



**2025 PUBLIC TRANSPORTATION AGENCY SAFETY
PLAN
ANNUAL REVIEW**

JANUARY 2026

TABLE OF CONTENTS

1.0 Scope	3
2.0 Purpose	3
3.0 Public Transportation Authority Safety Plan Review Checklist	3
4.0 Safety Performance Targets	10
5.0 Implementation Actions	11
6.0 Areas of Improvement	11
7.0 Summary	12
9.0 Annual Review Certification	14

2025 Orange County Transportation Authority Annual Review

Completion January 2026

1.0 Scope

The Federal Transit Administration (FTA) published the Public Transportation Agency Safety Plan (PTASP), 49 Code of Federal Regulations (CFR) Part 673, on July 19, 2019. Within this regulation, it is required that every agency receiving funds under the Urbanized Area Formula Program is required to develop and implement a PTASP based on Safety Management Systems (SMS) principles and methods. The Board of Directors (Board) adopted the Orange County Transportation Authority's (OCTA) PTASP on May 11, 2020, as required. As part of the regulation, agencies are to conduct an annual review and Board update through the SMS risk-based approach.

2.0 Purpose

Due to the implementation of 49 CFR Part 673, OCTA is required to annually submit the current PTASP to the Board for review and approval, along with an annual safety report. The annual review of the PTASP will be conducted by the Accountable Executive, the Chief Safety Officer, and the SMS Program Manager each calendar year, no later than January 30th. OCTA has completed its first year of program implementation and assessed its overall safety program results against its initial safety performance targets and the action items identified. In addition, some of the processes and tools described in the initial PTASP have changed, which are reflected in the revised 2026 PTASP document.

3.0 PTASP Review Checklist

The PTASP review checklist is intended to verify compliance with the written PTASP components and an item that is checked has been verified as compliant. Any item that is not verified as compliant must have a comment that describes the action necessary to achieve compliance.

Plan Development, Approval, and Updates

<input type="checkbox"/>	Checklist Item	PTASP Page Number	Notes
<input checked="" type="checkbox"/>	Name(s) and address(es) of the transit agency(ies) that the PTASP applies to.	14	
<input checked="" type="checkbox"/>	Mode(s) of transit service covered by the PTASP.	14	
<input checked="" type="checkbox"/>	Mode(s) of service provided by the transit agency (directly operated or contracted fixed-route service).	14	
<input checked="" type="checkbox"/>	FTA funding types. (e.g., 5307, 5337, 5339)	14	
<input checked="" type="checkbox"/>	Transit service provided by the transit agency on behalf of another transit agency or entity, including a description of the arrangement(s).	14	
<input checked="" type="checkbox"/>	An Accountable Executive who meets requirements in § 673.5 and § 673.23(d)(1).	6, 14	
<input checked="" type="checkbox"/>	A Chief Safety Officer or SMS Executive who meets requirements in § 673.5 and § 673.23(d)(2).	6, 14	
<input checked="" type="checkbox"/>	Name of the entity that drafted the PTASP (e.g., State Department of Transportation).	16	
<input checked="" type="checkbox"/>	The Accountable Executive's signature on the PTASP and date of signature.	16	
<input checked="" type="checkbox"/>	The Board or equivalent authority's approval of the PTASP and date of approval.	16	
<input type="checkbox"/>	Certification of compliance with 49 CFR Part 673, including the name of the individual or entity that certifies the PTASP and date of certification.	16	<i>Pending submittal to the State Safety Oversight - review and certification from California Public Utilities Commission (CPUC) pending (OC Streetcar)</i>
<input checked="" type="checkbox"/>	Process and timeline for conducting an annual review and update of the PTASP, including the PTASP version number and other relevant information.	17	
<input checked="" type="checkbox"/>	The PTASP addresses all applicable requirements and standards as set forth in FTA's Public Transportation Safety Program and the National Public Transportation Safety Plan.	4	

