

Midwest Transit Conference

Transit Operations: What's on the Agenda for FTA's Safety
and Oversight Office – Updates, News, & More

September 7, 2023

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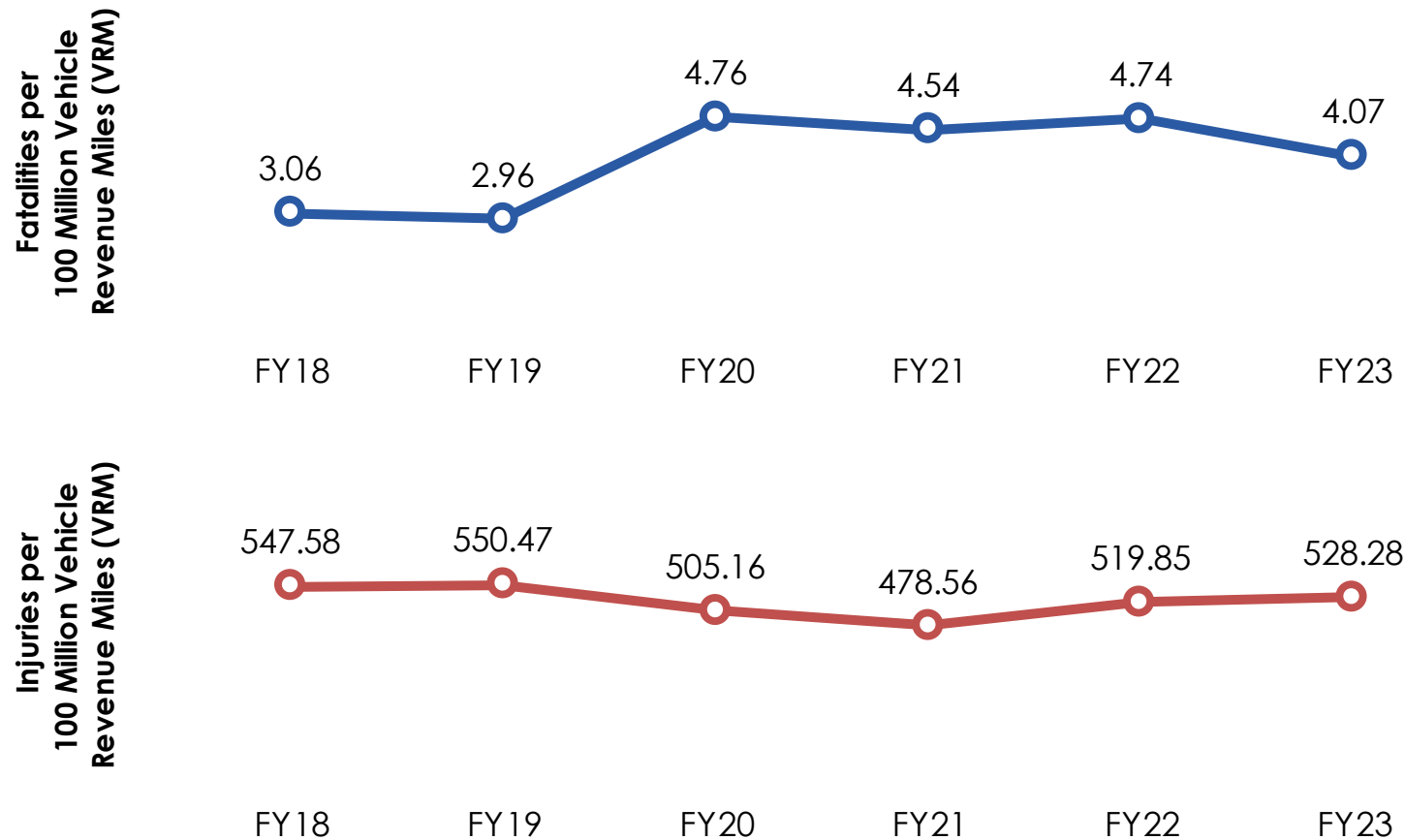


Presentation Overview

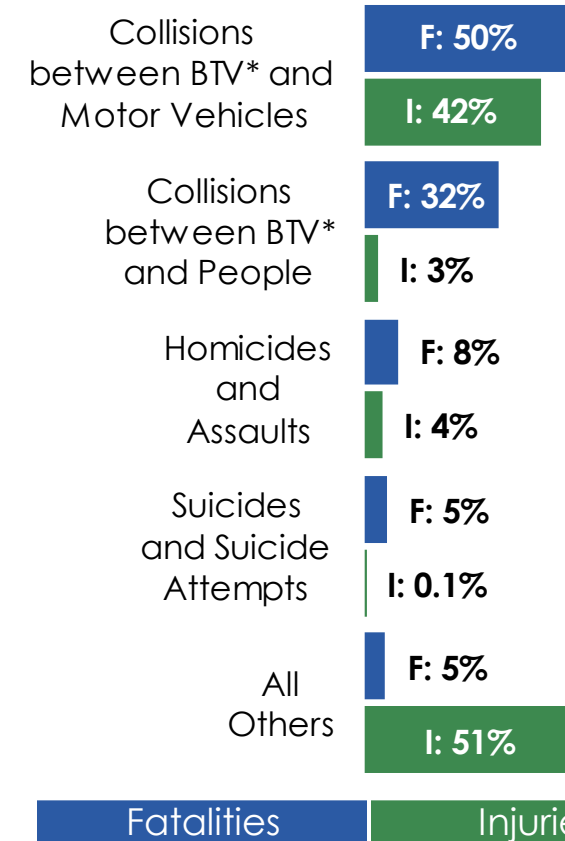
- State of Bus Transit Safety
- Bus-to-Person Collisions
- Transit Worker Assault
- Cybersecurity Resources
- FTA Safety Regulatory Activities



State of Bus Transit Safety



Sources of Bus Fatalities



Source: National Transit Database (NTD)
 FY 2022–23 data are preliminary.

