



February 2, 2026

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 the 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.

Recommendation

Approve the proposed 2026 Public Transportation Agency Safety Plan administrative edits.

Background

The Public Transportation Agency Safety Plan (PTASP), 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 17 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
- Risk-based safety inspections

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 annual review and assessed overall safety program compliance, results against safety performance targets, and the action items identified in the 2025 PTASP Appendix A.

Discussion

Safety performance targets in the 2025 PTASP were established in accordance with Federal Transit Administration (FTA) guidance and National Transit Database (NTD) reporting requirements and shown in Attachment A. Measures include NTD-reportable safety events, collisions, injuries, assaults, and fatalities normalized per 100,000 vehicle revenue miles (VRM). System reliability is measured using miles between maintenance and service road calls, normalized per vehicle miles.

2025 Fixed-Route Bus Safety Performance – Actuals

In calendar year 2025, OCTA met three of ten safety performance targets for fixed-route bus service. Targets met were:

- Pedestrian collisions
- Transit worker fatalities
- System reliability (miles between road calls)

OCTA did not meet targets for major safety events, overall collisions, vehicular collisions, injuries, transit worker injuries, fatalities, and assaults on transit workers. Post-event analysis indicates that several contributing incidents, including two fatalities, were non-preventable and outside OCTA's direct control.

2025 Paratransit Safety Performance

In calendar year 2025, OCTA met four of ten safety performance targets for paratransit service. Targets met were:

- Pedestrian collisions
- Fatalities
- Transit worker fatalities
- System reliability (miles between road calls)

Targets were not met for major safety events, overall collisions, vehicular collisions, injuries, transit worker injuries, and assaults on transit workers. As with fixed-route service, some contributing incidents were non-preventable.

While several 2025 performance targets were not met, OCTA's incident rates normalized per 100,000 VRM remain extremely low and continue to reflect the overall safety and reliability of OCTA's transit services. The results identify opportunities for improvement while affirming that public transportation remains a safe option for Orange County communities.

OCTA will continue measuring its 2026 performance against the established 2025 safety performance targets without increasing those targets or recalculating three-year averages for goals not met. This approach holds OCTA to a consistent and rigorous standard, reinforcing accountability and maintaining the integrity of previously adopted performance goals.

OCTA will retain the existing safety performance targets to ensure consistency, accountability, and meaningful trend analysis. While all required events will continue to be reported to the NTD, OCTA will enhance internal tracking to distinguish overall, preventable, and non-preventable incident rates.

This approach will support more targeted mitigation strategies and a more effective allocation of resources.

Through continued reporting, data-driven analysis, and targeted investment in preventable risk areas, OCTA will advance continuous safety improvement while maintaining compliance with PTASP and NTD requirements. To further support preventable incident mitigation, OCTA plans to continue to allocate FTA Section 5307 Urbanized Area Formula Program funds in fiscal year 2026–27 for eligible safety initiatives, including training, safety technology, public education, and operational improvements.

In review of the 2025 PTASP action items list, all items requiring action and the allocation of resources were completed on time except for the independent external review which experienced a delay due to a change in the scope of the work and has since been initiated and is in process. It is scheduled to be completed at the end of the first quarter of calendar year 2026. In total, out of the four established action items, three were achieved and one is in progress.

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 of the committee is that they must participate in the review of PTASP edits and the establishment of OCTA's annual safety performance targets. OCTA's Joint Labor Management Safety Committee has fulfilled this responsibility and approved the proposed 2026 PTASP.

A summary of all administrative and program edits included in the 2026 PTASP are shown below.

Version Number and Updates - Record history of successive versions of this plan.			
Version Number	Section/Pages Affected	Reason for Change	Date Issued
5	16	Chief Executive Officer Signature updated with each revision	11/01/2025
5	39	Risk-Based Inspection	11/01/2025
5	19, 33	Remove Kia Mortazavi	11/20/2025
5	23	Safety Performance Targets updated - include OC Streetcar placeholder	11/20/2025

Later in 2026, staff will bring forward proposed PTASP updates for Board consideration. These updates will incorporate OC Streetcar specific operational elements, establish targeted safety performance goals, and formally adopt

safety programs tailored to the unique characteristics of the OC Streetcar system, ensuring continued regulatory compliance and safe revenue service operations.

Summary

Staff is requesting the Board of Directors approve the Orange County Transportation Authority's annual review and updated 2026 Public Transportation Agency Safety Plan, thereby fulfilling the requirements of the Federal Transit Administration.

Attachments

- A. 2025 Public Transportation Agency Safety Plan Annual Review
- B. 2026 Orange County Transportation Authority, Public Transportation Agency Safety Plan

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