

APTA Mobility Conference Update to the Bus Safety Committee

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4/28/2024



U.S. Department of Transportation
Federal Transit Administration

Agenda

- Regulatory Update
- Bus-to-Person Collisions
- Assaults on Transit Workers
- Transit Worker Fatigue
- National Roadway Safety Strategy



FTA Regulatory Update



U.S. Department of Transportation
Federal Transit Administration

FTA Regulatory Agenda



April 2024

FTA finalized new requirements for safety committees and risk reduction programs established through BIL.

April 2024

FTA finalized additional performance measures, best practices, tools, technical assistance, voluntary standards and other resources.

Spring 2024

Streamlines communication and administrative processes and clarifies voluntary participation and refresher training requirements.

Summer 2024

Introduces changes to clarify SSOA oversight responsibilities and authority to conduct inspections and Bipartisan Infrastructure Law (BIL) provisions.

FTA Regulatory Agenda

Rail Transit Roadway Worker Protection (RWP) - NPRM

Transit Worker Hours of Service and Fatigue Risk Management - ANPRM

Transit Worker Public Safety

Fall 2024

Proposes minimum baseline standards and risk-based redundant protection requirements for transit workers who may access the roadway during performance of work.

NPRM Comment Period Closes May 24, 2024

2024

Requested public feedback and information to understand current industry practices, priorities and requirements on transit worker hours of service and fatigue risk management.

2025

Proposes minimum standards and risk-based requirements to address transit worker and public safety including but not limited to FAST Act Section 3022 requirements.

FTA Regulatory Agenda (Guidance)

General Directive 24-1: Required Action on Assaults on Transit Workers

Proposes to require transit agencies that must have an Agency Safety Plan (ASP) as part of PTASP to conduct a safety risk assessment and provide results to FTA regarding assaults on transit workers.

