METRA TRANSIT SYSTEM

SAFETY PLAN

DECEMBER 2025

AS REVISED: 12-31-2025
REV. 4

AUTHORIZATIONS

Moving Ahead for Progress in the 21st Century (MAP-21) and the Fixing America's Surface Transportation Act granted the Federal Transit Administration (FTA) the authority to establish and enforce a comprehensive framework to oversee the safety of transportation bus systems throughout the United States. On July 19, 2018, the FTA promulgated its final rule 49 CFR Part 673 - Public Transportation Agency Safety Plan (PTASP), which requires recipients of FTA Chapter 5307 funds to develop and implement a safety plan based on Safety Management Systems (SMS) principles and methods.

METRA establishes this Safety Plan as our department's commitment to system safety and the principles of SMS. The objectives of our plan are to:

- Increase the safety of our transportation system by proactively identifying, assessing, and controlling risks;
- Continually improve safety performance;
- Improve the commitment of transportation leadership to safety; and
- Foster a culture of safety awareness and responsiveness.

METRA is committed to implementing a systematic and comprehensive safety program. Leadership will visibly demonstrate its commitment to safety by monitoring hazards, enforcing, and supporting safety programs, and promoting an open and transparent environment to discuss and address safety issues.

This Safety Plan was developed by the Georgia Department of Transportation (GDOT), and METRA has adopted it to comply with FTA Part 673 requirements and is scaled to our operations. Our board of commissioners, the director of transportation, and the mobility coordinator have reviewed and approved this Safety Plan and assure that its contents establish a comprehensive SMS framework and meet the requirements of C.F.R. Part 673.

To ensure that the necessary processes are in place to accomplish both enhanced safety at the local level and the goals of the National Public Transportation Safety Plan (NPTSP), METRA has adopted this PTASP and the tenets of SMS, including a Safety Management Policy and the processes for Safety Risk Management (SRM), Safety Assurance, and Safety Promotion, per 49 United States Code (U.S.C.) 5329(d)(1)(A). While safety has always been a primary function at CATS, this document lays out a process over the next several years to fully implement an SMS that complies with the final PTASP rule, as amended.

Additionally, the FTA recently released a Notice of Proposed Rulemaking (NPRM) with proposed revisions to the NPTSP to address the new requirements in the Bipartisan Infrastructure Law, enacted as the Infrastructure Investment and Jobs Act to further advance transit safety. This Plan supersedes the one the FTA published in January 2017. It lays out a performance-based approach to reduce injuries and fatalities on transit systems under the FTA's safety jurisdiction. If these changes are ratified, this plan will be updated to include safety training for maintenance staff as well as de-escalation training for all safety sensitive personnel.

Furthermore, in April 2024, the FTA made important updates to the PTASP regulations to improve safety management and performance monitoring for transit agencies. These updates stress the need for decisions based on data and proactive risk management. Key changes include using advanced safety performance metrics to provide a more complete view of safety by recording a wider range of incidents and near-misses. This helps agencies spot potential hazards earlier and take action to prevent them. Additionally, the FTA now requires more thorough training programs

for transit staff, focusing on modern SMS practices and emergency preparedness to create a knowledgeable workforce focused on the culture of safety.

The updated PTASP regulation also adds stronger oversight and accountability measures for 5307 agencies. These agencies must now conduct regular safety audits and submit detailed reports on their safety performance and compliance with SMS as detailed in their PTASP plans. These reports should include specific plans for addressing any safety issues identified and providing a commitment to continuous improvement. The regulation also highlights the importance of management in promoting a safety-first culture and encouraging executives to be actively involved in safety planning and decision-making processes, thereby promoting safety communications in a top-down and bottom-up feedback.

Safety is a core business function of all public transportation providers and should be systematically applied to every aspect of service delivery. At METRA, all levels of management, administration and operations are responsible for the safety of their customers and themselves.

This PTASP will be distributed to all transportation employees and will be reviewed and updated annually.

Approved/Certified by	**Date**
Everett Fleming, Transportation Director/CSO	

Revision Record				
Revision #	**Review Date**	**Reviewer**	**Revision Date**	**Approved By**
1	_/_/21			
2	11/09/22	Robert Sheridan, Transit Compliance Officer, METRA Transit System	12/12/22	• METRA Safety Committee- **12/12/22** • Rosa Evans, Accountable Executive- **12/12/22** • Metropolitan Planning Organization (MPO) – Technical Coordinating Committee- **1/12/23** • MPO – Policy Coordinating Committee- **1/17/23** • Columbus, GA City Council- **3/14/23**
3	12/31/23	Robert Sheridan, Transit Compliance Officer, METRA Transit System	12/31/23	• METRA Safety Committee- **12/27/23** • Rosa Evans, Accountable Executive- **12/27/23**
4	12/31/24	Robert Sheridan, Transit Compliance Officer, METRA Transit System	12/31/24	• METRA Safety Committee- **12/27/24** • Rosa Evans, Accountable Executive- **12/27/24**
5	_/_/25			

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Definitions

Accident: An event that involves any of the following – loss of life; a report of a serious injury to a person; a collision of a public transit vehicle; an evacuation for life safety reasons at any location, at any time, whatever the cause.

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

Agency Leadership and Executive Management: Those members of agency leadership or executive management (other than an accountable executive, CSO, or SMS executive) who have authorities or responsibilities for day-to-day implementation and operation of an agency's SMS.

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

Event: Any accident, incident, or occurrence.

Hazard: A condition that has the potential to cause injury, illness, death, or property damage.

Fatality: A death or suicide confirmed within 30 days of a reported event. Does not include deaths in or on transit property that are a result of illness or other natural causes; collision (including suicides), fire, hazardous material spill, Acts of God, system or personal security event (including suicides), and other safety events.

Hazard Likelihood: Probability of a hazard occuring.

Hazard Severity: The effect/damaging result of a hazards consequence.

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; or damage to facilities, equipment, rolling stock, or infrastructure that disrupts the operations of a transit agency.

Investigation: The process of determining the causal and contributing factors of an accident, incident, or hazard, for the purpose of preventing recurrence and mitigating risk.

Injury: Any damage or harm to people that requires immediate medical attention away from the scene because of a reportable event. Agencies must report each person transported away from the scene for medical attention as an injury, whether or not the person appears to be injured.

Key staff: A group of staff or committees to support the accountable executive, CSO, or SMS executive in developing, implementing, and operating the agency's SMS.

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

Notice of Proposed Rulemaking: A proposed new regulation or proposed changes to an existing regulation. A federal agency is only allowed to issue regulations if authorized to do so by Congress, so the NPRM also provides the statutory authority under which the agency is proposing the regulation. The NPRM also explains the background and history of the issue that generated the regulation, and avenues for public participation.

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

Passenger: A person, other than an operator, who is on board, boarding, or alighting from a vehicle on a public transportation system for the purpose of travel.

