

# American Public Transportation Association

## 2022 Mobility Conference

---

**Frank Hackett**

Safety Risk Management Program Coordinator  
Office of System Safety

Federal Transit Administration



# Presentation Purpose and Agenda

The purpose of this presentation is to provide an overview of the Federal Transit Administration's (FTA) approach to reducing safety risk in the transit industry and an update on ongoing efforts to improve transit safety.

## Presentation Agenda

- Safety Risk Management (SRM) Background
- SRM Overview
- Transit Worker Safety Initiative
- Safety Data Overview
- SRM Action Plan – Transit Safety RFI Findings
- Q&A



# SRM Background

FTA is responsible for administering a Public Transportation Safety Program to improve the safety performance of the Nation's transit systems.

FTA adopted the principles and methods of Safety Management Systems:

- As the foundation of the Safety Program,
- To proactively identify safety risks, and
- To address safety risks at the industry level

2016

FTA published the Public Transportation Safety Program regulation, 49 CFR Part 670

2018

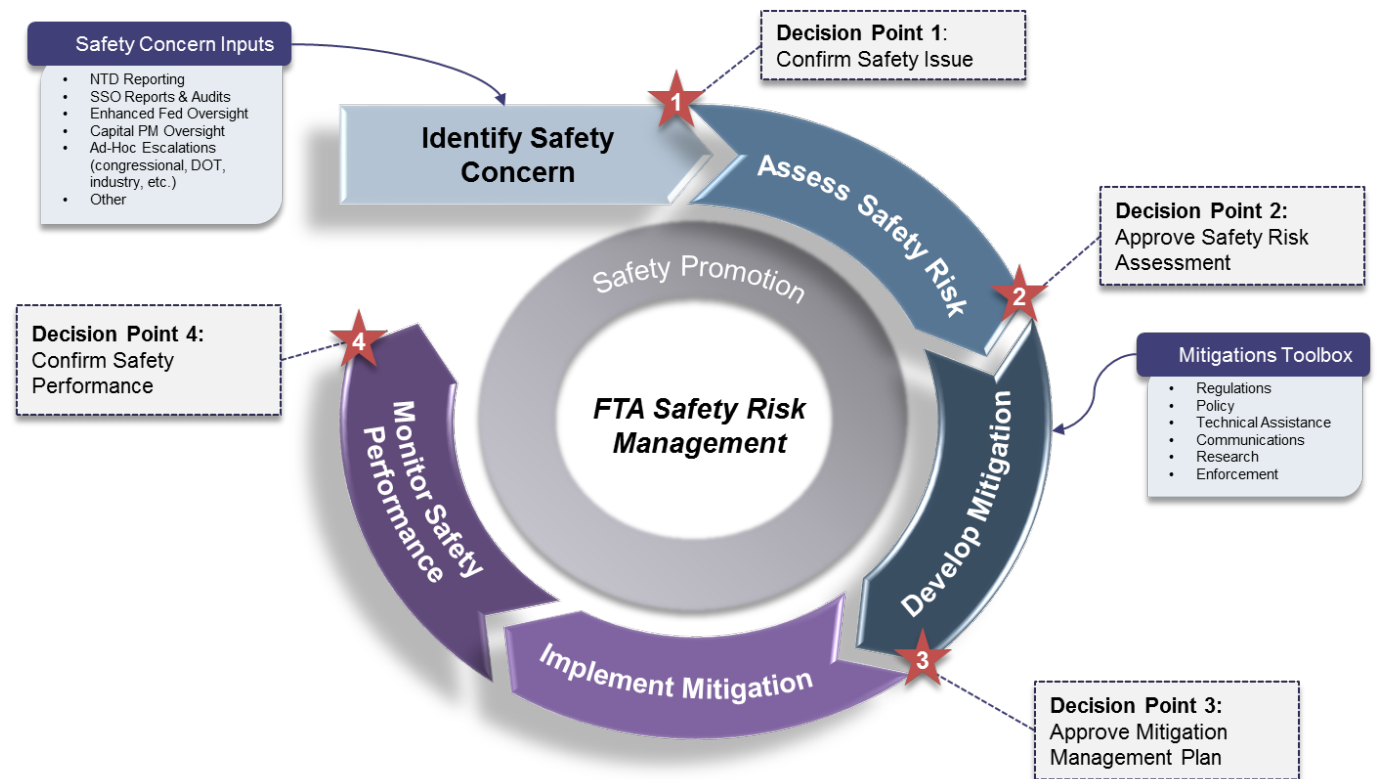
FTA published the Public Transportation Agency Safety Plan regulation, 49 CFR Part 673



# SRM Overview

FTA uses an SRM process to proactively address safety concerns impacting the transit industry and to systematically apply FTA's statutory oversight authority to improve the safety of the Nation's transit systems.

