

FTA Safety Workshop

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CTAA Expo

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U.S. Department of Transportation
Federal Transit Administration

Agenda

- Bus Safety Data Trends
- Safety Data & SMS
- Positive Safety Culture in Transit



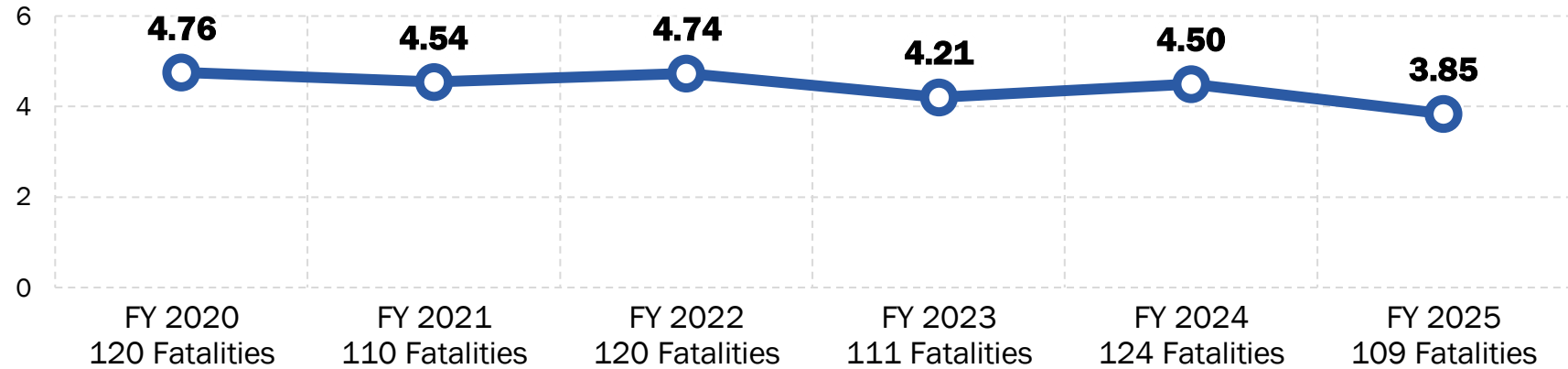
Bus Safety Data Trends



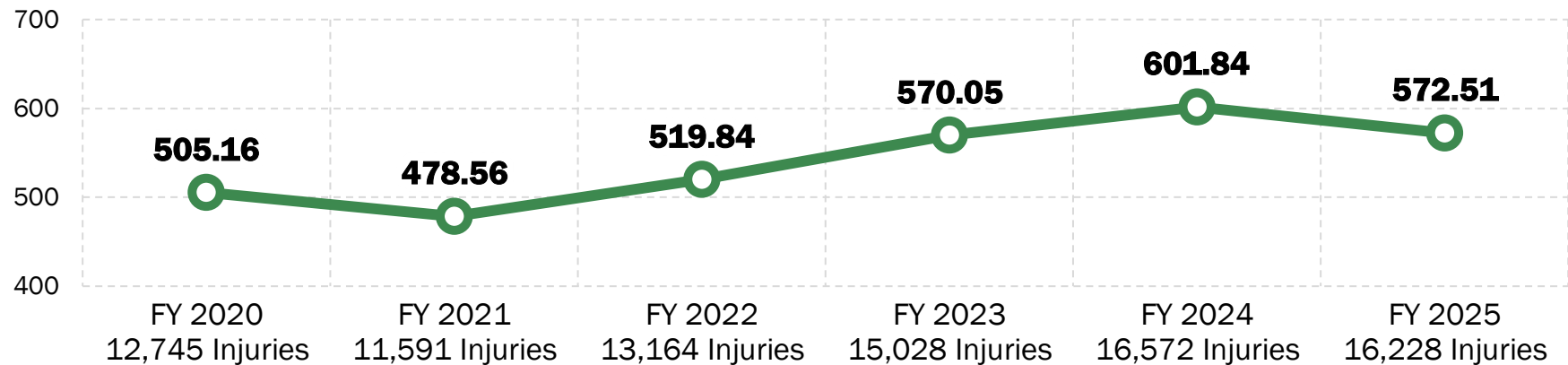
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State of Bus Transit Safety – Annual Trends

