

FTA Safety Hot Topics

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Community Transportation Association of America Expo

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U.S. Department of Transportation
Federal Transit Administration

Agenda

- Safety Data Trends:
 - Bus-to-POV Collisions
 - Bus-to-Person Collisions
 - Assaults on Transit Workers
- FTA's General Directive 24-1
- Safety Data Management



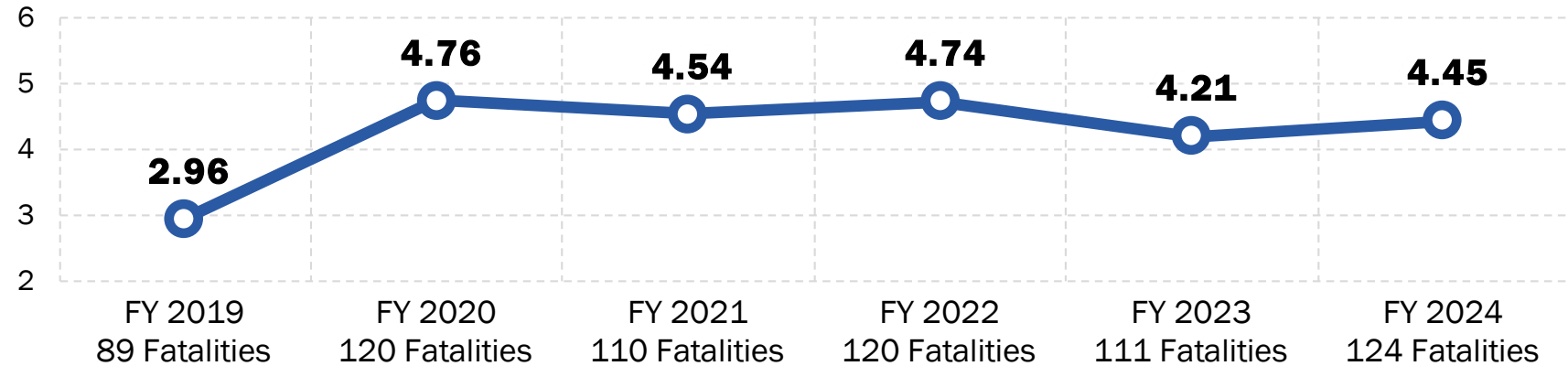
Safety Data Trends



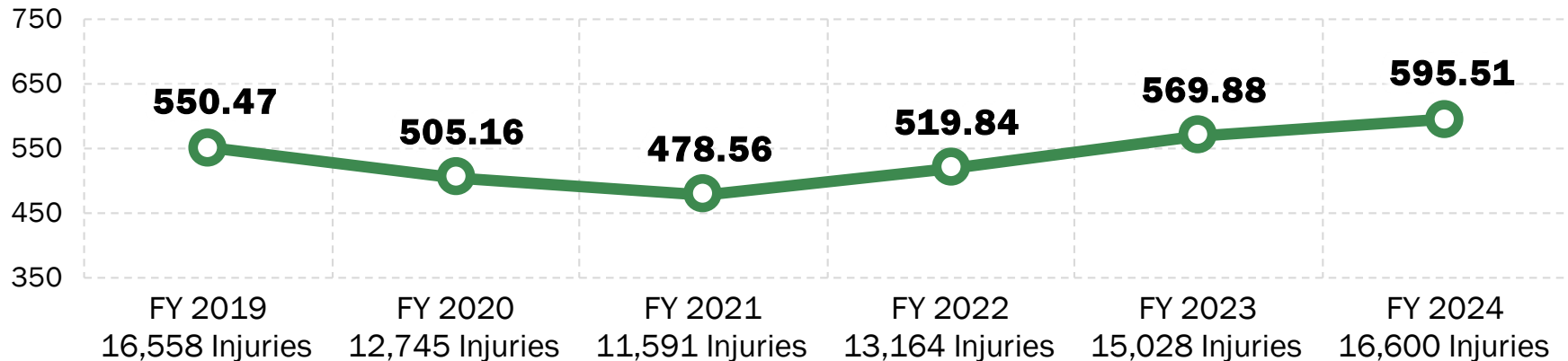
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State of Bus Transit Safety – Annual Trends

