FTA Update to the Bus Safety Committee

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2025 APTA Safety and Risk Management Seminar

12/07/2025

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Agenda

- State of Bus Transit Safety

- Transit Worker Assault

- National Transit Database (NTD) Reporting
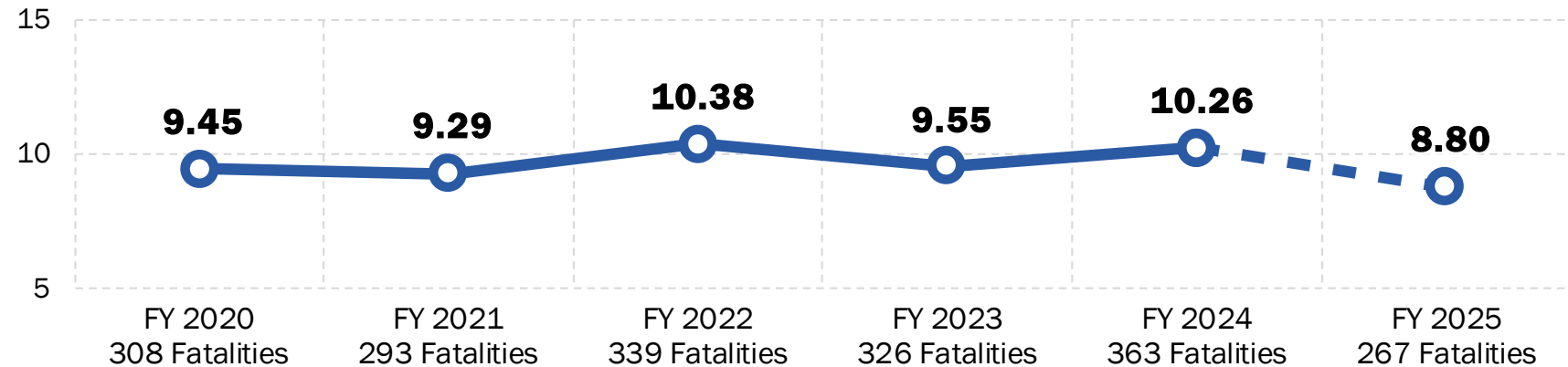
- Cybersecurity

- Current Safety Activities

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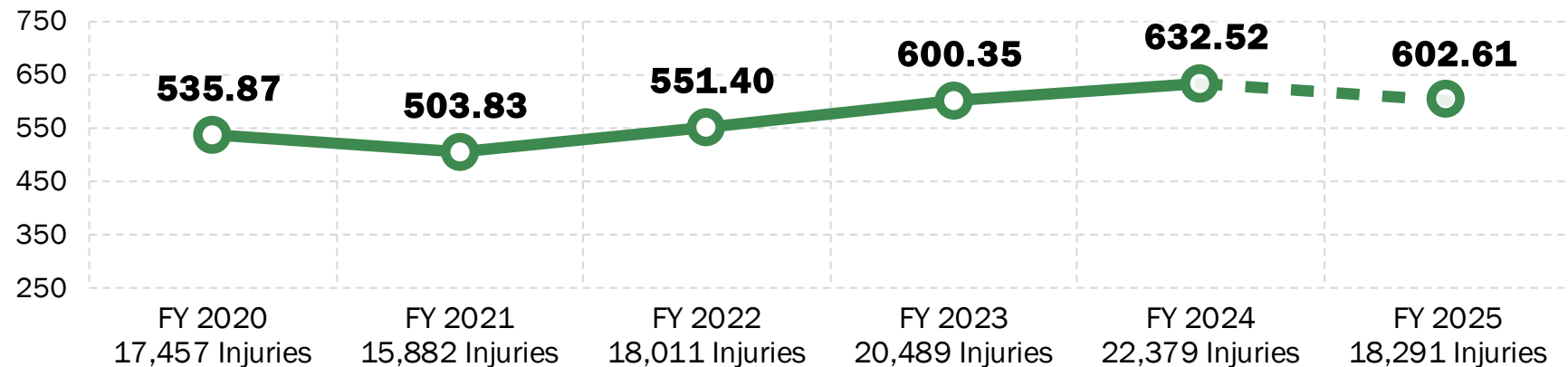# State of Bus Transit Safety

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State of Transit Safety – Annual Trends