Safety Performance Targets

<input type="checkbox"/>	Checklist Item	PTASP Page Number	Notes
<input checked="" type="checkbox"/>	<i>Fatalities</i> : Total number of reportable fatalities and rate per total vehicle revenue miles (VRM) by mode.	21	
<input checked="" type="checkbox"/>	<i>Transit Worker Fatalities</i> : This includes all transit worker fatalities as defined by the National Transit Database (NTD).	21	
<input checked="" type="checkbox"/>	<i>Injuries</i> : Total number of reportable injuries and rate per total VRM by mode.	21	
<input checked="" type="checkbox"/>	<i>Safety Events</i> : Total number of reportable events and rate per total VRM, by mode. (Event, as defined in § 673.5)	21	
<input checked="" type="checkbox"/>	<i>Collision Events</i> : This includes all collisions reported to the NTD.	21	
<input checked="" type="checkbox"/>	<i>Pedestrian Collision Events</i> : Total number including all collisions “with a person” as defined by the NTD.	21	
<input checked="" type="checkbox"/>	<i>Vehicular Collisions Events</i> : This includes all collisions “with a motor vehicle” as defined by the NTD.	21	
<input checked="" type="checkbox"/>	<i>Transit Worker Injuries</i> : This includes all injuries as defined by the NTD, divided by VRM.	21	
<input checked="" type="checkbox"/>	<i>Assaults on Transit Workers</i> : This includes all assaults on transit workers as defined by the NTD.	21	
<input checked="" type="checkbox"/>	<i>System Reliability</i> : Mean (or average) distance between major mechanical failures, by mode.	21	
<input checked="" type="checkbox"/>	Performance targets are made available to the State to aid in the planning process.	21	
<input checked="" type="checkbox"/>	Performance targets are made available to the Metropolitan Planning Organization(s) (MPO) to aid in the planning process.	21	
<input checked="" type="checkbox"/>	Coordination with the State and MPO(s) in the selection of State and MPO safety performance targets, to the maximum extent practicable.	21	

Safety Management Policy

<input checked="" type="checkbox"/>	Checklist Item	PTASP Page Number	Notes
<input checked="" type="checkbox"/>	Written statement of Safety Management Policy (SMP), including the agency's safety objectives.	26	
<input checked="" type="checkbox"/>	<p>Employee safety reporting program, that includes:</p> <ul style="list-style-type: none"> • A process that allows employees to report safety conditions to senior management; • Protections for employees who report safety conditions to senior management; and • A description of employee behaviors that may result in disciplinary action and therefore are excluded from protection. 	27	
<input checked="" type="checkbox"/>	Communication of the SMP throughout the agency's organization.	28	
<input checked="" type="checkbox"/>	<p>Authorities, accountabilities, and responsibilities necessary for the management of safety, as they relate to the development and management of the transit agency's SMS, for the following individuals:</p> <ul style="list-style-type: none"> • The Accountable Executive; • The Chief Safety Officer or SMS Executive; • Agency leadership and executive management; and • Key staff 	28-33	

Safety Risk Management

<input checked="" type="checkbox"/>	Checklist Item	PTASP Page Number	Notes
<input checked="" type="checkbox"/>	<i>Safety hazard identification:</i> Methods or processes to identify hazards and consequences of hazards, which includes data and information provided by an oversight authority and the FTA as sources for hazard identification.	53	
<input checked="" type="checkbox"/>	<i>Safety risk assessment:</i> Methods or processes to assess the safety risks associated with identified safety hazards. This must include assessment of the likelihood and severity of the consequences of the hazards, including existing mitigations, and prioritization of the hazards based on the safety risk.	54-57	<i>Appendix A</i>
<input checked="" type="checkbox"/>	<i>Safety risk mitigation:</i> Methods or processes to identify mitigations or strategies necessary as a result of the agency's safety risk assessment to reduce the likelihood and severity of the consequences of hazards.	54-60	