Data as of: Aug 2, 2023
 *Bus Transit Vehicles

Bus-to-Person Collisions Overview



Description

- Bus-to-Person Collisions focuses on safety events involving bus collisions with people at stations, bus stops, intersections, and publicly accessible roadways
- This analysis defines “person” as pedestrians, bicyclists, and people utilizing micromobility



Challenges

- Bus design features can obscure the field of view
- Streetscape features can obscure the view of operators
- Operators must have situational awareness of both exterior and interior surroundings



Applicable Legal Framework

- The Bipartisan Infrastructure Law amended Section 5329 of title 49, United States Code by adding that public transportation agencies take into consideration “innovations in driver assistance technologies and driver protection infrastructure, where appropriate, and a reduction in visibility impairments that contribute to pedestrian fatalities”

National Transit Database Data



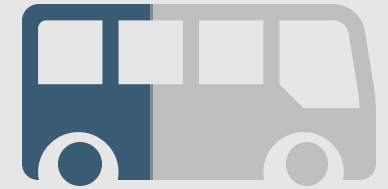
From 2008 to 2021, transit agencies reported **7,298 bus-to-person collisions** to the National Transit Database, which resulted in **537 fatalities** and **7,329 injuries**

Bus-to-Person collisions accounted for:



15%

Of All Transit Fatalities

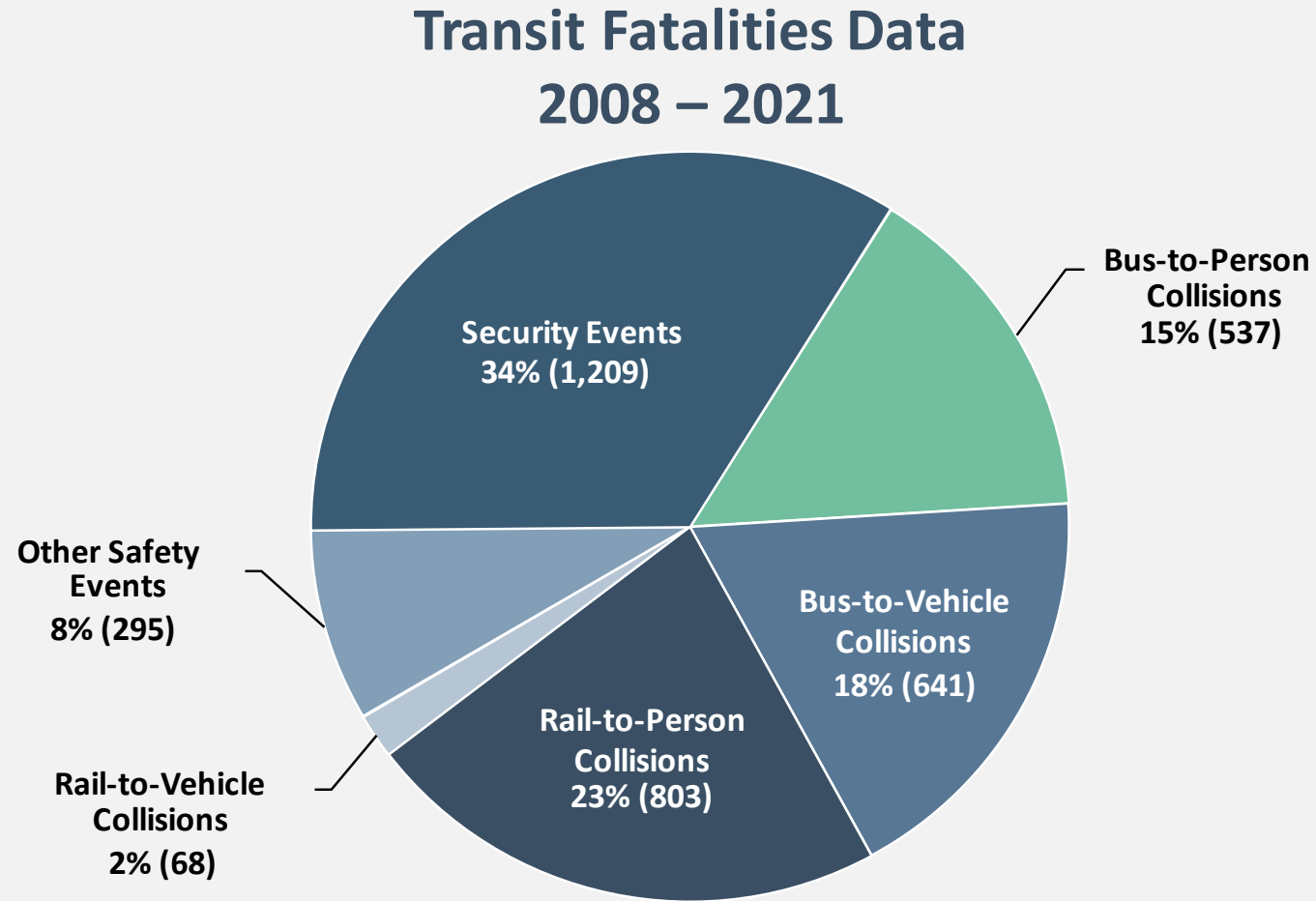


37%

Of Bus Transit Fatalities



Transit Fatality Data

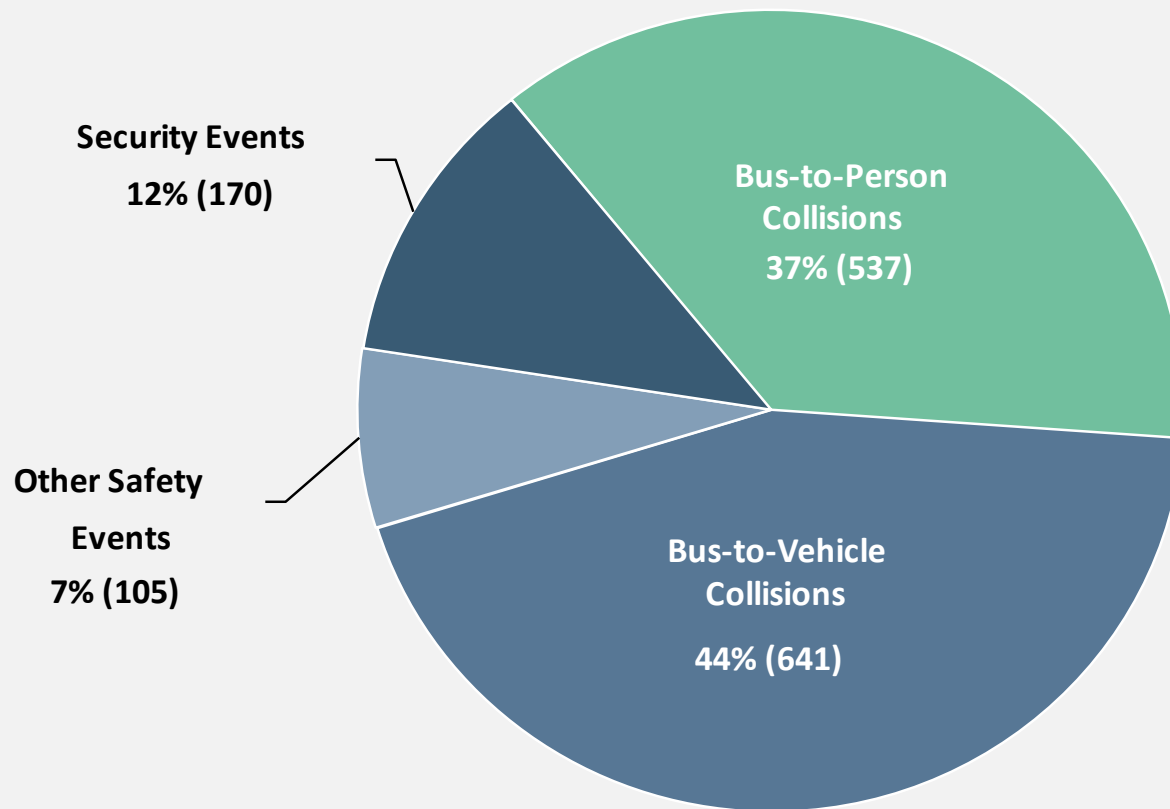


Source: NTD, 2008-2021



Bus Transit Fatality Data

**Bus Transit Fatalities Data
2008 – 2021**



Source: NTD, 2008-2021



Injuries and Fatalities by Location

Injuries and Fatalities

Location of Bus-to-Person Collision injuries and fatalities from 2017 to 2021:

Roadway Intersections

42%

Mid-Block of Roadway

38%

Bus Stops

15%

All Other Locations

5%

Source: National Transit Database, 2017–2021



Roadway Intersection Injuries and Fatalities

Injuries and
Fatalities

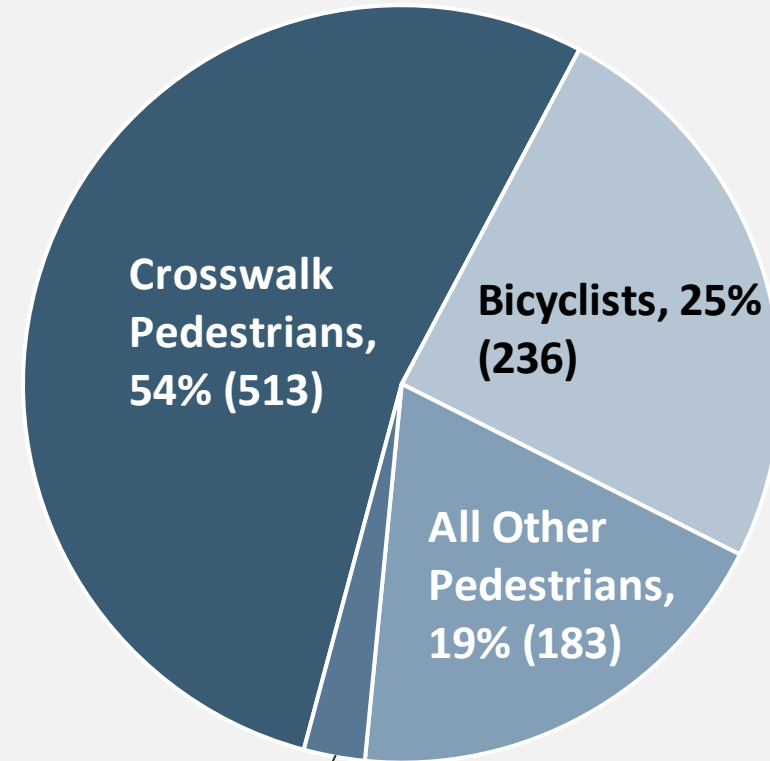
Roadway
Intersections

54%

of roadway intersection injuries and fatalities were
with crosswalk pedestrians



Intersection Bus-to-Person Collision
Injuries and Fatalities (957) by Type



Other Non-Pedestrians,
~2% (25)