Fatalities per 100 Million Vehicle Revenue Miles (VRM)

	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Value	9.45	9.29	10.38	9.55	10.26	8.80
	308 Fatalities	293 Fatalities	339 Fatalities	326 Fatalities	363 Fatalities	267 Fatalities

Injuries per 100 Million VRM

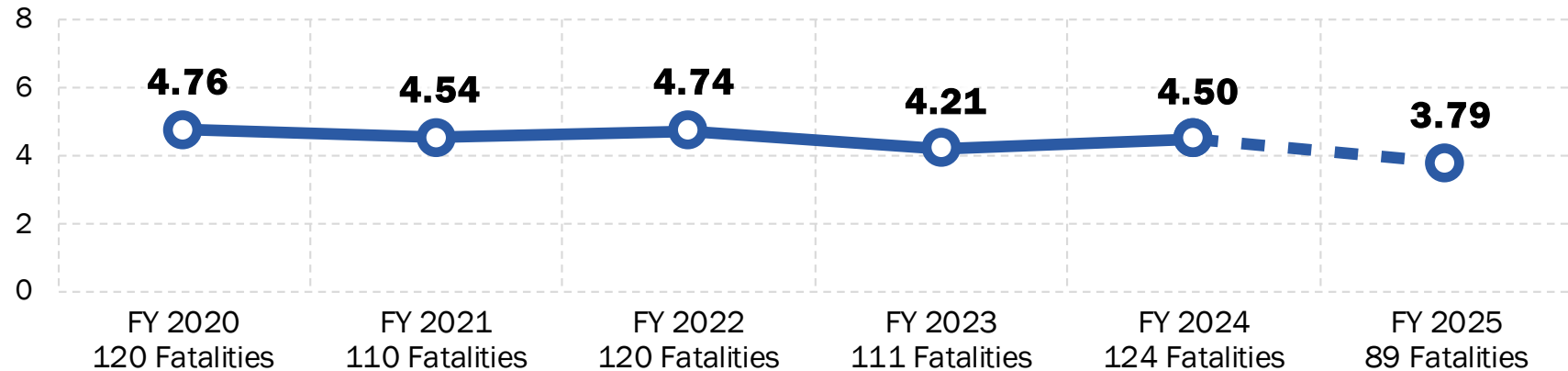|	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	FY 2025
Value	535.87	503.83	551.40	600.35	632.52	602.61
	17,457 Injuries	15,882 Injuries	18,011 Injuries	20,489 Injuries	22,379 Injuries	18,291 Injuries

- **Source:** National Transit Database (NTD)
  FY2025 data are preliminary. FY 2025 only includes data from Oct 2024–Jul 2025

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State of Bus Transit Safety – Annual Trends

Fatalities per 100 Million Vehicle Revenue Miles (VRM)

Chart showing Fatalities per 100 Million VRM:
- FY 2020: 4.76 — 120 Fatalities
- FY 2021: 4.54 — 110 Fatalities
- FY 2022: 4.74 — 120 Fatalities
- FY 2023: 4.21 — 111 Fatalities
- FY 2024: 4.50 — 124 Fatalities
- FY 2025: 3.79 — 89 Fatalities