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



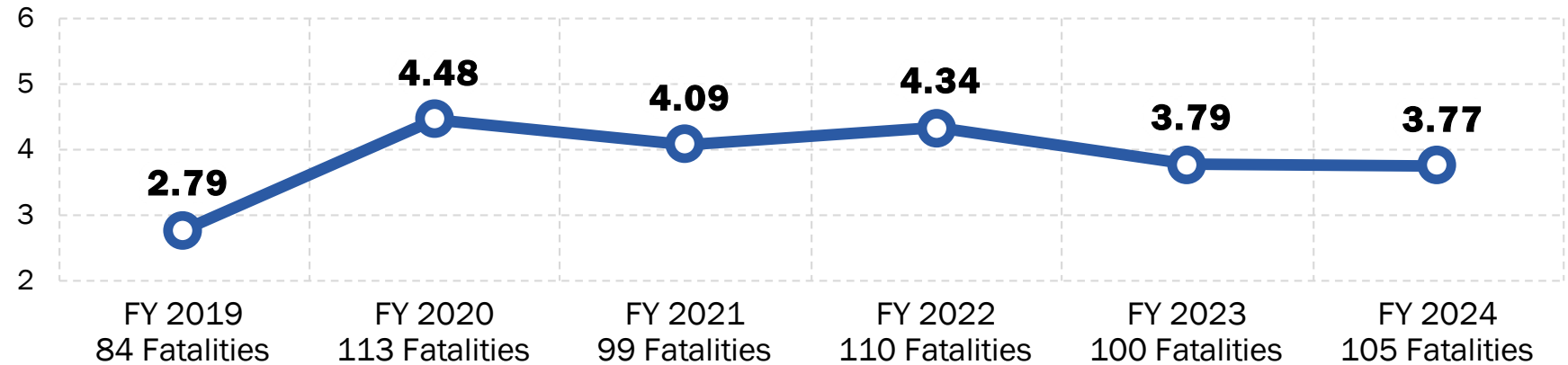
**Injuries per
100 Million VRM**



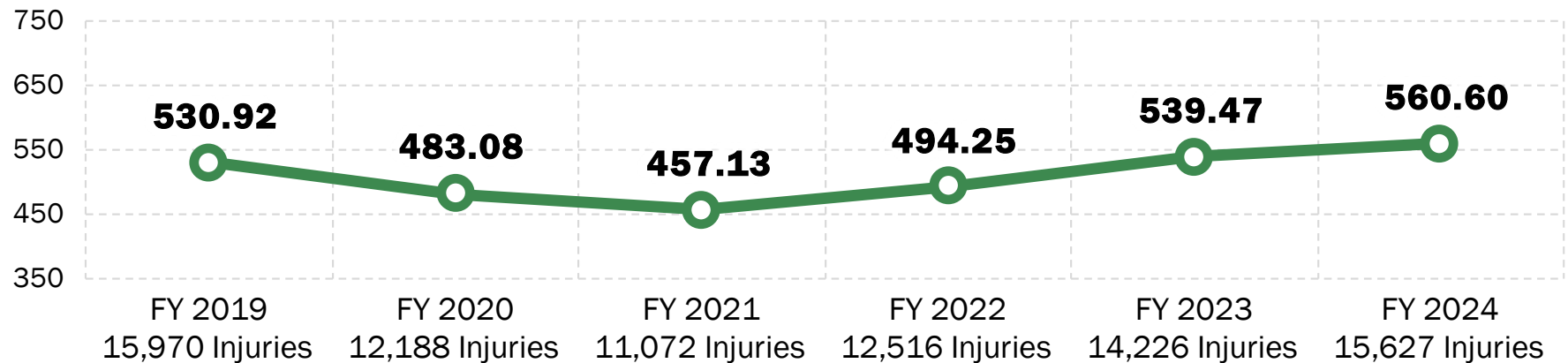
Source: National Transit Database (NTD)
FY2024 data are preliminary.