Preventative Maintenance: Regular, scheduled, and/or recurring maintenance of assets (equipment and facilities) as required by manufacturer or vendor requirements, typically for the purpose of maintaining assets in satisfactory operating condition. Preventative maintenance is conducted by providing systematic inspection, detection, and correction of anticipated failures either before they occur or before they develop into major defects. Preventative maintenance is maintenance, including tests, measurements, adjustments, and parts replacement, performed specifically to prevent faults from occurring. The primary goal of preventative maintenance is to avoid or mitigate the consequences of failure of equipment.

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

Performance Target: A quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the FTA.

Reportable: An event occurring on transit right-of-way, in a transit revenue facility, in a transit maintenance facility, or involving a transit revenue vehicle, excluding occupational safety events occurring in administrative buildings.

Risk: An assessed probability and severity calculation to classify the overall potential consequences of a hazard.

Safety Assurance: A list of defined safety performance indicators for each priority risk and associated targets the agency will use to determine if it is achieving the specified safety goals.

Safety Committee: A committee convened by a joint labor-management process comprised of an equal number of frontline employees (selected by a labor organization representing the plurality of the frontline workforce employed by the recipient or, if applicable, a contractor to the recipient, to the extent frontline employees are represented by labor organizations) and management.

Safety Events: Events that include but are not limited to slips, trips, falls, smoke, power failure, maintenance-related issues, or electric shock. To be reported as a major event, these events must **either** meet the fatality, evacuation, or property damage threshold **or** result in two or more injured persons. Other safety events that cause only one person to be

immediately transported from the scene for medical attention, and that do not trigger any other reporting threshold, are reported on the Non-Major Monthly Summary Report form. The FTA includes other safety events that occur in a transit maintenance facility and meet a reporting threshold but continues to exclude occupational safety events occurring in administrative buildings.

Safety Management Policy: A transit agency's documented commitment to safety, which defines the transit agency's safety objectives and the accountabilities and responsibilities of the agency's employees regarding safety.

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

Safety Management System Executive: A CSO or an equivalent.

Safety Objective: A general goal or desired outcome related to safety.

Safety Performance: An organization's safety effectiveness and efficiency, as defined by safety performance indicators and targets, measured against the organization's safety objectives.

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

Safety Performance Monitoring: Activities aimed at the quantification of an organization's safety effectiveness and efficiency during service delivery operations through a combination of safety performance indicators and safety performance targets (SPTs).

Safety Performance Target: A performance target related to safety management activities.

Serious injury: Any injury which 1) Requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received; 2) Results in a fracture of any bone (except simple fractures of fingers, toes, or noses); 3) Causes severe hemorrhages, nerve, muscle, or tendon damage; 4) Involves any internal organ; or 5) Involves second or third degree burns, or any burns affecting more than 5 percent of the body surface.

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

Safety Risk: The assessed probability and severity of the potential consequence(s) of a hazard, using as reference the worst foreseeable, but credible, outcome.

Safety Risk Assessment: The formal activity whereby a transit agency determines SRM priorities by establishing the significance or value of its safety risks.

Safety Risk Management: A process within a transit agency's Safety Plan for identifying hazards, assessing the hazards, and mitigating safety risk.

Safety Risk Mitigation: The activities whereby a public transportation agency controls the probability or severity of the potential consequences of hazards.

Safety Risk Probability: The likelihood that a consequence might occur, taking as reference the worst foreseeable, but credible, condition.

Safety Risk Severity: The anticipated effects of a consequence, should the consequence materialize, taking as reference the worst foreseeable, but credible, condition.

Serious Injury: Any injury which:

- Requires hospitalization for more than 48 hours, commencing within 7 days from the date that the injury was received;
- Results in a fracture of any bone (except simple fractures of fingers, toes, or nose);
- Causes severe hemorrhages, nerve, muscle, or tendon damage;
- Involves any internal organ; or
- Involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface.

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

State: A State of the United States, the District of Columbia, the Territories of Puerto Rico, the Northern Mariana Islands, Guam, American Samoa, and the Virgin Islands.

State of Good Repair: The condition in which a capital asset is able to operate at a full level of performance.

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

Transit Agency: An operator of a public transportation system.

Transit Asset Management Plan: 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.

Vehicle Revenue Miles (VRM): The miles that vehicles are scheduled to or actually travel while in revenue service. VRMs include layover/recovery time and exclude deadhead, operator training, vehicle maintenance testing, and school bus and charter services.

Acronyms

ADA	Americans with Disabilities Act
AE	Accountable Executive
CAP	Corrective Action Plan
CDC	Centers for Disease Control and Prevention
C-PCMPO	Columbus-Phenix City Metropolitan Planning Organization
CSO	Chief Safety Officer
DR	Demand Response
FTA	Federal Transit Administration
FY	Fiscal Year
GDOT	Georgia Department of Transportation
KPI	key performance indicator
MAP-21	Moving Ahead for Progress in the 21st Century
MPO	Metropolitan Planning Organization
NPRM	Notice of Proposed Rulemaking
NPTSP	National Public Transportation Safety Plan
NTD	National Transit Database
PTASP	Public Transportation Agency Safety Plan
SMS	Safety Management System
SPT	safety performance target
SRM	Safety Risk Management
TAM	Transit Asset Management
UPT	Unlinked Passenger Trip
U.S.C.	United States Code
VRM	Vehicle Revenue Miles

