

# **APTA Mobility Conference Update to the Bus Safety Committee**

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U.S. Department of Transportation  
Federal Transit Administration

# Agenda

- Bus Safety Data Overview
- Bus-to-POV Collisions
- Assaults on Transit Workers Update
- Cybersecurity Updates



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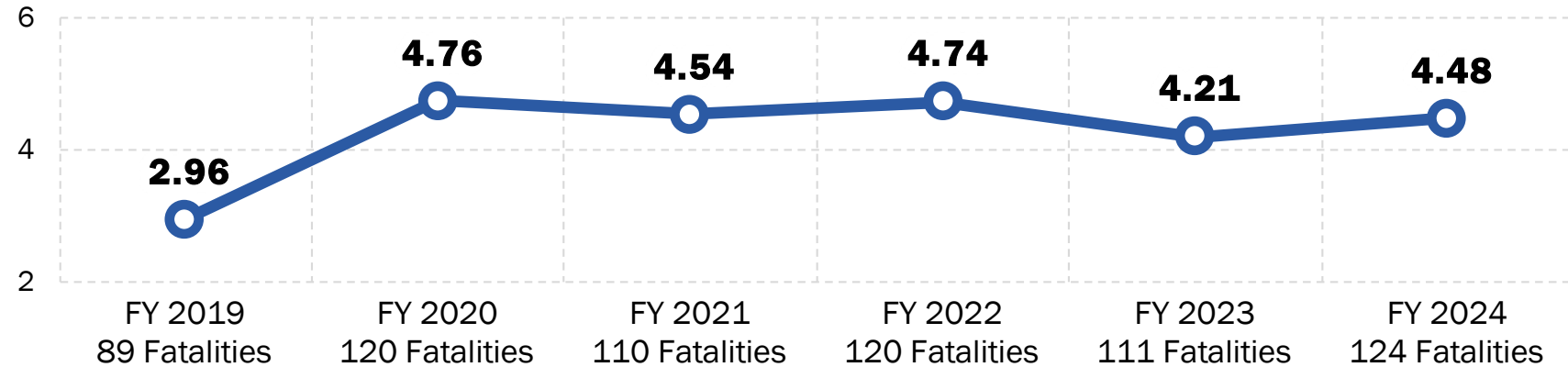
# Bus Safety Data Overview



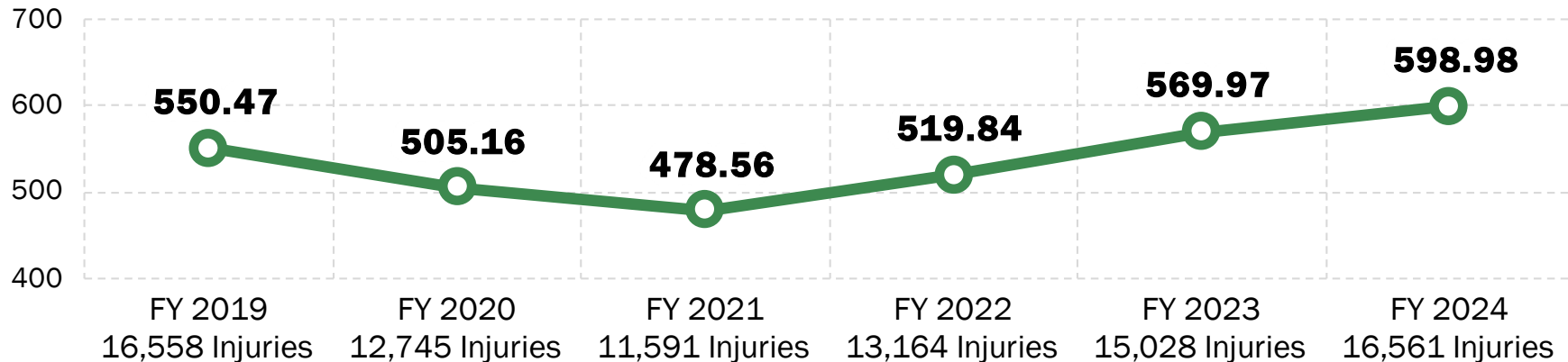
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# State of Bus Transit Safety – Annual Trends