Estimated Final Publication in 2024



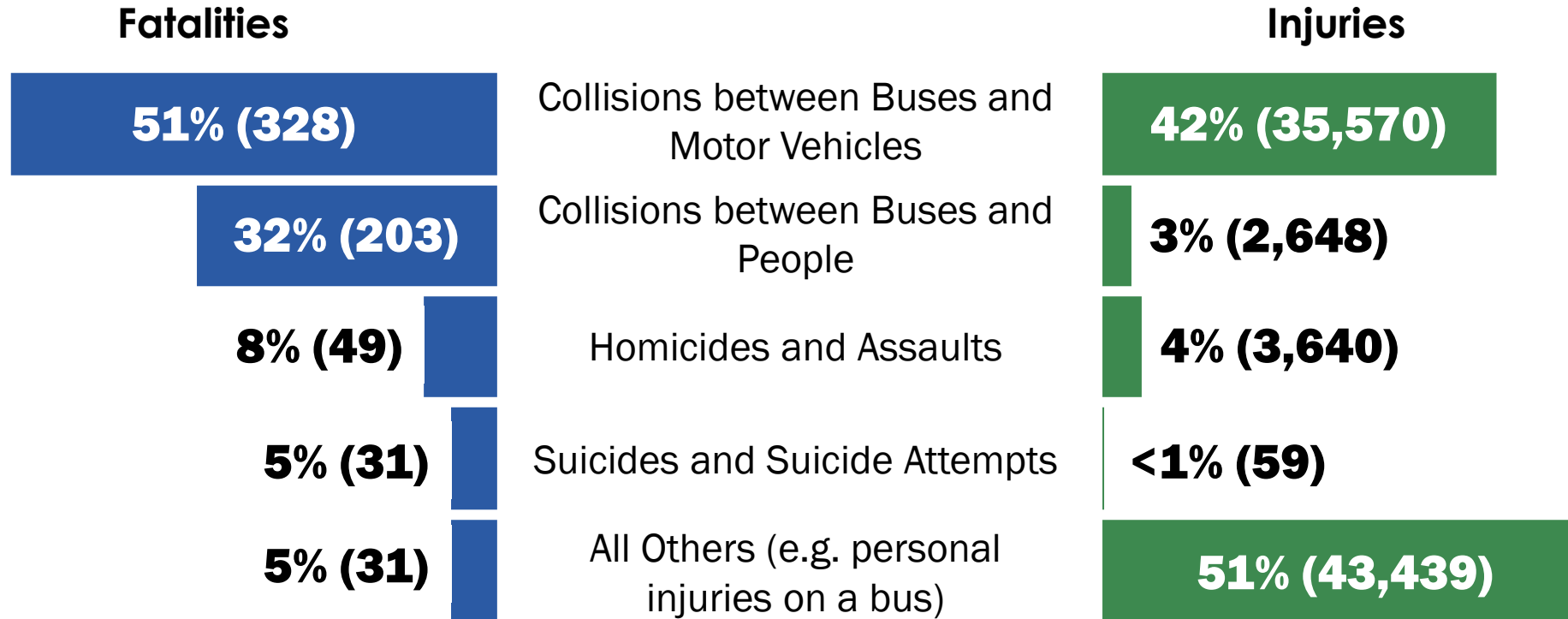
Bus Safety



U.S. Department of Transportation
Federal Transit Administration

Sources of Bus Transit Fatalities and Injuries

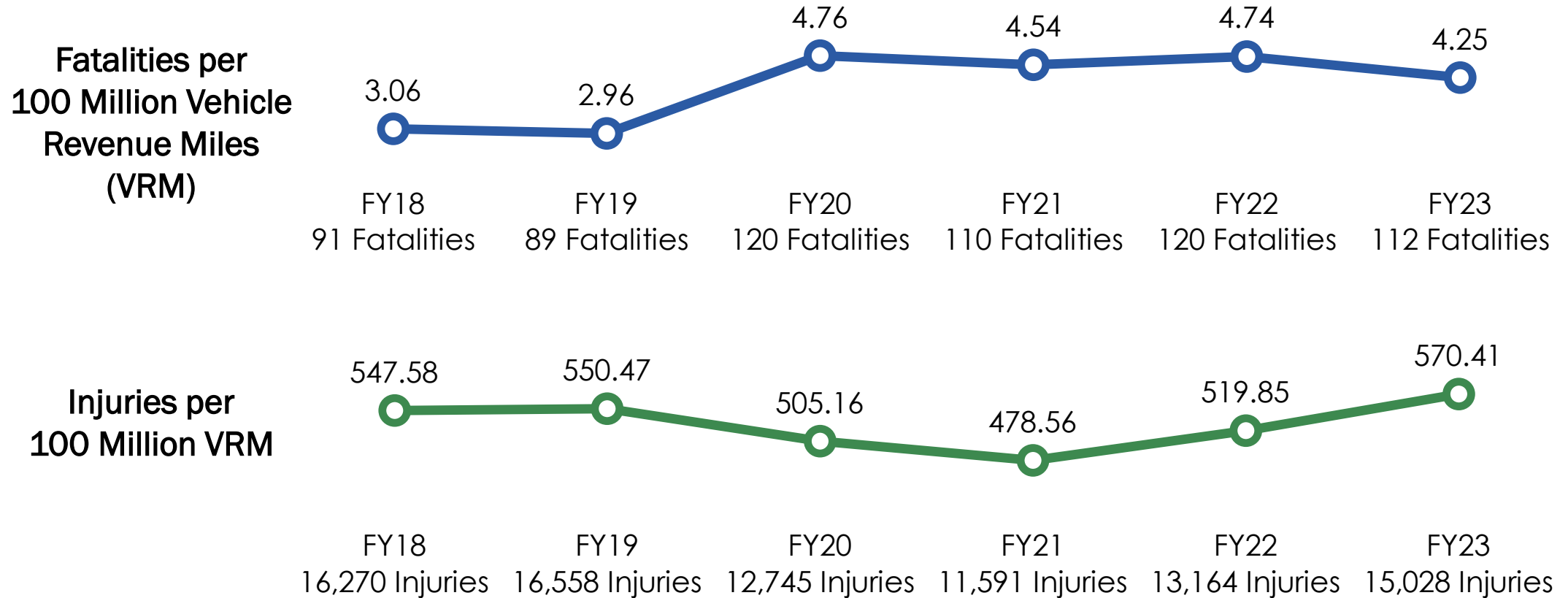
Bus Transit Fatalities and Injuries by Source, Oct 2017–Sep 2023



Source: National Transit Database (NTD)
 FY 2023 data are preliminary.

