CTAA SUN 2024: FTA Safety Updates

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Office of Transit Safety and Oversight

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U.S. Department of Transportation
Federal Transit Administration

Agenda

- State of Bus Safety

- Bus Collision Analysis and Updates

- Assaults on Transit Workers

- NTD Reporting Best Practice

- General Directive

- PTASP Final Rule & National Safety Plan

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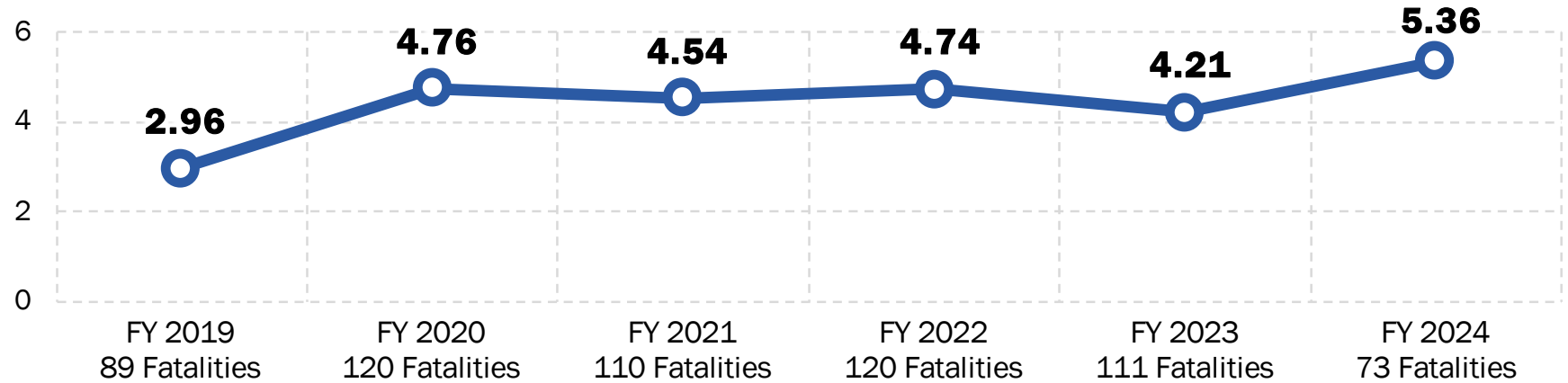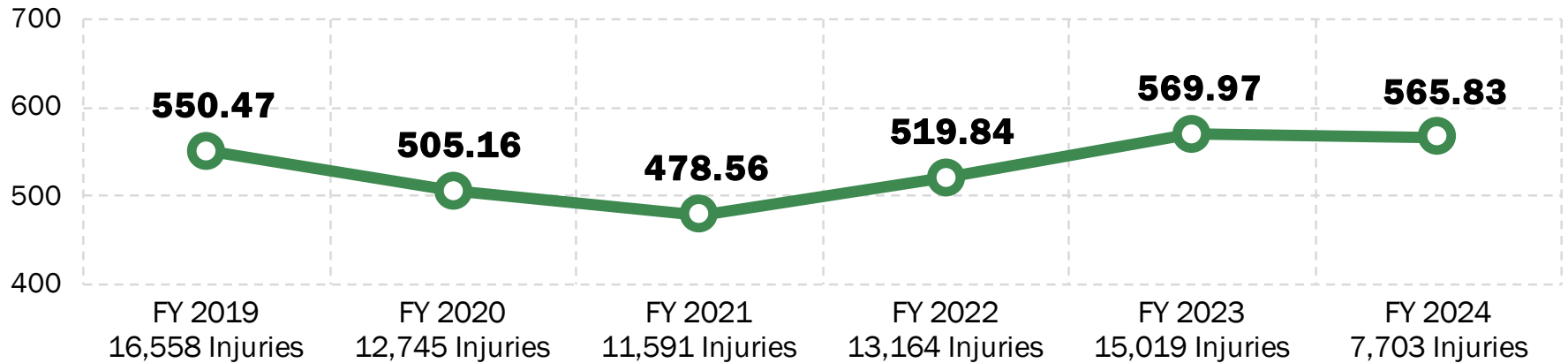
State of Bus Safety