Source: NTD, 2017-2021



Crosswalk Pedestrian Injuries and Fatalities

Injuries and
Fatalities

Roadway
Intersections

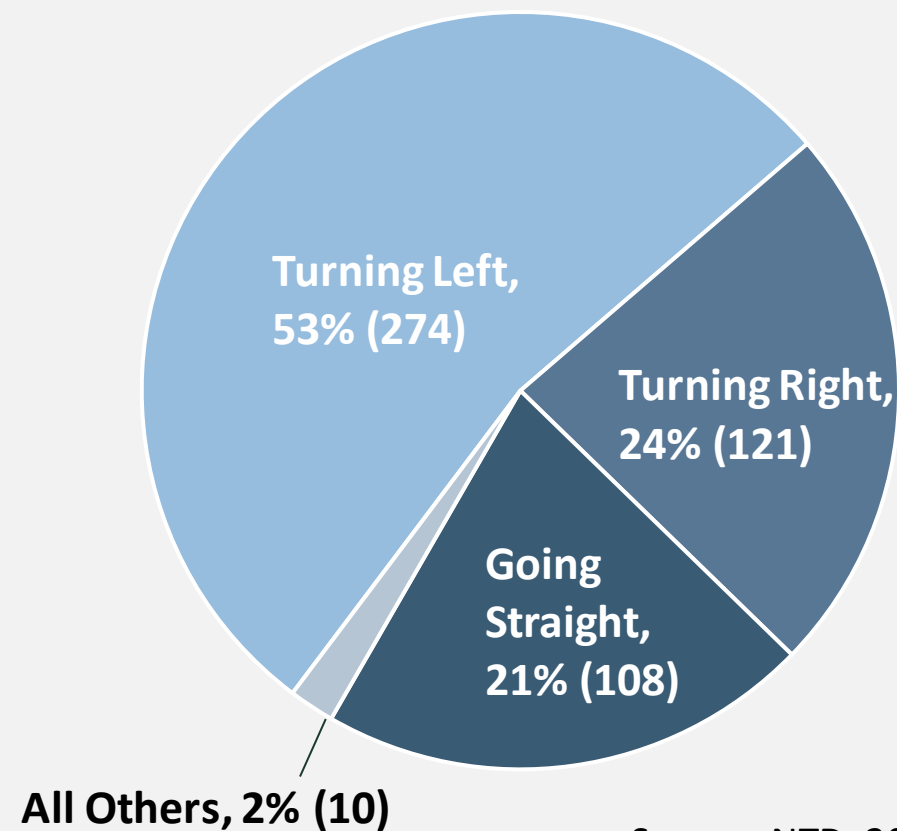
Crosswalk
Pedestrian

53%

of crosswalk pedestrian injuries and fatalities occur
when buses are turning left