Data as of: Mar 1, 2024

State of Bus Transit Safety – Annual Trends



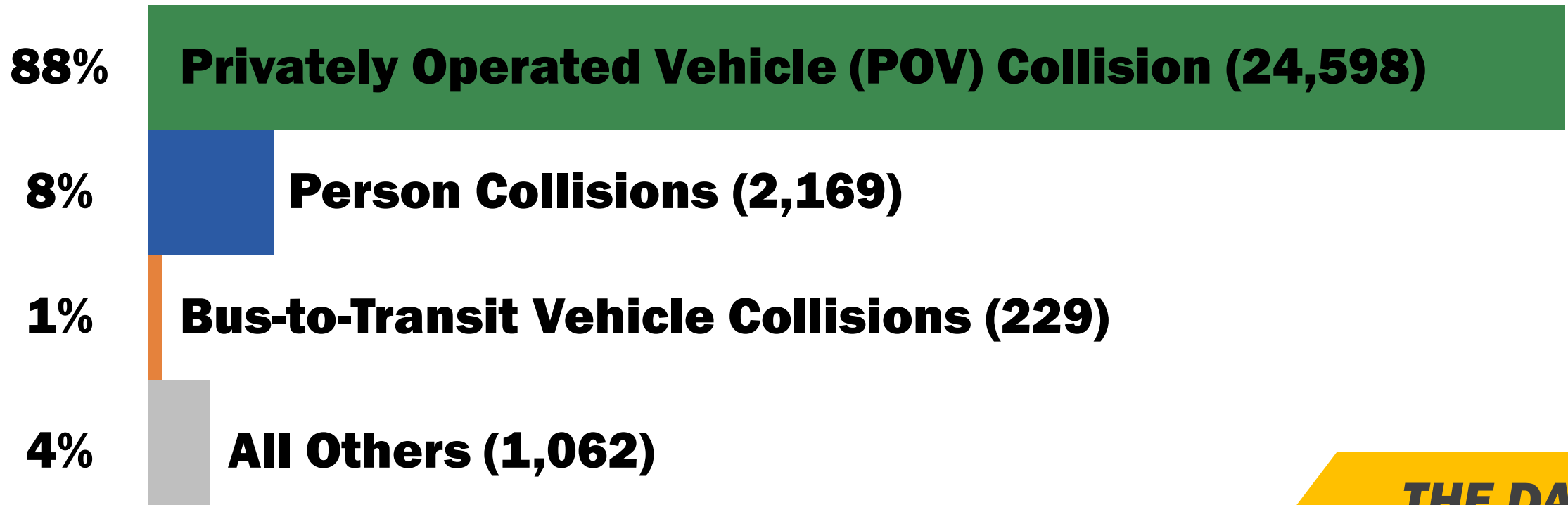
Source: National Transit Database (NTD)

