

Connecticut Rural Transit Assistance Program Presentation

Joe DeLorenzo

Associate Administrator and Chief Safety Officer
Office of Transit Safety and Oversight (TSO)

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U.S. Department of Transportation
Federal Transit Administration

Agenda

- Bus Safety Data Trends
- Bus-to-Privately Owned Vehicle Collision Data
- Bus-to-Person Collision Data
- Assaults on Transit Workers
- Positive Safety Culture in Transit



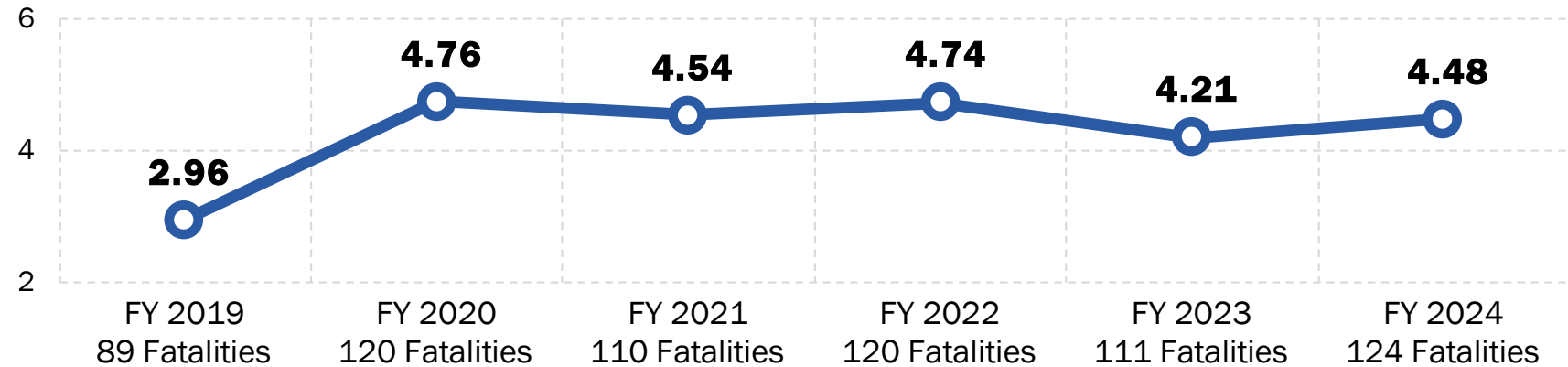
Bus Safety Data Trends



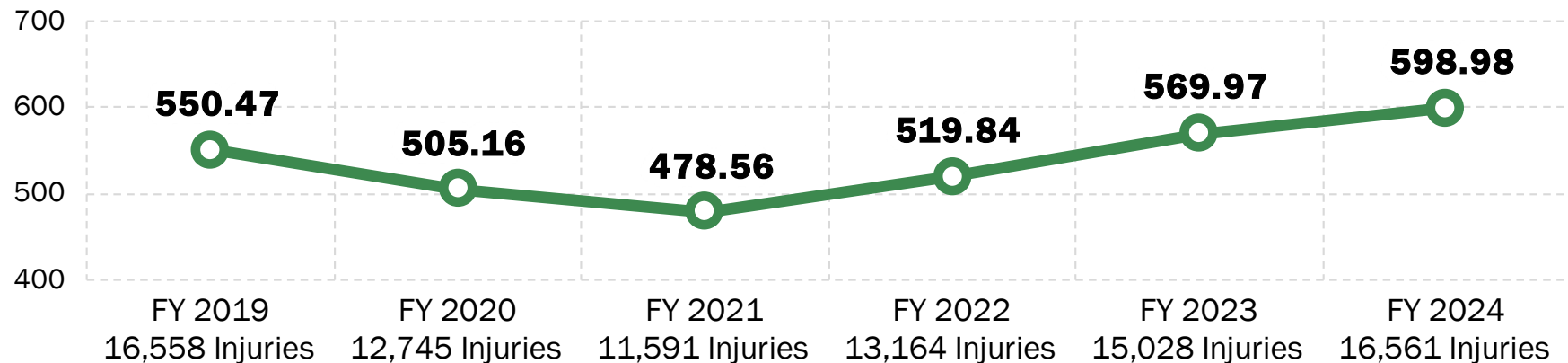
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State of Bus Transit Safety – Annual Trends