Injuries per 100 Million VRM

Chart showing Injuries per 100 Million VRM:
- FY 2020: 505.16 — 12,745 Injuries
- FY 2021: 478.56 — 11,591 Injuries
- FY 2022: 519.84 — 13,164 Injuries
- FY 2023: 570.05 — 15,028 Injuries
- FY 2024: 601.69 — 16,572 Injuries
- FY 2025: 579.48 — 13,613 Injuries
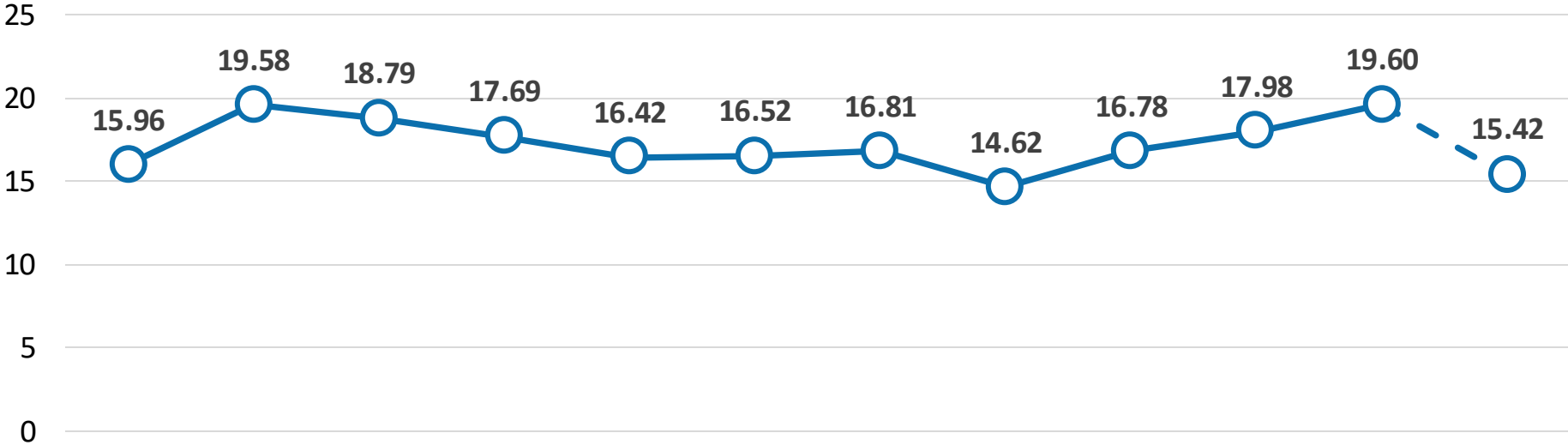
- **Source:** National Transit Database (NTD)
  FY2025 data are preliminary. FY 2025 only includes data from Oct 2024–Jul 2025

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Bus-to-Person Collisions: FY 2014-2025

Bus-to-Person Collisions per 100 Million Vehicle Revenue Miles (100M VRM)

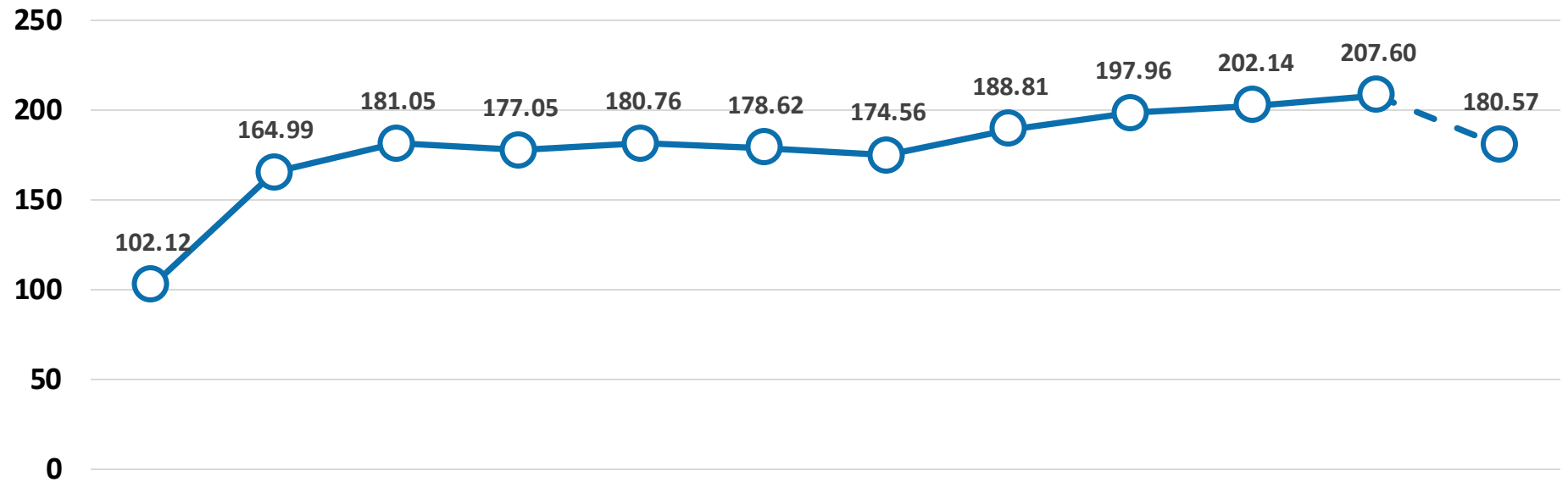|	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
100M VRM	15.96	19.58	18.79	17.69	16.42	16.52	16.81	14.62	16.78	17.98	19.60	15.42