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Data as of: Mar 1, 2024

Bus Transit Vehicle Collisions by Collision Type

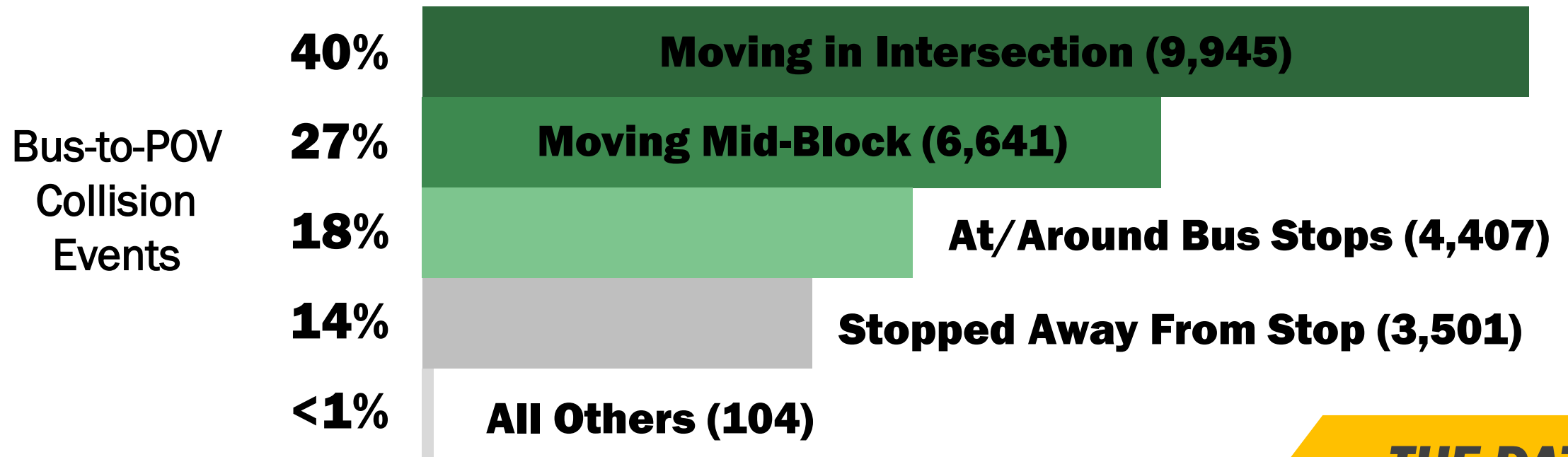
Almost 90% of collisions occurred with privately operated vehicles (POVs).



THE DATA

Bus-to-POV Collisions by Location

The largest percentage of all Bus-to-POV collision events occurred as buses moved through intersections.



THE DATA

Bus-to-Person Collisions



From 2008 to 2021, transit agencies reported **7,298 bus-to-person collisions** to the National Transit Database, which resulted in **537 fatalities** and **7,329 injuries**

From 2008 to 2024, Bus-to-Person collisions accounted for:



15%

Of All Transit Fatalities

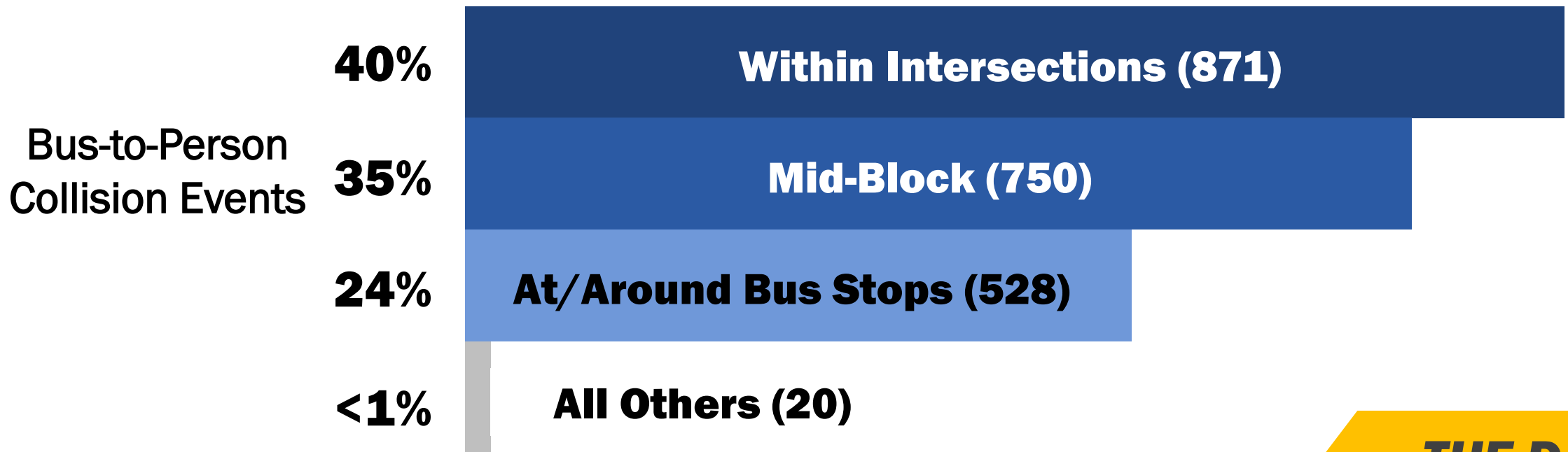


37%

Of Bus-Transit Fatalities

Bus-to-Person Collisions by Location

The largest percentage of bus-to-person collisions events occurred while buses were within intersections.



