

Transportation Association of South Carolina – FTA Update

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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



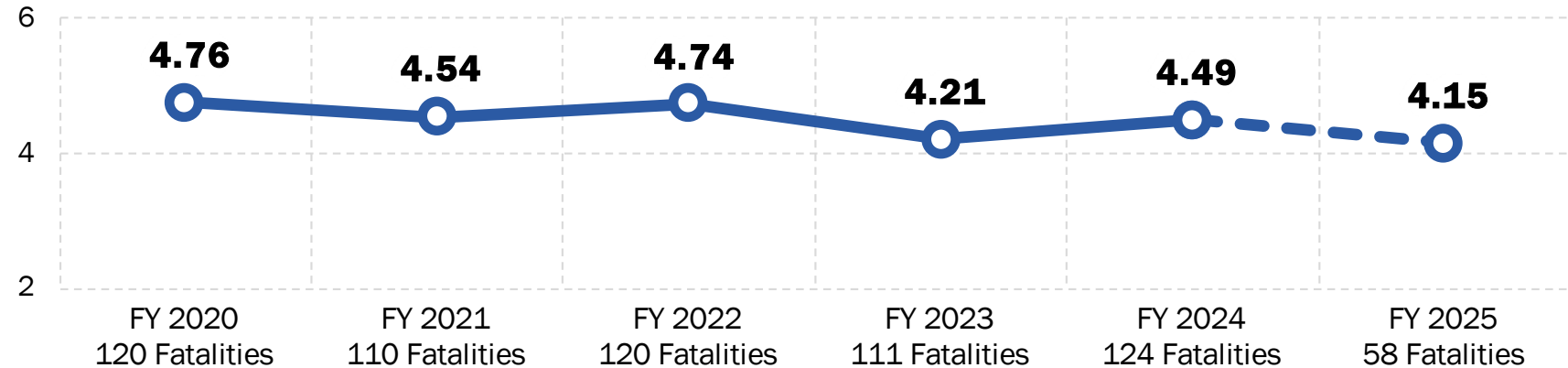
Bus Safety Data Trends



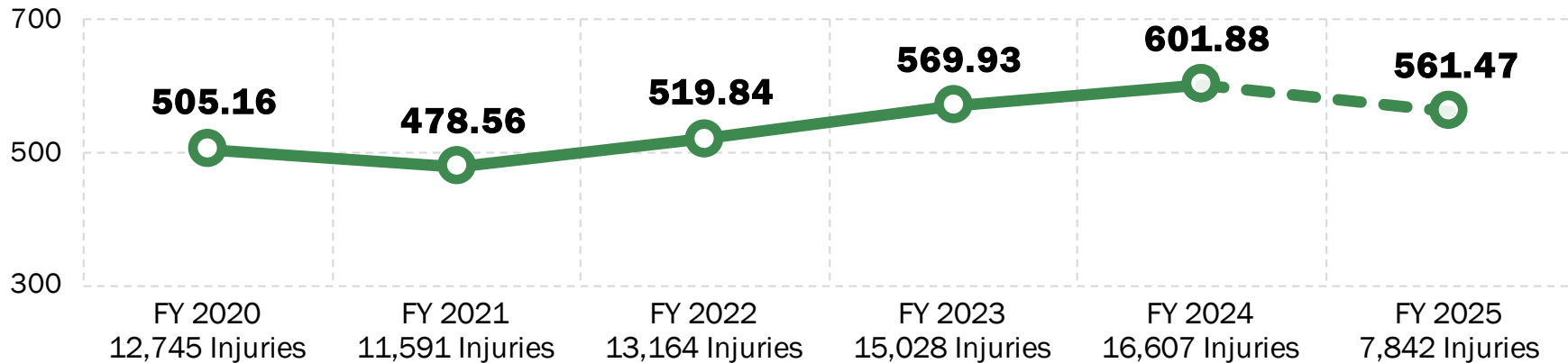
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State of Bus Transit Safety – Annual Trends