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

**Fatalities per
100 Million VRM**



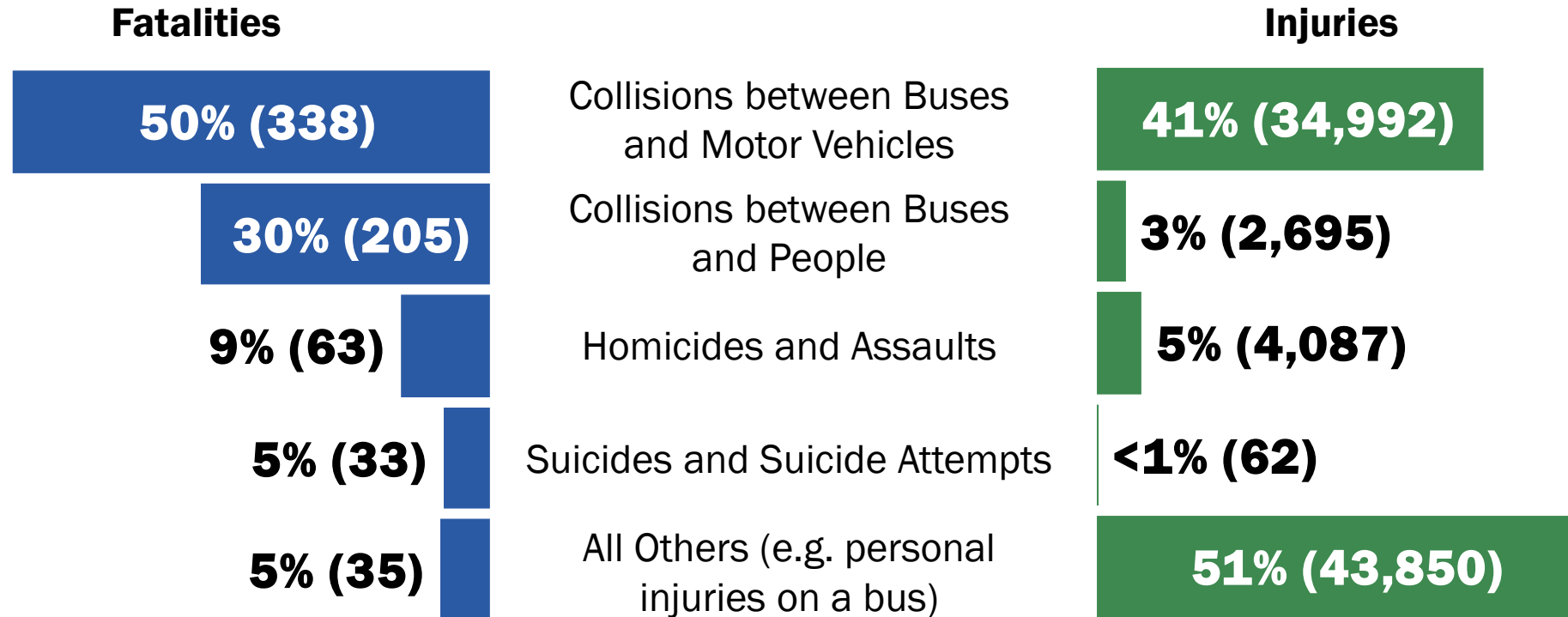
**Injuries per
100 Million VRM**



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 Overview

Key Findings

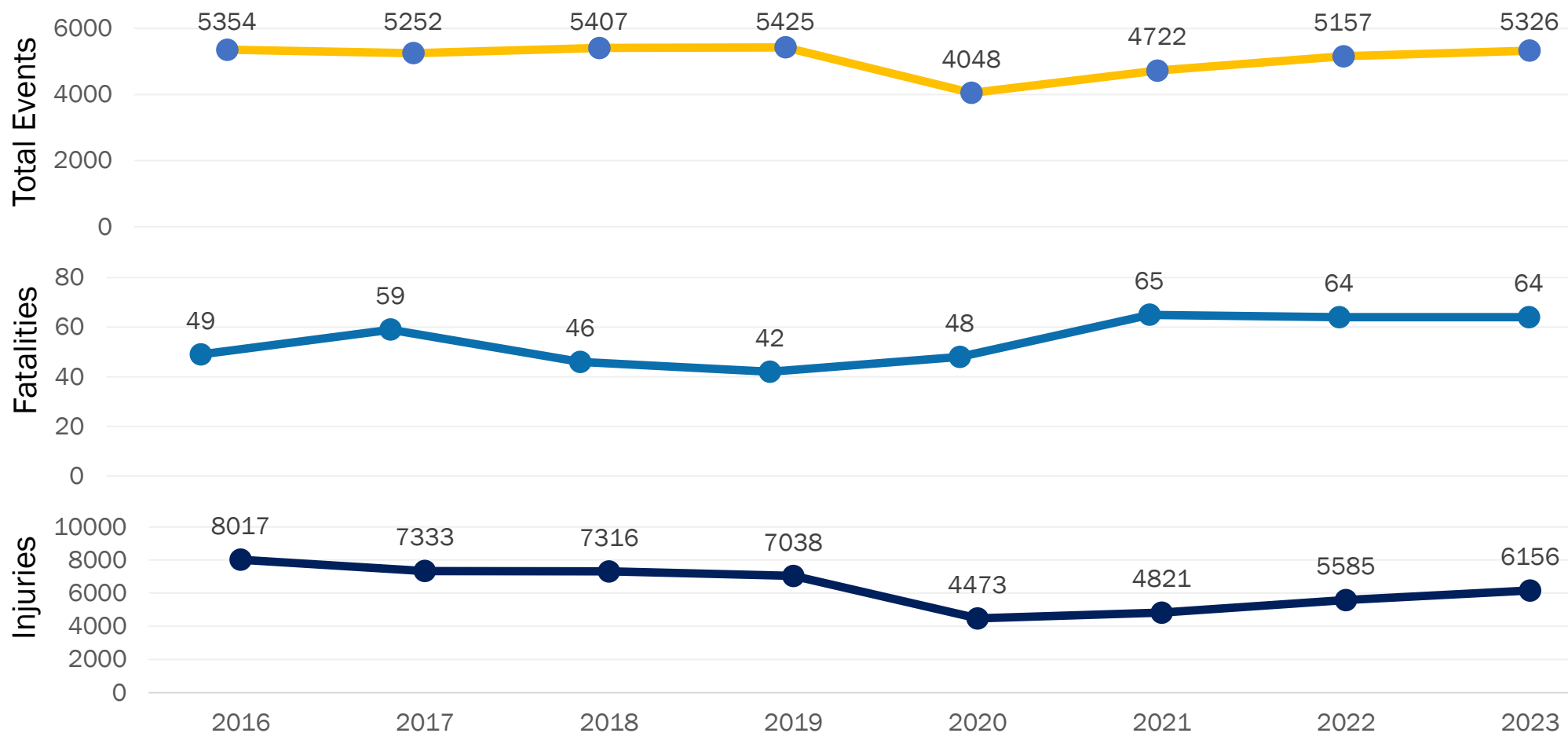
- From 2016-2023, transit agencies reported **40,691** Bus-to-POV collisions in the National Transit Database.
 - These collisions resulted in:
 - **437** fatalities and
 - **50,739** injuries

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

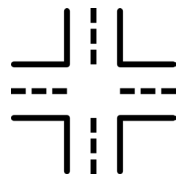
Source: National Transit Database (NTD), 2016 - 2023. Bus-to-POV collisions are events from the NTD Major Events file where the mode is bus and the event included a collision with a non-transit motor vehicle.

