

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT



STAFF REPORT

MEETING DATE: 11/19/2025

Staff Report No. 25-416

TO: AC Transit Board of Directors
FROM: Salvador Llamas, General Manager/Chief Executive Officer
SUBJECT: Safety Performance Annual Report

BRIEFING ITEM

AGENDA PLANNING REQUEST: ☐

RECOMMENDED ACTION(S):

Consider receiving the Fiscal Year 2024/25 Safety Performance Annual Report.

Staff Contact:
Salvador Llamas, General Manager/Chief Executive Officer

STRATEGIC IMPORTANCE:

Goal - Safe and Secure Operations
Initiative - Service Quality

BUDGETARY/FISCAL IMPACT:

There are no budgetary or fiscal impacts related to this report.

BACKGROUND/RATIONALE:

The annual safety report provides a comprehensive overview of the District's Safety Management Systems (SMS) aligned with the safety performance measures outlined in the Federal Transit Administration's (FTA) National Public Transportation Safety Plan (§ 673.11(a)(3)). Two key concepts discussed in this report are Major Events, as defined in the National Transit Database (NTD): Safety & Security Policy Manual (January 2025), and Vehicle Revenue Miles (VRM) to calculate the rate metrics. To ensure consistency with the NTD reporting, all metric rates in this report are calculated per 100 million VRMs. The report includes two supporting attachments:

Attachment 1- Safety Performance Definitions: Identifies the 14 Safety Performance Measures and descriptions.

Attachment 2- Safety Performance Metrics: Summary charts and results referencing the 14 Safety Performance metrics and display historical trends.

The District's safety mission focuses on hazard identification, risk mitigation, and continual performance monitoring to strengthen safety culture and compliance across all divisions. Safety integration and

coordination activities focused on the collection, maintenance, analysis, and reporting of safety data, achievements, and challenges. The objective of these activities is to understand trends, identify leading and lagging indicators, and monitor our performance towards established safety goals and objectives identified in our Strategic Plan.

The Safety Department collaborates across divisions to collect, analyze, and report safety data while supporting proactive engagement through the following committees:

- Safety Management Systems Advisory Committee - Resumed in 2025 to guide policy integration.
- Division Safety Committees - Review safety observations and assessments submitted by staff.
- Accident Reduction Committees - Evaluate trends (passenger falls, vehicle collisions) and establish reduction campaigns.
- Bus Stop Safety Committee - Reviews current stop conditions and recommends safety improvements.
- Joint Labor Management Safety Committee - Launch planned for FY2025-26 to enhance employee engagement and hazard resolution.

Additionally, the District adheres to Transportation Security Administration (TSA) practices that promote safety and security awareness. These practices include recommendations for staff during peak travel seasons and local high-profile events.

SAFETY PERFORMANCE METRICS AND RATES

Attached to this staff report are charts related to each individual metric. The information presented in the attachments is summarized below.

Major Events (Attachment 2, Chart 1: Measure 1a)

In 2023, the number of major events was the lowest, but in 2024, the figures returned to the levels seen in 2022, reflecting a 37% increase between 2023 and 2024. February 2022 recorded the highest number of incidents. Major injury incidents within the District undergo a thorough investigation by District staff to identify root causes, evaluate preventability, and implement corrective actions aimed at improving overall safety and risk management.

Major Event Rate(Attachment 2, Chart 2: Measure 1b)

As discussed above, February 2022 recorded the highest rate of major events. In contrast, 2023 had the lowest average event rate, with 4.08 events per month, but it displayed the greatest variability. By 2024, the average monthly event rate rose to 5.58, which was an increase compared to 2023, but below the 2022 average of 5.75 events per month. The lowest variability among the three years occurred in 2024.

Collision Rate (Attachment 2, Chart 3: Measure 1.1)

In 2024, the Collision Rate reached its highest level among the three years, while 2022 and 2023 displayed similar figures. This increase can be attributed to an approximately 60% rise in collisions compared to the previous two years. Although 2024 had the highest average number of collisions per month, it also exhibited the lowest variability, indicating that collision numbers were more consistent that year.

The total for this metric includes both preventable and unpreventable collisions. Each incident undergoes a post-incident investigation conducted by District staff to identify the underlying causes, often supported by

external experts who specialize in human factors, accident reconstruction, and commercial bus operations as required by the facts and circumstances of the incident.

The findings are reviewed by the Accident Reduction Committee, which addresses preventable incidents through operator retraining, disciplinary actions, and targeted safety campaigns. Additionally, where relevant, the committee evaluates the possibility of implementing technological solutions to mitigate future occurrences.