Crosswalk Pedestrian Injuries and Fatalities (513) from Intersection Collisions



Source: NTD, 2017-2021

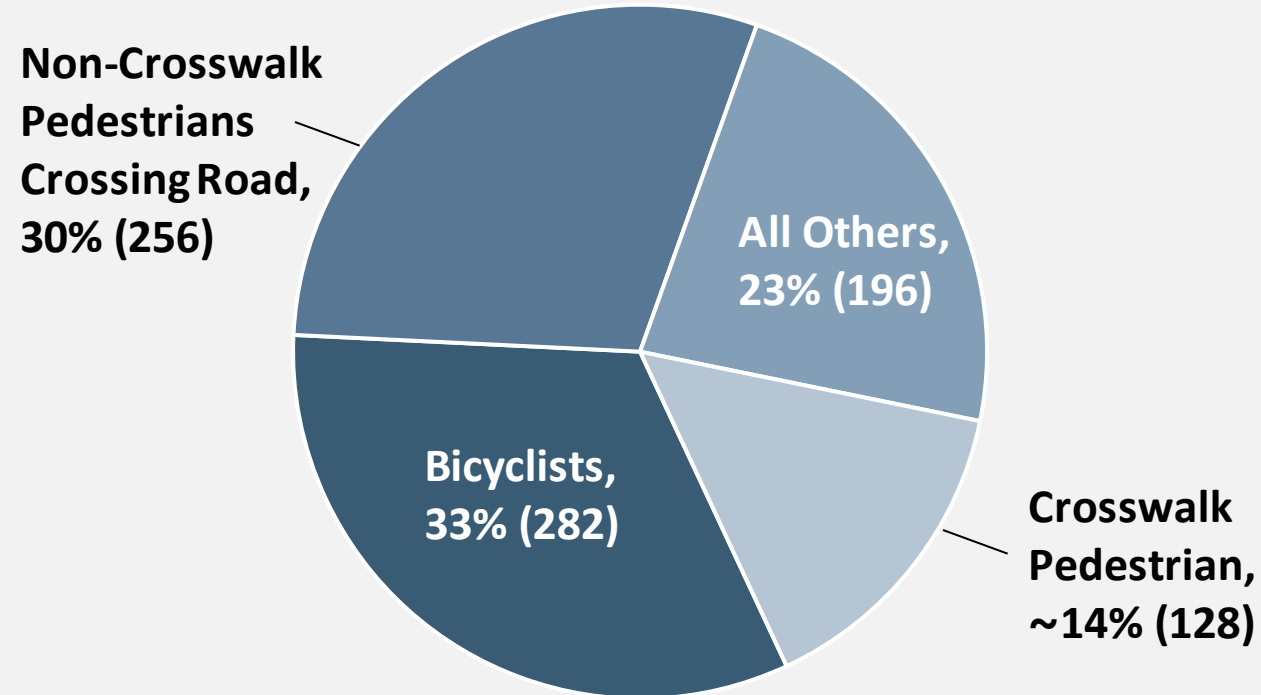


Mid-Block of Roadway Injuries and Fatalities

Injuries and
Fatalities

Mid-Block of
Roadway

Mid-Block Bus-to-Person Collision Fatalities and Injuries (862)