Bus-to-POV Collision Yearly Data Overview

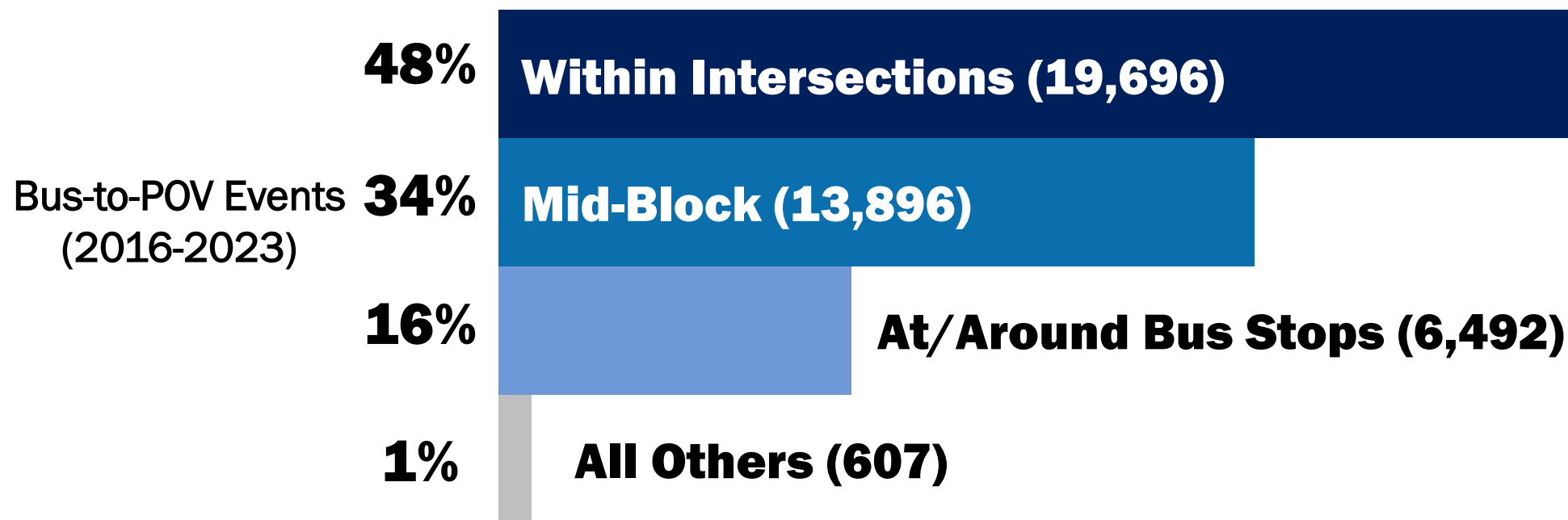


Source: National Transit Database (NTD), 2016 - 2023. Bus-to-POV collisions are events from the NTD Major Events file where the mode is bus and the event included a collision with a non-transit motor vehicle.

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 Overview



From 2008 to 2023, transit agencies reported **8,230 bus-to-person collisions** to the National Transit Database, 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

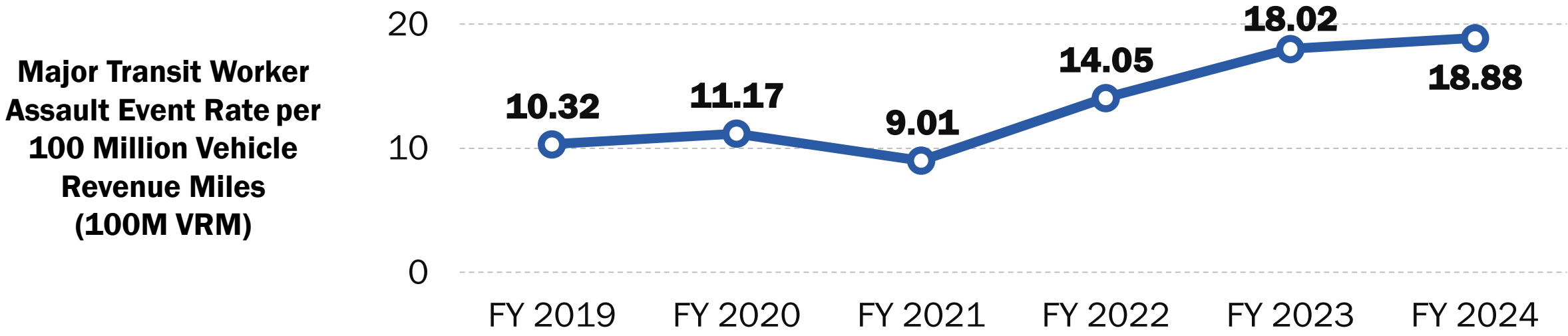


50% of fatalities and injuries (689) resulting from bus-to-person collisions within intersections were suffered by **pedestrians in the crosswalk.**



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

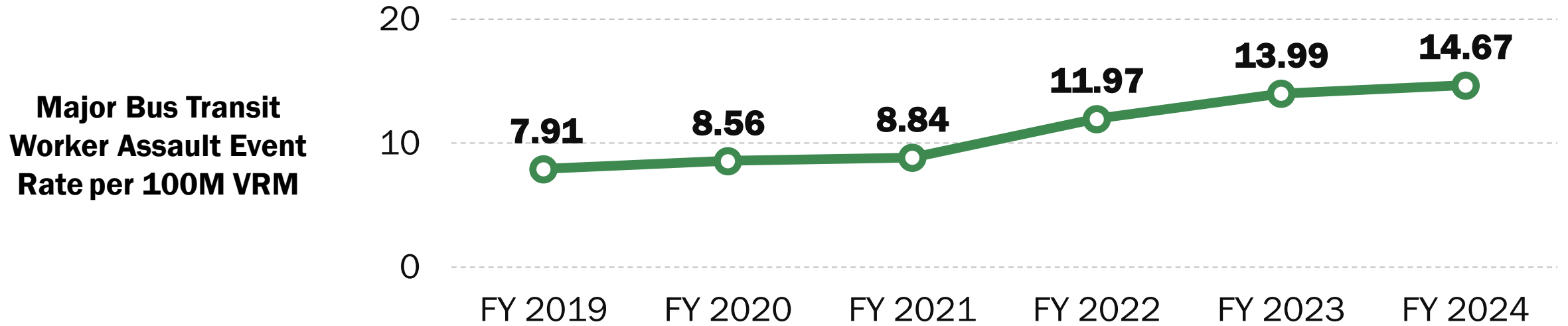
Major Transit Worker Assaults: FY 2019–2024