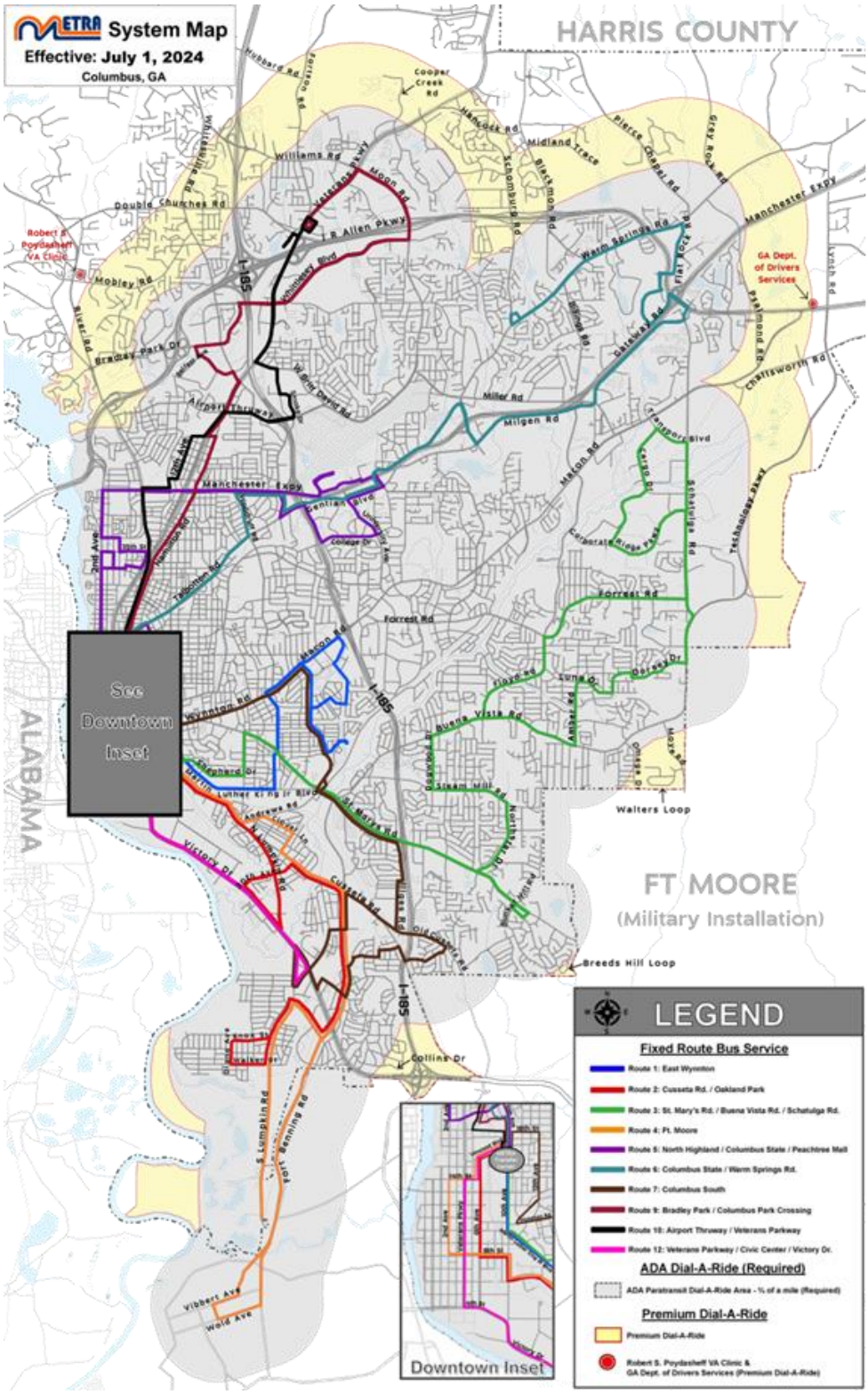
1 Transit Agency Information

METRA, a service of the Columbus Consolidated Government, provides fixed-route bus transit along ten routes within the urbanized area of Muscogee County, along with Americans with Disabilities Act (ADA)-compliant comparable paratransit. Service is offered between 5:30 AM and 08:00 PM, Monday through Saturday.

Transit Agency Name	METRA Transit System			
Transit Agency Address	814 Linwood Boulevard, Columbus, Georgia 31901			
Accountable Executive (Name and Title)	Everett Fleming Transportation Director			
Chief Safety Officer (Name and Title)	Karen Samayoa, Chief Safety Officer			
Mode(s) of Service Provided (e.g., Fixed Route, Demand Response, ADA Paratransit, etc.)	Fixed Route and ADA Paratransit	**List All FTA Funding Types (e.g., 5307, 5310, 5311)**	Sections 5307, 5339, and 5303	
Vehicles Operated in Maximum Service, by Mode	Fixed Route: 50 (Currently running Saturday's service of 15 due to staffing shortages)	ADA Paratransit: 9		
Mode(s) of Service Contracted Out to Third-Party Operators	N/A			
Name of Third-Party Operator (if applicable) and contact person	N/A			
Does the agency provide transit services on behalf of another transit agency or entity?	Yes	No X	**Description of Arrangement(s)**	N/A
Name and Address of Transit Agency(ies) or Entity(ies) for Which Service Is Provided	N/A			

Are any transit employees represented by a Labor Union? If so, please describe.	No	
No. of Fixed Bus Routes:	10	
Annual Vehicle Revenue Miles (VRM)	Fixed-Route Bus VRM	Demand Response/ Paratransit VRM
	903,849	310,156
Annual Unlinked Passenger Trips (UPT)	Fixed-Route Bus UPT	Demand Response/ Paratransit UPT
	764,706	33,150

Figure 1 – METRA System Map



2 Safety Management

2.1 Safety Management Policy – 673.23(a)

METRA strives to provide the safest and most secure experience for the riding public and our employees. All levels of management and employees are accountable for the delivery of the highest level of safety performance, starting with the transportation director. Every employee must practice workplace safety; use equipment, tools, and materials properly; and be trained in the agency's work rules and procedures for their respective areas of responsibility, including contingency plans for abnormal and emergency conditions.

METRA is committed to:

- Supporting an organizational culture that fosters safe practices, encourages effective employee safety reporting and communication, and actively manages safety with the same attention to results as paid to other management systems of the organization;
- Integrating the management of safety as a primary responsibility of all managers and employees, including contractors;
- Defining for all staff, managers, and employees alike; their accountability; and responsibility for the delivery of the organization's safety performance and the overall implementation of our Safety Plan;
- Establishing and implementing a proactive safety program to manage risks to a level that is acceptable and consistent with safety performance;
- Ensuring protections for any employee who discloses a safety concern through the employee safety reporting program;
- Complying with, and wherever possible, exceeding, the expectations of legislative and regulatory requirements and standards;
- Ensuring all staff are provided with adequate and appropriate safety-related information, personal protective equipment, and training; are competent in safety management matters, and are allocated only to tasks commensurate with their skills;
- Communicating the purpose and benefits of the Safety Management System (SMS) to all staff, managers, supervisors, and employees. This communication will specifically define the duties and responsibilities of each employee throughout the organization, and all employees will receive appropriate information and SMS training;
- Verify the SMP is signed by the transportation director (accountable executive) to convey that SMS is important to the highest level of the organization;
- Establishing and measuring our safety performance against realistic and data-driven safety performance indicators and safety performance targets (SPTs);
- Continually improving our safety performance through management processes that ensure appropriate safety management actions are taken and are effective; and
- Ensuring externally supplied systems and services to support our operations are delivered to meet our safety performance standards.

This PTASP describes our safety efforts and programs, and through our thorough implementation of such efforts and programs we explicitly show our commitment to system safety based on SMS principles, per 49 CFR Part 673.

2.2 Employee Safety Reporting – 673.23(b)

Employees are required to embrace METRA's safety goals and objectives and are encouraged to report safety concerns, issues, or hazards. Executive management has established a safety reporting process for employees to voice their safety concerns without fear of retribution or blame. All frontline personnel will be responsible for utilizing this program as necessary. Our employees (including contractors) have a duty to report any unsafe condition to their supervisor, manager, or the CSO. Unsafe conditions may include issues with policies, procedures, physical conditions, events, or information about an issue, among others.

All violations of agency safety rules or procedures (including regulatory requirements of the agency) may result in disciplinary action. No action will be taken against any employee who communicates a safety condition through our reporting program unless such disclosure indicates an illegal act, gross misconduct or negligence, or a deliberate or willful disregard of our rules, policies, and procedures. Once actions to remediate a safety violation have been determined, they shall be communicated throughout the organization and carried out.