Source: NTD, 2017-2021



Bicyclists at the Mid-Block of Roadway

Injuries and
Fatalities

Mid-Block of
Roadway

Bicyclists

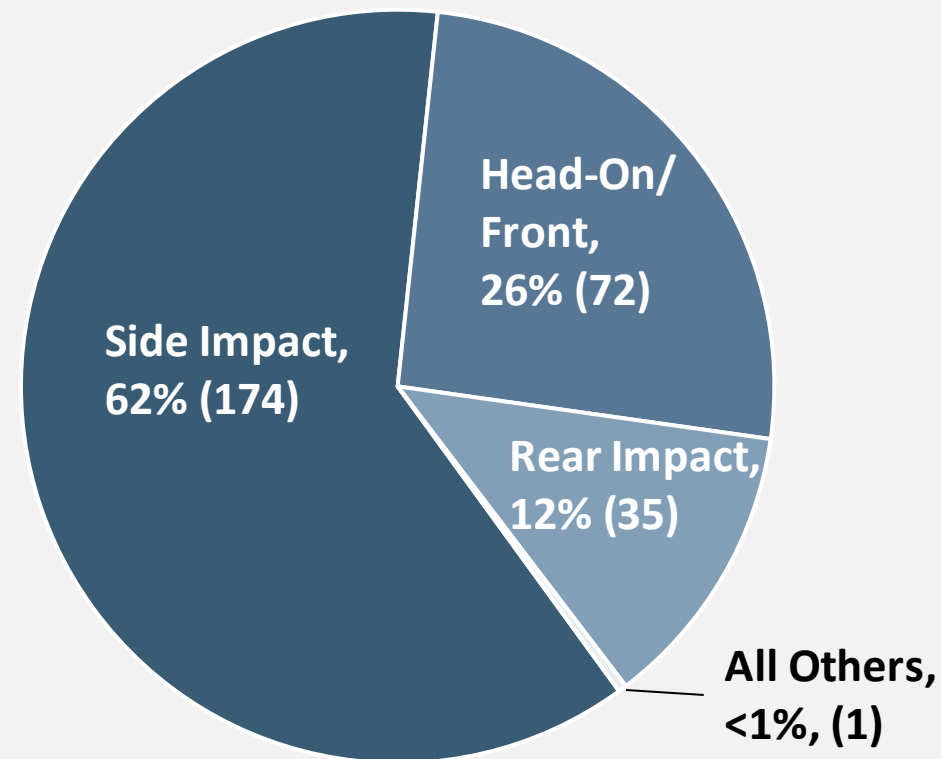
62%

of bicyclist injuries and fatalities from mid-block collisions resulted from

side impact



Bicyclist Injuries and Fatalities (282) from Mid-Block Collisions with Buses



Source: NTD, 2017-2021



Non-Crosswalk Pedestrians Injuries and Fatalities

Injuries and
Fatalities

Mid-Block of
Roadway

Non-crosswalk
pedestrians

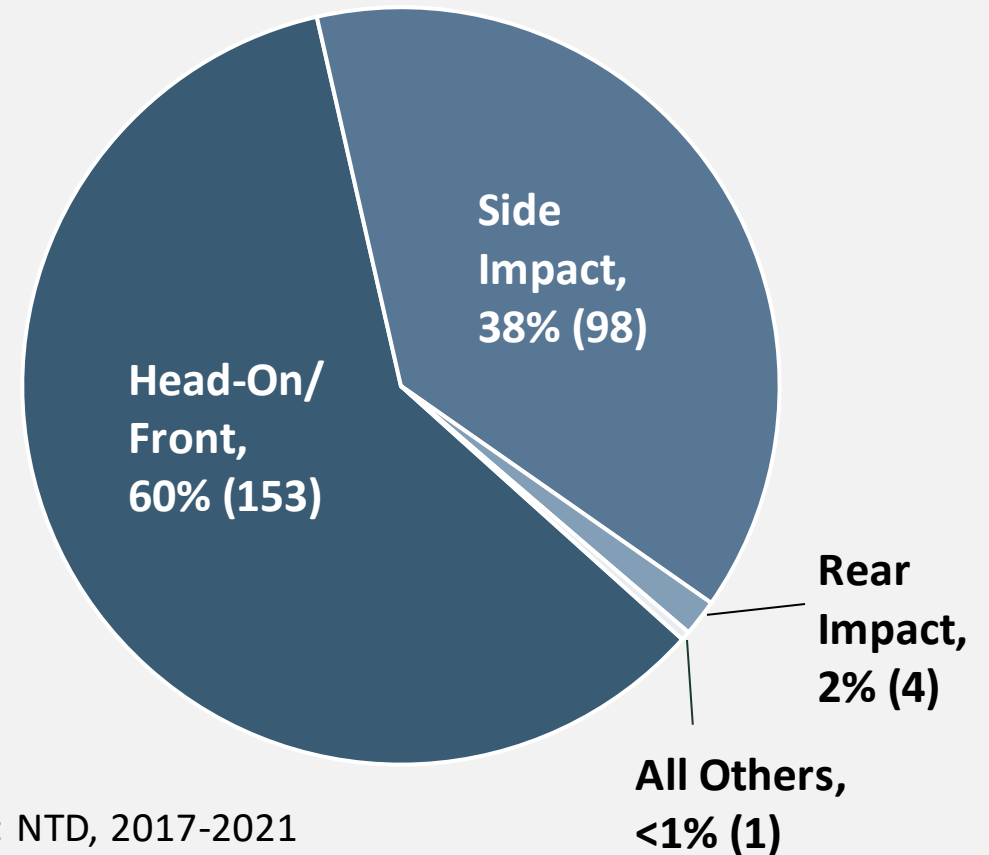
60%

of non-crosswalk pedestrian injuries and fatalities
from mid-block collisions occurred

head-on or in the front



Non-Crosswalk Pedestrian Injuries and Fatalities (256) from Mid-Block Collisions



Source: NTD, 2017-2021



Risk Analysis

- FTA identified the hazards and consequences associated with bus-to-person collisions
- FTA assessed the likelihood and severity of bus-to-person collisions and assigned an overall risk rating of high likelihood and serious severity to the safety topics



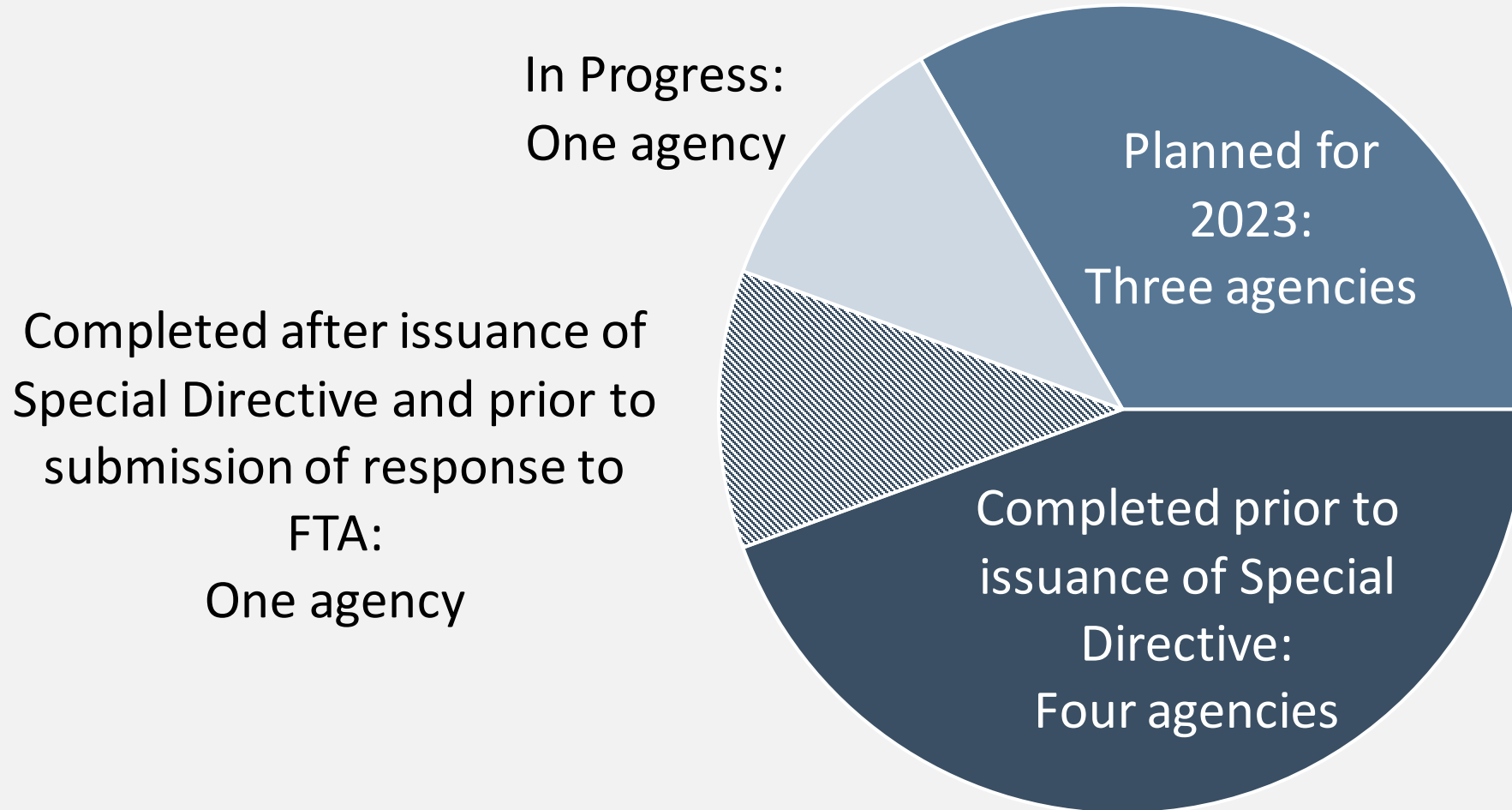
Special Directives: Required Actions Regarding Transit Worker Assault

[Special Directives](#) issued on October 4, 2022 to nine transit agencies who reported 79% of assaults on transit workers to the NTD between 2016-2021.