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



**Injuries per
100 Million VRM**

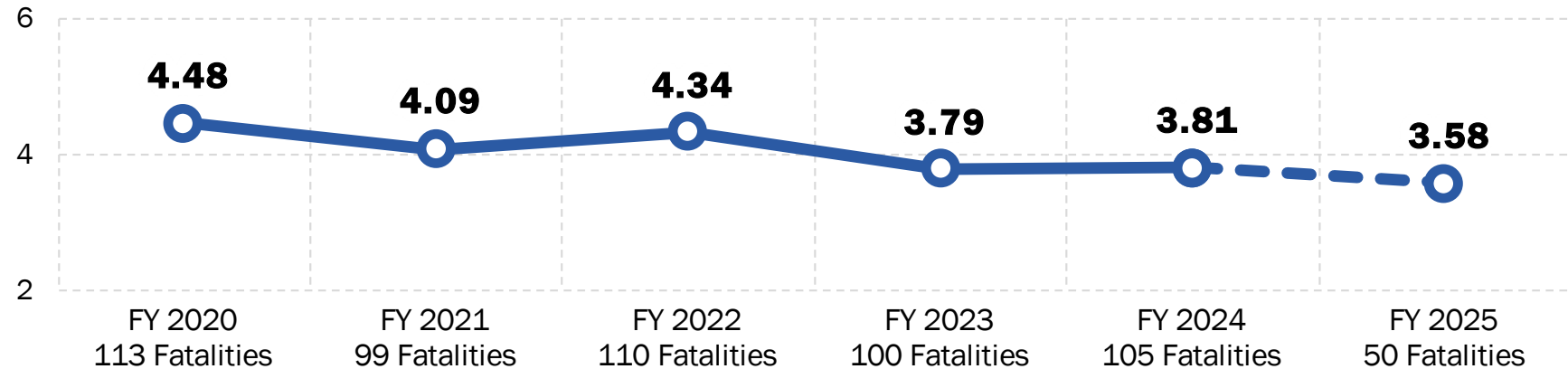


Source: National Transit Database (NTD)

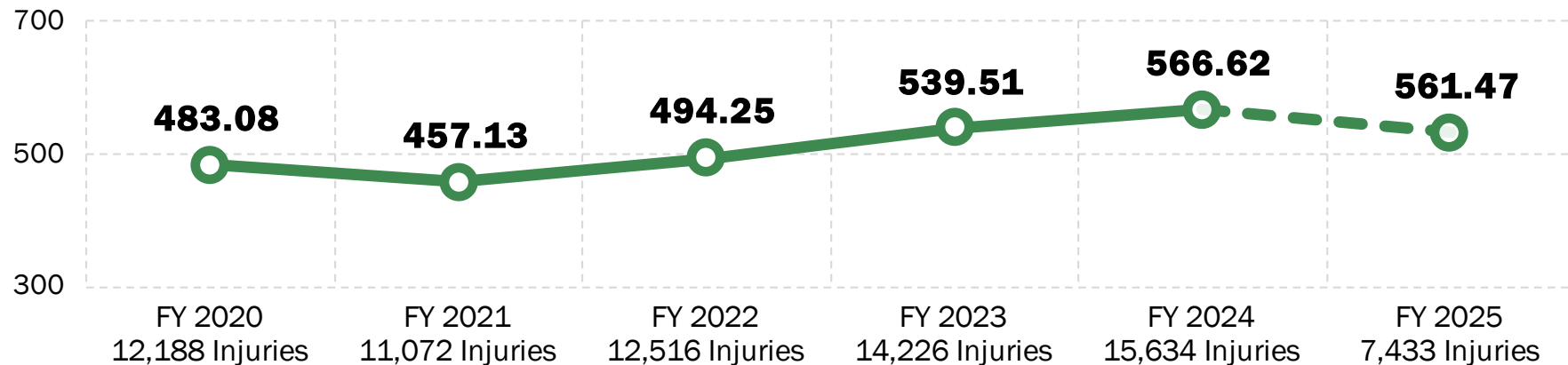
FY2024–25 data are preliminary. FY 2025 only includes data from Oct 2024–Mar 2025