Raw Event, Fatality, and Injury Counts

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Bus to Person Collisions	458	570	555	524	488	497	424	354	425	474	540	400
Fatalities	32	40	39	33	27	26	54	33	35	27	30	30
Injuries	487	558	563	530	502	523	397	339	403	480	549	393

- **Source:** National Transit Database (NTD)
  *FY 2025 data are preliminary. *FY 2025 only includes data from Oct 2024–Jul 2025.*

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Bus-to-POV Collisions: FY 2014-2025

Bus-to-POV Collisions per 100 Million Vehicle Revenue Miles (100M VRM)

Line chart values:
- 2014: 102.12
- 2015: 164.99
- 2016: 181.05
- 2017: 177.05
- 2018: 180.76
- 2019: 178.62
- 2020: 174.56
- 2021: 188.81
- 2022: 197.96
- 2023: 202.14
- 2024: 207.60
- 2025: 180.57

Raw Event, Fatality, and Injury Counts

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Bus to POV Collisions	2930	4803	5349	5244	5371	5373	4404	4573	5013	5329	5721	4683
Fatalities	30	41	41	62	53	46	48	55	65	61	63	37
Injuries	5887	8063	8008	7592	7234	7086	5270	4621	5375	5990	6654	5299

- **Source:** National Transit Database (NTD)
  *FY 2025 data are preliminary. *FY 2025 only includes data from Oct 2024–Jul 2025.*

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Intersection Issues

From 2014 to 2024, the largest percentage of bus collision events occurred within intersections.

Bus collisions at intersections accounted for:

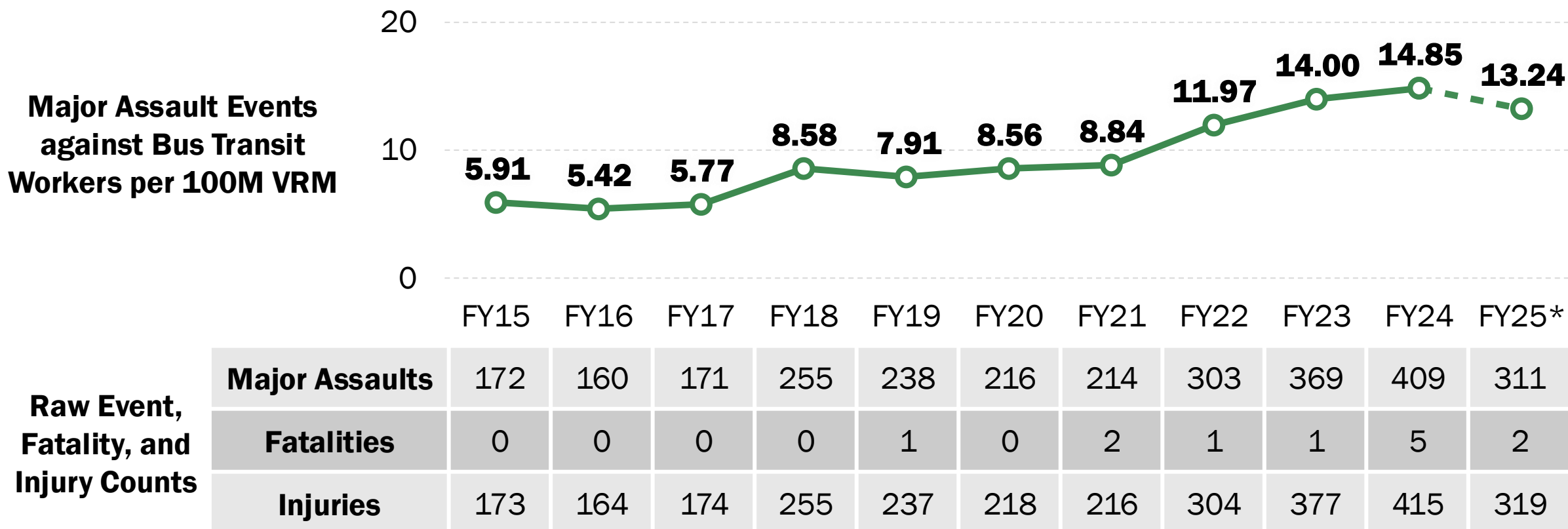**48%**

Bus-to-POV Events

42%

Bus-to-Persons Events

27% of fatalities and injuries (2,504) resulting from bus-to-person collisions within intersections occurred when the transit vehicle was turning left.