General	Agency contact information and Agency Safety Plan (ASP)
Safety Risk Assessment	Has the agency performed safety risk assessment related to transit worker assault?
Safety Risk Mitigations	Has the agency implemented safety risk mitigations to address transit worker assault risk, such as operator area protective barriers? If yes, status and available data on effectiveness?



Safety Risk Assessment



Safety Risk Mitigations

Safety Risk Mitigation	# Agencies	Complete	In Progress
Operator Area Protective Barriers	9	5	4
De-Escalation Training Program	8	6	2
Video and Audio Surveillance	8	7	1
Policing Strategies	7	7	-
Operating Procedures and Training	6	6	-
Emergency/Silent Alarms	6	6	-
Automatic Vehicle Location	4	4	-
Communication Devices and Protocols	4	4	-
Public Awareness Campaigns	3	3	-
Surveillance/Penalty Signage	3	2	1




Safety Risk Mitigation Monitoring




Eight agencies provided information on monitoring mitigation effectiveness




One agency described key performance indicators relating to transit worker assault



Seven agencies described monitoring the effectiveness of all mitigations layered together rather than each individual mitigation



Six agencies described using post-event analysis and reviews to monitor mitigation effectiveness



One agency described using feedback on training as a mechanism to support mitigation effectiveness

Expanded Assault Reporting

Federal Register Notice: [NTD Safety and Security Reporting Changes and Clarifications](#) published February 2023

NTD Webinars: <https://bit.ly/3QxORr5>

Before NTD Updates	After NTD Updates
<ul style="list-style-type: none">FTA collected only transit worker assault data that qualified as major events from full reporters to NTDMajor events involve one or more fatalities or injuries requiring medical transport	<ul style="list-style-type: none">FTA will collect all transit worker assaults data for major and non-major eventsNon-major transit worker assaults will be collected in a summarized format

When do changes take effect?

Full Reporters	Small Reporters
CY 2023	NTD report year 2023

Bus Operator Compartment (BCP) Program

- In October 2020, FTA awarded \$1.6M in competitive grant funds to:
 - International Transportation Learning Center (ITLC) to redesign a transit bus compartment to improve safety for operators (\$1M)
 - New Orleans Regional Transit Authority (NORTA) to study the addition of shields and barriers on its bus fleet to protect bus operators (\$.6M)
- ITLC and NORTA final reports expected this fall
- FTA will announce a new Notice of Funding Opportunity soon to expand on BCP research with the Bus of the Future Program



Cybersecurity Review Area for FTA's Triennial Review

- In Fiscal Year (FY) 2022, FTA added the Cybersecurity Section as a review area to the Triennial Review Contractors Manual.
- Review is to ensure that recipients certified in the Transit Award Management System (TrAMS) develop, maintain and execute a written plan for identifying and reducing Cybersecurity risks.



Eligible Cybersecurity Expenses

- While cybersecurity costs are not directly addressed in FTA's authorizing legislation, they are allowable under various FTA programs in areas such as:
 - Operating Assistance
 - Crime Prevention and Security Projects
 - State of Good Repair
- Any costs associated with an award, including cybersecurity costs must be:
 - Allowable, Reasonable, and Allocable
- Applicability of the Cost Principles
 - Uniform Guidance under 2 CFR part 200 Subpart E Cost Principles General Provisions
 - Subawards that are contracts are subject to the FAR – Federal Acquisition Regulations Part 31 – Contract Cost Principles and Procedures