Analysis and Trends

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State of Bus Transit Safety – Annual Trends

Fatalities per 100 Million Vehicle Revenue Miles (VRM)

	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Fatalities per 100 Million VRM	2.96	4.76	4.54	4.74	4.21	5.36
	89 Fatalities	120 Fatalities	110 Fatalities	120 Fatalities	111 Fatalities	73 Fatalities

Injuries per 100 Million VRM

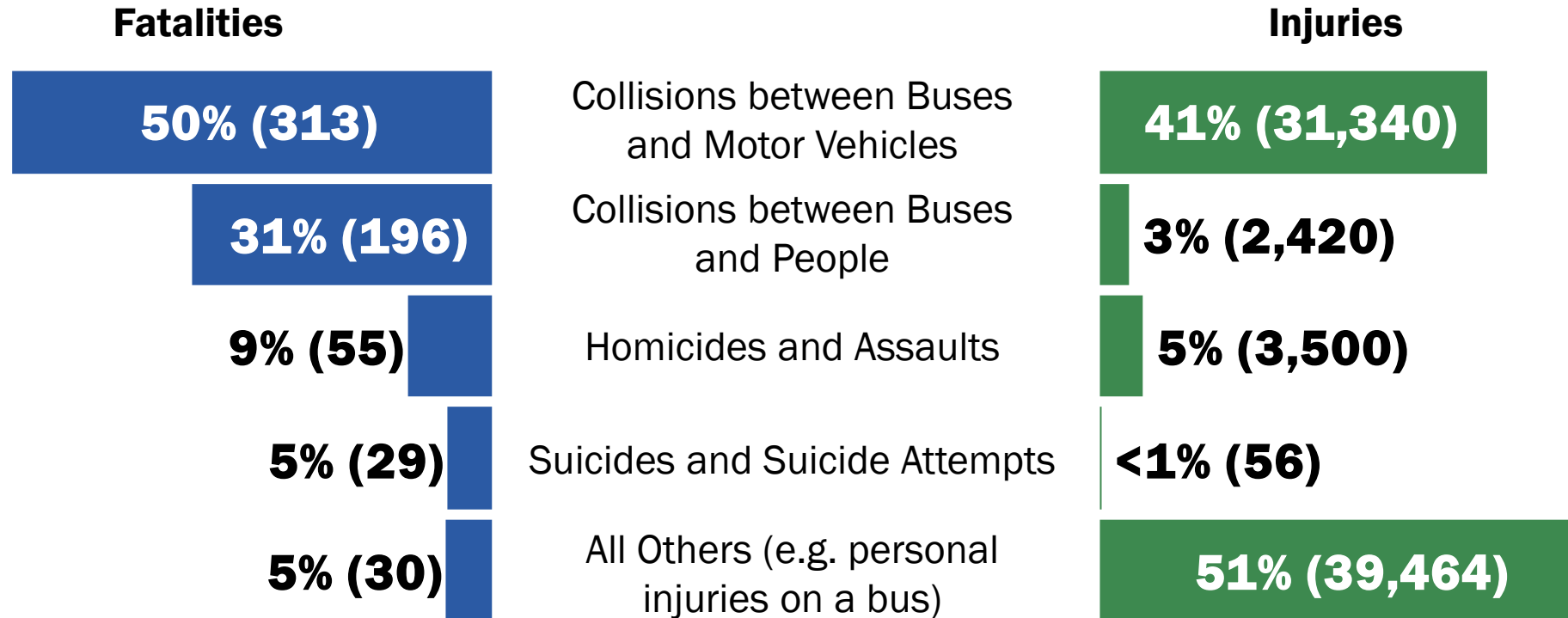|	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	FY 2024
Injuries per 100 Million VRM	550.47	505.16	478.56	519.84	569.97	565.83
	16,558 Injuries	12,745 Injuries	11,591 Injuries	13,164 Injuries	15,019 Injuries	7,703 Injuries

Source: National Transit Database (NTD) **Data as of:** July 3, 2024
FY 2023–24 data are preliminary. FY 2024 only includes data from Oct 2023–Mar 2024.