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

**Fatalities per
100 Million VRM**



**Injuries per
100 Million VRM**

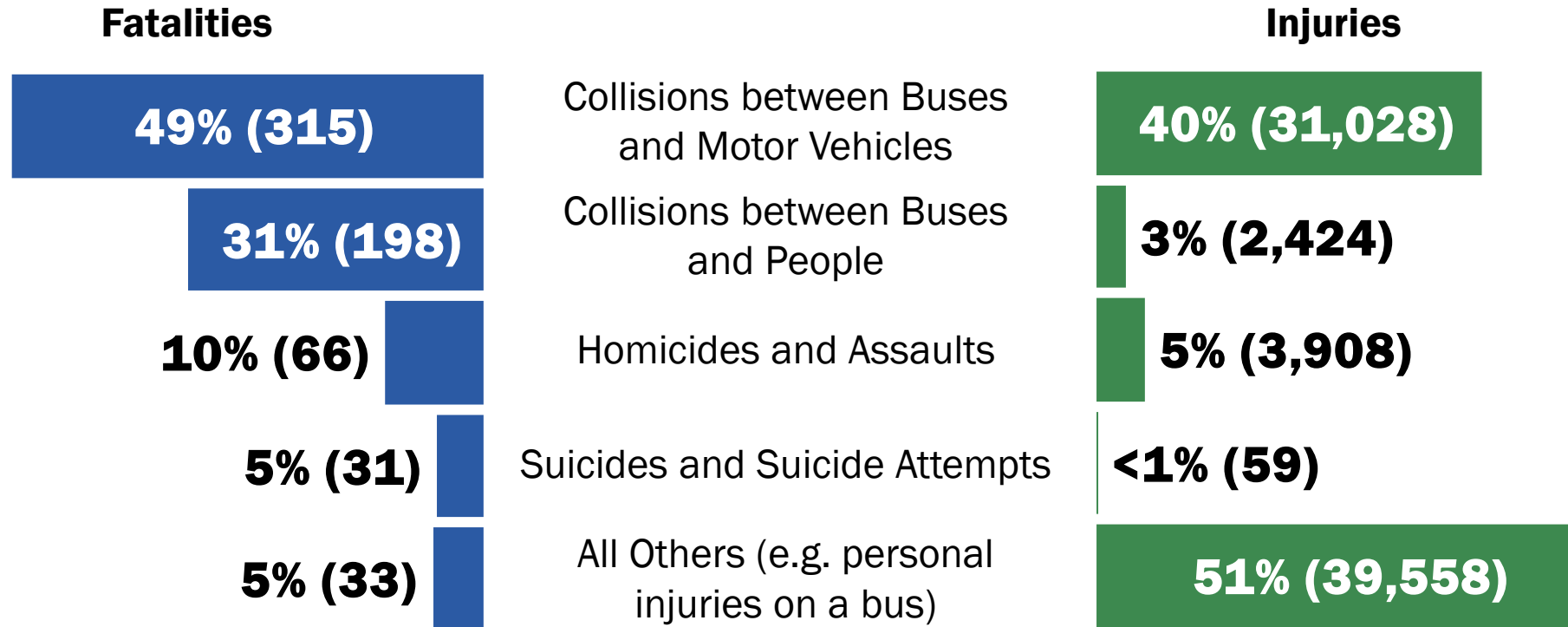


Source: National Transit Database (NTD)

FY2024–25 data are preliminary. FY 2025 only includes data from Oct 2024–Mar 2025

Sources of Bus Transit Fatalities and Injuries

Bus Transit Fatalities and Injuries by Source, Oct 2019–Mar 2025



Source: National Transit Database (NTD)
FY2024–25 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