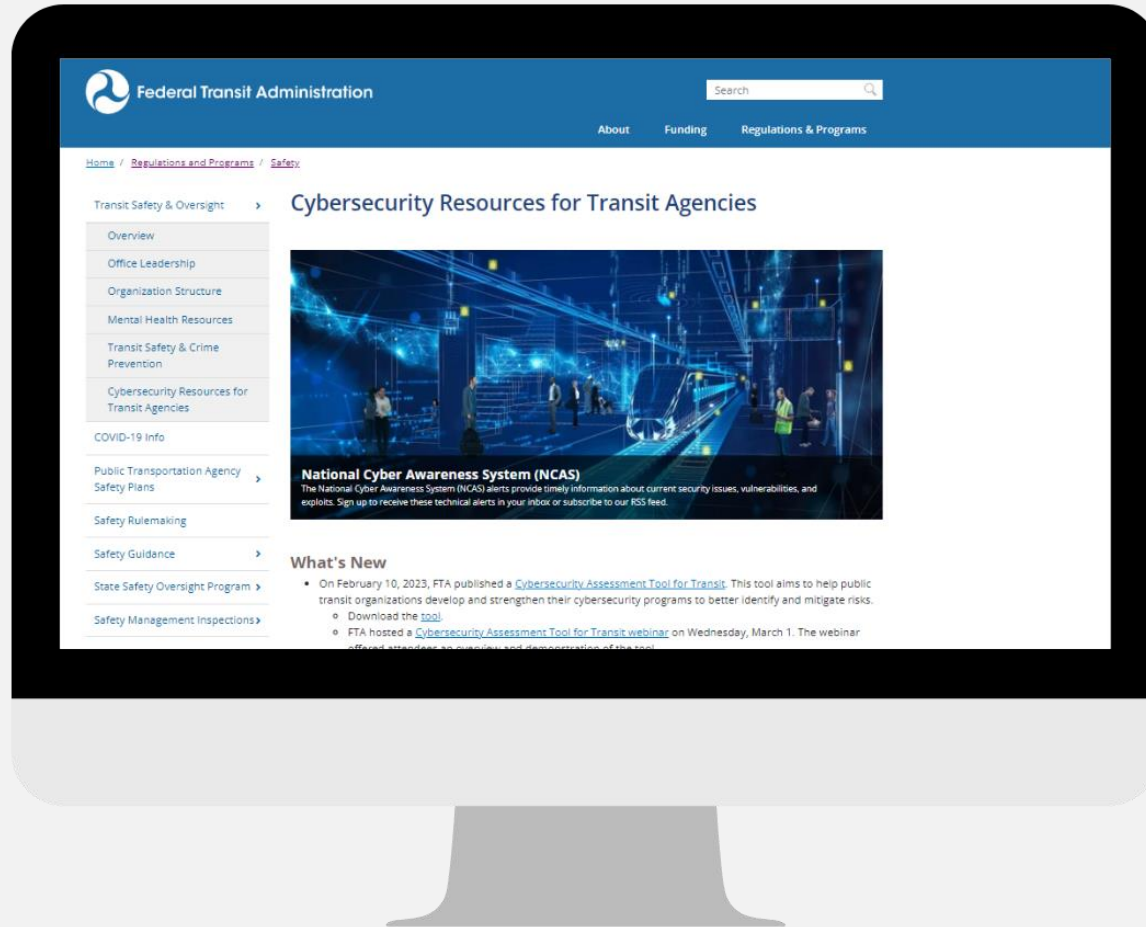
Cybersecurity Assessment Tool for Transit (CATT)



- FTA published an open-source PDF based CATT tool on February 10, 2023
 - Assists small and mid-sized transit agencies in self-assessing their cybersecurity preparedness
- CATT has three primary components:
 - Data collection form
 - Resulting report produced given data input from transit agency
 - Resource guide on how to begin practices



FTA's Cybersecurity Resources



<https://bit.ly/3AQQWqe>



FTA Safety Regulatory Activities

State Safety Oversight (SSO)

Introduces changes to clarify State Safety Oversight Agencies' (SSOA) oversight responsibilities and authority to conduct inspections

Public Transportation Safety Certification Training Program (PTSCTP)

Amends training curriculum to reflect new requirements and training course information

Transit Worker Fitness for Duty

Asks questions about establishing minimum standards related to transit worker fitness for duty

Rail Transit Roadway Worker Protection (RWP)

Establishes minimum baseline standards and risk-based redundant protection requirements



TSO Safety Updates



TSO Spotlight Newsletter:
<https://bit.ly/3UTgISg>



Sign up for GovDelivery:
<https://bit.ly/3PNvrKI>



Transit Safety and Oversight Spotlight Newsletter July 2023 Vol. 8 No. 7

U.S. Department of Transportation
Federal Transit Administration

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Message from the Associate Administrator

Dear Transit Colleagues:

With the summer travel season upon us, public transportation continues to offer safe and equitable travel opportunities to concerts, sporting events, etc.

This is a great time to remind you about USDOT's [National Roadway Safety Strategy \(NRSS\)](#), which aims to significantly reduce serious injuries and deaths on our nation's highways, roads and streets. According to the [Governors Highway Safety Association pedestrian traffic fatalities preliminary data](#), pedestrian deaths almost doubled between 2010 and 2022. To get involved and work towards improving safety for all roadway users, consider committing to the NRSS [Call to Action](#). FTA is fully committed to the initiative, in part because supporting transit is an excellent way to reduce vehicles on the road and traffic fatalities and injuries. In June, FTA participated in the NRSS workshop at USDOT headquarters and is using its internal Safety Risk Management process to review bus-to-person collisions and identify innovative solutions for transit agencies to reduce the number of bus-to-person collisions.

In addition, FTA is applying this data-informed approach to help the transit community create a more robust safety culture. Whether it is the [risk-based inspection program](#) or other aspects of your safety program, I encourage you to use available data to identify areas that can bolster your safety systems and culture. While data may not paint the whole picture of what goes into building safer transit systems, it is a tool that can help the transit community make smarter safety decisions.

The [National Public Transportation Safety Plan \(NSP\)](#) is FTA's primary guidance document to improve transit safety performance of all public transportation systems that receive FTA funding and includes best practices, tools, technical assistance, voluntary standards and other resources. The [public comment](#) period for the proposed changes to the NSP closes on Monday, July 31. Your comments are important to us.

FTA will host our annual Joint State Safety Oversight and Rail Transit Agency Workshop in November. We are creating the agenda, and will offer a wide variety of resources focused on rail transit safety. Look for the announcements on how to register soon!

With communication being an important part of promoting safety in our industry, please let FTA know how we can assist you in building safer transit systems in America's communities, and please engage with one another in the transit community to encourage and embrace a stronger safety culture.

Sincerely,
Joe

Joe DeLorenzo
Associate Administrator for Transit Safety and Oversight and Chief Safety Officer, FTA



Contact us at FTASafetyStakeholder@dot.gov



Questions

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