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Sources of Bus Transit Fatalities and Injuries

Bus Transit Fatalities and Injuries by Source, Oct 2018–Mar 2024

Fatalities

Injuries

Fatalities	Source	Injuries
50% (313)	Collisions between Buses and Motor Vehicles	41% (31,340)
31% (196)	Collisions between Buses and People	3% (2,420)
9% (55)	Homicides and Assaults	5% (3,500)
5% (29)	Suicides and Suicide Attempts	<1% (56)
5% (30)	All Others (e.g. personal injuries on a bus)	51% (39,464)

Source: National Transit Database (NTD)
FY 2023–24 data are preliminary.

Data as of: July 3, 2024

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Bus Collisions

Bus-to-Privately Operated Vehicle (POV)
and Bus-to-Person Collisions
FY 2019-2023

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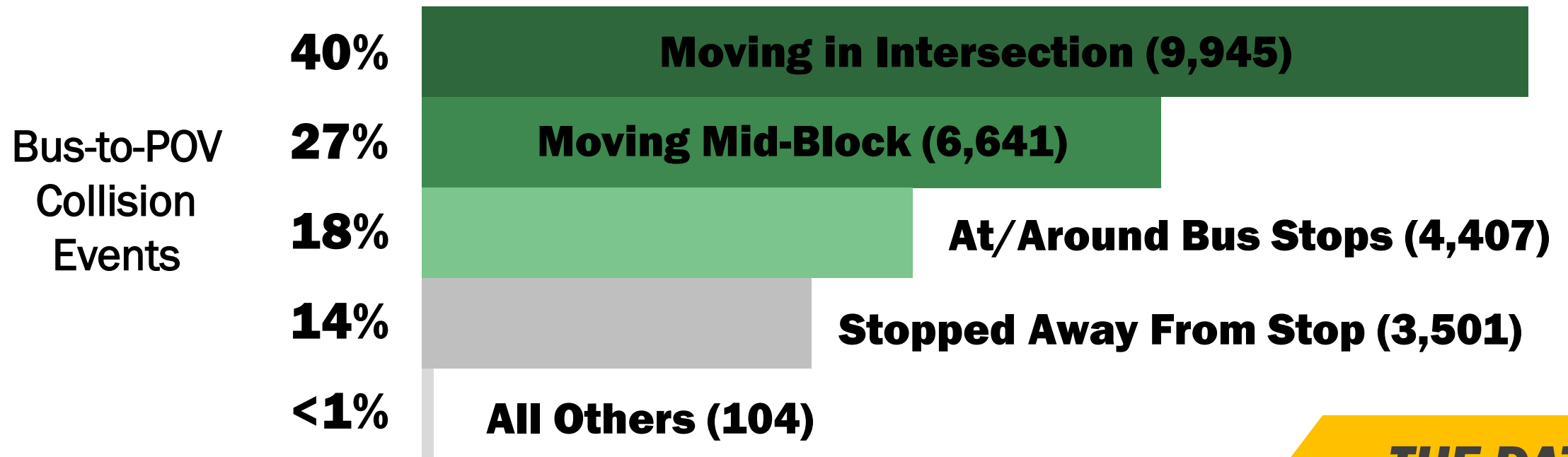
Bus Transit Vehicle Collisions by Collision Type

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

88% — Privately Operated Vehicle (POV) Collision (24,598)

8% — Person Collisions (2,169)

1% — Bus-to-Transit Vehicle Collisions (229)

4% — All Others (1,062)