2.3 Safety Management Policy Communication – 673.23(c)

METRA staff are informed of their responsibilities related to safety and the requirements of our Safety Plan during onboarding. Communicating the purpose and benefits of this Safety Plan and SMS principles among executive and senior management, supervisors, and frontline staff is the most important job of all our employees. All employees understand their respective safety roles and obligations to identify and assess safety risks in the workplace and in agency operations. Fostering and reinforcing these obligations through regular agency-wide communications and programs are critical functions of senior management and the CSO, including but not limited to:

- METRA safety committee and other safety-related meetings;
- Operator meetings with supervisors and managers;
- Newsletters;
- Safety bulletins;
- Safety emails and text message alerts;
- Supervisor radio communication with operators;
- One-on-one communication between supervisors and frontline employees;
- Meetings with contractors;
- Committee meetings; and
- Safety campaigns.

2.4 Safety Responsibilities

The purpose of this Safety Plan is to maintain a formal safety program and establish a coordinated safety effort responsive to the needs of the operating, maintenance, and support departments. We emphasize the goal of all personnel and contractors working toward minimizing the occurrence of customer and employee accidents and incidents by providing safe revenue service to our customers and a safe work environment for our employees.

The following personnel lead the organization in the implementation of our Safety Plan:

Accountable Executive – Transportation *Director (Everett Fleming , current incumbent)*

- Establishes and sets an organizational example for safety objectives and goals;
- Directs human resources;
- Manages agency finances;
- Oversees operations and maintenance programs;
- Promotes and communicates safety policy and programs;
- Participates in regular meetings with key staff to understand the status of safety programs and data; and
- Ultimately holds responsibility for all agency safety outcomes.

CSO – Transit Compliance Officer (Karen Samayoa , current incumbent)

- Manages and implements the day-to-day elements of the PTASP and SMS throughout the agency;
- Has a direct line of reporting to the AE;
- Is an adequately trained individual who is responsible for safety at the agency;
- Chairs safety meetings with key departmental managers, including Operations and Maintenance;
- Participates in formal meetings with the FTA and GDOT on safety regulatory and program topics;
- Reports Safety Performance Measures/Targets to the Columbus-Phenix City Metropolitan Planning Organization (C-PCMPO);
- Develops and implements safety policies, procedures, and programs;
- Supervises and oversees work of assigned safety staff, conducts performance reviews with staff, and initiates appropriate actions related to such;
- Directs the hazard management process and provides notification of reportable accidents, incidents, and hazardous conditions;
- Investigates employee and vehicle accidents/incidents and injuries and works to develop programs to reduce accidents and injuries;
- Conducts inspections and researches safety codes, standards, and regulations;
- Compiles and analyzes health and safety statistics;
- Produces safety reports, records, documents, and manifests;
- Accesses and updates database safety-related files;
- Coordinates staff safety meetings and attends meetings, conferences, and group functions related to safety;
- Develops and conducts training sessions relating to safety issues;
- Identifies health and safety concerns, analyzes reports and information;
- Develops programs for accident/injury prevention, and submits recommendations to reduce the frequency of accidents;
- Develops departmental and organizational key performance indicators (KPIs); and
- Conducts risk identification, evaluation, control, funding, and administration.

Other key management positions responsible for day-to-day implementation of METRA's SMS include:

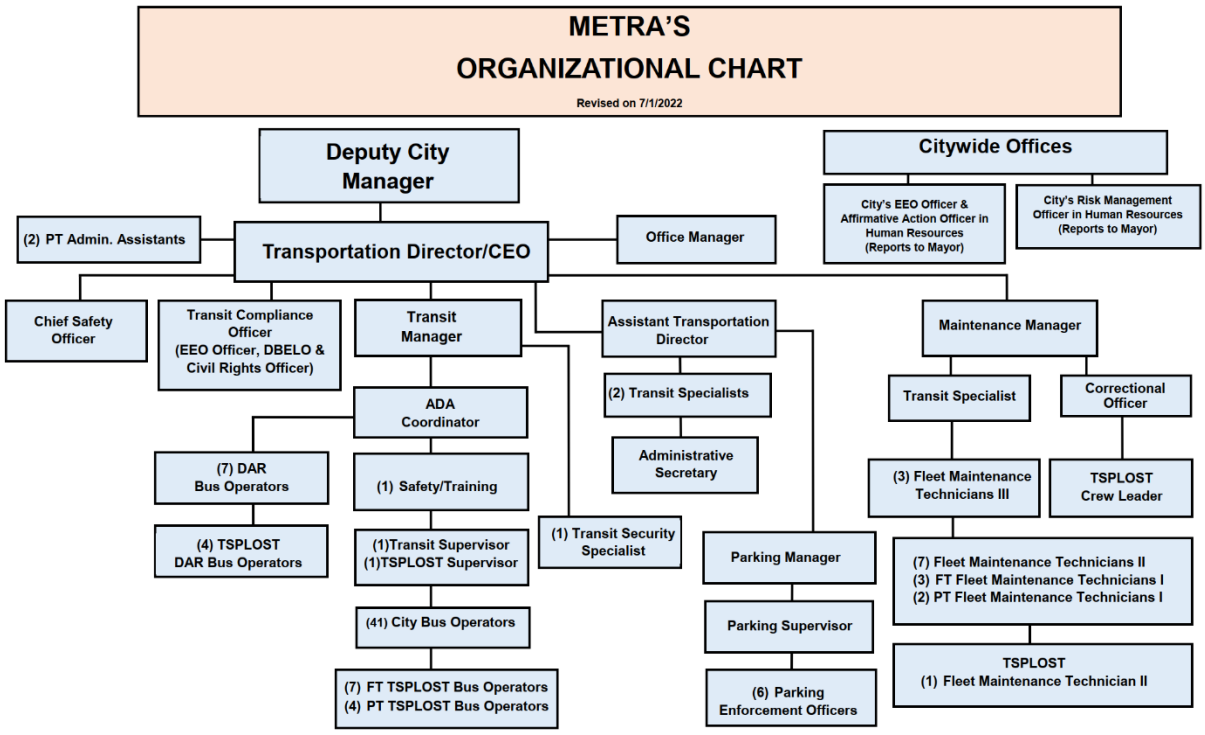
- Maintenance Manager – This position is responsible for the maintenance of METRA revenue vehicles;
- Transit Operations Manager – This position is responsible for day-to-day operation of METRA's fleet; and
- Safety and Training Coordinator – This position is responsible for education, training, and testing of METRA's vehicle operators.

These personnel have the following authorities, accountabilities, and responsibilities:

- Participate as members of the METRA safety committee;
- Complete training on Safety Plan elements;
- Oversee day-to-day operations of the Safety Plan in their departments;
- Modify policies in their departments consistent with the implementation of the Safety Plan, as necessary; and
- Provide subject matter expertise to support implementation of the Safety Plan as requested by the transportation director or the CSO, including SRM activities, investigation of safety events, development of safety risk mitigations, and monitoring of mitigation effectiveness.

