APPENDIX B: SAFETY RISK REGISTER FORM

The following table provides an example of the type of information that may be maintained in TCRTA's Safety Risk Register form. The examples are illustrative and should be evaluated using TCRTA's approved Safety Risk Management procedures and risk matrix.

Identification						
Hazard	Hazard Type	Identification Date	Identification Source	Analysis Date	Worst Possible, Worst Credible, or Most Common Potential Consequence(s)	Existing Mitigation
Defective or degraded bus braking system	Technical – Maintenance	8/31/26	Preventive Maintenance /Vehicle Defect Report		Bus Collision resulting in serious injury or fatality to passenger	
Initial Safety Risk Rating						
Hazard	Severity of Consequence			Likelihood of Consequences	Safety Risk Index	Safety Risk Priority
Defective or degraded bus braking system	1 (Catastrophic)			B (Occasional)	1B (High)	1- Unacceptable
Further Mitigation Action						
Hazard	Further Mitigation Action					
Defective or degraded bus braking system	1. Remove the affected bus from passenger services until the braking deficiency has been evaluated and corrected. Review the vehicle maintenance history to determine whether a recurring condition exists. Return the vehicle to services only after required inspection and corrective action has been completed.					
Revised Safety Risk Index						
Hazard	Revised Safety Risk Index/Priority			Revised Safety Risk Index Date		
Defective or degraded bus braking system	3C(Low) Acceptable with review: Safety risk acceptable			9/2/26		

Mitigation Owner and Implementation Date			
Hazard	Department Responsible for Mitigation	Estimated Implementation Date	Contact Person
Defective or degraded bus braking system	Maintenance Division	9/2/26	Maintenance Manager

APPENDIX C: FRONTLINE TRANSIT WORKERS COMMITTEE

Purpose

This appendix establishes the structure, composition, roles, and procedures for Frontline Employee Representatives in accordance with the requirements of the Public Transportation Agency Safety Plan (PTASP) regulation (673.19

Under the PTASP regulation, transit agencies that are not located in a large urbanized area are required to develop and maintain a Public Transportation Agency Safety Plan (PTASP) in cooperation with frontline transit worker representatives. The agency's PTASP must include, or incorporate by reference, a description of how frontline transit worker representatives participate in the development, review, and update of the agency's Public Transportation Agency Safety Plan.

The purpose of the Frontline Employee Representative process is to ensure that employees who perform safety-sensitive and frontline transit functions have an appropriate opportunity to provide input into the agency's safety management processes and the development and continuous improvement of the PTASP.

Structure

The agency will establish a Frontline Employee Representative structure that provides representation from employees who perform frontline transit functions. Representatives may include employees from the following areas:

- Transit Operations
- Maintenance
- Transit Systems
- Other frontline or safety-sensitive positions, as applicable

Frontline Employee Representatives will provide employee perspectives on safety-related matters and participate in the development, review, and update of the PTASP.

The agency will ensure that the representative structure provides appropriate opportunities for frontline employees to communicate safety concerns, recommendations, and observations to agency management and to participate in the agency's Safety Management System (SMS) processes.

APPENDIX D: TRANSIT DIVISION TRAINING PROGRAMS

The following Training Program Plan describe training activities, credential requirements, train-the-trainer program, training schedules, core curriculums, and other related training program protocols for the Division

- Performance and Incident Response (PIR) Training Program Plan
- Communications Unit Training Program Plan
- OCC Training Program Plan
- Track Maintenance Worker Training Program Plan