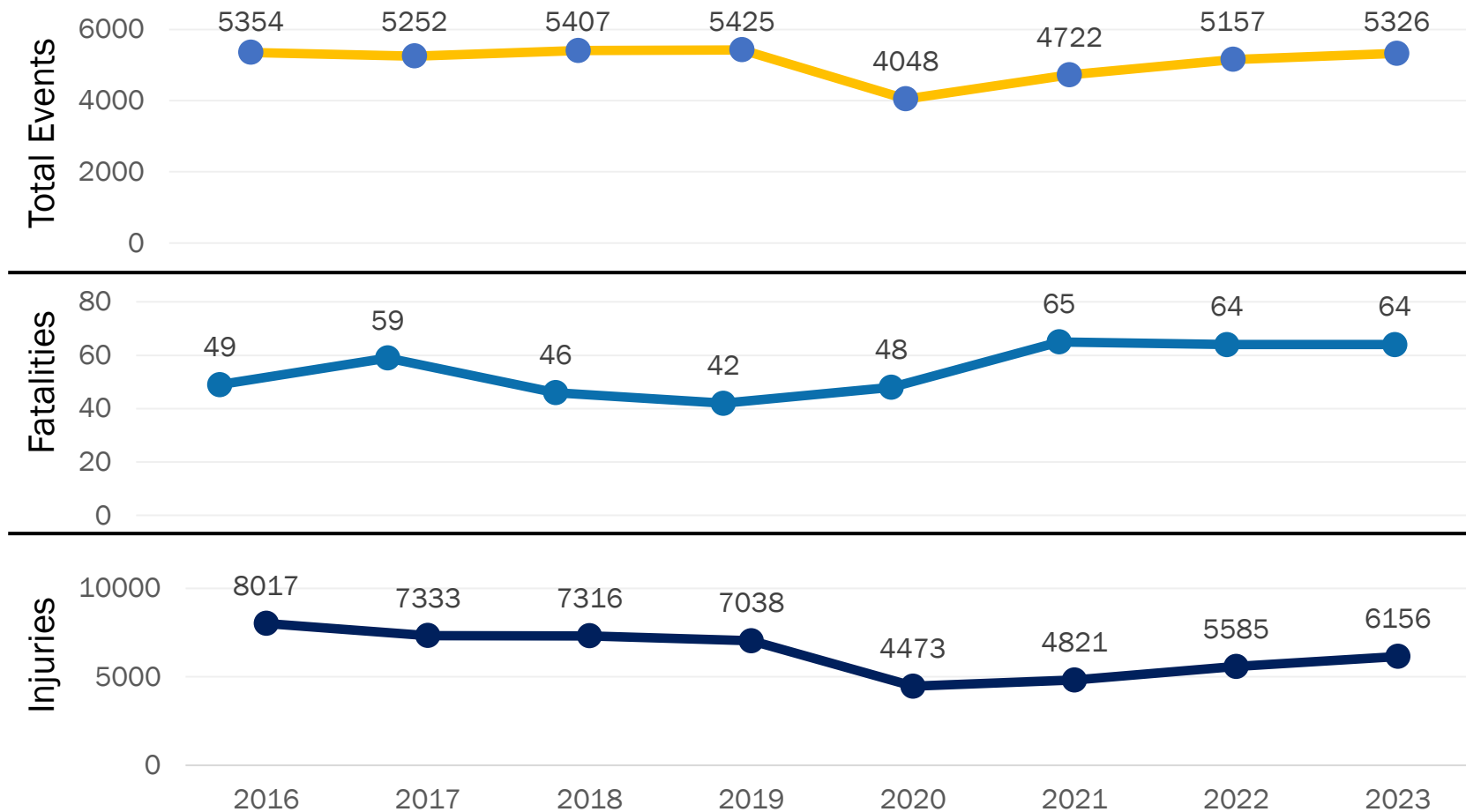
Takeaways

- 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

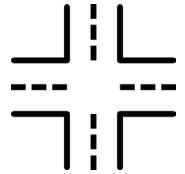
Bus-to-POV collisions are events from the NTD Major Events file where the mode is bus and the event included a collision with a non-transit motor vehicle.