Safety Assurance

<input checked="" type="checkbox"/>	Checklist Item	PTASP Page Number	Notes
<input checked="" type="checkbox"/>	Activities to monitor the transit agency's system for compliance with, and sufficiency of, the agency's procedures for operations and maintenance. (<i>Safety performance monitoring and measurement</i>)	44	
<input checked="" type="checkbox"/>	Activities to monitor the transit agency's operations to identify any safety risk mitigations that may be ineffective, inappropriate, or were not implemented as intended. (<i>Safety performance monitoring and measurement</i>)	44	
<input checked="" type="checkbox"/>	Activities to conduct investigations of safety events, including the identification of causal factors. (<i>Safety performance monitoring and measurement</i>)	44	
<input checked="" type="checkbox"/>	Activities to monitor information reported through any internal safety reporting programs. (<i>Safety performance monitoring and measurement</i>)	39-42	
<input checked="" type="checkbox"/>	<i>Management of change</i> : A process for identifying and assessing changes that may introduce new hazards or impacts to the transit agency's safety performance. These proposed changes must be evaluated through the agency's Safety Risk Management process.	47	
<input checked="" type="checkbox"/>	<i>Continuous improvement</i> : A process to assess the transit agency's safety performance. If the agency identifies safety deficiencies as part of its safety performance assessment, the agency must develop and carry out, under the direction of the Accountable Executive, a plan to address the identified safety deficiencies.	47	

Safety Promotion

<input checked="" type="checkbox"/>	Checklist Item	PTASP Page Number	Notes
<input checked="" type="checkbox"/>	A comprehensive safety training program for all transit agency employees and contractors designated as directly responsible for safety in the agency's public transportation system. This program must include refresher training, as necessary.	49	
<input checked="" type="checkbox"/>	<p>Communication of safety and safety performance information throughout the transit agency's organization that conveys, at a minimum:</p> <ul style="list-style-type: none"> Information on hazards and safety risks relevant to employees' roles and responsibilities; and Safety actions taken in response to reports submitted through an employee safety reporting program. 	50	
<input checked="" type="checkbox"/>	<p>Documentation not included or referenced elsewhere in the PTASP related to:</p> <ul style="list-style-type: none"> The implementation of the transit agency's SMS The programs, policies, and procedures that the agency uses to carry out its PTASP; and Results from SMS processes and activities. <p><i>The documents must be maintained for three years after they are created and must be made available upon request by the FTA or other federal entity, or a State Safety Oversight Agency having jurisdiction.</i></p>	61	<i>Appendix B</i>
<input checked="" type="checkbox"/>	Definitions of terms used in the PTASP.	6-8	
<input checked="" type="checkbox"/>	List of acronyms used in the PTASP.	9-10	

4.0 Safety Performance

2025 OCTA fixed-route bus service actuals

NTD	Objective	Metric/Rate	Target	Actuals
B U S	Reduce Major Events	Per 100K VRM	0.19	0.33
	Reduce Collision Events	Per 100K VRM	0.14	0.28
	Reduce Pedestrians Collisions Events	Per 100K VRM	0.01	0.01
	Reduce Vehicular Collisions Events	Per 100K VRM	0.12	0.26
	Reduce Injuries	Per 100K VRM	0.35	0.50
	Reduce Transit Worker Injuries	Per 100K VRM	0.02	0.09
	Reduce Assaults on Transit Workers	Per 100K VRM	0.04	0.32
	Reduce Fatalities	Per 100K VRM	0.00	0.01
	Transit Worker Fatalities	Per 100K VRM	0.00	0.00
	Maintain System Reliability	Miles between Road Calls	1 per 14K VRM	18,815

2025 OCTA paratransit service actuals

NTD	Objective	Metric/Rate	Baseline	Actuals
P A R A T R A N S I T	Reduce Major Events	Per 100K VRM	0.04	0.23
	Reduce Collision Events	Per 100K VRM	0.04	0.22
	Reduce Pedestrian Collision Events	Per 100K VRM	0.00	0.00
	Reduce Vehicular Collisions Events	Per 100K VRM	0.04	0.20
	Reduce Injuries	Per 100K VRM	0.05	0.45
	Reduce Transit Worker Injuries	Per 100K VRM	0.00	0.05
	Reduce Assaults on Transit Workers	Per 100K VRM	0.00	0.03
	Reduce Fatalities	Per 100K VRM	0.00	0.00
	Transit Worker Fatalities	Per 100K VRM	0.00	0.00
	Maintain System Reliability	Miles between Road Calls	1 per 25K VRM	94,535

5.0 Implementation Actions

Appendix A

PTASP/FTA Code	Action Item	Timeline	Responsible Person/Group
673.23	Review and update PTASP	Annually	PTASP/SMS Committee
673.23	Safety Management CEO communication	Quarterly	Health, Safety, and Environmental Compliance (HSEC)/Human Resources (HR)/ Operations
673.27	Independent PTASP review utilizing contractor, consultant or other organization	Q4 2025	HSEC/External Contractor
673.25	Complete a formal risk analysis	Q4 2025	HSEC/Operations

In review of the Appendix A action items list, all items that required action and the allocation of resources were completed on time except for the independent external review which is scheduled to be completed at the end of Quarter 1 2026.