**Fatalities per
100 million vehicle
revenue miles
(VRM)**



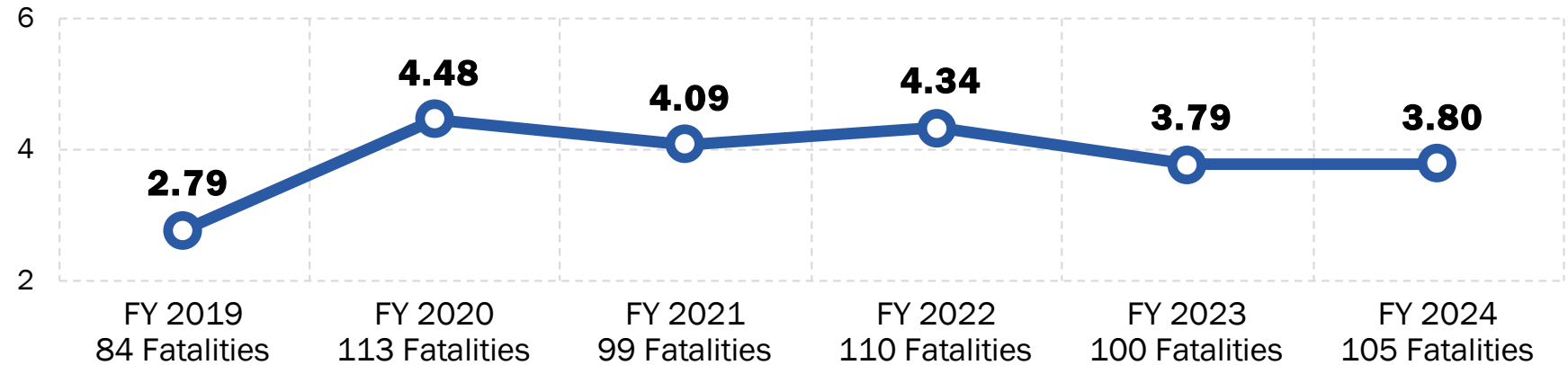
**Injuries per
100 million VRM**



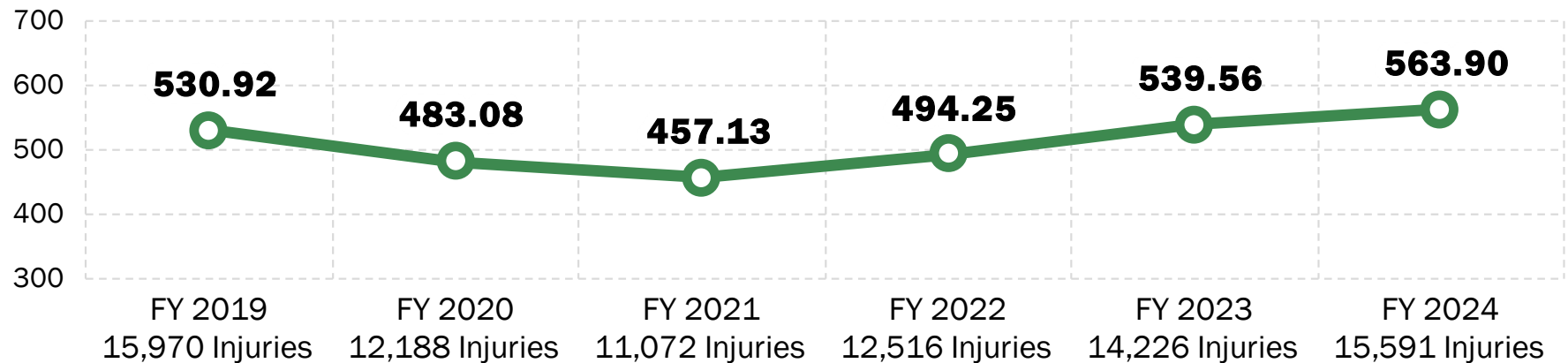
Source: National Transit Database (NTD)
FY2024 data are preliminary

