



**February 3, 2025**

**To:** Executive Committee

**From:** Darrell E. Johnson, Chief Executive Officer 

**Subject:** Public Transportation Agency Safety Plan - Annual Review and Update

### **Overview**

The Federal Transit Administration requires that every agency receiving federal funds through Section 5307 Urbanized Area Formula Program must develop a Public Transportation Agency Safety Plan for its transit system. The Board of Directors adopted the Orange County Transportation Authority's Public Transportation Agency Safety Plan on May 11, 2020. Through the required annual program review process, staff is recommending updates for Board of Directors' approval.

### **Recommendations**

- A. Adopt newly required Federal Transit Administration 2025 Public Transportation Agency Safety Plan performance measures and targets.
- B. Approve the proposed 2025 Public Transportation Agency Safety Plan administrative edits.

### **Background**

The Public Transportation Agency Safety Plans (PTASP) regulation, 49 Code of Federal Regulations Part 673, requires operators of public transportation systems to develop an Agency PTASP that includes a comprehensive, collaborative, and systematic approach to managing safety.

The Health, Safety, and Environmental Compliance Department (HSEC) oversees safety compliance programs and the (PTASP) administration by the Orange County Transportation Authority (OCTA). The Board of Directors (Board) adopted OCTA's PTASP on May 11, 2020, and it has been updated annually since that time. The PTASP includes four primary components and 16 subcomponents.

**Component 1: Safety Management Policy**

Subcomponents:

- Written Statement of Policy
- Process for reporting unsafe conditions/near-miss incidents
- Safety management policy communication
- Authorities, accountabilities, and responsibilities

**Component 2: Safety Risk Management**

Subcomponents:

- Safety risk management process
- Safety hazard/near-miss incident identification and reporting
- Safety risk assessment
- Safety risk mitigation

**Component 3: Safety Assurance**

Subcomponents:

- Safety performance monitoring and measurement
- Hazard mitigation monitoring process
- Accident notification, investigation, and reporting
- Internal safety reporting program monitoring
- Management of change
- Continuous improvement

**Component 4: Safety Promotion**

Subcomponents:

- Safety training program
- Safety communication

OCTA completed the required 2024 plan review and assessed overall safety program compliance, results against safety performance targets, and the action items identified in the 2024 PTASP Appendix A. Staff's proposed 2025 PTASP incorporates the current Code of Federal Regulations (CFR) Part 673 program requirements established by the Federal Transit Administration (FTA) in April 2024.

***Discussion***

The safety performance data adopted in the 2024 PTASP was comprised of OCTA's National Transit Database (NTD) reportable event criteria including fatalities, injuries, and safety events. Normalization of the data was established using a baseline rate per 100,000 vehicle revenue miles (VRM). To assess system reliability, targets were established against the number of

maintenance/service road calls. Normalization of the data was established using a baseline rate per 100,000 vehicle miles (VM).

Safety performance targets are established for the calendar year using a three-year average of past performance. This approach to developing safety performance targets follows the guidelines established by the FTA.

In 2024, OCTA met all established safety performance targets (actuals) associated with our fixed-route bus service except for two categories - miles between road calls and fatalities. OCTA experienced a non-preventable fatality on January 20, 2024. OCTA also experienced challenges with miles between road calls due to protracted bus procurement, mechanical and technological issues and an aging fleet. Most of these issues have been resolved and although the miles between road calls annual average is slightly below target, in the last few months of 2024, monthly rates were above target levels.

2024 OCTA fixed-route bus service actuals:

	<b>Objective</b>	<b>Metric</b>	<b>Target</b>	<b>Actuals</b>
<b>Bus</b>	Reduce Fatalities	Fatalities per 100,000 VRM	0.00	0.01
	Reduce Injuries	Injuries per 100,000 VRM	0.53	0.22
	Reduce Safety Events	Safety Events per 100,000 VRM	0.93	0.46
	Maintain System Reliability	Miles Between Road Calls	1 per 14,000 VM	13,588

In 2024, OCTA met all established safety performance targets (actuals) associated with our paratransit service except for two categories – injuries and safety events. The annual targets were set at zero for both categories and OCTA experienced one injury and four safety events.

2024 OCTA paratransit service actuals:

	<b>Objective</b>	<b>Metric</b>	<b>Target</b>	<b>Actuals</b>
<b>Paratransit</b>	Reduce Fatalities	Fatalities per 100,000 VRM	0.00	0.00
	Reduce Injuries	Injuries per 100,000 VRM	0.00	0.01
	Reduce Safety Events	Safety Events per 100,000 VRM	0.00	0.06
	Maintain System Reliability	Miles Between Road Calls	1 per 25,000 VM	66,059

The 2024 PTASP had four action items, which are noted on the table below. All but one was met. The inclusion of the OC Streetcar into the 2024 PTASP was not accomplished due to project delays. The OC Streetcar system and mode details are incorporated into the 2025 PTASP and upon approval will be completed.