Pedestrian Collision Rate(Attachment 2, Chart 4: Measure 1.1.1)

Throughout the reporting period, pedestrian collisions remained infrequent, averaging approximately one incident per month, except for January 2024, which experienced a brief spike. Overall, 2024 recorded the highest total with six incidents, equating to a rate of 36.17 incidents per 100 million VRMs, while 2023 recorded the lowest total with only three incidents.

The District continues to prioritize pedestrian safety through infrastructure improvements, operator awareness campaigns, and the evaluation of emerging technologies, such as A-Pillar technology and “mirror cameras”. All incidents are reviewed by the Accident Reduction Committee, where contributing factors, preventability determinations, and appropriate corrective actions are discussed to inform ongoing safety improvement strategies.

Vehicular Collision Rate (Attachment 2, Chart 5: Measure 1.1.2)

Vehicular collision rates remained relatively consistent in 2022 and 2023, followed by an increase in 2024. During 2024, the District averaged approximately five collisions per month, compared to an annual total of 37 collisions in both 2022 and 2023, rising to 60 collisions in 2024-a 62% increase.

All incidents undergo review by the Accident Reduction Committee, where root causes, trends, and preventability determinations are analyzed. Corrective actions-including operator retraining, targeted enforcement, and evaluation of collision-mitigation technologies-are implemented to reduce recurrence and strengthen overall roadway safety.

Fatalities (Attachment 2, Chart 6: Measure 2a)

There was one fatality in the last three years, which occurred in 2024. This event was not related to any workplace exposures.

Fatality Rate (Attachment 2, Chart 7: Measure 2b)

The fatality rate in 2024 had a rate of 6.03 per 100 million revenue miles.

Transit Worker Fatality Rate (Attachment 2, Chart 8: Measure 2.1)

There were no transit worker fatality in the last three years.

Injuries (Attachment 2, Chart 9: Measure 3a)

2024 experienced the highest total number of reported injuries, marking a 74% increase compared to 2023. This rise was primarily driven by a spike in incidents during March 2024, which recorded the year’s highest monthly count.

The District safety staff reviews most injury reports related to onboard incidents and facilities. For significant vehicular incidents involving passengers, operators, or third parties, a joint investigation is conducted by risk management staff. This process ensures a thorough root cause analysis and the development of appropriate mitigation strategies.

Each injury is evaluated to determine preventability, contributing factors, and corrective actions, which may include refresher training, operational adjustments, and infrastructure or procedural improvements.

Injury Rate (Attachment 2, Chart 10: Measure 3b)

2024 showed an increase in the yearly injury rate at 693.19 injuries per 100 million miles, with an average of 9.58 injuries per month. This high average may be explained by the March 2024 numbers, which had the highest injury count. The next highest injury frequency occurred in October 2023.

Transit Worker Injury Rate (Attachment 2, Chart 11: Measure 3.1)

September 2024 was the only month which had 0 incidents across all years. 2024 had the highest Transit Worker Injury rate at 54.25 per 100 million VRMs.

Assaults on Transit Workers (Attachment 2, Chart 12: Measure 4a)

Between 2022 and 2024, there were a total of five reported assaults on transit workers that met the NTD major assault threshold, all of which occurred in 2023. Although the overall number of incidents is low, each case is treated with the utmost seriousness to ensure the safety and well-being of frontline employees.

To enhance Bus Operator protection, the District has equipped 533 buses, nearly the entire active fleet, with Bus Operator protection barriers. In fiscal year 2025, an additional 282 buses were retrofitted with these barriers, and all new bus procurements now come fully equipped with these safety features. The District continues to review operator safety measures in collaboration with labor representatives and industry partners to further reduce risks and maintain a safe operating environment.

Rate of Assaults on Transit Workers (Attachment 2, Chart 13: Measure 4b)

The 5 assaults on transit workers in 2023 translates to a rate of 30.14 per 100 million VRM.

System Reliability (Attachment 2, Chart 14: Measure 5)

From 2022 to the first quarter of 2024, the number of incidents showed a decreasing trend, followed by a slight increase thereafter. However, 2024 recorded the lowest total number of incidents compared to the previous two years, with a 12% decrease. The average number of incidents per month in 2024 was 151.92, while the averages for 2022 and 2023 were 175.25 and 174.17, respectively.

The District has successfully replaced buses that had exceeded their useful life and has reduced fleet failures through a road call reduction task force. This task force analyzes trends and provides feedback directly to maintenance leadership.

ADVANTAGES/DISADVANTAGES:

This report does not recommend a course of action with notable advantages or disadvantages.

ALTERNATIVES ANALYSIS:

This report does not recommend an alternative analysis.

PRIOR RELEVANT BOARD ACTION/POLICIES:

Board Policy 480: Safety Management System

ATTACHMENTS:

1. Safety Performance Definitions
2. Safety Performance Measures

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