**Fatalities per  
100 Million Vehicle  
Revenue Miles  
(VRM)**



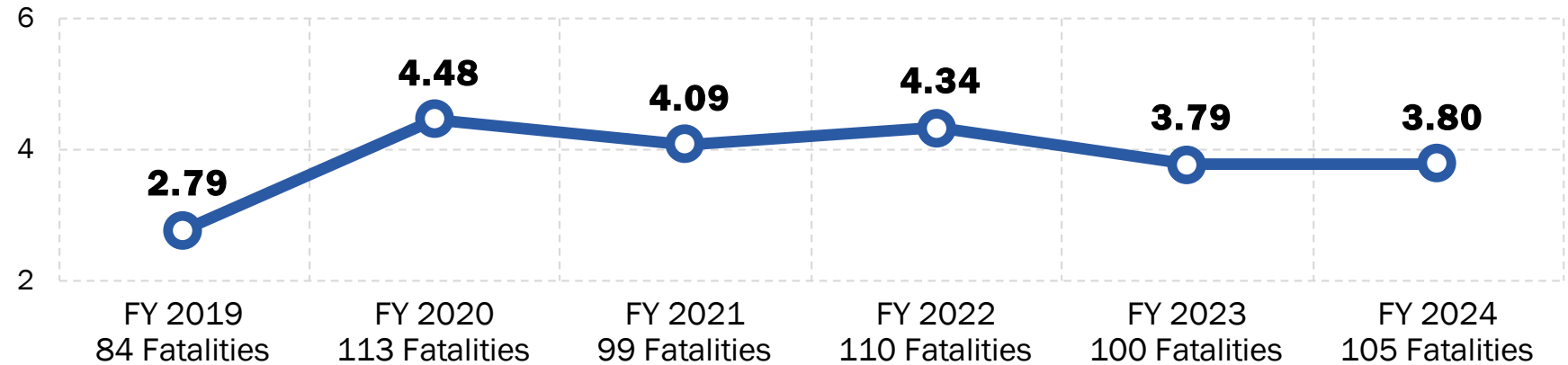
**Injuries per  
100 Million VRM**



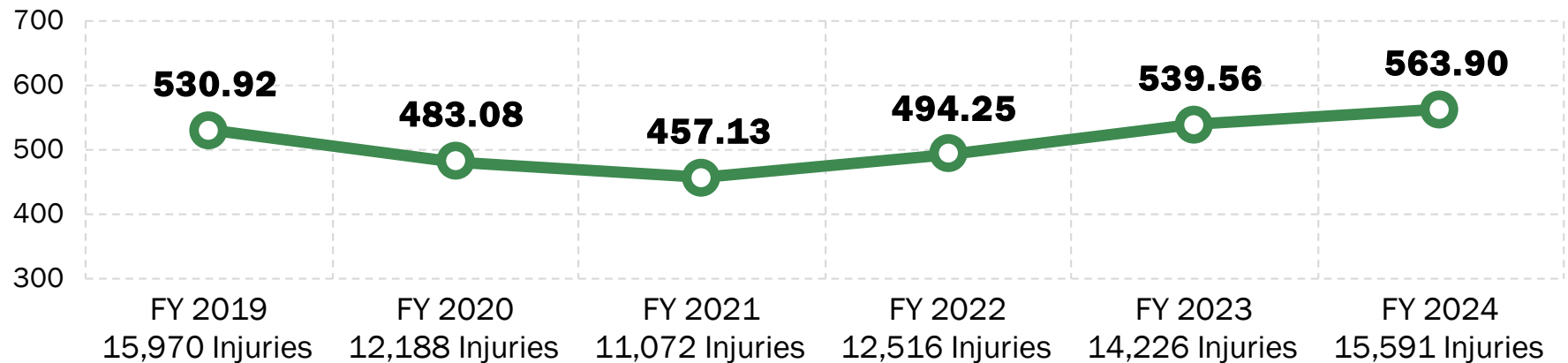
- **Source:** National Transit Database (NTD)  
*FY2024 data are preliminary.*