APPENDIX E: RESOLUTION BY TCRTA BOARD OF DIRECTOR

Figure 3: TCRTA PTASP Draft Resolution Page 1

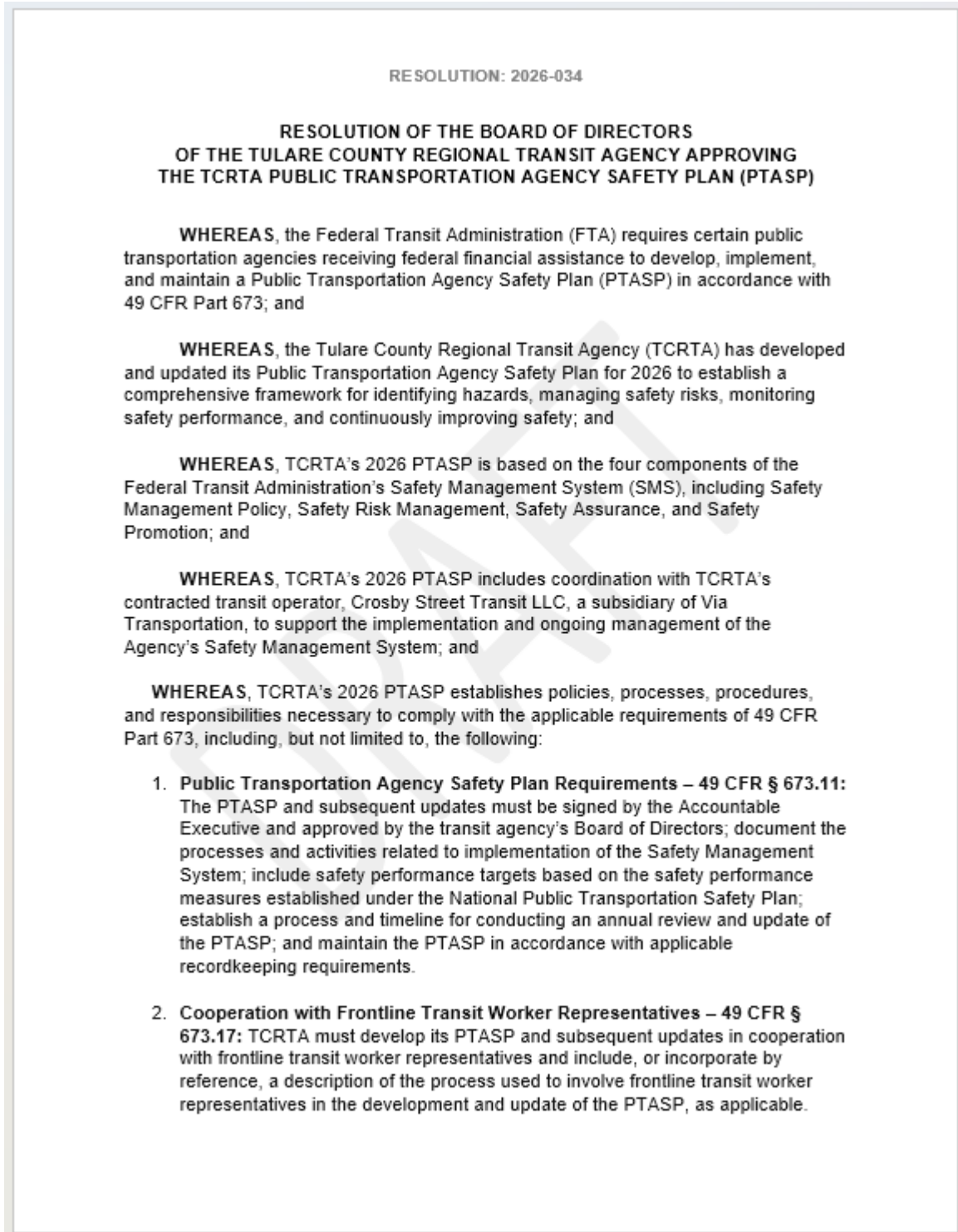


Figure 4: TCRTA PTASP Draft Resolution Page 2

RESOLUTION: 2026-034

3. **Safety Management System – 49 CFR § 673.21:** TCRTA must establish and implement a Safety Management System consisting of the four required components: Safety Management Policy, as described in 49 CFR § 673.23; Safety Risk Management, as described in 49 CFR § 673.25; Safety Assurance, as described in 49 CFR § 673.27; and Safety Promotion, as described in 49 CFR § 673.29.
4. **Safety Risk Management – 49 CFR § 673.25:** The PTASP establishes processes for identifying hazards, assessing and mitigating safety risks, and managing safety risks associated with TCRTA's public transportation operations.
5. **Safety Assurance – 49 CFR § 673.27:** The PTASP establishes processes for monitoring compliance with applicable safety requirements, monitoring safety performance, conducting safety activities, and addressing identified safety concerns.
6. **Safety Promotion – 49 CFR § 673.29:** The PTASP establishes processes for safety communication, training, education, and other activities necessary to support a positive safety culture and the effective implementation of the SMS.
7. **Competencies and Training and Safety Plan Documentation and Recordkeeping – 49 CFR §§ 673.31 and 673.31:** The PTASP establishes requirements for applicable safety competencies and training, as well as the documentation and recordkeeping necessary to demonstrate implementation of the Safety Management System and compliance with the PTASP.

NOW, THEREFORE, BE IT RESOLVED AND NOW, by the Board of Directors of the Tulare County Regional Transit Agency (TCRTA), that the Board hereby approves and adopts the 2026 Public Transportation Agency Safety Plan (PTASP)

BE IT FURTHER RESOLVED that the Board Chair is hereby authorized to execute and file any applications and related documents on behalf of TCRTA that may be necessary to implement or maintain compliance with the 2026 PTASP and applicable federal and state safety requirements

THAT the Executive Director, or designee, is authorized to implement the 2026 PTASP and take such actions as may be necessary or appropriate to carry out the provisions of the Plan and maintain compliance with applicable federal and state safety requirements.