State of Bus Transit Safety (excluding homicide and assault) – Annual Trends

**Fatalities per
100 million VRM**



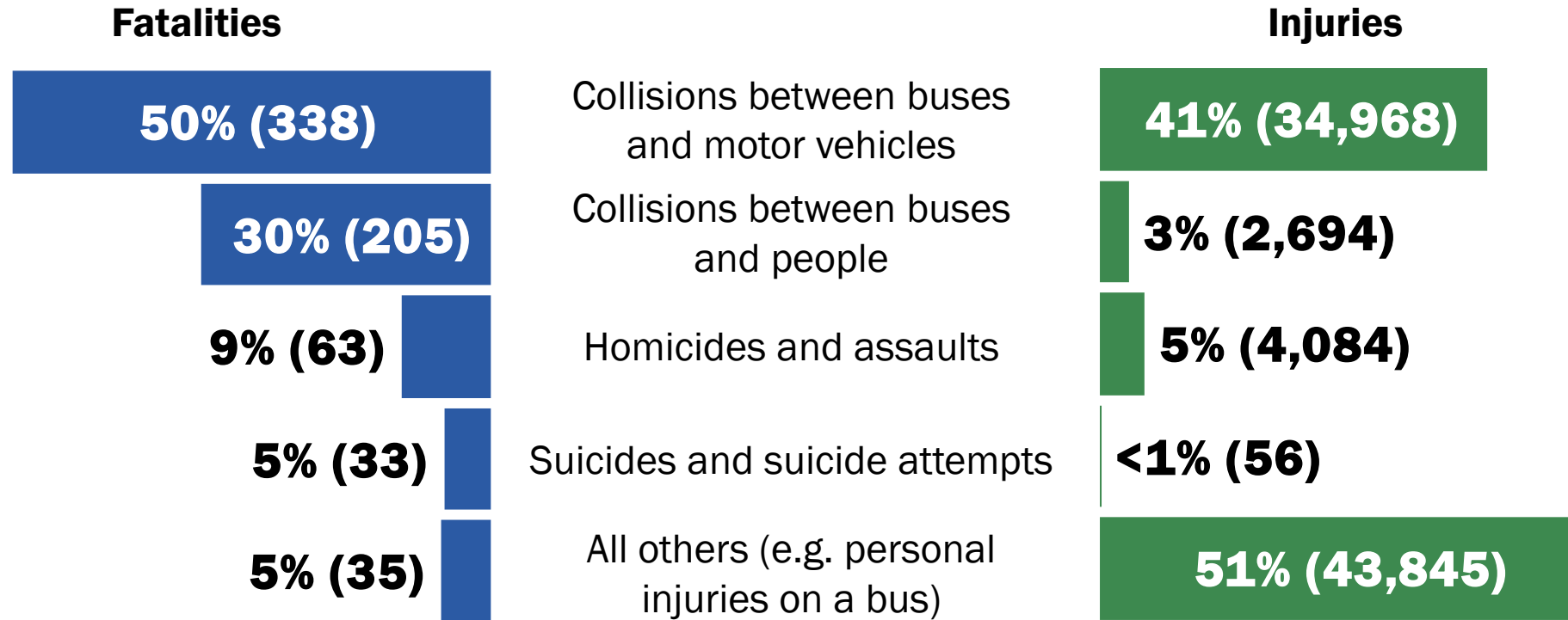
**Injuries per
100 million VRM**



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

Bus-to-Privately Owned Vehicles (POV) Collision Data



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Bus-to-POV Collision Data Overview