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

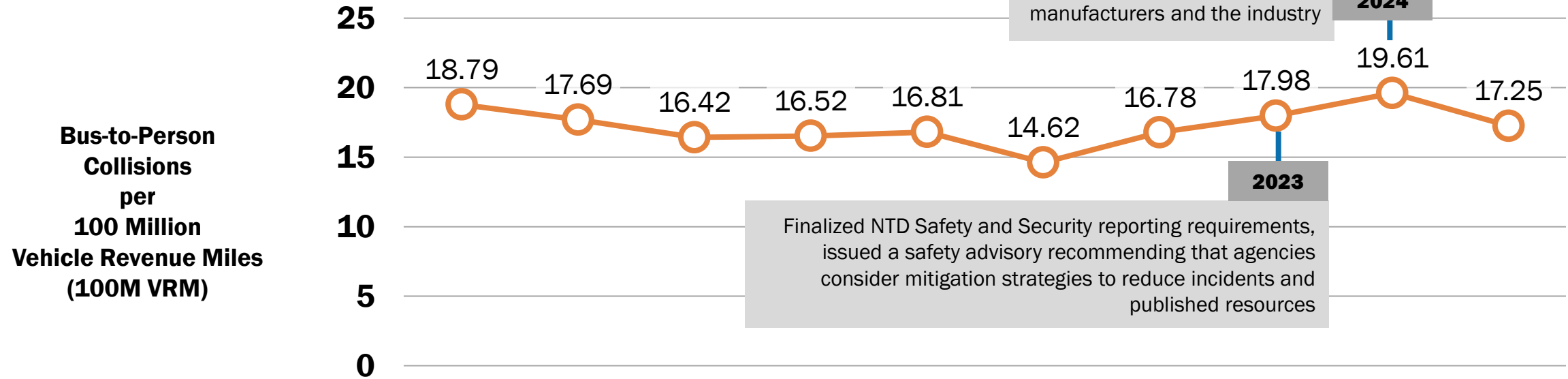


**Injuries per
100 Million VRM**



- **Source:** National Transit Database (NTD)
FY2025 data are preliminary.

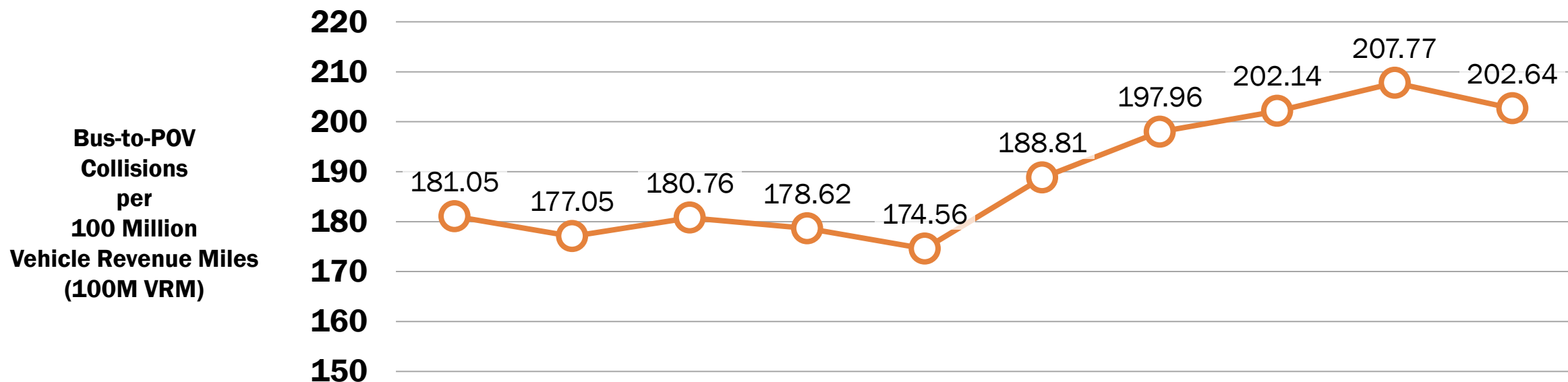
Bus-to-Person Collisions



	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Raw Event, Fatality, and Injury Counts										
Bus-to-Person Collisions	555	524	488	497	424	354	425	474	540	489
74 Fatalities	39	33	27	26	54	33	35	27	30	38
Injuries	563	530	502	523	397	339	403	480	549	486

- **Source:** National Transit Database (NTD)
*FY 2025 and 2026 data are preliminary. *FY 2026 includes data from Dec 2025.*