Raw Event, Fatality, and Injury Counts	Major Assaults	395	364	284	459	615	675
	Fatalities	1	0	12	1	3	5
	Injuries	399	368	290	469	656	723

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

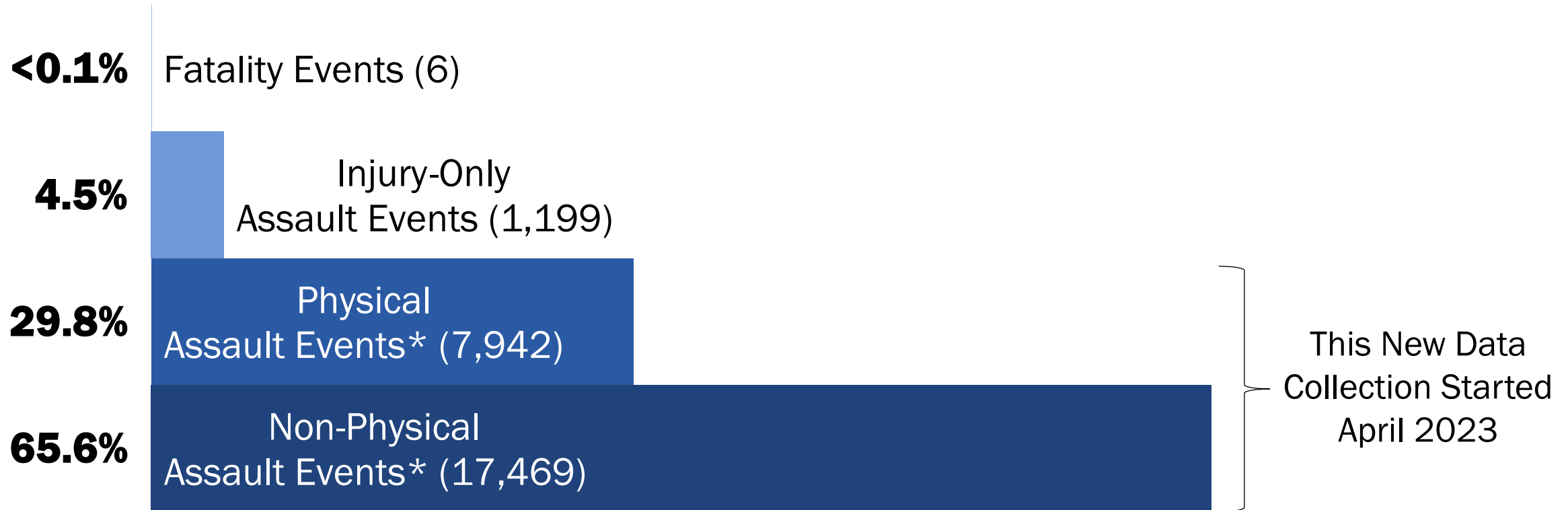
Major Bus Transit Worker Assaults: FY 2019–2024



Raw Event, Fatality, and Injury Counts	Major Assaults	238	216	214	303	369	409
	Fatalities	1	0	2	1	1	5
	Injuries	237	218	216	304	377	415

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

All Transit Worker Assaults by Severity: April 2023–December 2024



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

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

Responses to General Directive 24-1: Required Actions Regarding Assaults on Transit Workers

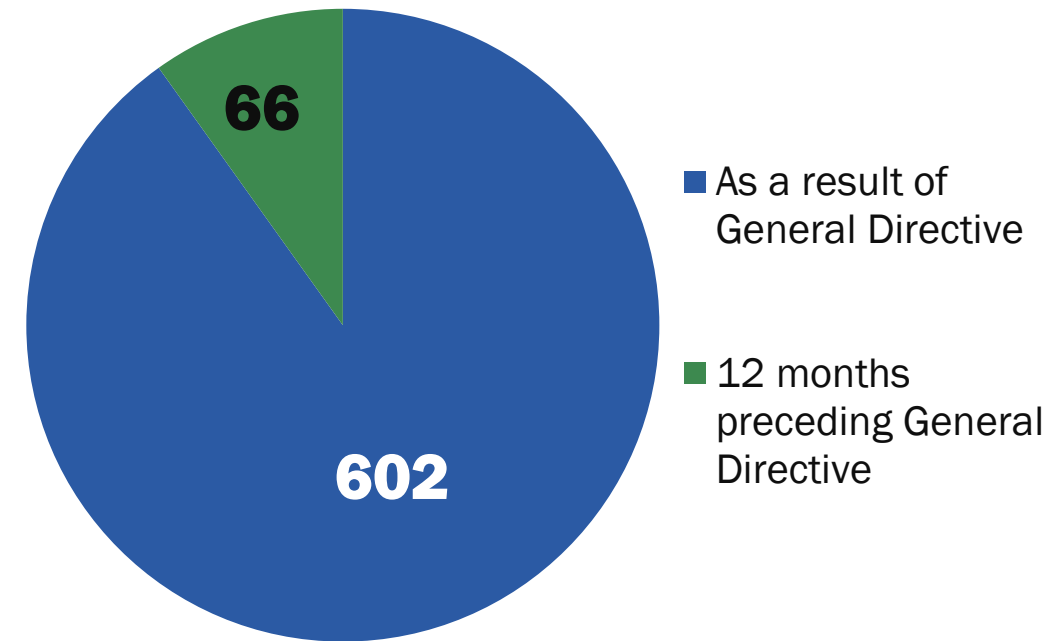


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Timing of Safety Risk Assessments

Did the General Directive result in transit agencies conducting a safety risk assessment?