# State of Bus Transit Safety (excluding Homicide and Assault) – Annual Trends

**Fatalities per  
100 Million VRM**



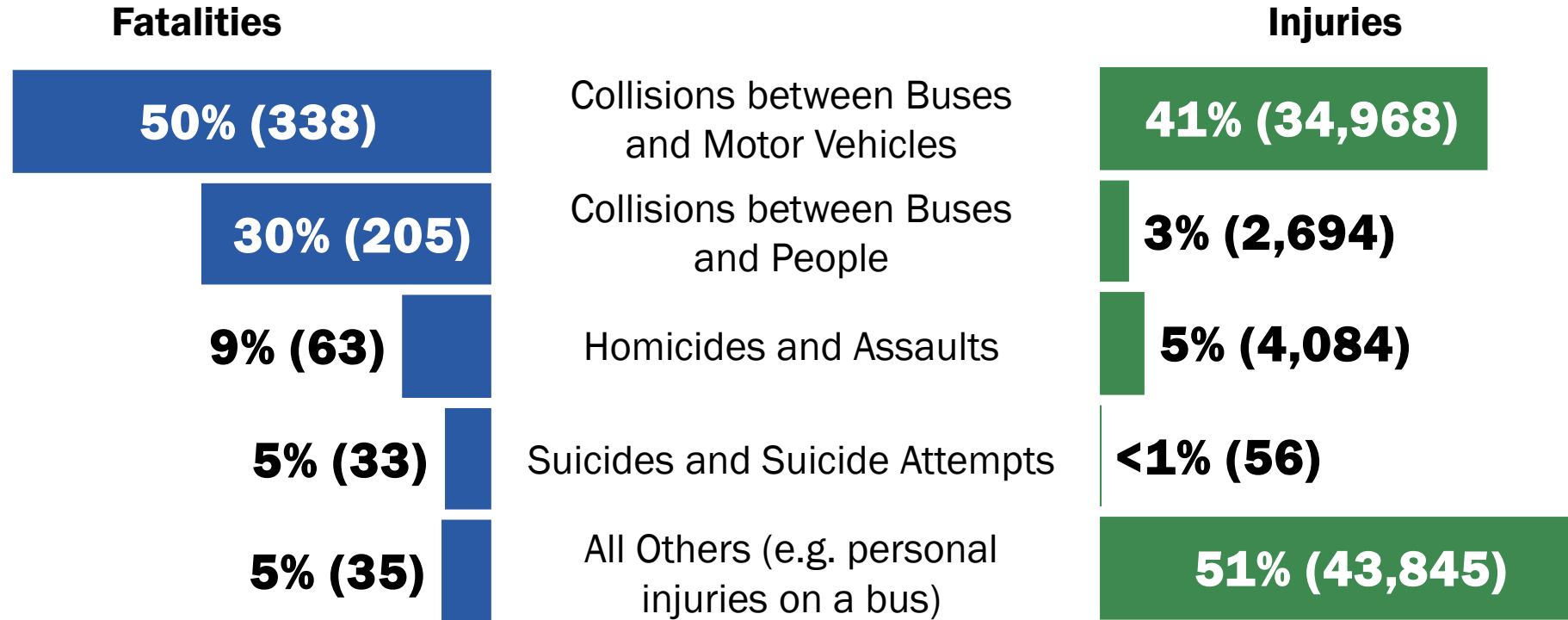
**Injuries per  
100 Million VRM**



- **Source:** National Transit Database (NTD)  
*FY2024 data are preliminary.*

# Sources of Bus Transit Fatalities and Injuries

## Bus Transit Fatalities and Injuries by Source, Oct 2018–Sep 2024



- **Source:** National Transit Database (NTD)  
*FY2024 data are preliminary.*

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# **Bus-to-Privately Owned Vehicles (POV) Collisions**



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# Bus-to-POV Collision Data Overview

## Key Findings

- From 2016 to 2023, transit agencies reported **40,691** Bus-to-POV collisions in the National Transit Database.
  - These collisions resulted in:
    - **437** fatalities and
    - **50,739** injuries