Key Findings

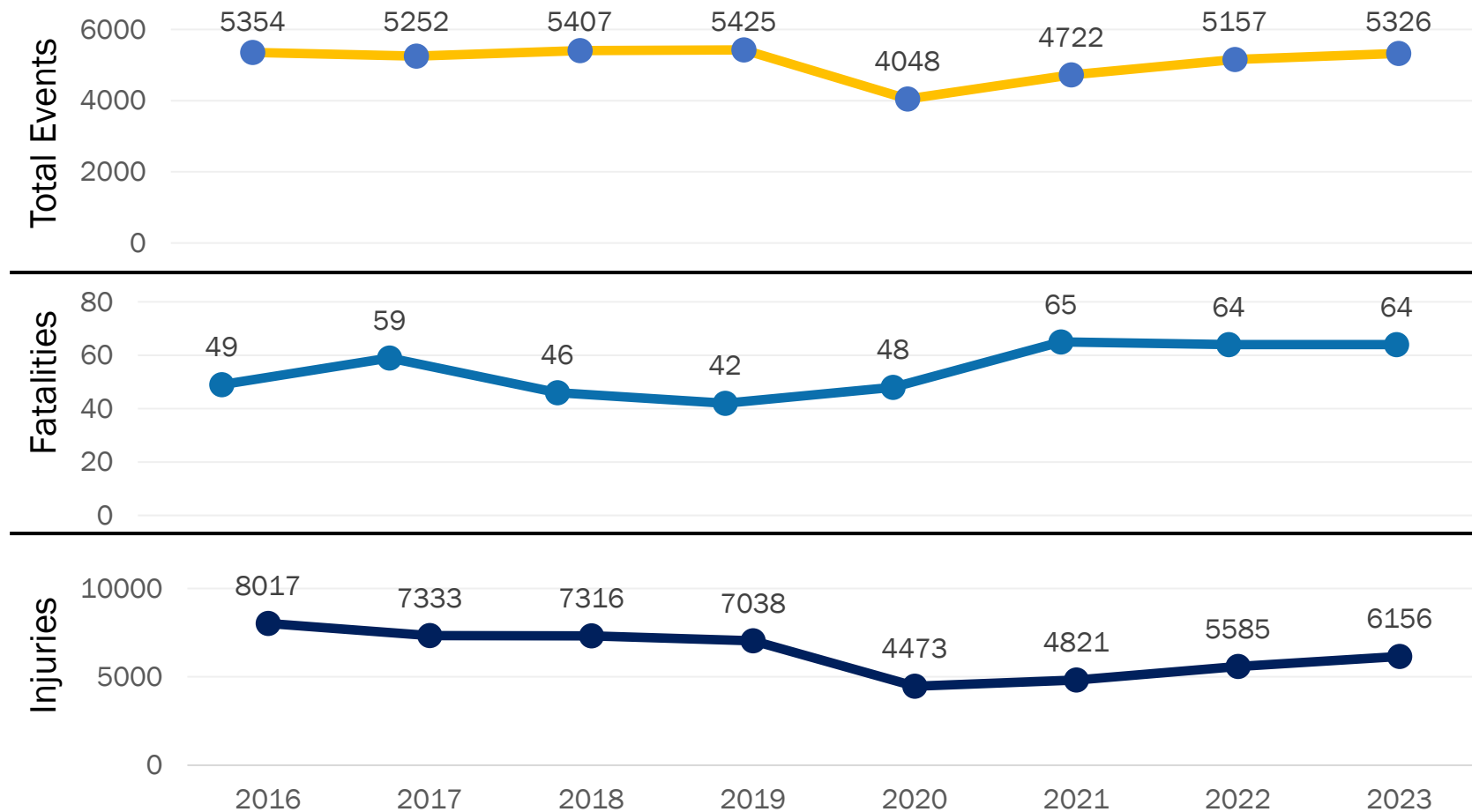
- From 2016-2023, transit agencies reported **40,691** Bus-to-POV collisions in the National Transit Database.
 - These collisions resulted in:
 - **437** fatalities and
 - **50,739** injuries