THE DATA

Bus Collisions in Intersections



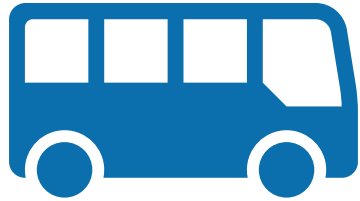
39% of fatalities from bus collisions with vehicles in intersections **occurred when the bus turned left.**



27% of fatalities and injuries from bus collisions with people in intersections were **crosswalk pedestrians** hit as the bus made a **left turn.**

THE DATA

Other Bus Collisions



47% of bus-to-person mid-block collisions had a collision impact on the **front of the bus.**

48% involved collision impact on the **side of the bus.**



71% of bus collisions with POV at or around bus stops occurred when the POV **rear-ended the bus.**



35% of fatalities and injuries resulting from bus-to-person collisions at or around bus stops were **customers at the stop.**

Safety Advisory 23-1: Bus-to-Person Collisions Overview

Distribution: Published in the Federal Register

Effective Date: September 19, 2023

Audience: Agencies that provide bus service

Overview: Recommends transit agencies that provide bus service:

- Consider mitigation strategies to reduce bus-to-person collisions.
- **Identify specific hazards** that may cause or contribute to bus-to-person collisions, **assess the associated safety risk**, and **implement appropriate mitigations** to reduce the likelihood and severity of those collisions.



Recommended Actions

Transit agencies that focus on bus operator vision impairment as a safety hazard may consider the below categories of safety risk mitigations, among others:



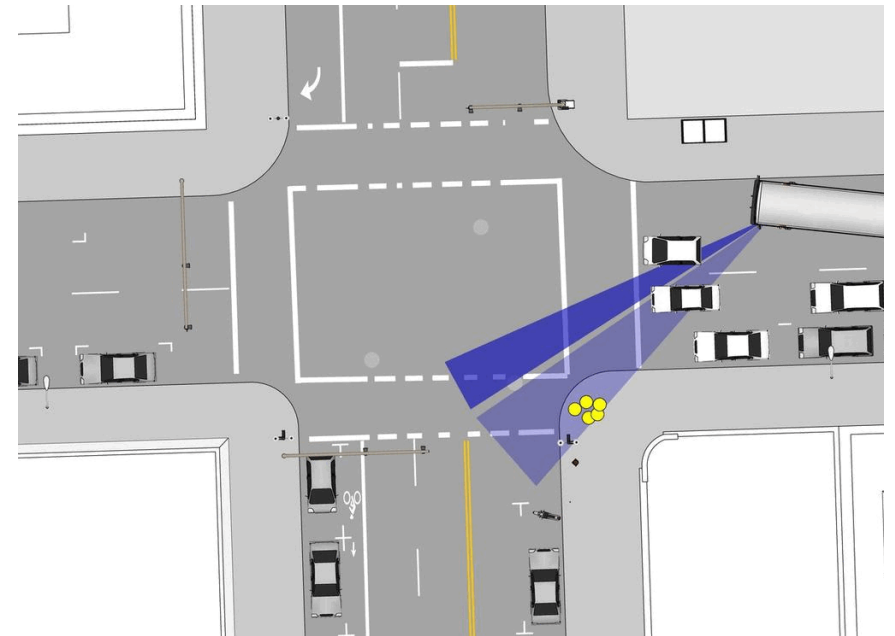
Vehicle Design

1. Vehicles
2. Vehicle Systems

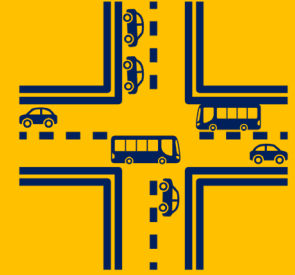


Operator Driving Policies and Procedures

1. Scanning
2. Square Left Turns



Future Bus Safety Collision Prevention Initiatives



Bus
Manufacturers
Roundtable

Online-based
safety
manager
training
covering best
practices

Research
dedicated to
bus design
standards and
best practices

Research on
causal factors
of bus-to-POV
collisions

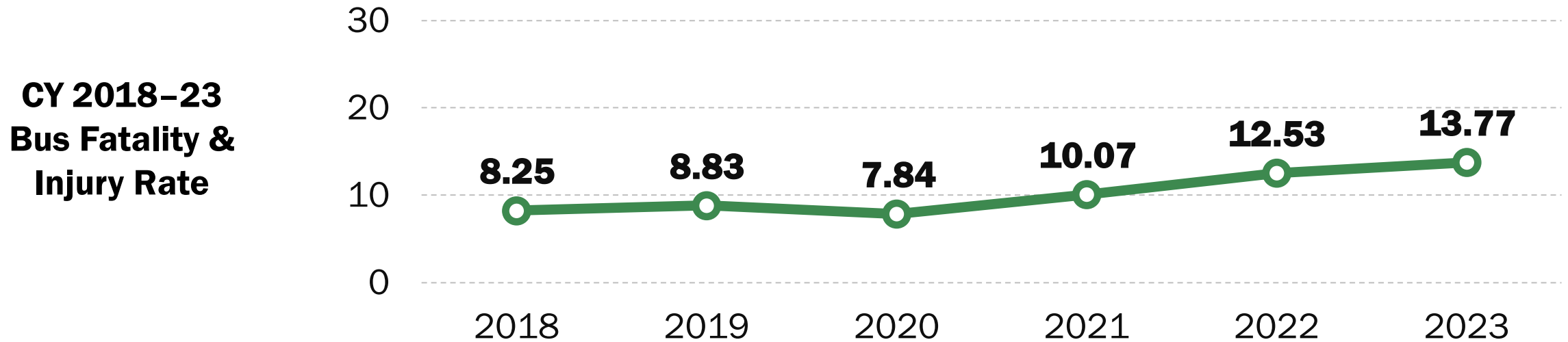
Assaults on Transit Workers



U.S. Department of Transportation
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Major Assaults on Transit Workers

Fatalities & Injuries on Bus: CY 2018–23



Percentage of Fatalities and Injuries by Location

Location	2018	2019	2020	2021	2022	2023
Vehicle	92%	95%	91%	92%	94%	87%
Station	6%	5%	6%	7%	5%	10%
Other	2%	1%	2%	1%	1%	3%

*Source: National Transit Database (NTD). CY 2023 data are preliminary.
Combined fatality and injury rate is calculated per 100 Million Vehicle Revenue Miles (100M VRM).*

Data as of: Apr 2, 2024

Assaults on Transit Workers

New NTD Data Collection: 2023

Most events reported are non-physical assaults
All Reported Transit Worker Assaults and Homicides by Severity:
April–December 2023



Source: National Transit Database (NTD). CY 2023 data are preliminary.

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

Data as of: Apr 2, 2024

Delinquency in Major Event (S&S-40) Reporting

Full reporters are required to report major events to the National Transit Database (NTD) via form S&S-40 within 30 days of the event.