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Assaults on Transit Workers

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Major Assaults on Bus Transit Workers: FY 2015–25

Major Assault Events against Bus Transit Workers per 100M VRM

Line chart values:
- FY15: 5.91
- FY16: 5.42
- FY17: 5.77
- FY18: 8.58
- FY19: 7.91
- FY20: 8.56
- FY21: 8.84
- FY22: 11.97
- FY23: 14.00
- FY24: 14.85
- FY25*: 13.24

Raw Event, Fatality, and Injury Counts

	FY15	FY16	FY17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25*
Major Assaults	172	160	171	255	238	216	214	303	369	409	311
Fatalities	0	0	0	0	1	0	2	1	1	5	2
Injuries	173	164	174	255	237	218	216	304	377	415	319

- **Source:** National Transit Database (NTD)
  *FY 2025 data are preliminary. *FY 2025 only includes data from Oct 2024–Jul 2025.*

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Safety Management Systems: Lessons Learned from GD 24-1

Safety Risk Management

- Identify hazards
- Assess risk
- Mitigate risk

"What's wrong?"

"How bad is it?"

"How will we fix it?"

Safety Assurance

- Monitor mitigations
- Measure performance

"Are our fixes working?"

"Are we meeting our safety objectives?"

Lessons Learned from GD 24-1

Agencies were able to leverage their **Safety Risk Management** processes effectively but needed prompting

- *Only 10% of agencies had conducted safety risk assessments on the topic in the 12 months prior to GD 24-1*

Safety Assurance processes proved more challenging for the industry

- *While agencies were generally able to assess safety risk, monitoring the effectiveness of mitigations proved more difficult*

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Mitigation Monitoring Examples

49 CFR 673.27(b)(2): A transit agency must "monitor its operations to identify any safety risk mitigations that may be ineffective, inappropriate, or were not implemented as intended"

GD 24-1 Transit Agency Examples:

- Tracking counts and rates of transit worker assault before and after mitigation implementation

- Review of event records to monitor use of de-escalation techniques

- Camera footage review to confirm mitigation effectiveness

- Passenger feedback, surveys

- Operator feedback, surveys

- Tracking usage of mitigation (panic buttons, communication tools)

Mitigation Monitoring tells if a mitigation is achieving its intended outcome.

- Data may confirm mitigation effectiveness.

- Data may tell us that the mitigation is not reducing the severity or frequency of worker assaults and may prompt an agency to reevaluate the mitigation.

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Safety Bulletin 25-1: NTD Reporting Deadlines for Safety and Security Events

- On Sept. 25, FTA [issued a reminder](#) to applicable National Transit Database (NTD) reporters on reporting deadlines for major and non-major safety and security events.

- Major Event Report (S&S-40) **is due no later than 30 days** after the event date.

- Non-Major Monthly Summary Report (S&S-50) is **due by the end of each month.**

View Safety Bulletin 25-1 here

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Cybersecurity

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Cybersecurity in Transit

- The threat of cyber disruption to critical infrastructure is at an all-time high.

- Recent attacks on the Colonial Pipeline and SolarWinds demonstrate the ability of unauthorized users to access sensitive information and impact critical infrastructure systems.

- Recent attacks on the Transit Industry
  - 2024 Oahu Transit Services (HI)
  - 2024 SouthWest Transit (MN)
  - 2024 Pittsburgh Regional Transit (PA)

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Cybersecurity Awareness

1 Risk management helps prioritize limited resources to align technology risk with an organization's overall risk tolerance.