Takeaways

- From 2016-2023, 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

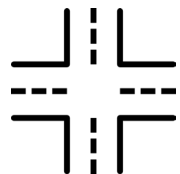
***Source:** National Transit Database (NTD), 2016 - 2023. Bus-to-POV collisions are events from the NTD Major Events file where the mode is bus and the event included a collision with a non-transit motor vehicle.*

Bus-to-POV Collision Yearly Data Overview

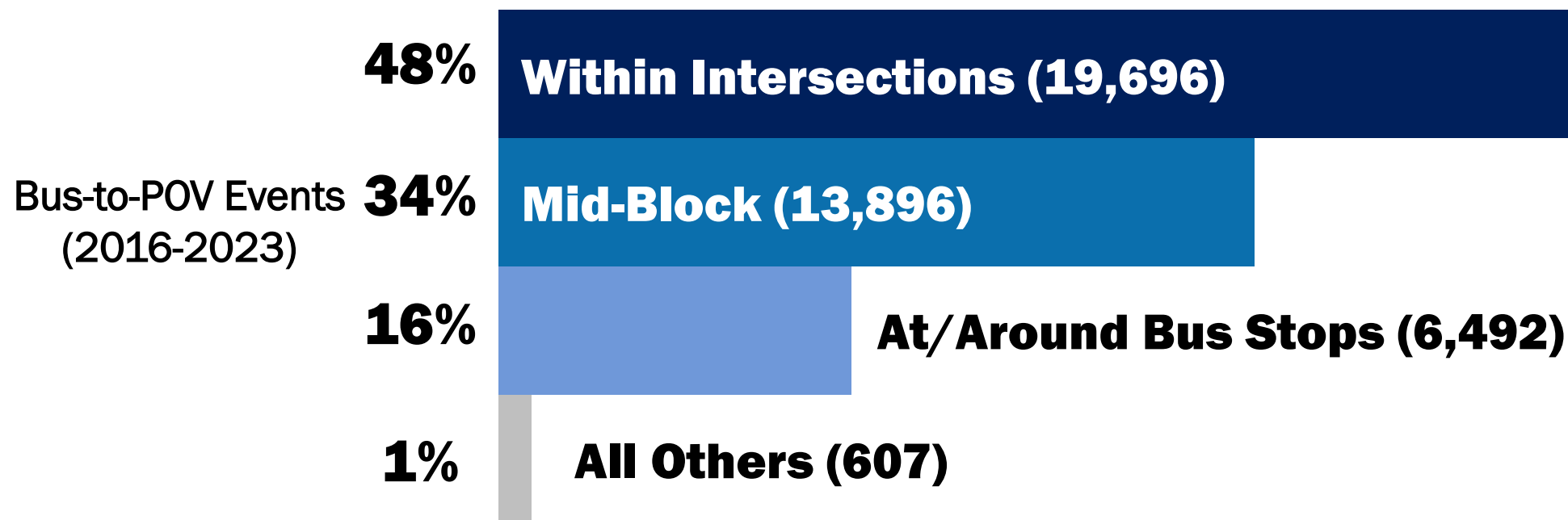


Source: National Transit Database (NTD), 2016 - 2023. Bus-to-POV collisions are events from the NTD Major Events file where the mode is bus and the event included a collision with a non-transit motor vehicle.

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.

Bus-to-Person Collision Data



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Bus-to-Person Collision Data Overview



From 2008 to 2023, transit agencies reported **8,230 bus-to-person collisions** to the NTD, which resulted in **596 fatalities** and **8,259 injuries**

Bus-to-Person collisions accounted for:



14%

of all transit fatalities



35%

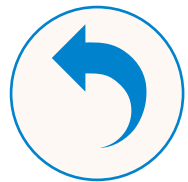
of bus transit fatalities

Collisions Within Intersections

Fatalities and Injuries by the Numbers



50% of fatalities and injuries (689) resulting from bus-to-person collisions within intersections were suffered by pedestrians in the crosswalk.