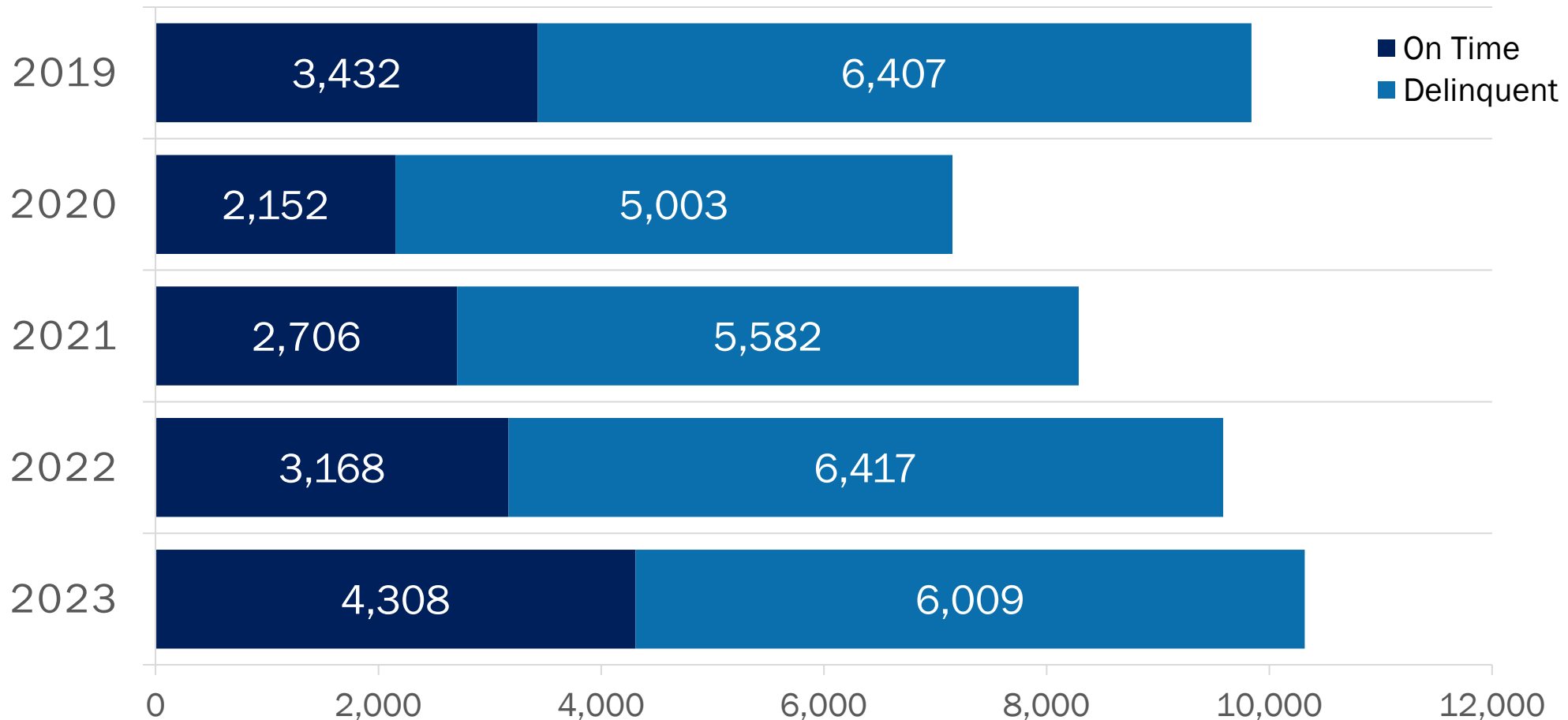
Over last five years - Only 35% of major safety and security events reported to the NTD within 30 days of the event.

Timely and accurate safety and security data needed.

Delinquent reporting inhibits ability to proactively mitigate safety risks.

S&S-40 Delinquency by the Numbers

On average, nearly two-thirds (65%) of major safety and security events were delinquently reported to the NTD from 2019 to 2023.



Fatigue Education and Resources

Fatigue Resources for Transit Operations

Click below to see a list of resources



Understanding Sleep



Causes



Symptoms and
Warning Signs



Effects



Transit Workers



Transit Agencies



Fatigue Risk
Management Systems

For additional information and links to resources on transit worker fatigue, please visit: <https://www.transit.dot.gov/fatigue>

National Roadway Safety Strategy (NRSS) Call to Action Campaign



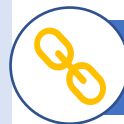
JOIN US **WE NEED YOU!**

- U.S. Department of Transportation's NRSS aims to significantly reduce serious injuries and deaths on our nation's roads and highways
- More than 160 Allies in Action support the Call to Action
- Agencies that are taking action:
 - Delaware Transit Corporation
 - Denver Regional Transportation District
 - San Francisco Municipal Transportation Agency

COMMIT TO **ZERO** FATALITIES

To make our roadways safer for everyone, we can't do it alone.

WE NEED YOU.



Visit the [NRSS webpage](#) for more information



Thank you!

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