- Yes.
 - 90% of transit agencies that submitted reports (602 transit agencies) conducted a safety risk assessment *as a result of the General Directive*.
 - 10% (66 transit agencies) reported that a safety risk assessment on this topic had been completed *in the twelve months prior* to the date of issuance of the General Directive.

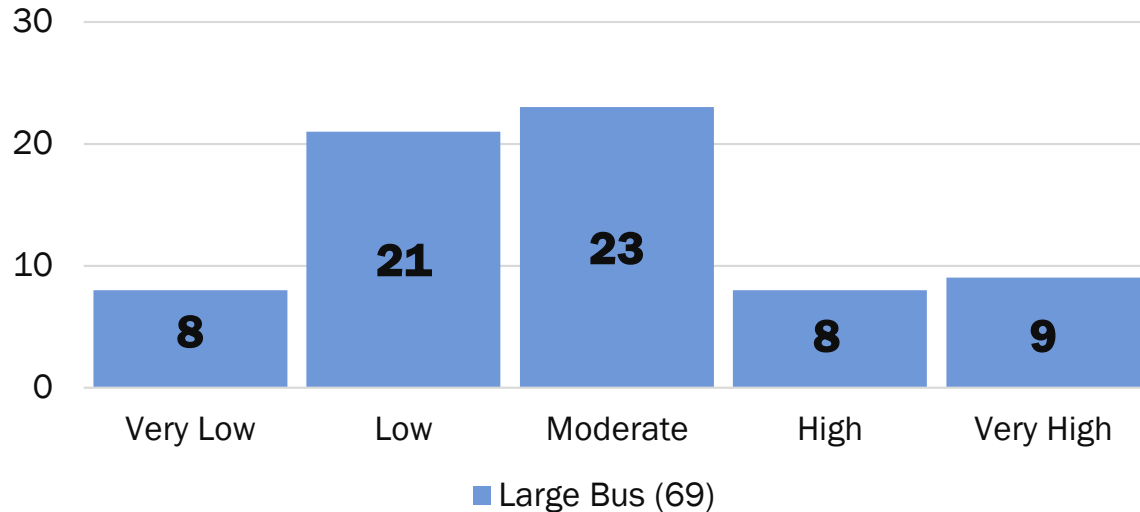


Likelihood and Severity Ratings – Large Bus Agencies

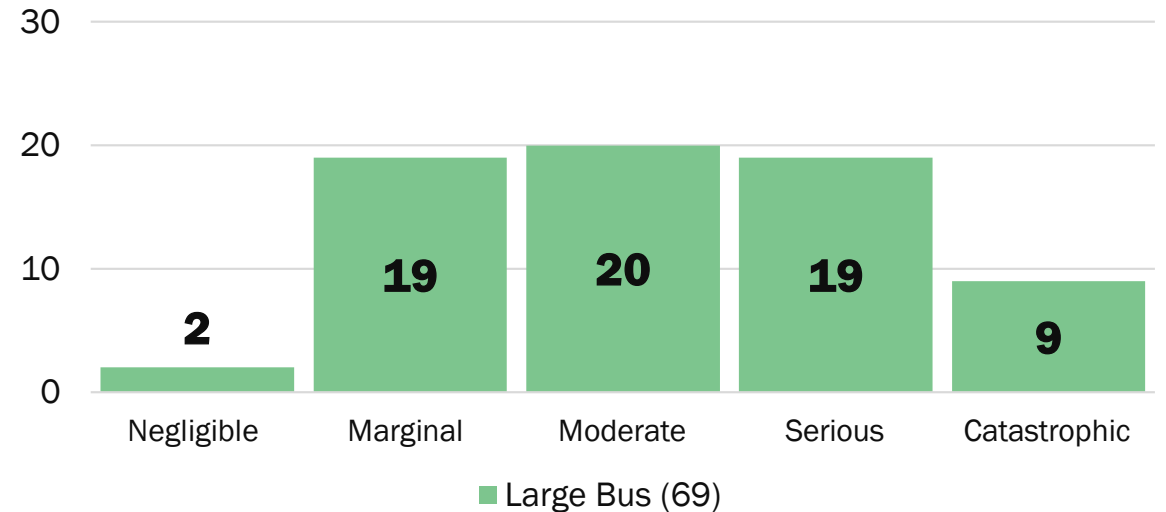
How are large bus agencies rating the risk of the potential consequences of assaults on transit workers?

- The General Directive required transit agencies to provide an overall risk rating (likelihood and severity) for the potential consequences of assaults on transit workers.