Bus-to-POV Collision Yearly Data Overview

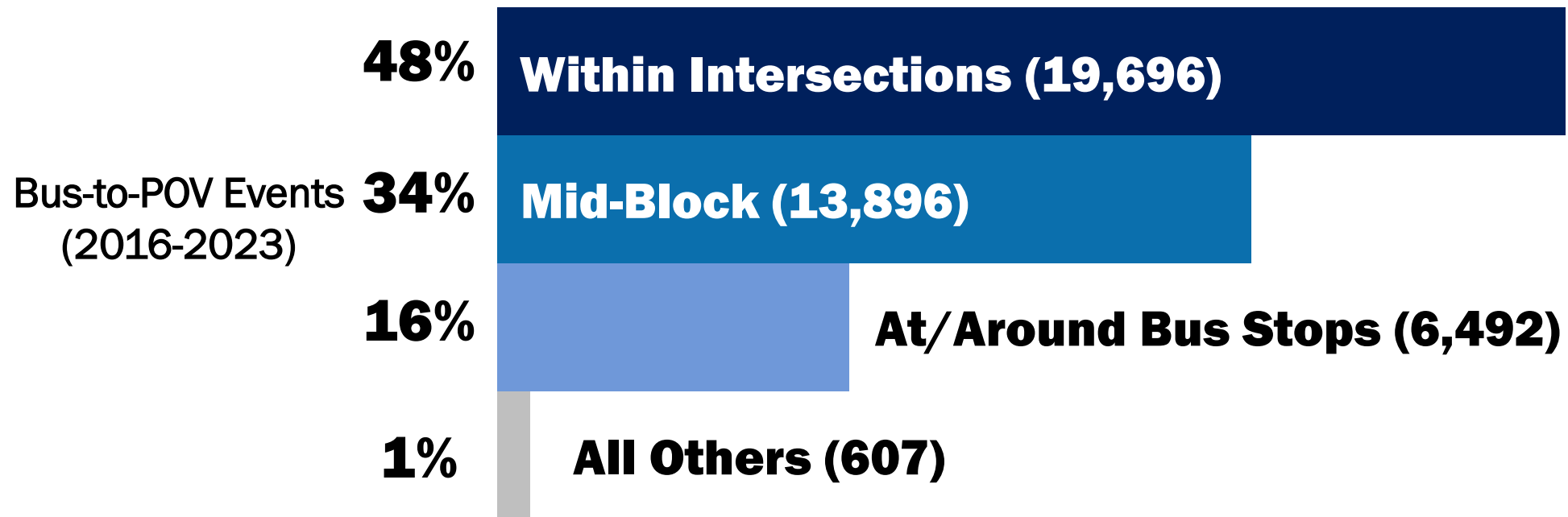


Source: National Transit Database (NTD), 2016 - 2023. Bus-to-POV collisions are events from the NTD Major Events file where the mode is bus and the event included a collision with a non-transit motor vehicle.

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%

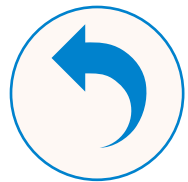
of bus transit fatalities

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.

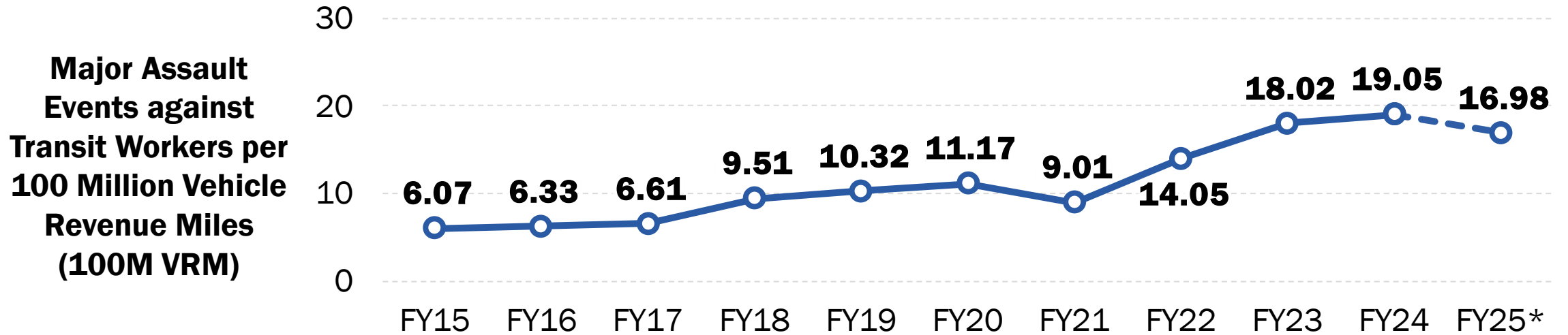
Source: NTD, 2017 - 2023.