The METRA Organization Chart is provided in **Figure 2**.

Figure 2 – Organizational Chart for METRA



2.5 Safety Committee

The CSO will periodically convene meetings of the safety committee to discuss safety program issues, safety data/performance indicators, and Safety and TAM Plan updates, among various other issues that pertain to overall agency safety matters. The safety committee is an executive-level function that will include the transportation director and key representatives from Operations and Maintenance and will be chaired by the CSO. The objectives of regular meetings of the safety committee are to ensure that the transportation director is well versed in the implementation of the Safety Plan, KPIs, and other important data and that executive-level staff have a regular multidisciplinary forum to discuss pertinent safety issues and policy.

In accordance with the Bipartisan Infrastructure Law amendments to 49 United States Code (U.S.C.) Section 5329(d), METRA has established a safety committee composed of an equal representation of both frontline staff and management representatives. The primary responsibility of the safety committee is to, at a minimum:

- Review and approve changes to the ASP including updated safety targets and risk reduction targets proposed by the CSO and county commission
- Identify and recommend risk-based mitigations or strategies necessary to reduce the likelihood and severity of consequences identified through the agency's safety risk assessment;
- Identify mitigations or strategies that may be ineffective, inappropriate, or were not implemented as intended; and
- Identify safety deficiencies for purposes of continuous improvement.

The safety committee shall be convened by a joint labor-management process consisting of an equal number of frontline employees and an equal number of management representatives. METRA's frontline workers are not represented by a labor organization and are selected by the agency. The safety committee shall consist of the following members.

- The CSO (as committee chair);
- One maintenance technician;
- One Dial-A-Ride/paratransit bus operator;
- One fixed-route bus operator;
- The safety and training coordinator *or* transit supervisor; and
- The ADA coordinator.

Meetings are conducted quarterly and last 1 hour. Special meetings may be convened as needed by the CSO.

2.6 Agency Safety Plan Development Requirements

In compliance with changes made by the Bipartisan Infrastructure Law to 49 U.S.C § 5329(d), METRA's ASP will be developed in cooperation with frontline employees or representatives. Strategies developed to minimize the exposure of the public, personnel, and property to hazards; unsafe conditions; and infectious diseases shall be consistent with guidelines set by the Centers for Disease Control and Prevention or a state health authority. Performance targets shall be based on the safety performance criteria and state of good repair standards established in this PTASP

as developed in cooperation with frontline employees or representatives and reviewed and approved by METRA's safety committee and the governing body, based on the safety performance measures established under the NPTSP.

3 Safety Risk Management (673.25)

3.1 Safety Risk Management Program

METRA promotes the proactive identification and evaluation of hazards before they escalate into accidents or incidents. This Safety Plan and its programs must be effective in identifying and minimizing hazards in the operational environment. All operations must be viewed from a systems perspective in that the safety-critical functions of one group may impact those of one or more others. This focus on system safety is meant to foster the understanding of the interdependence of actions on overall safety. As such, our hazard management program involves a multi-disciplinary review process that is ultimately managed by the safety committee, led by the CSO. There are three basic objectives:

- Hazard identification;
- Hazard assessment; and
- Hazard resolution.

3.2 Safety Risk Identification

Safety Risk identification and resolution is a core element of the Safety Plan emphasizing timely correction, anticipation, and reconciliation of unsafe conditions before a serious accident, injury, or damage occurs. Our risk management program includes the following sources and practices:

- Employee safety reporting;
- FTA or state;
- Driver, dispatcher, supervisory, and maintenance performance information;
- Rules compliance checks;
- ADA compliance reviews;
- Asset conditions assessments;
- Camera and event recorder reviews;
- Environmental information;
- Safety observations;
- Pre- and post-trip inspections;
- Vehicle, facility, and equipment inspections;
- Internal safety investigations;
- Fitness for duty checks;
- Accident reports;
- Compliance programs;
- CDC communications regarding exposure to infectious diseases and other biohazards;
- Items identified through Safety Assurance activities (e.g., Safety Rule Testing)
- Safety committee reviews; and
- Public feedback/complaints.

METRA emphasizes the timely identification, anticipation, reconciliation, and correction of unsafe conditions before a serious accident, injury, or damage occurs. To ensure we provide as safe and

reliable transportation services as possible, we have established a process by which hazards are identified, analyzed for potential impact on the operating system, and resolved in a manner acceptable to management and applicable regulatory agencies. All management, staff, contractors, and suppliers are required to implement high standards of safety and system assurance throughout the design, construction, testing, and operational phases of our projects. Safety risks that cannot be eliminated with design mitigations, including the implementation of safety warning devices, are usually addressed by training and/or written procedures to prevent mishaps. Most hazards are identified in the field, reported, entered in reports, and addressed by the responsible departments through routine corrective measures that do not require special attention.

Safety risks can be identified through a host of sources ranging from daily experience (accidents, incidents, or safety concerns), gathered data, and information submitted by patrons, to detailed analyses and assessments of existing conditions, among others. Once hazard causes, consequences, and likelihood of occurrence have been assessed, priorities for resolution can be established. The risks associated with hazards are accepted, minimized, controlled, or identified for future remedy. However, safety efforts must continue to ensure that the implementation of hazard remedies do not create new safety concerns.

3.3 Safety Risks Assessment

Hazard assessments shall include specific inputs, reviews, and comments from any department and personnel, as necessary. To categorize the severity of a hazard, the likely effects on passengers, employees, public and equipment must be established. Hazard severity ratings are based on categories from Military Standard 882E and require system key agency stakeholders to make subjective determinations of the worst case that could be anticipated to result from design inadequacies, human error, component failure or malfunction. Hazard severity categories are defined to provide a qualitative measure of the worst credible mishap resulting from personnel error, environmental conditions, design inadequacies, and procedural deficiencies for a system, subsystem, or component failure or malfunction. **Table 1** below summarizes the hazard severity categories. It reflects the principle that not all hazards pose an equal amount of risk to personnel safety.

Table 1 – Safety Risk Severity

Characteristics				
Severity Level	**People**	**Equipment/Services**	**Financial**	**Reputational**
Catastrophic 1	Several deaths and/or numerous severe injuries (per event)	Total loss of equipment or system interruption, requiring months to repair	Estimated loss in excess of $5 million	Ongoing media coverage, irreparable reputational damage, government intervention (weeks to months)
Critical 2	Low number of deaths and/or severe injuries (per event)	Significant loss of equipment or system interruption, requiring weeks to repair	Estimated loss in the range of $500,000 to $5 million	Prolonged media campaign, serious reputational damage, sustained government involvement (days to weeks)

Characteristics				
Major 3	Minor injury and possible serious injury (per event)	Some loss of equipment or system interruption, requiring 7 days or less to repair	Estimated loss in the range of $50,000 to $500,000	Adverse media coverage, reputational damage, government involvement
Marginal 4	Possible minor injury (per event)	Some loss of equipment, no system interruption, less than 24 hours to repair	Estimated loss in the range of $1000 to $49,999	Local media coverage and some reputational damage
Insignificant 5	No injury	Minor damage to equipment, no system interruption, no immediate repair necessary	Estimated loss is likely less than $1000	No adverse media or reputational damage

The probability that a hazard will occur during the planned life expectancy of a system element, subsystem, component, or daily operational function can be described subjectively in potential occurrences per unit time, event, population, items, or activity. A qualitative hazard likelihood may be derived from research, analysis, and evaluation of historical safety data or a similar system. The CSO, departmental managers, or the safety committee can assign a probability rating to a particular event or a specific hazard. Supporting rationale for assigning a hazard likelihood is documented in hazard analysis reports, memos, or minutes from meetings. The assessment of the probability of hazard occurrence will consider specific system operations based on the current system configuration. Hazard frequency levels to be considered are shown in **Table 2**.