6.0 Areas of Improvement

1. OCTA continues to strengthen its operational oversight by taking on increased responsibility for ensuring the effectiveness of its safety management processes. This includes enhanced monitoring, coordination, and accountability measures within the PTASP. In alignment with these efforts, contractors now carry greater responsibility for implementing PTASP requirements, maintaining compliance, and promoting a proactive safety culture throughout their operations. Together, these actions reinforce OCTA's commitment to a unified and comprehensive approach to transit safety.
2. OCTA remains committed to achieving its safety performance targets by continually evaluating and enhancing its safety reporting processes. To strengthen the accuracy and usefulness of reported data, OCTA plans to refine its approach to distinguishing preventable from non-preventable incidents. OCTA will strive to maintain performance metrics for 2025 even though not all the safety performance goals were achieved. This evaluation will help identify underlying causes, improve the effectiveness of preventative measures, and ensure that safety trends are accurately captured and addressed. By improving reporting transparency and focusing on prevention, OCTA aims to drive continuous safety performance improvement across all operations.

7.0 Summary

OCTA has not met all established safety performance targets. OCTA must allocate not less than 0.75 percent of its FTA Section 5307 grant funds to safety-related projects eligible under FTA Section 5307. Projects must target program challenges intended for mitigation of safety performance targets not met.

PTASP Edits or Proposed Changes 2026:

Version Number and Updates - Record history of successive versions of this plan.			
Version Number	Section/Pages Affected	Reason for Change	Date Issued
5	16	CEO 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

2026 Safety Performance Targets

NTD	Objective	Metric/Rate	Target
B U S	Major Event Rate	Per 100K VRM	0.19
	Collision Rate	Per 100K VRM	0.14
	Pedestrians Collision Rate	Per 100K VRM	0.01
	Vehicular Collision Rates	Per 100K VRM	0.12
	Fatalities Rate	Per 100K VRM	0.35
	Transit Worker Fatality Rate	Per 100K VRM	0.02
	Injuries Rate	Per 100K VRM	0.04
	Reduce Transit Worker Injury Rate	Per 100K VRM	0.00
	Assaults on Transit Workers Rate	Per 100K VRM	0.00
	Maintain System Reliability	Miles Between Road Calls	1 per 14K VM

NTD	Objective	Metric/Rate	Target
P A R A T R A N S I T	Major Event Rate	Per 100K VRM	0.04
	Collision Rate	Per 100K VRM	0.04
	Pedestrians Collision Rate	Per 100K VRM	0.00
	Vehicular Collision Rates	Per 100K VRM	0.04
	Fatalities Rate	Per 100K VRM	0.05
	Transit Worker Fatality Rate	Per 100K VRM	0.00
	Injuries Rate	Per 100K VRM	0.00
	Reduce Transit Worker Injury Rate	Per 100K VRM	0.00
	Assaults on Transit Workers Rate	Per 100K VRM	0.00
	Maintain System Reliability	Miles Between Road Calls	1 per 25K VM

NTD	Objective	Metric/Rate	Target
S T R E E T C A R	Major Event Rate	Per 100K VRM	TBD
	Collision Rate	Per 100K VRM	TBD
	Pedestrians Collision Rate	Per 100K VRM	TBD
	Vehicular Collision Rates	Per 100K VRM	TBD
	Fatalities Rate	Per 100K VRM	TBD
	Transit Worker Fatality Rate	Per 100K VRM	TBD
	Injuries Rate	Per 100K VRM	TBD
	Reduce Transit Worker Injury Rate	Per 100K VRM	TBD
	Assaults on Transit Workers Rate	Per 100K VRM	TBD
	Maintain System Reliability	Miles Between Road Calls	TBD

9.0 Annual Review Certification

By signing below, you certify that the annual review has been completed, and the information captured is accurate and reflects compliance to the standard.



1/16/2026

Valerie Steinbeck, PTASP Program Manager



1/16/2026

Matthew DesRosier, Chief Safety Officer