Bus-to-POV Collisions



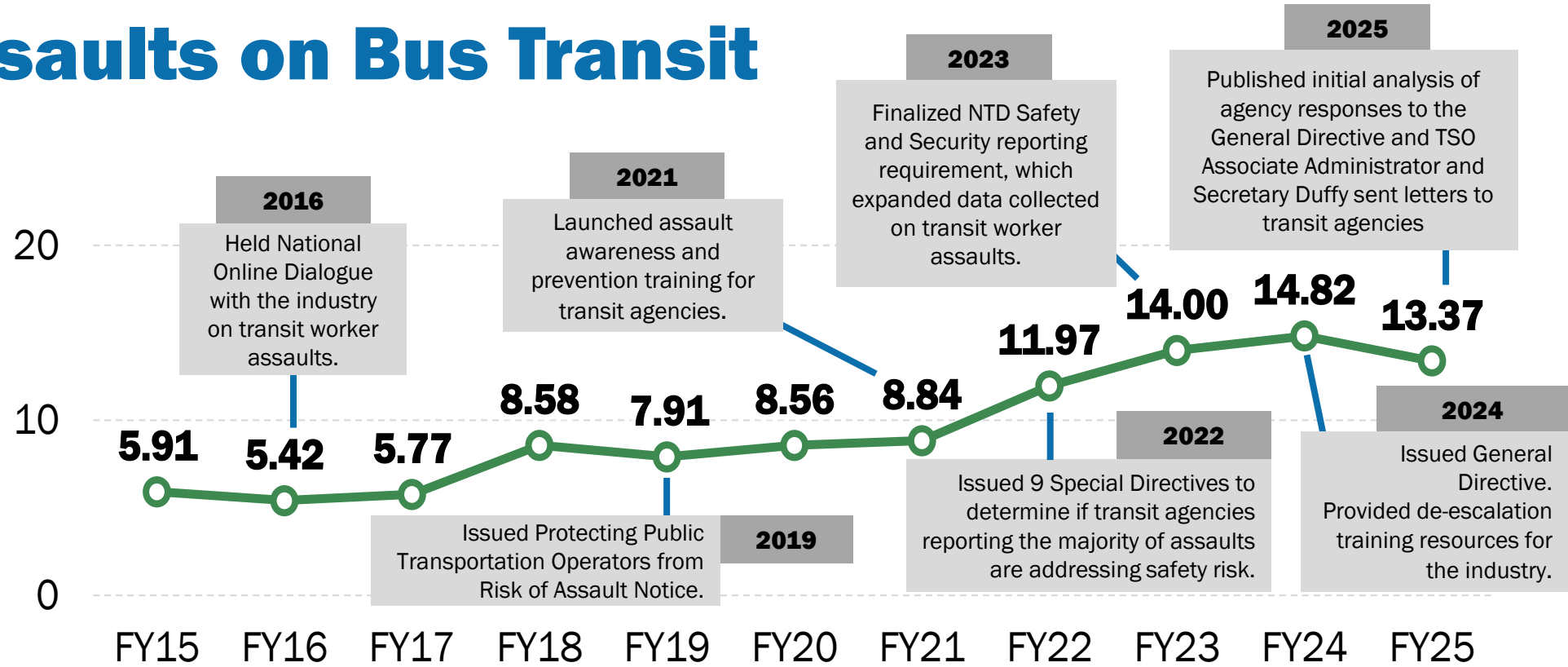
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Bus-to-POV Collisions	5349	5244	5371	5373	4404	4573	5013	5329	5721	5744
Fatalities	41	62	53	46	48	55	65	61	63	47
Injuries	8008	7592	7234	7086	5270	4621	5375	5990	6654	6561