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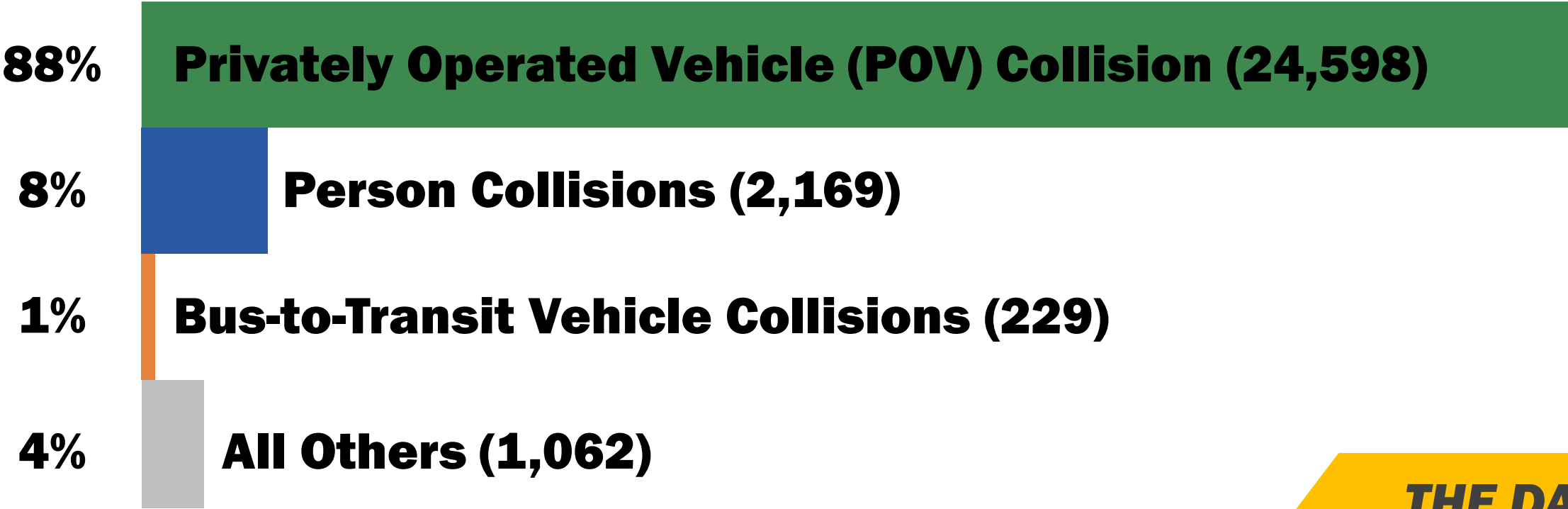
Bus-to-POV Collisions by Location

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

Bus-to-POV Collision Events

40% — Moving in Intersection (9,945)

27% — Moving Mid-Block (6,641)

18% — At/Around Bus Stops (4,407)

14% — Stopped Away From Stop (3,501)

<1% — All Others (104)

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Bus-to-Person Collisions: Background

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:
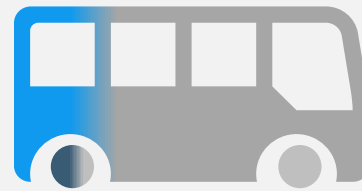
15%

Of All Transit Fatalities

37%

Of Bus-Transit Fatalities

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Bus-to-Person Collisions by Location

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

Bus-to-Person Collision Events

40% — Within Intersections (871)

35% — Mid-Block (750)

24% — At/Around Bus Stops (528)

<1% — All Others (20)