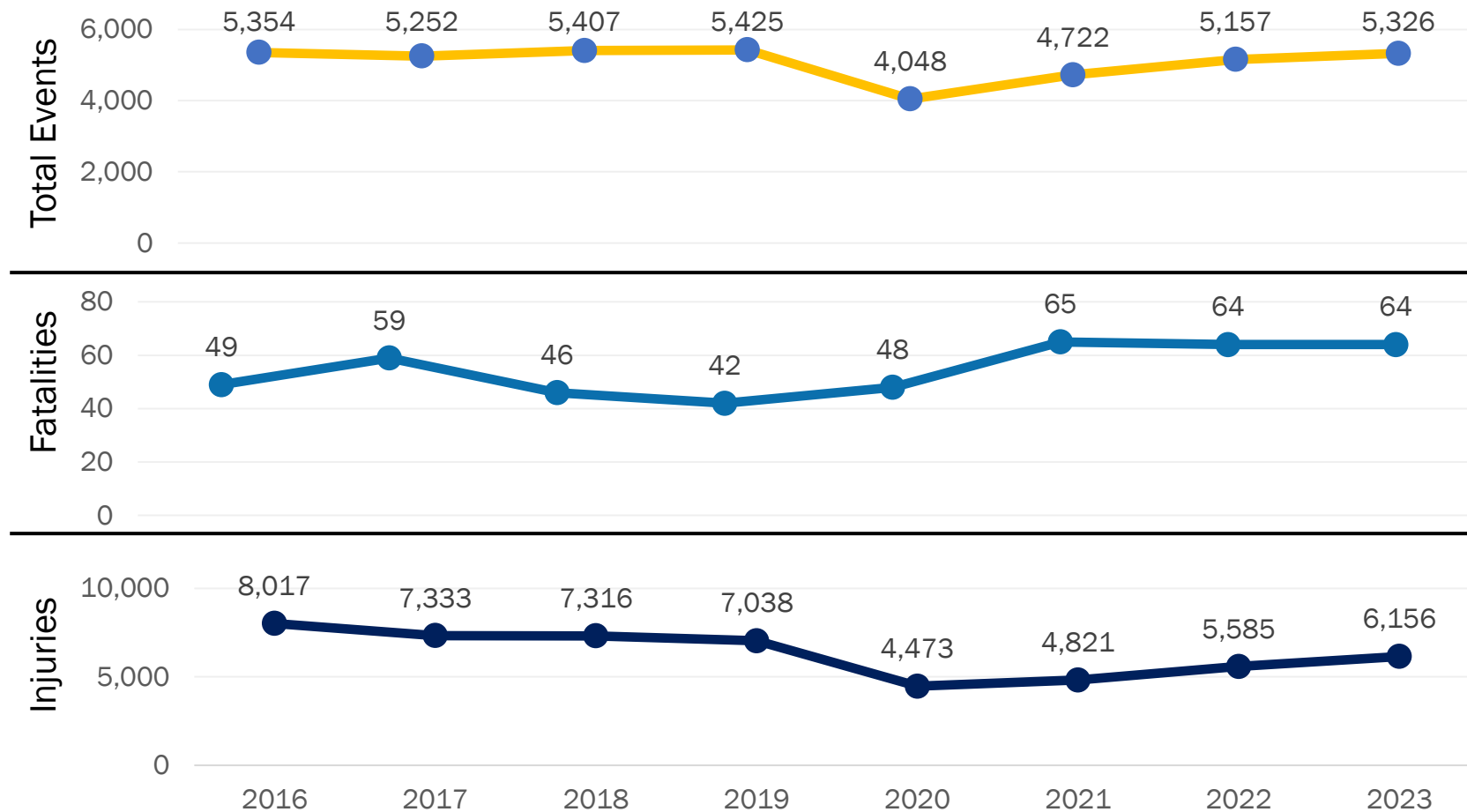
## Takeaways

- From 2016 to 2023, Bus-to-POV collisions accounted for:
  - 19% of all transit fatalities
  - 51% of bus-related transit fatalities
  - 66% of all transit injuries
  - 79% of bus-related transit injuries

***Source:** National Transit Database (NTD), 2016 - 2023. Bus-to-POV collisions are events from the NTD Major Events file where the mode is bus and the event included a collision with a non-transit motor vehicle.*