Assaults on Transit Workers Update



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Major Assaults on Transit Workers: FY 2015–25

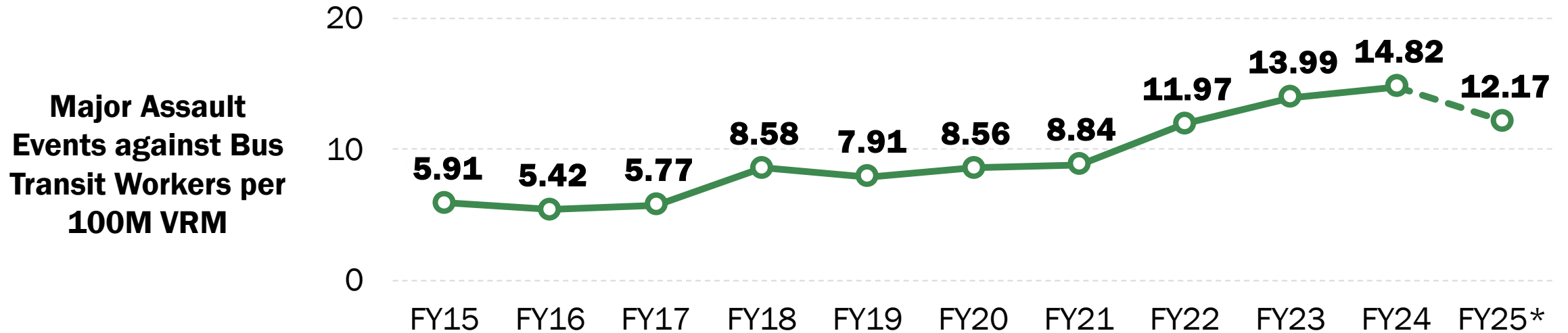


Raw Event, Fatality, and Injury Counts	Major Assaults	224	237	249	359	395	364	284	459	615	675	306
	Fatalities	1	0	0	0	1	0	12	1	3	5	2
	Injuries	225	243	254	360	399	368	290	469	656	723	327

Source: National Transit Database (NTD)

FY 2024–25 data are preliminary. *FY 2025 only includes data from Oct 2024–Mar 2025.