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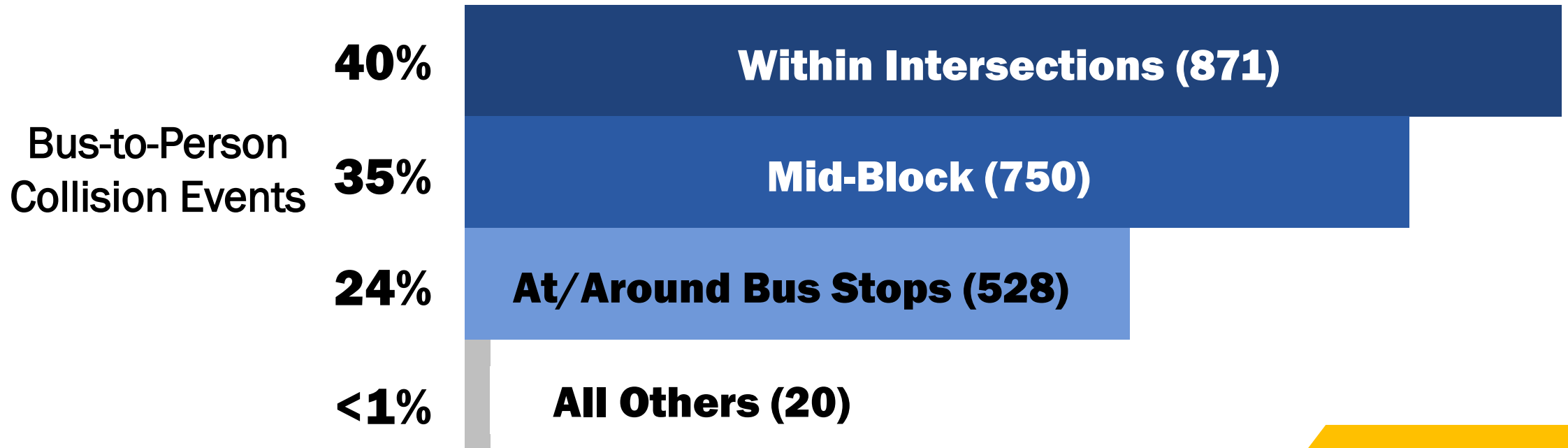
Bus Collisions in Intersections

39% of fatalities from bus collisions with vehicles 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.**

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Safety Advisory 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

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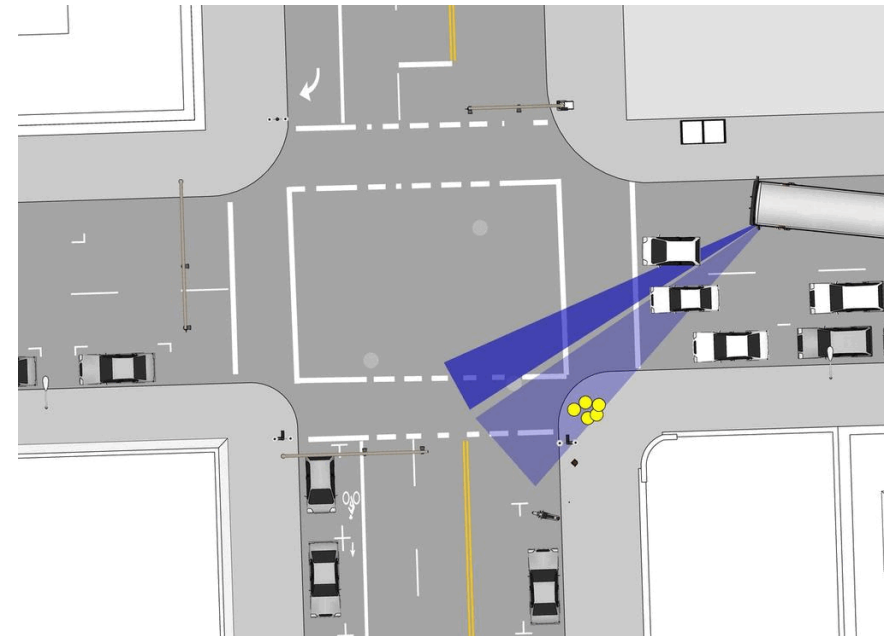
Future Bus Safety Collision Prevention Initiatives

Transit Bus Manufacturer Public 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

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Assaults on Transit Workers

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Major Assaults on Transit Workers Fatalities & Injuries: CY 2018–23