Table 2 – Safety Risk Likelihood

Likelihood	Specific Item	Fleet / Inventory	Frequency
A Frequent	Likely to occur frequently in the life of an item	Continuously experienced	26 or more events in a year
B Probable	Will occur often in the life of an item	Will occur frequently in the system	13 to 25 events in a year
C Occasional	Likely to occur sometime in the life of an item	Will occur several times	6 to 12 events in one year, or less than 24 events in 5 years
D Remote	Unlikely but possible to occur in the life of an item	Unlikely, but can be expected to occur	1 to 5 events in one year or less than 10 events in 10 years
E Improbable	Unlikely to occur but possible	Unlikely to occur, but possible	1 event in 25 years
F Eliminated	Incapable of occurrence. This level is used when potential hazards are identified and later eliminated.		

The Safety Risk Index (**Table 3**) combines hazard categories, severity, and probability to constitute a chart to assist in the evaluation of specific hazards and their associated levels of risk.

Table 3 – Hazard Risk Index

Hazard Categories					
Frequency	**1** Catastrophic	**2** Critical	**3** Major	**4** Marginal	**5** Insignificant
A Frequent	**1A**	**2A**	**3A**	**4A**	**5A**
B Probable	**1B**	**2B**	**3B**	**4B**	**5B**
C Occasional	**1C**	**2C**	**3C**	**4C**	**5C**
D Remote	**1D**	**2D**	**3D**	**4D**	**5D**
E Improbable	**1E**	**2E**	**3E**	**4E**	**5E**
F Eliminated	**1F**	**2F**	**3F**	**4F**	**5F**

Hazard Risk Index	Risk Decision Criteria
Unacceptable	Hazard must be mitigated
Undesirable	Requires acceptance from management
Acceptable with Review	Hazard may be accepted with management review
Acceptable	Risk level is acceptable
Eliminated	No hazard remains

3.4 Safety Risk Mitigation

Once a risk has been evaluated, the agency will determine a course of action to address a given risk. Ideally, a risk may be reduced to the lowest acceptable level by eliminating the source of the hazard or another acceptable process. The hierarchy of hazard controls are established as:

- **Elimination** – Physically remove the hazard
- **Substitution** – Replace the hazard
- **Engineering controls** – Isolate people from the hazard
- **Administrative controls** – Change the way people work
- **Personal protective equipment**– Protect the worker with PPE

For example, if a special service route has experienced incidents, such hazards will be eliminated when such special service is also eliminated. In other instances, for example, the CSO and safety committee may utilize accident/incident data over time to discuss the hazards of vehicle rear-ending and evaluate the type, severity and probability of these accidents and mitigation measures to prevent these mishaps in the future. Such mitigations may include new standard operating procedures, policies, additional training requirements, public awareness campaigns, or even vehicle design changes.

This methodology may be applied for the analysis of risks of day-to-day operations as well as for preliminary hazard assessments when designing new system infrastructure. During the safety certification process to develop system expansions, identified hazards can be addressed by designing system elements for minimum risk and/or incorporating safety and warning devices.

3.5 Safety Risk Tracking

Some more complex safety risks may require the use of a tracking log that may consist of the following information:

- Assigned hazard number;
- Date hazard identified;
- Hazard title;
- Hazard description;
- Sources from which the hazard was identified;
- The element of operation affected by the hazard;
- Initial hazard classification;
- Current hazard classification; and
- Corrective Action Plan (CAP).

The safety risk tracking log, when used, is updated regularly until the hazard CAP has been closed out. All captured data is analyzed for the identification of developing trends to ensure future safety risks/hazards can be mitigated and/or eliminated. A sample log is displayed in **Table 4**.

Table 4 – Sample Safety Log

Hazard ID	Hazard Type	Source	Identification Date	Description	Hazard Rating (Likelihood and Consequence)	Mitigation	Status of Feedback with Reporter (if applicable)	Updated Hazard Rating (after mitigation)

4 Safety Assurance – 673.27(a)

The purpose of Safety Assurance is to evaluate the overall effectiveness of safety risk controls established under the SRM program. The transportation director and CSO are responsible for monitoring and evaluating day-to-day operations to ensure that:

1) Emerging risks are identified;
2) METRA is in compliance with regulatory requirements applicable to the Safety Plan; and
3) The Safety Plan meets safety goals and objectives.

Safety Assurance programs provide important feedback and data into the SRM process and vice versa to promote safer operations. Through our SRM and Safety Assurance activities, we will evaluate the adequacy of procedures, processes, personnel performance, our data collected, and compliance with procedures and programs.

4.1 Safety Performance Monitoring and Measuring – 673.27(b)

49 CFR Part 673.27 requires transit agencies to establish activities to:

- Monitor its system for compliance with, and sufficiency of, the agency's procedures for operations and maintenance;
- Monitor its operations to identify any safety risk mitigations that may be ineffective, inappropriate, or were not implemented as intended;
- Conduct investigations of safety events to identify causal factors; and
- Monitor information reported through any internal safety reporting programs.

4.2 Monitoring Operations and Maintenance Compliance – 673.27(b)(2)

The transportation director (also the AE) has the ultimate responsibility of affording the riding public and employees safe and secure operations. Each employee is required to carry out specific system safety responsibilities in compliance with their job specifications, agency rules and regulations and this PTASP. Each department generates its own performance data used for the detection of trends or problems in operations and maintenance prior to the development of a major safety concern. Among the various Safety Assurance activities overseen by the transportation director and CSO include:

- Fleet operations;
- Road supervision;
- Fleet maintenance;
- Drug and Alcohol Program;
- TAM;
- Resource planning;
- Internal operations reviews;
- Accident/incident investigations and other means to determine causal factors;
- Contractor safety efforts;
- Data collection and analysis;
- Security activities;

- Bus vehicle operator annual safety rides; and

It is the task of the CSO to monitor and measure the safety performance of operations through data provided from the various departments and periodically report to the transportation director and safety committee. Using collected data and assessing trends, we develop minimum performance standards to meet agency safety targets and goals. From there, we may create KPIs that show us whether or not we are achieving our safety targets and goals. Selected data is accumulated and analyzed for ongoing trending and performance measurement, including fatalities, injuries to passengers and/or personnel, system reliability, and other safety-related events. This data comes from various sources, including but not limited to:

- Event reports;
- Observations of operations reports;
- Internal and external inspection, survey, and audit reports;
- Safety suggestions from employees (e.g., ESRP) and customers;
- Historical knowledge;
- Seasonal events and effects;
- Environmental considerations;
- New equipment or facility deployments;
- Fleet issues;
- Process reviews and audits;
- Training efforts; and
- Peer reviews.