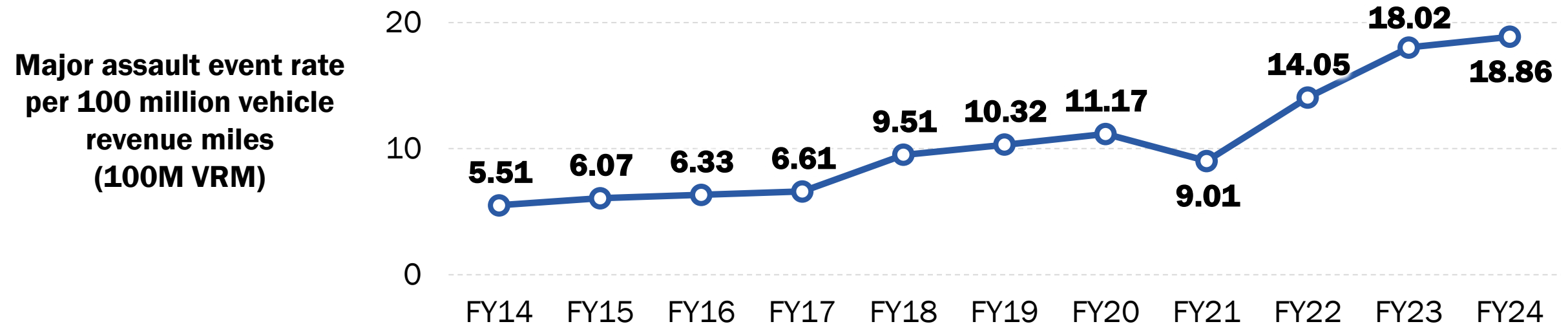


55% of fatalities and injuries (379) resulting from bus-to-person collisions within intersections occurred when the transit vehicle was turning left.

Source: NTD, 2017 - 2023.

Assaults on Transit Workers Update

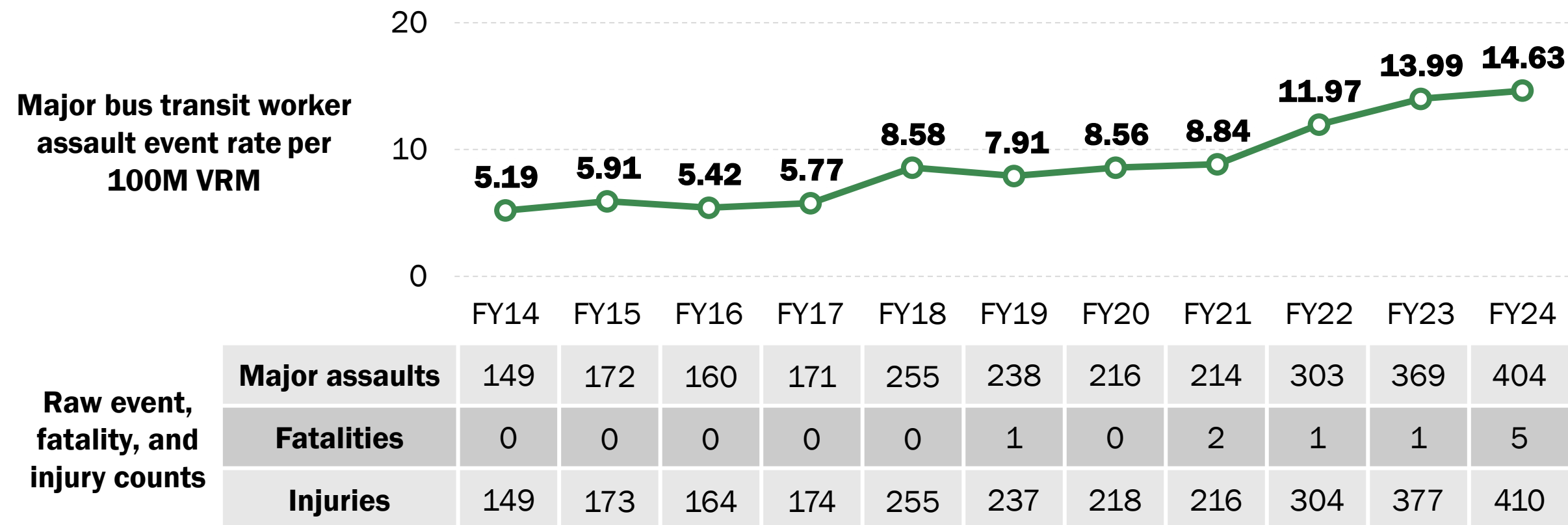
Major Transit Worker Assaults: FY 2014–24