CY 2018–23 Fatality & Injury Rate

	2018	2019	2020	2021	2022	2023
Events	374	435	292	345	463	656
Fatalities	0	1	1	11	2	2
Injuries	375	440	293	354	474	650
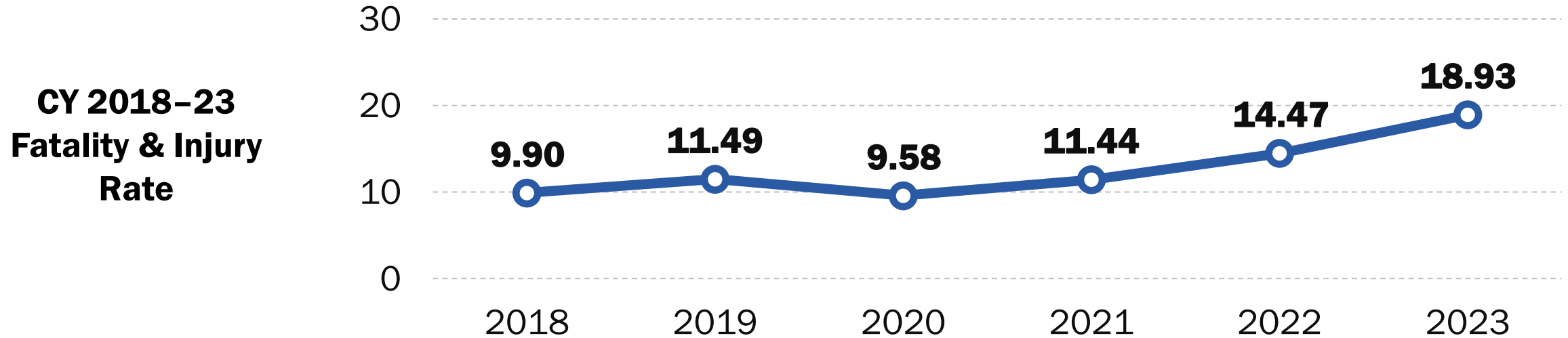
Raw Event, Fatality, and Injury Counts

Rate values (line chart): 9.90 (2018), 11.49 (2019), 9.58 (2020), 11.44 (2021), 14.47 (2022), 18.93 (2023)

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

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Major Assaults on Transit Workers Fatalities & Injuries on Bus: CY 2018–23

CY 2018–23 Bus Fatality & Injury Rate

	2018	2019	2020	2021	2022	2023
	8.25	8.83	7.84	10.07	12.53	13.77
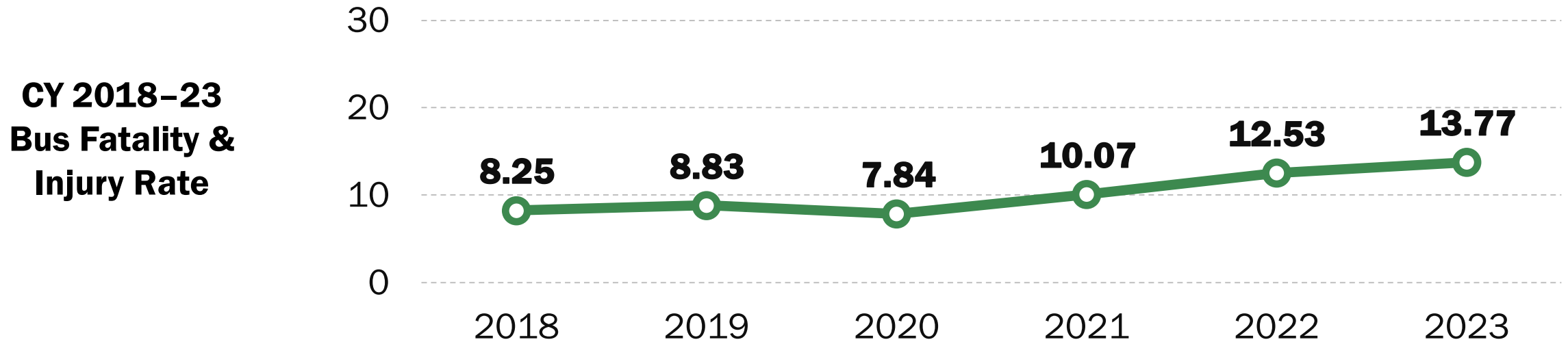
Percentage of Fatalities and Injuries by Location