PTASP/FTA Code	Action Item	Timeline	Responsible Person/Group
673.23	PTASP/SMS Committee to review PTASP renewal	Annually	PTASP/SMS Committee
673.23	Safety Management CEO communication	Quarterly	HSEC/Human Resources/Operations
673.27	Conduct a safety culture survey to assess improvement	Q4 2024	HSEC/Human Resources
673.23	Submit updated PTASP through the Board to include OC Streetcar system and mode details	Q2 2024	CEO/HSEC/Operations

HSEC, Health, Safety & Environmental Compliance, SMS – Safety Management System, CEO – Chief Executive Officer, Q2 – second quarter, Q4 – fourth quarter

The FTA updated 49 CFR Part 673 program requirements in April 2024 which require OCTA to adopt additional safety performance measures and expand the roles and responsibilities of the Agency’s Joint Labor Management Safety Committee. The original four target objectives adopted in 2020 are now expanded to a total of ten in the proposed 2025 PTASP update. As with the previously established safety performance targets, a three-year average of past performance for each of the objectives has been established.

Proposed 2025 OCTA fixed-route bus service safety performance targets:

	Objective	Metric	Target
<b>B U S</b>	Reduce Major Events	Per 100K VRM	0.19
	Reduce Collision Events	Per 100K VRM	0.14
	Reduce Pedestrian Collision Events	Per 100K VRM	0.01
	Reduce Vehicular Collisions Events	Per 100K VRM	0.12
	Reduce Injuries	Per 100K VRM	0.35
	Reduce Transit Worker Injuries	Per 100K VRM	0.02
	Reduce Assaults on Transit Workers	Per 100K VRM	0.04
	Reduce Fatalities	Per 100K VRM	0.00
	Reduce Transit Worker Fatalities	Per 100K VRM	0.00
	Maintain System Reliability	Miles Between Road Calls	1 per 14K VM

Proposed 2025 OCTA paratransit service safety performance targets:

	<b>Objective</b>	<b>Metric</b>	<b>Baseline</b>
<b>P A R A T R A N S I T</b>	Reduce Major Events	Per 100K VRM	0.04
	Reduce Collision Events	Per 100K VRM	0.04
	Reduce Pedestrian Collision Events	Per 100K VRM	0.00
	Reduce Vehicular Collisions Events	Per 100K VRM	0.04
	Reduce Injuries	Per 100K VRM	0.05
	Reduce Transit Worker Injuries	Per 100K VRM	0.00
	Reduce Assaults on Transit Workers	Per 100K VRM	0.00
	Reduce Fatalities	Per 100K VRM	0.00
	Reduce Transit Worker Fatalities	Per 100K VRM	0.00
	Maintain System Reliability	Miles Between Road Calls	1 per 25K VM

OCTA’s Joint Labor Management Safety Committee has been in place and functional since 2023. The FTA requires the committee to consist of an equal number of labor organizations representing frontline employees and management. One responsibility added to the requirements of the committee is that they must now participate in the establishment of OCTA’s annual safety performance targets. OCTA’s Joint Labor Management Safety Committee has fulfilled this responsibility and approved the proposed 2025 PTASP.

A summary of all proposed administrative and program edits to the 2025 PTASP are shown below:

<b>Pages Affected</b>	<b>Reason for Change</b>
1	Date Change
11,13	OC Streetcar
18	Removal of Beth McCormick as signatory (retired)
19, 30	Addition of Rose Casey and Kristin Jacinto
20,21	Safety Performance Targets
28	Joint Labor Safety Committee Responsibilities
17,40,50	Joint Labor Management Safety Committee Referenced
49	Appendix A – 2025 Implementation Actions
62	Workplace Violence Policy and Joint Labor Management Safety Committee Policy Referenced

Proposed updates to Appendix A: Implementation actions with estimated action item completion timelines for 2025 are shown below:

<b>PTASP/FTA Code</b>	<b>Action Item</b>	<b>Timeline</b>	<b>Responsible Person/Group</b>
673.23	PTASP/SMS Committee to review PTASP renewal	Annually	PTASP/SMS Committee
673.23	Safety Management CEO communication	Quarterly	HSEC/Human Resources /Operations
673.27	Independent PTASP/SMS assessment utilizing contractor, consultant, or other third-party organization (three-year cycle)	Q4 2025	HSEC
673.25	Complete a formal risk analysis for existing operational hazards	Q4 2025	HSEC/Operations

**Summary**

Staff is requesting the Board of Directors approve the Orange County Transportation Authority’s 2024 annual review and updated 2025 Public Transportation Agency Safety Plan, thereby fulfilling the requirements of the Federal Transit Administration.

**Attachments**

- A. Public Transportation Agency Safety Plan, Annual Review, 2025
- B. Public Transportation Agency Safety Plan, 2025, Redlined

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