PASSED AND ADOPTED by the Board of Directors of the Tulare County Regional Transit Agency of the Tulare County Regional Transit Agency, State of California, at a regular meeting of said Commission or Board Meeting held on the by the following vote:

Figure 5: TCRTA PTASP Draft Resolution Page 3

RESOLUTION: 2026-034

THE FOREGOING RESOLUTION was adopted upon motion of ____ and seconded by ____ at meeting thereof held on the 21st day of September 2026.

AYES:
NOES:
ABSTAIN:
ABSENT:

Signed _____
Larry Micari/Maribel Reynosa
Board Chair/Board Vice Chair

ATTEST:

I HEREBY CERTIFY that the foregoing Resolution 2026-034 was duly adopted by the Board of Directors of the Tulare County Regional Transit Agency at a regular meeting thereof held on the 21st day of September 2026.

Signed _____
Derek Winning
Executive Director

APPENDIX F: DEFINITIONS OF SPECIAL TERMS USED IN SAFETY PLAN

Accident means any Safety Event that involves any of the following: A loss of life; a report of a serious injury to a person; a collision of TCRTA transit revenue vehicle; an evacuation for life safety reasons. This definition is included only to acknowledge the terminology used in Federal and State regulations

Bus Accident is a bus Safety Event that involves any of the following; A loss of life; a collision of a TCRTA bus revenue vehicle; or an evacuation for life safety reasons. All bus accidents that involve immediate transportation of an injury party away from the scene for medical attention, property damage equal to or exceeding \$25,000 and an evacuation of a bus for life safety reasons are reportable to the National Transit Database (NTD).

Accountable Executive means a single, identifiable person who has ultimate responsibility for carrying out the Public Transportation Agency Safety Plan of a transit agency; responsibility for carrying out the transit agency's Transit Assets 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's Safety Plan, in accordance with 49 U.S.C 5329(d), and the transit agency's Transit Assets Management Plan in accordance with 49 U.S.C 5326. For TCRTA, the Director of Executive is the Accountable Executive.

Agency or Transit Agency: Tulare County Regional Transportation Agency or TCRTA

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 transit worker.

Caltrans: The California Department of Transportation

Chief Safety Officer means an adequately trained individual who has responsibility for safety and reports directly to the TCRTA's Executive Director. TCRTA's Safety Manager may not serve in other operational or maintenance capacities. The Safety Manager serves as the Safety Management System (SMS) Executive.

Corrective Action Plan means a plan that describes the actions the TCRTA will take to address as identify deficiency or safety concern and the scheduled for taking those actions

Documentation means the written description of policies, process, procedures, objectives, requirements, authorities, responsibilities, or work instructions in support of TCRTA's PTASP and SMS.

CRF: Code of Federal Regulations

Event: Any Accident, Incident, or Occurrence

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

Hazards means any real or potential condition that can cause injury, illness, or death; damage to or loss of facilities, equipment, rolling stock, or infrastructure of the TCRTA; or damage to the environment.

Incident: An event that involves any of the following: A personal injury that is not a serious injury; one or more injuries requiring medical transport; damage to facilities, equipment, rolling stock, or infrastructure that disrupts the operations of the transit agency.

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

Investigation means the process of determining the casual and contributing factors of a safety event or hazard for the purpose of preventing recurrence and mitigating safety risk.

Key Staff means people who directly oversee a division, facility, or craft.

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.

Occurrence: An event without any personal injury in which any damage to facilities, equipment, rolling stock or infrastructure does not disrupt the operations of the Transit Agency

Operator of Public Transportation system means a provider of public transportation.

Part 673: 49 CFR (Code of Federal Regulations) Part 673

Performance Measures mean an expression based on a quantifiable indicator of performance or condition that is used to established targets and to assess toward meeting established targets.

Performance targets: An quantifiable level of performance or condition, expressed as a values for the measure, to be achieved within a period required by the Federal Transit Administration (FTA)

Potential Consequence means the effect of a hazard.

National Public Transportation Agency Safety Plan means the documented comprehensive agency safety plan for a transit agency that is required by 49 U.S.C 532 and 49 CFR 673

Risk: The Composite of predicted severity and likelihood of the potential effect of a hazard

Risk Mitigation: A method or method to eliminate or reduce the effects of hazard.

Safety Assurance means processes within the TCRTA 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 Management Policy means TCRTA's documented commitment to safety, which defines the transit agency's safety objectives and the accountabilities and responsibilities for the management of safety.

Safety Management System (SMS) means Executive means the TCRTA Safety Manager.

Safety Performance Target (SPT) means a 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 TCRTA's public transportation system

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

Safety Risk Assessment (SRA) means the formal activity whereby a transit agency determines Safety Risk Management priorities by establishing the significance or value of its safety risk.

Safety Risk Management (SRM) means a process within a TCRTA'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 method to eliminate or reduce the severity and/or likelihood of a potential consequence of a hazard

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

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

U.S.C: United States Code