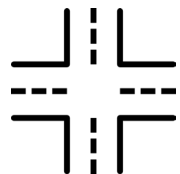


# Bus-to-POV Collision Yearly Data Overview

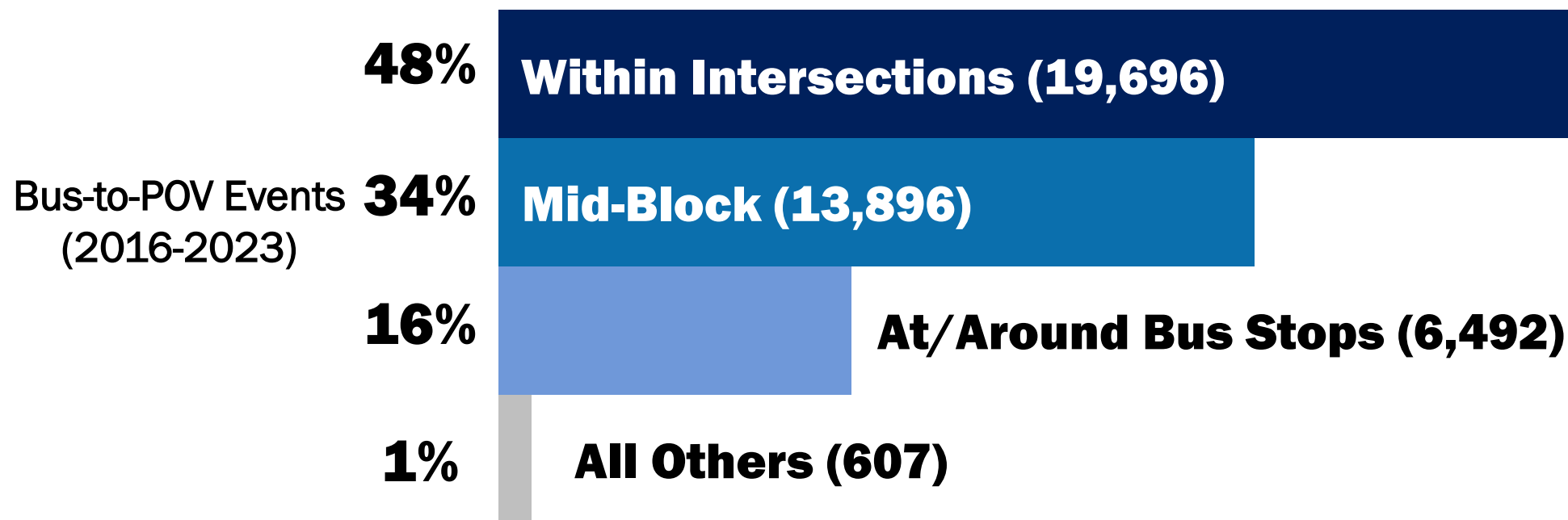


**Source:** National Transit Database (NTD), 2016 - 2023. Bus-to-POV collisions are events from the NTD Major Events file where the mode is bus and the event included a collision with a non-transit motor vehicle.

# Bus-to-POV Collisions by Location



The largest percentage of bus-to-POV collision events occurred while buses were within intersections.