Major Assaults on Bus Transit Workers: FY 2015–25

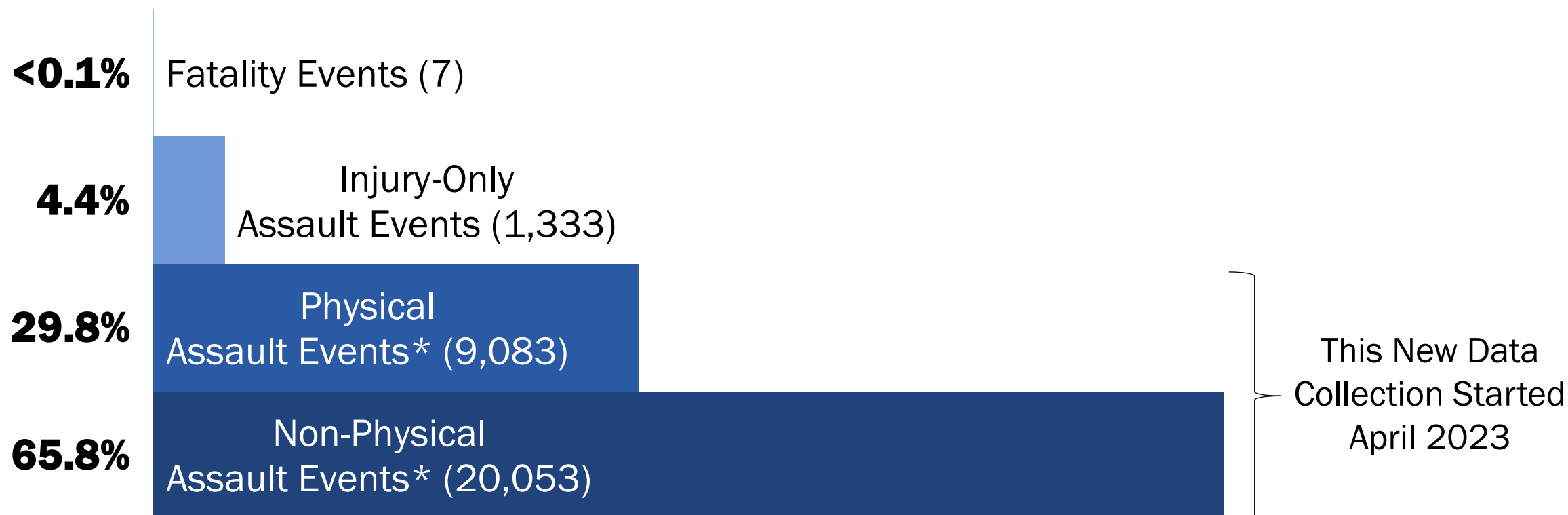


Raw Event, Fatality, and Injury Counts	Major Assaults	172	160	171	255	238	216	214	303	369	409	170
	Fatalities	0	0	0	0	1	0	2	1	1	5	2
	Injuries	173	164	174	255	237	218	216	304	377	415	170

Source: National Transit Database (NTD)

FY 2024–25 data are preliminary. *FY 2025 only includes data from Oct 2024–Mar 2025.

All Assaults on Transit Workers by Severity: April 2023–March 2025



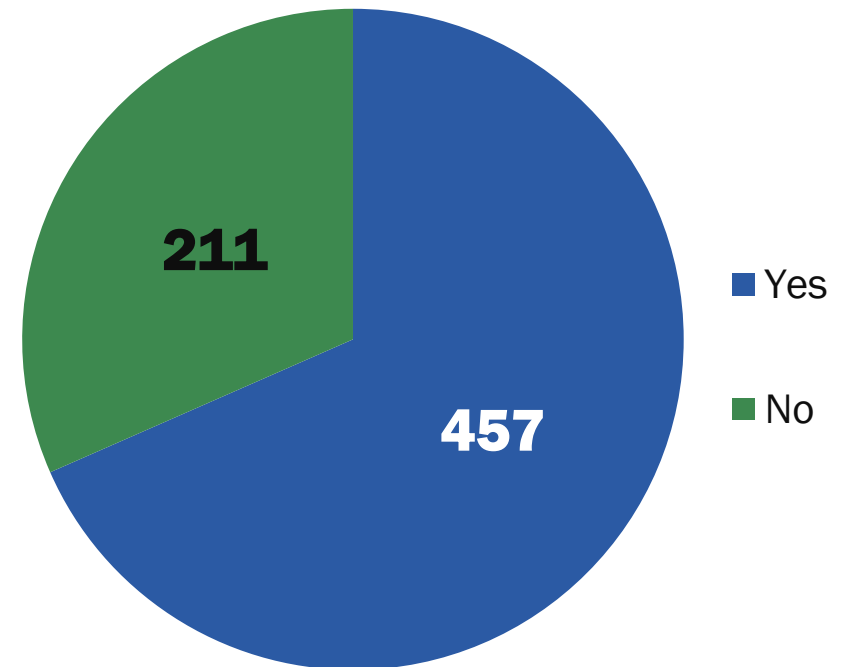
Source: National Transit Database (NTD)

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

General Directive 24-1: 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.



General Directive 24-1: 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

General Directive 24-1: 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

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

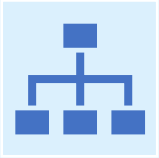


Open and effective communication exists across the organization



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

Data from major safety and security events reported to the National Transit Database can help measure the effectiveness of mitigations



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!

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