Monitoring and measurement of our Safety Assurance program establishes a baseline that we can use to compare criteria and conditions at other specific points in time. Once a baseline is established through monitoring and measurement, data can be used as criteria in evaluating operations to reduce risk and overall safety objective/goal achievement. Ongoing monitoring is built into our operations, performed continually, and responsive to change. Ongoing monitoring includes regular management and supervisory activities, comparisons, reconciliations, and other routine actions.

4.3 Safety Performance Measures and Targets – 673.11(a)(3)

Among the various KPIs that we use are the five safety performance measures that are required by the NPTSP:

- Fatalities – Total number of reportable[1] fatalities and rate per total VRM by mode;
- Assaults on Transit Workers – Total number of assaults on transit workers;
- Injuries – Total number of reportable injuries and rate per total VRM by mode;
- Safety Events – Total number of reportable events and rate per total VRM by mode; and
- System Reliability – Mean distance between major mechanical failures by mode.

[1] The thresholds for “reportable” fatalities, injuries, and events are defined in the NTD Safety and Security Reporting Manual.

These safety performance measures are based on data submitted to the National Transit Database (NTD). Our annual performance targets for these measures are presented below in **Table 5**. These safety performance targets will be shared with the Columbus Planning Department to aid in their planning processes. METRA will coordinate with GDOT and the C-PCMPO in the creation of state and Metropolitan Planning Organization (MPO) safety performance targets, as requested.

Table 5 – FY 2026 Safety Performance Measures and Targets

MB/DO (per 100,000 VRM)									
Mode - MB	**Fatal-ities**	**Rate* of Fatalities**	**Inju-ries**	**Rate of Injuries**	**Assaults on Transit Workers**	**Rate of As-sault s**	**Safety Events**	**Rate of Safety Events**	**System Reli-ability****
2022 Actual	0	0.00	0	0.00			0	0.00	967,500
2023 Actual	0	0.00	0	0.00	0.00	0.00	0	0.00	903,867
2024 Actual	0	0.00	0	0.00	0.00	0.00	0	0.00	903,849
Average	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	925072.00
2026 SPT (MB)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	878818.40

DR/DO (per 100,000 VRM)									
Mode - DR	**Fatal-ities**	**Rate of Fatalities**	**Inju-ries**	**Rate of Injuries**	**Assaults on Transit Workers**	**Rate of As-sault s**	**Safety Events**	**Rate of Safety Events**	**System Reli-ability**
2022 Actual	0	0.00	1	0.50			1	0.50	199,998
2023 Actual	0	0.00	0	0.00	0.00	0.00	0	0.00	274,818
2024 Actual	0	0.00	0	0.00	0.00	0.00	0	0.00	310,156
Average	0.00	0.00	0.33	0.17	0.00	0.00	0.33	0.17	261657.33
2026 SPT (DR)	0.00	0.00	0.32	0.16	0.00	0.00	0.32	0.16	248574.47

*Rate = events per 100,000 VRMs// **System Reliability = Miles between major mechanical failures

5 Safety Promotion

Safety promotion fosters a positive safety culture and improves safety performance by increasing safety awareness through training and communication. Appropriate training for all employees regardless of their position within the agency provides knowledge for a successful safety program. Through communication of lessons learned and safety performance data, employees are made aware of safety priorities and concerns as they relate to their individual job tasks and the entire organization.

5.1 Safety Training

All new and existing employees undergo Safety Plan familiarization training. Employees at all levels of the agency need to understand 1) what the Safety Plan is, 2) how it supports the agency's mission, and 3) what their specific individual Safety Plan responsibilities are. This core element of our comprehensive safety training program applies to all METRA employees directly responsible for safety, including:

- The transportation director and CSO;
- Bus operators;
- Dispatchers;
- Maintenance technicians; and
- Managers and supervisors.

Our safety training programs include but are not limited to, the following:

- Bus operator training;
- Bus maintainer training;
- Passenger service and safety training;
- METRA Rules and Regulations Manual;
    - Responsibilities of the operators
    - Personnel practices
    - Duties of dispatchers and supervisory staff
    - Rules and regulations
    - Accidents and injuries
    - Operating of diesel buses
    - METRA Discipline Code
- METRA paratransit operators ADA training;
- Continuing and refresher safety training;
- Safety concern identification and reporting;
- De-escalation training.

METRA has developed job specifications for all job classifications which require certain skills training for personnel to perform job functions safely. For certain positions this will include initial as well as refresher training. METRA maintains records of all employees upon hire and manages their progress through training, annual recertification and retraining if required.

5.2 Safety Communication

All employees, from the transportation director to frontline personnel, shall communicate the virtues and requirements of our Safety Plan and program elements. Safety communication activities ensure that all employees and contractors are aware of the following goals and responsibilities:

- The observance of all agency standard operating procedures, policies, and plans;
- The need to systematically identify safety hazards, mitigate risk and reduce fatalities and injuries resulting from transit operations;
- The need to reduce the injury incidence rate by minimizing exposure to unsafe conditions and reducing hazardous employee behavior;
- Providing safe and efficient transit services by ensuring that all vehicles, equipment, and facilities are regularly inspected, maintained, and serviced as needed; and
- Achieving 100 percent of scheduled routine inspections, preventative and regular maintenance work is completed on time, and essential repairs addressed in a designated time.

Further, METRA encourages employees and contractors to be mindful of their safety responsibilities and review various safety issues, recommendations, policies, etc. by various means which include but are not limited to:

- Employee safety reporting;
- Safety meetings;
- Annual safety training refresher meetings;
- Operator meetings with supervisors and managers;
- Newsletters;
- Regularly updated safety bulletins, which are to be checked daily by operators;
- Safety emails;
- Safety announcements made every 30 minutes over radio;
- Radio supervisor communication with operators;
- One-on-one communication between supervisors and frontline employees;
- Meetings with contractors;
- Committee meetings; and
- Safety campaigns.

A positive safety culture focuses on finding and correcting systemic issues rather than finding someone or something to blame. A positive safety culture flourishes in an environment of trust, encouraging error-reporting and discouraging covering up mistakes. The need to address behavior that is malicious or recklessly negligent must be balanced with the need for a just culture that is not excessively punitive. A positive safety culture goes beyond simply adhering to procedures. It is demonstrated when employees carry out their duties correctly, with alertness, full knowledge, sound judgment, and a sense of accountability. Additionally, management will focus on conveying results of cooperation with frontline transit worker representatives in developing and updating the ASP.