	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

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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

<1% Homicide Events (1)

5% Injury-Only Assault Events (493)

31% Physical Assault Events* (3,001)

64% Non-Physical Assault Events* (6,284)

This New Data Collection Started April 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

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NTD Reporting Best Practice

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

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

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

FTA relies on timely and accurate safety and security data.

Late reporting inhibits ability to proactively mitigate safety risks.

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Assaults on Transit Workers: NTD Reporting Requirements

Full reporters

Report major events via form S&S-40 within 30 days of the event. Report non-major events via form S&S-50 monthly.

Reduced reporters

Report major and non-major events via form S&S-60 annually, four months after the reporter's fiscal year expires.

New Reporting Resources Now Available!

New Technical Resource Guides will support transit agencies with additional data reporting requirements.

New NTD Reporting Requires the **Who**, **What**, and **Where** of Assaults on Transit Workers.

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Safety Policy

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FTA Regulatory Agenda

Public Transportation Safety Certification Training Program (PTSCTP)	State Safety Oversight (SSO)	Rail Transit Roadway Worker Protection (RWP)	Transit Worker Hours of Service and Fatigue Risk Management
2024 Streamlines communication and administrative processes and clarifies voluntary participation and recertification training requirements.	**2024** Introduces changes to clarify SSOA oversight responsibilities and authority to conduct inspections and Bipartisan Infrastructure Law (BIL) provisions.	**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 Closed - 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.

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FTA Guidance

General Directive 24-1: Required Actions Regarding 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

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Major Safety Updates

Public Transportation Agency Safety Plans (PTASP)

Finalized first Final Rule under Bipartisan Infrastructure Law (BIL) making transit safer for both workers and passengers

Incorporated BIL safety requirements including:
- Setting performance targets for safety risk reduction programs
- Advancing systems to protect transit riders and workers
- Expanding de-escalation training
- Protecting transit workers from assault and people from collisions with transit vehicles

National Public Transportation Safety Plan (NSP)

Publication of updated NSP, FTA's primary guidance document for improving safety performance of transit systems receiving FTA funding

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Making Transit Safer
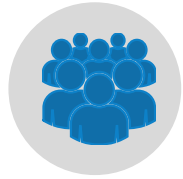
New PTASP rule and the revised National Safety Plan were published after **months of work by Biden-Harris Administration leaders** and in response to dozens of comments filed by **stakeholders, including transit agencies**

Updates make transit systems even safer for passengers and transit workers. They will also give **workers more of a voice** in advancing **their safety** where they work
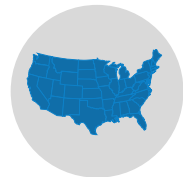
Changes to PTASP apply to more than **700 transit agencies nationwide**, including requirements for transit agencies serving areas with a population of 200,000 or more, and agencies serving areas with a population of less than 200,000