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

*FY 2025 and 2026 data are preliminary. *FY 2026 includes data from Dec 2025.*

Major Assaults on Bus Transit Workers

Major Assault Events against Bus Transit Workers per 100M VRM

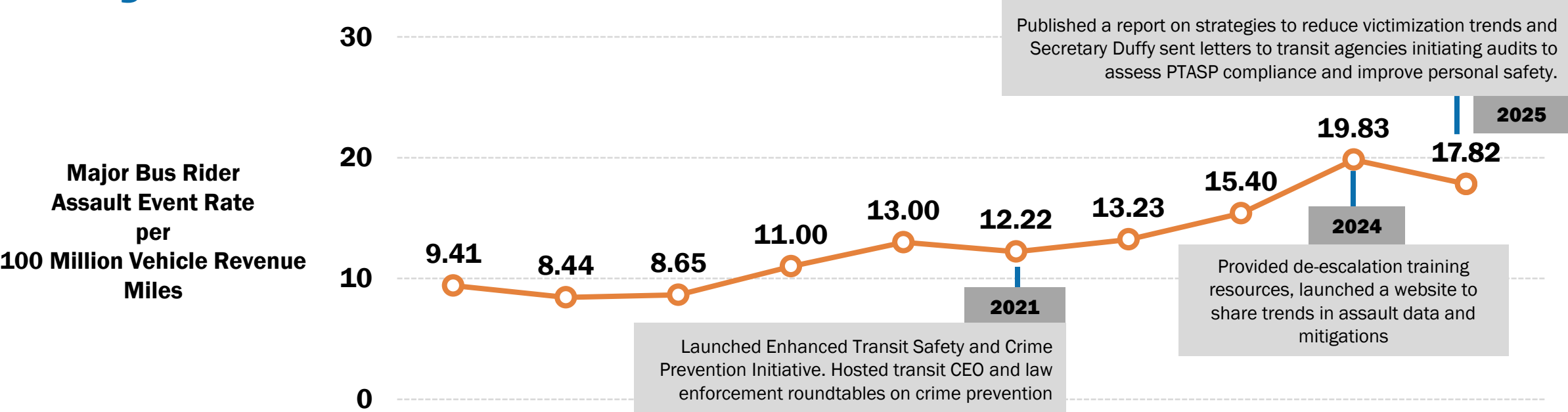


Raw Event, Fatality, and Injury Counts

Major Assaults	172	160	171	255	238	216	214	303	369	408	379
Fatalities	0	0	0	0	1	0	2	1	1	4	2
Injuries	173	164	174	255	237	218	216	304	377	414	386

- **Source:** National Transit Database (NTD)
FY 2025 data are preliminary.

Major Bus Rider Assaults



FY	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Raw Event, Fatality, and Injury Counts										
Major Assaults	278	250	257	331	328	296	335	406	546	505
Injuries	290	262	270	350	339	302	344	422	557	518
Fatalities	6	8	5	3	7	9	9	9	15	12

Source: National Transit Database (NTD), public release; Data release version April 2026; Analysis includes data through December 30, 2025.
Notes: FY 2026 data is preliminary; VRM data does not include FRA regulated modes/agencies; All non-DOT personnel are considered a Rider.

Safety Data & SMS



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Safety Management Systems (SMS)



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



From Safety Data Management to SMS



Ask Questions

- Who?
- What?
- When?
- Where?

About Data Related Content				
Major Safety Events				
Event Date	Event Time	Event Type	Event ...	Transit Worker Type
2025 September 07	5:57:00 PM	Assault not against Transit Worker	Assault	Not a Transit Worker
2025 April 01	2:21:00 PM	Other	Other	Not Applicable
2024 December 27	8:30:00 PM	Robbery	Security	Not Applicable
2024 November 18	8:08:00 PM	Robbery	Security	Not Applicable
2024 August 04	4:54:00 PM	Robbery	Security	Not Applicable
2024 July 13	11:29:00 AM	Assault not against Transit Worker	Assault	Not a Transit Worker
2024 July 01	1:32:00 PM	Assault not against Transit Worker	Assault	Not a Transit Worker
2024 June 28	9:13:00 AM	Robbery	Security	Not Applicable
2024 June 27	5:14:00 PM	Other	Other	Not Applicable

Transit Worker Assault & Rider Disputes

Safety Data

- There were two transit worker assault fatalities in FY25.
- Ask questions & identify patterns
 - *“a bus operator is seen by witnesses engaging in a confrontation with juveniles at the station...”*
 - *“Coach operator...was engaged in a dispute with a passenger...After a brief struggle, the operator pursued the passenger off of the coach and into an alley where the passenger stabbed the operator.*
- Of note: recent media reporting bus operators charged with assaulting riders

Transit Worker Assault & Rider Disputes

SMS

- Use SMS processes to address problematic data trends.
- [De-Escalation Training Resource Library](#)

De-Escalation Training Resource Directory

The Federal Transit Administration (FTA) has gathered these resources to support the transit industry in developing, implementing, and updating their training programs. The following resources illustrate ways agencies throughout the transit industry are implementing de-escalation training. They are made publicly available by transit agencies and the transit industry.

If you would like to add your de-escalation training resources to this directory or recommend another agency's resources, please email FTASafetyPromotion@dot.gov.

De-escalation training is one component of a multi-faceted Safety Management System (SMS) that can also include other measures such as mirrors, signage, security cameras, and working with law enforcement. De-escalation is addressed in an agency's SMS.