*Source: National Transit Database (NTD), 2016 - 2023.*

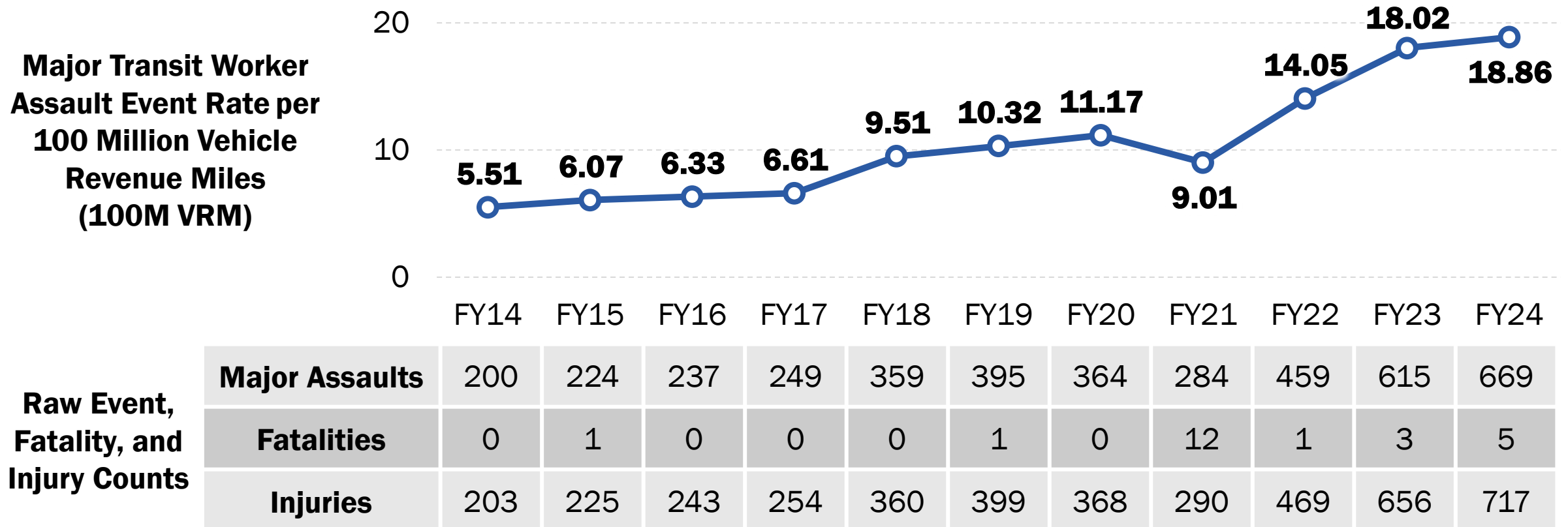
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# **Assaults on Transit Workers Update**



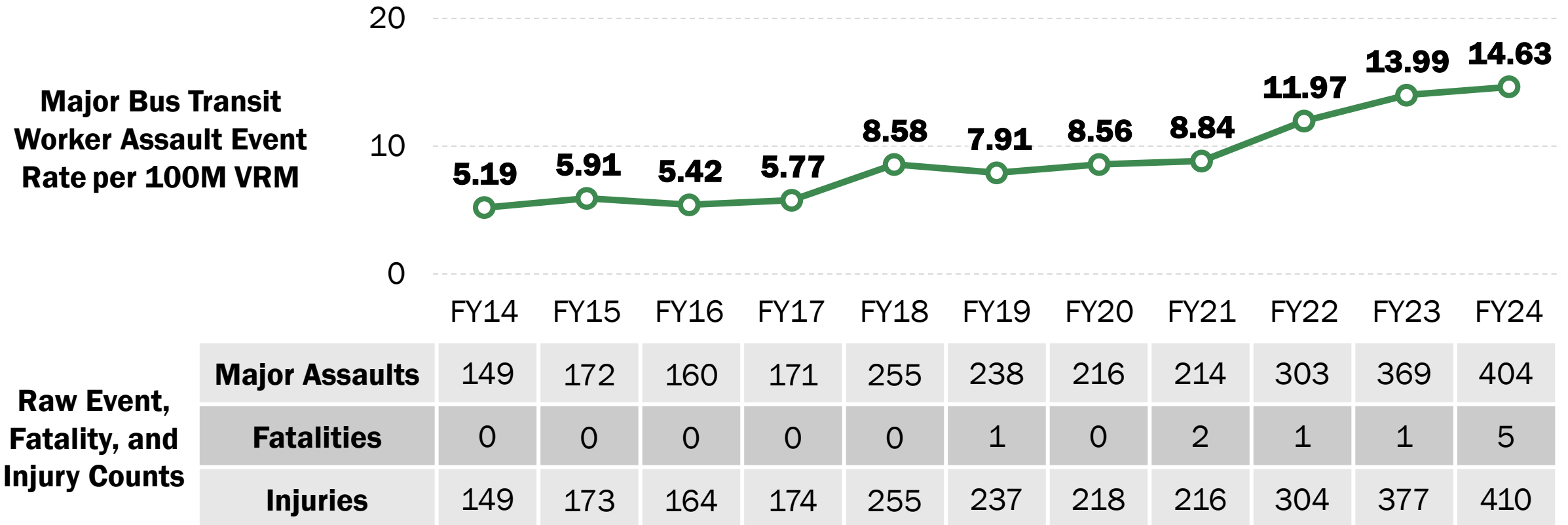
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# Major Transit Worker Assaults: FY 2014–24



- **Source:** National Transit Database (NTD)  
FY 2024 data are preliminary.