Large Bus Overall Risk Rating (Likelihood)



Large Bus Overall Risk Rating (Severity)

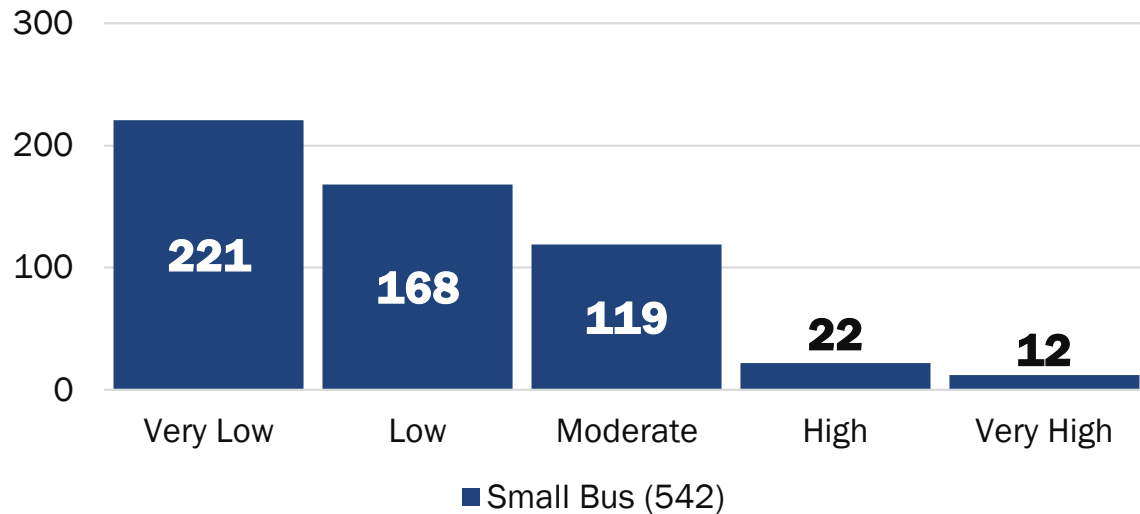


Likelihood and Severity Ratings – Small Bus Agencies

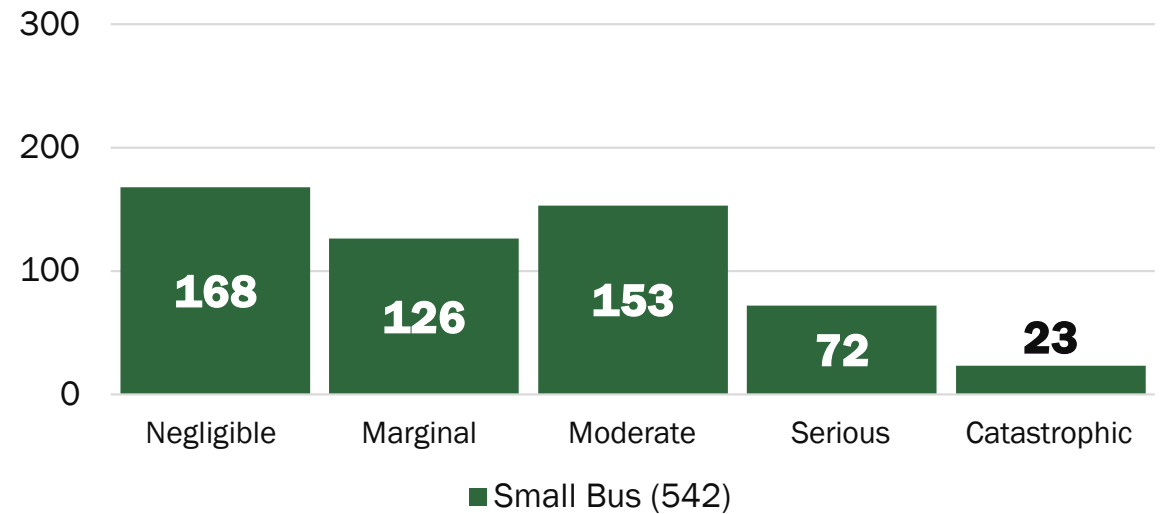
How are small bus agencies rating the risk of the potential consequences of assaults on transit workers?

- The General Directive required transit agencies to provide an overall risk rating (likelihood and severity) for the potential consequences of assaults on transit workers.

Small Bus Overall Risk Rating (Likelihood)



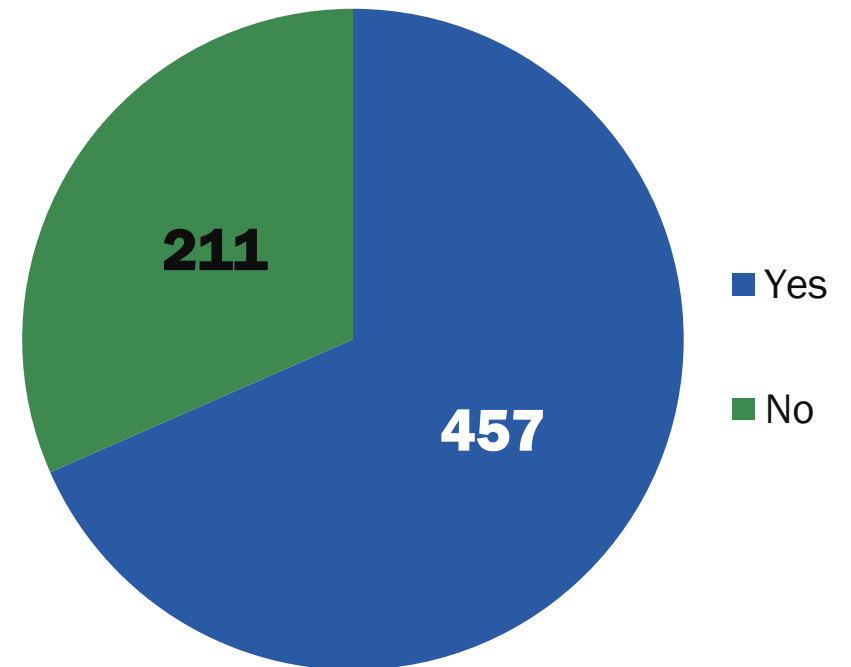
Small Bus Overall Risk Rating (Severity)