| Raw event, fatality, and injury counts | Major assaults | FY14 | FY15 | FY16 | FY17 | FY18 | FY19 | FY20 | FY21 | FY22 | FY23 | FY24 |
|--|----------------|------|------|------|------|------|------|------|------|------|------|------|
| | Fatalities | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 12 | 1 | 3 | 5 |
| | Injuries | 203 | 225 | 243 | 254 | 360 | 399 | 368 | 290 | 469 | 656 | 717 |

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

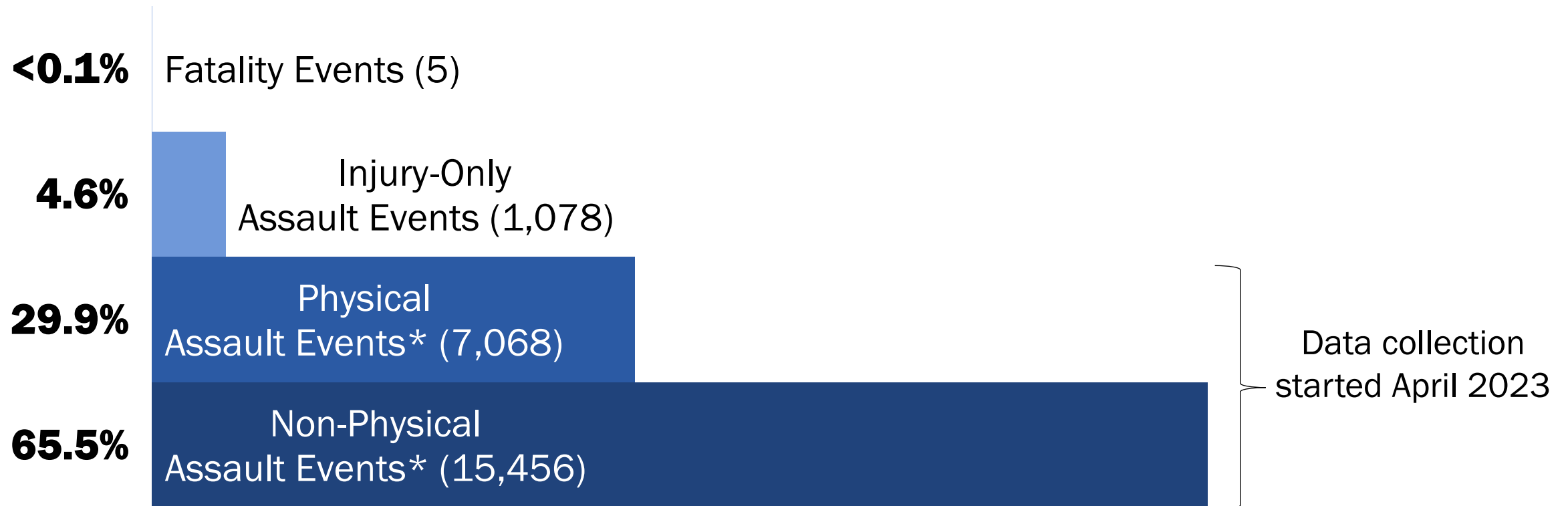
Major Bus Transit Worker Assaults: FY 2014–24