6 Annual Update Process

The CSO will review and update this Safety Plan annually. The updated version of the Plan will be reviewed and approved by the safety committee; signed by the transportation director; reviewed and approved by the agency's MPO, the C-PCMPO; and reviewed and approved by the governing body, the Columbus City Council. The newly authorized version will be reissued to all transit personnel for their perusal and comprehension. METRA will maintain all documents that are related to the implementation of this Safety Plan and results from SMS processes and activities. These documents will be made available upon request by the FTA or other related federal entity. All such documents will be maintained for a minimum of 3 years after they are created.

Table 6 – Annual Review/Update Timeline

Task	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
Review Agency Operations	→	→	→								
Review SMS Documentation • *Safety Policy* • *Risk Management* • *Safety Assurance* • *Safety Promotion*				→	→	→	→	→			
Review Previous Targets and Set or Continue Targets				→	→						
Report Targets to NTD, MPO					→						
Make Any Necessary Adjustments to PTASP									→	→	
Update Version No., Adopt & Certify Plan Compliance											★

7 Risk Reduction Program

In compliance with changes made by the Bipartisan Infrastructure Law to 49 U.S.C § 5329(d), a risk reduction program has been developed for transit operations to improve safety by reducing the number and rates of accidents, injuries, and assaults on transit workers.

7.1 Risk Reduction Performance Measures and Targets

The METRA safety committee shall establish performance targets for the Risk Reduction Program. Risk reduction targets will be developed and proposed by the CSO to the safety committee for review and approval. Targets will be developed using a 3-year rolling average of the data submitted by METRA to NTD. The Risk Reduction Program focuses on the reduction of vehicular and pedestrian accidents involving buses and the mitigation of assaults and injuries to transit workers. Using this criterion, METRA has established the following performance targets below.

Table 6 – FY 2026 Risk Reduction Performance Measures and Targets

Mode of Transit Service	**Accidents Involving Buses** (total)	**Accidents Involving Buses (**per 100,000 VRM)	**Assaults and Injuries to Transit Workers** (total)	**Assaults and Injuries to Transit Workers (**per 100,000 VRM)
Fixed-Route Bus	0	0	0	0
Demand Response ADA Paratransit	0	0	0	0

Examples of Risk Reduction:

Strategies to reduce vehicle and pedestrian accidents involving buses may include measures to reduce visibility impairments for bus operators that contribute to accidents, including retrofits to buses in revenue service and specifications for future procurements that reduce visibility impairments.

Strategies to mitigate the occurrence of assaults on transit workers may include the deployment of assault mitigation infrastructure and technology on buses, including barriers to restrict the unwanted entry of individuals and objects into the workstations of bus operators (after a risk analysis performed by the safety committee determines that such barriers or other measures would reduce assaults on transit workers and injuries to transit workers).

7.2 Failure to Meet Targets and Safety Set Aside

METRA shall allocate no less than 0.75 percent of Section 5307 funds to safety-related projects eligible under the 5307 programs. If performance targets, as established in **Table 6**, are not met, then METRA shall allocate 0.75 percent of 5307 funds in the following fiscal year to eligible safety projects. Funds set aside shall be used for projects that are reasonably likely to assist the recipient in meeting the performance targets established in **Table 6**, including modifications to rolling stock and de-escalation training.

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Appendix A: Public Transportation Agency Safety Plan Relationship to Other Federal Laws and Regulations

1. Public Transportation Safety Program Rule - 49 U.S.C. § 5329

The Public Transportation Safety Program Rule establishes substantive and procedural rules for the FTA's administration of the Public Transportation Safety Program authorized by 49 U.S.C. § 5329. The rule establishes the FTA's SMS approach to the development and implementation of the Safety Program. Further, it sets rules of practice for the FTA's enforcement authority and describes the contents of a NPTSP.

National Public Transportation Safety Plan – Section 5329(b)

Through the NPTSP, the FTA has adopted the principles and methods of SMS as the basis for enhancing the safety of public transportation in the United States. The NPTSP is a policy document, communications tool, and a repository of standards, guidance, best practices, tolls, technical assistance, and other resources.

This Safety Plan was written in accordance with the Public Transportation Safety Program Rule and the NPTSP.

2. Public Transportation Agency Safety Plan Rule – 49 CFR Part 673

The FTA published a final rule for PTASP as authorized by MAP-21. This final rule requires states and certain operators of public transportation systems that receive federal financial assistance under Urbanized Area Formula Program (49 U.S.C. § 5307) to develop safety plans that include the processes and procedures to implement SMSs. Transit operators must certify they have a safety plan, meeting the requirements of the rule, in place by July 20, 2020.

3. Transit Asset Management Rule – 49 CFR Part 625

The PTASP final rule applies to only Section 5307 recipients and sub-recipients, and the TAM rule applies to all operators of public transit. However, the two plans can support one another by providing useful data for agency use and NTD reporting. Pursuant to 49 C.F.R. Part 625, condition assessments were performed as part of SRM and Safety Assurance activities. The results of TAM condition assessments and subsequent SMS analysis can help prioritize a transit agency's TAM Plan elements. Condition assessments help identify potential safety issues, which could undergo a safety risk assessment as part of SRM. Further, TAM data and analysis can also be used for performance monitoring and measurement as part of Safety Assurance. Results of safety risk assessments and safety performance monitoring and measurement can guide the prioritization of an asset for repair or replacement.

4. National Transit Database Rule 49 U.S.C 5335(a)

Transit agencies receiving funding from the Urbanized Area Formula Program (5307) or Rural Formula Program (5311) are required to submit data to the NTD in uniform categories. Agencies submit reports to NTD each fiscal year. The PTASP rule and NTD reporting rule are related, as both rules require agencies to track data based on the same data points; fatalities, injuries, and safety events per total revenue vehicle mile by mode, with the additional requirement of mean distance between major mechanical failures.

Appendix B: Approval by Safety Committee

Include safety committee approval document for 2025

Appendix C: Approval by Governing Body

I hereby certify on behalf of _Columbus Consolidated Government (METRA)__,
(Department Name)

that on _____, 2025, the Council of Columbus approved the enclosed

Agency Safety Plan in accordance with 49 CFR 673.11(a)(1).

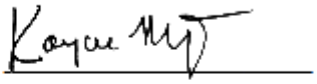
Signature of Authorized Official: _____

Printed Name and Title: _____

Date: _____

Appendix D: Georgia Department of Transportation Plan Certification

This is to certify that the enclosed Public Transportation Agency Safety Plan prepared for METRA is in compliance with 49 C.F.R. Part 673 and has been approved by the agency's Accountable Executive on June 24, 2020 and Board of Directors or Equivalent Authority on June 23, 2020.

By: 

Kaycee Mertz
Acting Transit Program Manager
Georgia Department of Transportation

Date: 7/27/2020

Appendix E: Approval by Metropolitan Planning Organization