2 Phishing resistant methods can support multifactor authentication.

3 Prioritize technical services and collaborate with legal, emergency management, and public relations.

4 Ransomware detection and response should be consistent.

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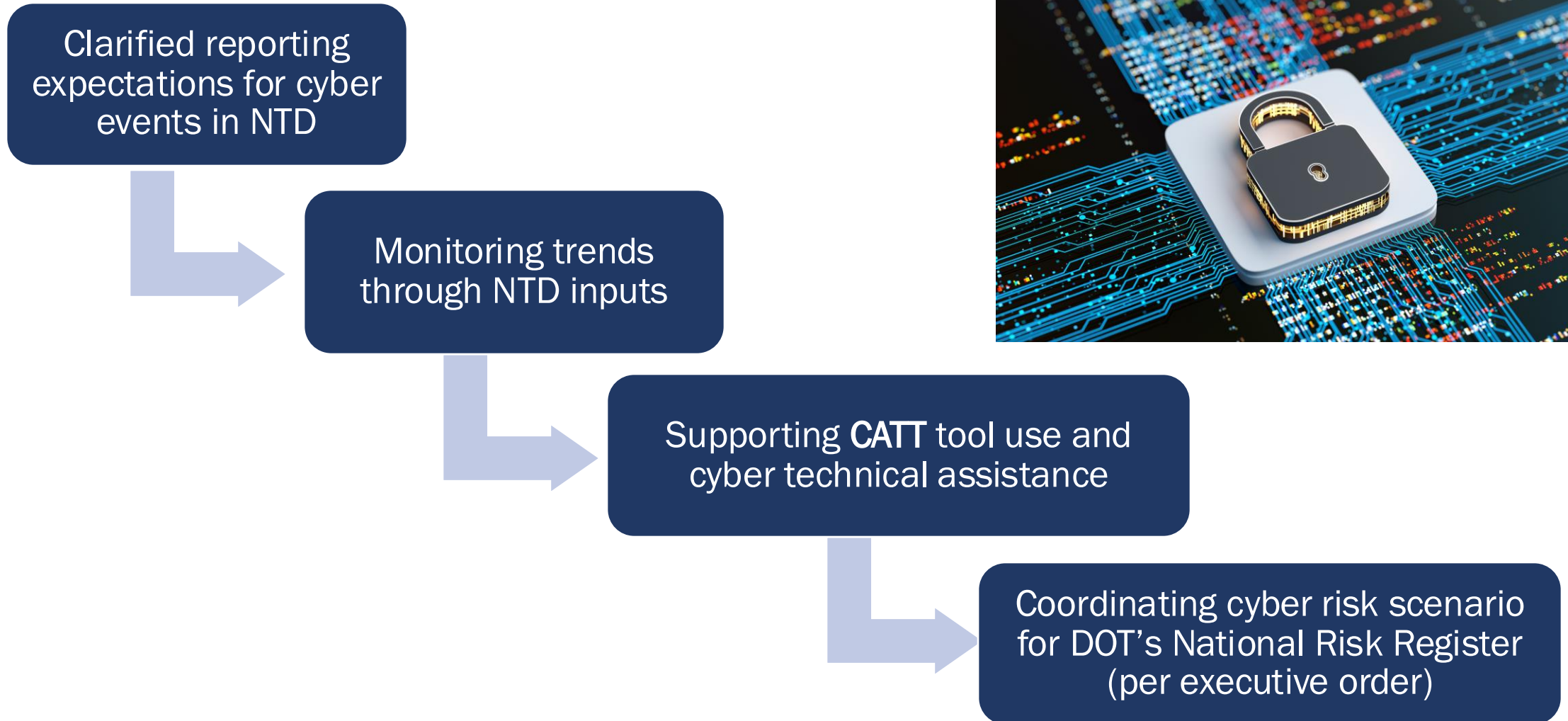
FTA's Cybersecurity Resources:

Cybersecurity Awareness for Transit Agencies Webinar Recording 10/28

Cybersecurity Resources for Transit Agencies

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FTA's Current Cybersecurity Efforts

Clarified reporting expectations for cyber events in NTD

Monitoring trends through NTD inputs

Supporting **CATT** tool use and cyber technical assistance

Coordinating cyber risk scenario for DOT's National Risk Register (per executive order)

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Current Safety Activities: FTA PTASP Audits & Safety and Security Letters

FTA initiated PTASP audits related to preventing assaults on transit workers and sent letters to transit agencies regarding the general safety and security of the system.

PTASP Audit Criteria

- Implementation of their Agency Safety Plan (ASP)
- Assessment of their Safety Risk Reduction Program
- Evaluation of the effectiveness of mitigations

Safety and Security Review

- Action and plans to reduce crime and fare evasion
- Funding sources for passenger and worker safety for both expenditures and budgeted initiatives

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Thank you

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