De-Escalation Training Resource Library

Click below to see list of resources

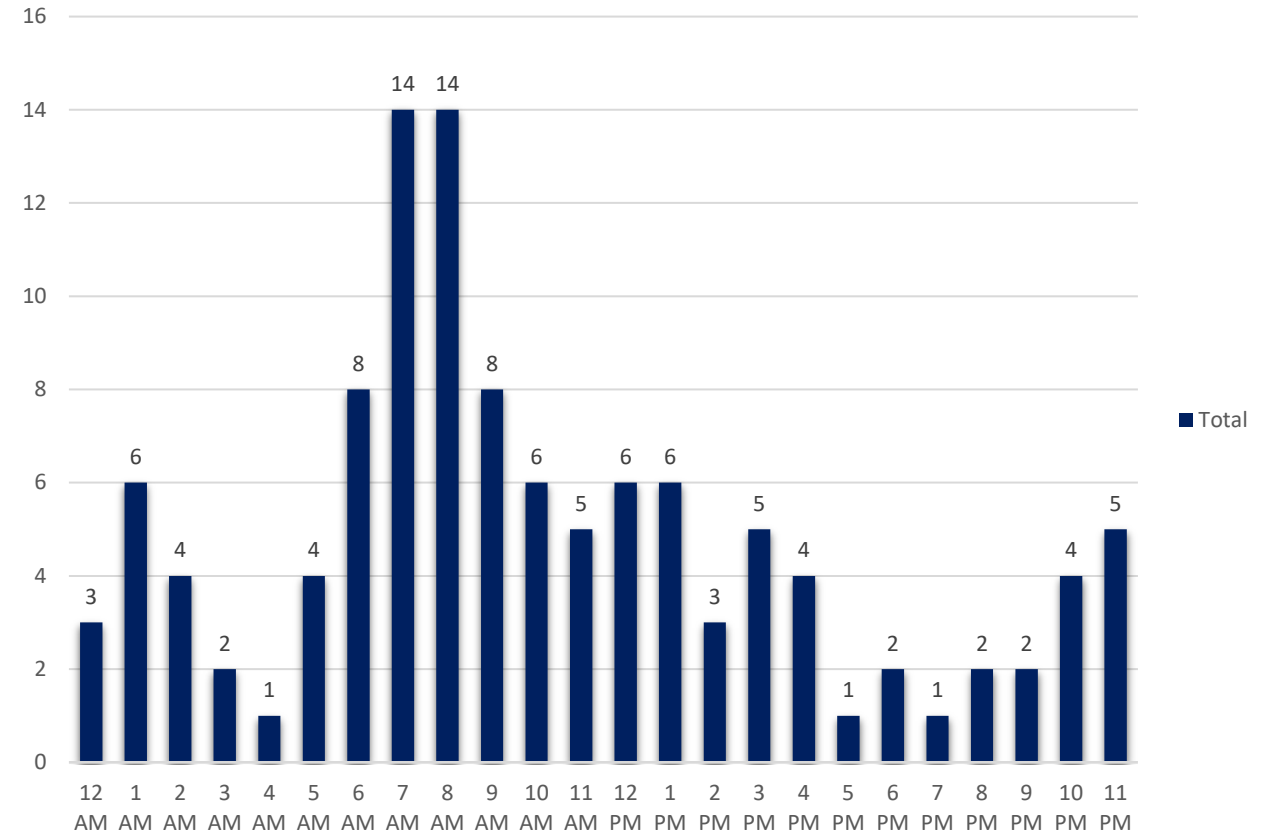


Transit Worker Fatigue

Safety Data

- FTA has found 116 events in the NTD involving operator fatigue for bus modes.
- Ask questions & identify patterns.
 - 38% of events occurred between 6 a.m. and 10 a.m.
 - 35% of events involved demand response operations.

Reported Time of Safety Events Involving Bus Operator Fatigue, 2014-2025



Transit Worker Fatigue

On April 10, 2026, FTA published *Safety Bulletin 26-1: Transit Worker Fatigue*

FTA published Safety Bulletin 26-01 recommending that transit agencies subject to the Public Transportation Agency Safety Plan (PTASP) regulation consider assessing transit worker fatigue-related risks by applying data-driven strategies.

These strategies can help transit agencies **better identify, assess, and mitigate fatigue-related risks** to improve the safety of transit workers and the public.



[View the Safety Bulletin](#)

Data-informed SMS: Key Takeaways

- Understand safety data as a strategic asset in your agency.
- Take a broad view and drill down.
- Keep it simple, and don't reinvent the wheel.
- Using data is a more efficient and effective way of addressing safety issues.



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.

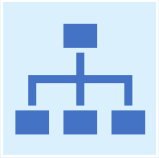


Open and effective communication exists across the organization.



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.

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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