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

Transit Worker Assaults by Severity

April 2023–October 2024



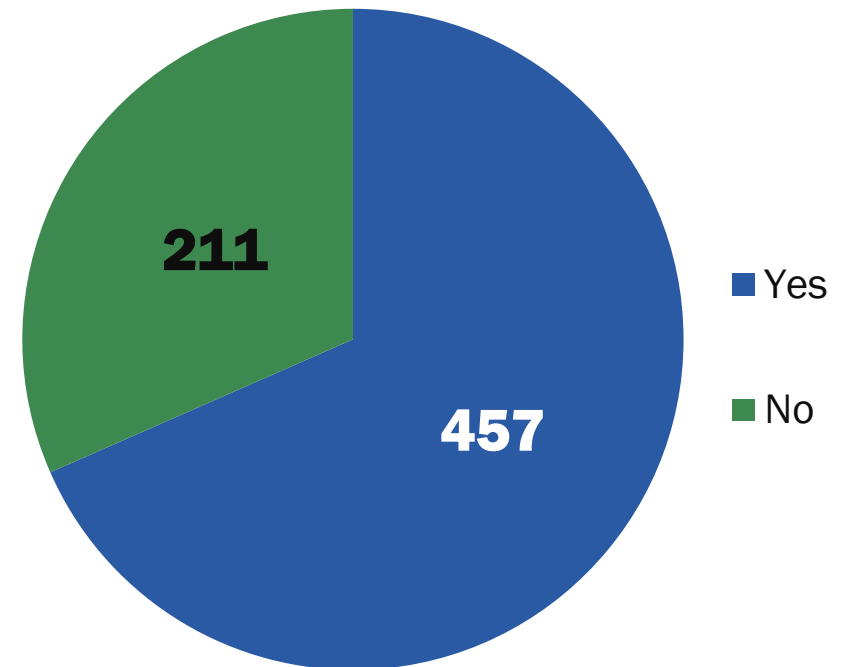
- **Source:** National Transit Database (NTD)

**Starred categories are events that do not result in a transit worker fatality or injury.*

Mitigations and Safety Risk Assessment

How many transit agencies and/or their Safety Committees determined mitigations were necessary through the agency's safety risk assessment?

- 68% (457 transit agencies and/or Safety Committees) determined that safety risk mitigations were necessary to reduce the hazard's assessed risk.



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

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

Positive Safety Culture in Transit



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Common Indicators of a Positive Safety Culture



Decisions demonstrate that safety is prioritized over competing demands (e.g., operations, on-time performance)



Leadership is committed to – and employees feel personally responsible for – safety

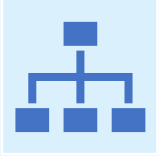


Open and effective communication exists across the organization



Reporting systems are clearly defined, and not used to punish employees

Common Indicators of a Positive Safety Culture (cont.)



The organization practices continuous learning, supported by training and resources



Employees and management work to foster mutual trust



The organization responds to safety concerns consistently and fairly and the work environment is safety-conscious

Driving Safety Culture Through Data

In a strong safety culture, *safety is the top priority* above all else

Data can help tell the story about safety, emphasizing trends and how everyone can work together to advance positive safety outcomes

35% of major safety and security events were reported to the National Transit Database within 30 days of the event



What is a Safety Culture?



Shared Beliefs and Attitudes: How the transportation system works and what individual roles should be



Shared Values: What is important to all public transportation system members who are responsible for safe, efficient revenue service



Behavioral Norms: The way we do our jobs, whether observed or not

Source: Transit Cooperative Research Program (TCRP) Report 174, 2015

Thank you!

Joe DeLorenzo

202-366-5080

joseph.delorenzo@dot.gov

transit.dot.gov



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Federal Transit Administration

FTA Mission, Vision, Values



Mission

Improve America's Communities
through Public Transportation



Vision

A Better Quality of Life for All Built
on Public Transportation Excellence

Values

| | |
|-------------------|--|
| <i>Service</i> | Provide reliable, transparent, responsive, and anticipatory services to meet stakeholder needs |
| <i>Integrity</i> | Commitment to the highest professional and ethical standards |
| <i>Innovation</i> | Foster new ideas, concepts, and solutions for improved outcomes |
| <i>Resiliency</i> | Optimize decisions, resources, and systems to make long-term positive impacts on the environment, infrastructure, and safety |