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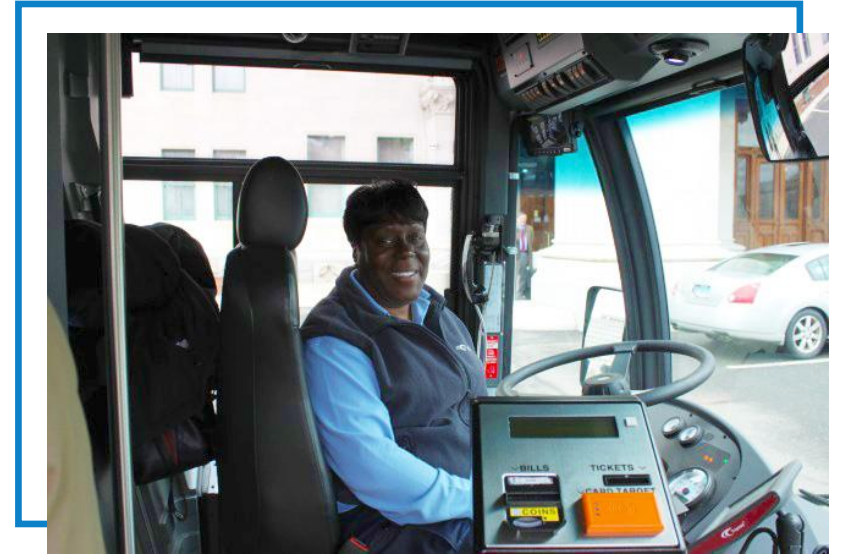
Technical Assistance and Compliance

✓ FTA expects transit agencies to address the regulatory changes in the new PTASP Final Rule in their **next Agency Safety Plan (ASP) annual update**

✓ The PTASP regulation requires transit agencies to document a process in their ASP to review and **update their ASP annually** to address needed changes, including regulatory changes

✓ FTA provides technical assistance for PTASP requirements and Safety Management System (SMS) implementation through its **PTASP Technical Assistance Center (TAC)**

  ✓ One-on-One assistance

  ✓ Webinars, workshops, and roundtables

  ✓ Agency Safety Plan (ASP) voluntary reviews

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Fatigue Resources for Transit Operators

To support the transit industry, FTA has compiled resources that can be used to better understand fatigue and fatigue-related issues in the workplace.
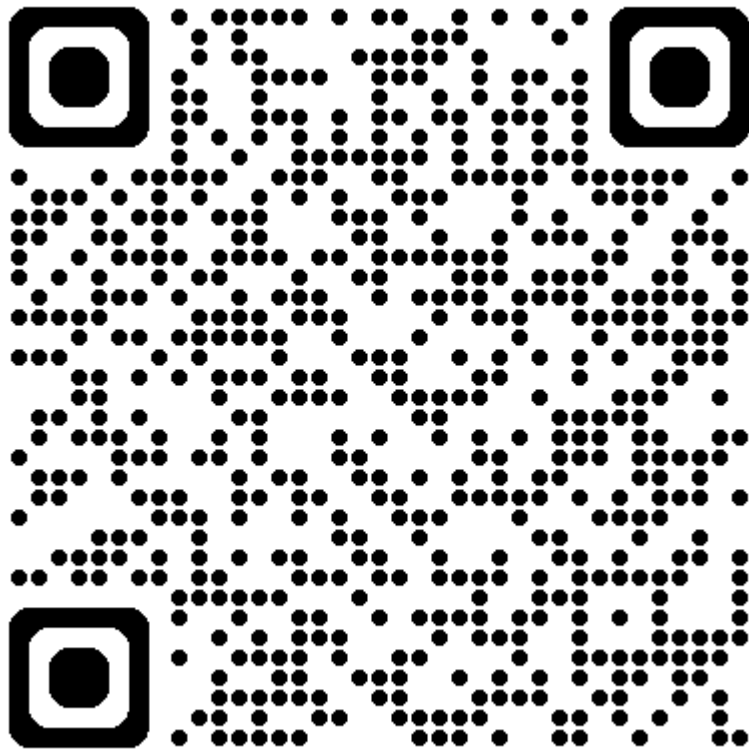
Public Transportation Agency Safety Plans

Technical Assistance Center includes resources to support using your Safety Management System (SMS) to protect transit workers from assaults.

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Agency Safety Plan (ASP) Directory

FTA's ASP Directory links to ASPs made publicly available by transit agencies to support the transit industry in developing, implementing, and updating ASPs.

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De-Escalation Training Resource Directory

FTA published a new training resource directory to support the transit industry in developing, implementing and updating de-escalation training.

Thank You!

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