# Major Bus Transit Worker Assaults: FY 2014–24



- **Source:** National Transit Database (NTD)  
*FY 2024 data are preliminary.*

# GD Analysis - Mitigation Status

What mitigations are transit agencies deploying?



#1 De-Escalation Training



#2 Video/Audio Surveillance



#3 Operating Policies and Procedures



#4 Signage Informing Riders of Surveillance/Penalties

# GD Analysis - Mitigation Status (cont.)

What are some additional mitigations specific to different types of transit agencies?



#5 Communication Protocols  
(All Agencies)



#5 Patrol Strategies  
(Large Bus)



#5 Automatic Vehicle Location  
(Small Bus)

# GD Analysis - Mitigation Effectiveness Evaluation – All Agencies



**83%** of all agencies found Video/Audio Surveillance to be effective



**75%** of all agencies found Operator Area Protective Barriers to be effective



**72%** of all agencies found Operating Policies and Procedures to be effective



**67%** of all agencies found De-Escalation Training to be effective

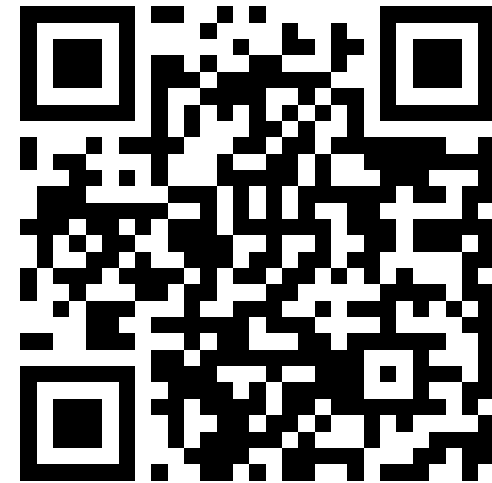


# General Directive Resources

On January 16, 2025, FTA published *Responses to General Directive 24-1: Required Actions Regarding Assaults on Transit Workers*.



[View FTA's GD Analysis](#)



[View FTA's GD Website](#)

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# Cybersecurity Updates



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# Cybersecurity Tips

Risk Management is a time-proven and effective practice for prioritizing limited resources to align an organization's technology risk with its enterprise risk tolerance.

Manage and prioritize your technical service inventory, and create partnerships with legal, emergency management, and public relations.

Phishing resistant methods can support multifactor authentication.

Ransomware detection and response should be consistent.

*Source: Colorado's Regional Transportation District FTA Cybersecurity Awareness For Transit Agencies Webinar 10-29-24*

# FTA's Cybersecurity Resources



Webinars in October for  
Cybersecurity Awareness  
Month



Cybersecurity Resources for  
Transit Agencies

The screenshot shows the Federal Transit Administration (FTA) website. The header includes the FTA logo, the text "Federal Transit Administration", a search bar, and navigation links for "About", "Funding", and "Regulations & Programs". Below the header, a breadcrumb trail reads "Home / Regulations and Programs / Safety". A left-hand navigation menu lists various safety-related topics: "Transit Safety & Oversight", "COVID-19 Info", "PTASP Technical Assistance Center", "Safety Rulemaking", "Safety Guidance", "State Safety Oversight Program", "Drug & Alcohol Program", "TRACS", "Bus Safety Program", "Safety Training", "Stakeholder Outreach", and "FAQ". The main content area is titled "Cybersecurity Resources for Transit Agencies". It features a large image of a train station with a digital overlay representing the National Cyber Awareness System (NCAS). Below the image, the text reads: "National Cyber Awareness System (NCAS) The National Cyber Awareness System (NCAS) alerts provide timely information about current security issues, vulnerabilities, and exploits. Sign up to receive these technical alerts in your inbox or subscribe to our RSS feed." Further down, an "Overview" section states: "FTA provides financial support for some grant recipients' cybersecurity activities and supports the U.S. Department of Homeland Security (DHS) in promoting enhanced security for transit agencies. Additionally, as a condition of federal assistance, under 49 U.S.C. 5323(v), rail transit operators must certify that they have a process to develop, maintain, and execute a plan for identifying and reducing cybersecurity risks."

# Thank you!

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