Mitigations and the 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 Status (continued)

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)

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



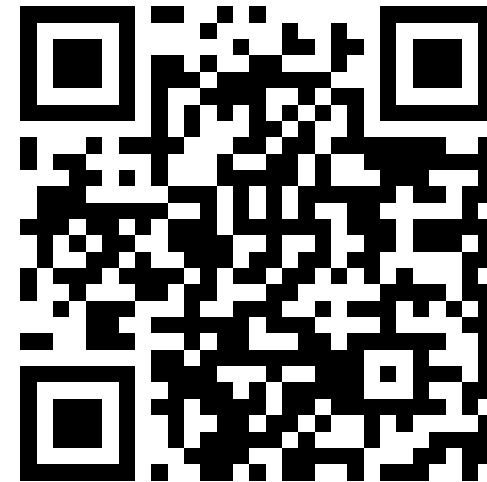
67% of all agencies found De-Escalation Training to be effective

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

Safety Data Management

Safety Data & SMS

- SMS is not a linear process with an obvious starting point
- Think of safety data as foundational to SMS and implicit in each pillar
- Safety data provides an on-ramp to SMS components
- No advanced degrees or special tools required: safety data is for everyone

**Safety
Assurance**

**Safety Risk
Management**

**Safety
Management
Policy**

**Safety
Promotion**

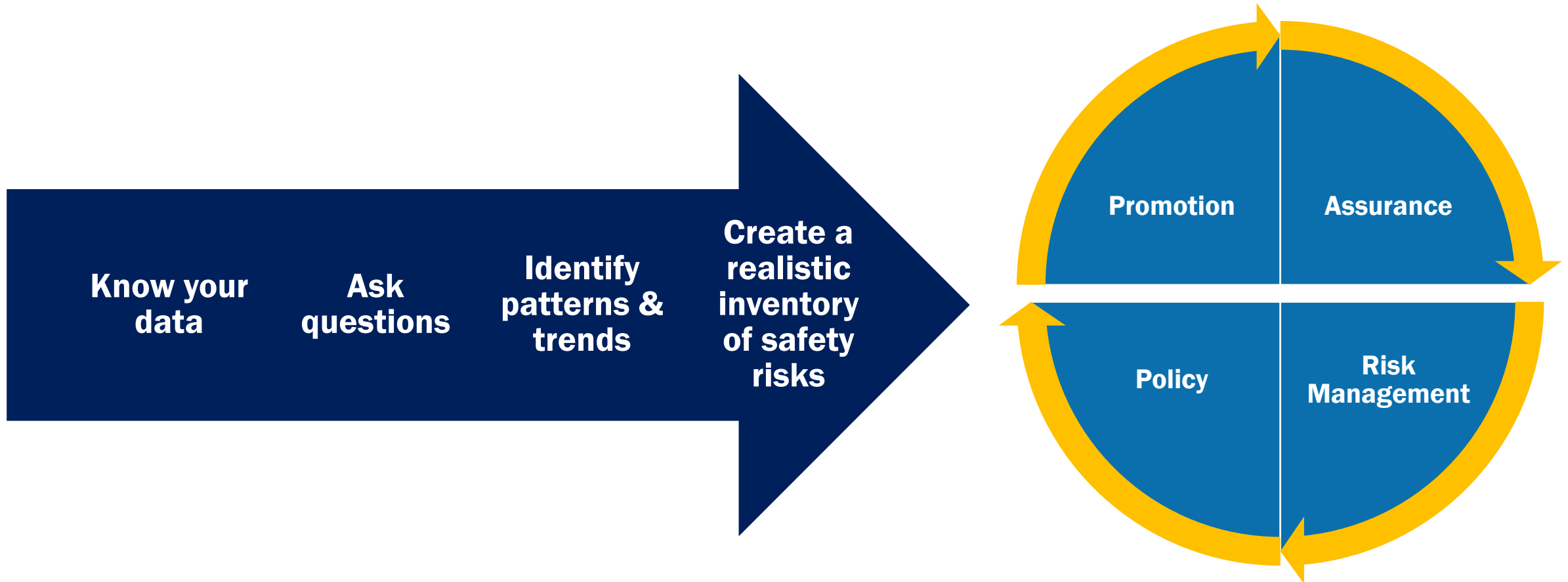
Safety Data

Safety Data Governance & Management

- **Governance** is the process of using safety data as a strategic asset in your agency
- **Management** is how you create, collect, organize, store, document, and use safety data
 - Chain of custody in creation
 - Consistency in terminology
 - Change in what you collect (physical and non-physical assaults)
- Safety data governance and management influence SMS implementation



From Safety Data Management to SMS



Additional Safety Data Management Initiatives

Data Quality

Safety data management stakeholders collaborate to monitor data quality and proactively address reporting issues

Example: [suite of guides](#) to clarify reporting requirements related to transit worker assault

Data Timeliness

- Remember that S&S-40 (major event) reports are due to the NTD **within 30 days** of the event
- FTA depends on timely and accurate safety and security data to carry out its safety and oversight programs.



Federal Transit Administration

[Reporting Login](#)

Safety and Security Policy Reference Documents

- [Assault on a Transit Worker Overview](#)
- [Assault on a Transit Worker Guide: Full Reporters](#)
- [Assault on a Transit Worker Guide: Reduced Reporters](#)

Related Links



Questions?



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Thank you!

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