## FTA's 5-Step Approach for Managing Safety Risk



# Current Topics in the SRM Process

	Current Step	Public and Industry Engagement Activities
Inward- and Outward-Facing Cameras	Step 5: Monitor Safety Performance	<ul style="list-style-type: none"> <li>• Issued Request for Information (RFI)</li> <li>• Published Safety Bulletin (SB) 20-2</li> <li>• Conducted a Webinar for SB 20-2</li> </ul>
Roadway Worker Protection	Step 4: Implement Mitigation	<ul style="list-style-type: none"> <li>• Issued Transit Worker Safety RFI for public comment</li> </ul>
Transit Worker Assault Prevention	Step 4: Implement Mitigation	<ul style="list-style-type: none"> <li>• Issued Transit Worker Safety RFI for public comment</li> </ul>
Signal System Safety	Step 4: Implement Mitigation	<ul style="list-style-type: none"> <li>• Mitigations forthcoming</li> </ul>
End of Railcar Door Messaging	Step 3: Develop Mitigation	<ul style="list-style-type: none"> <li>• Published SB 20-1</li> <li>• Conducted Webinar on SB 20-1</li> <li>• Issued RFI directly to State Safety Oversight Agencies</li> </ul>



# Safety Data Collection Sources

**National Transit Database** – Detailed major event data and summarized non-major event data

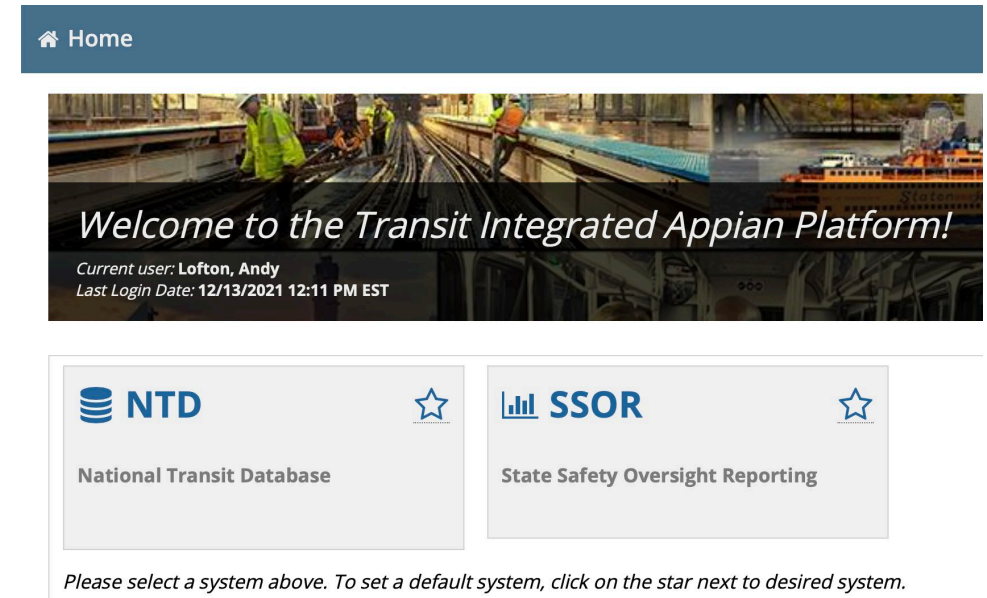
**State Safety Oversight Reporting (SSOR) Tool** – Corrective action plans, hazards, internal audits, and causal data for certain events

*Both applications are part of FTA's Transit Integrated Appian Development (TriAD) platform.*

<https://faces.fta.dot.gov/suite/>

**Safety Advisories** – FTA uses additional data collection authority through the State Safety Oversight (SSO) Program to capture topic-specific information from the industry if not available from existing data sources

**Request for Information (RFI)** – FTA uses RFIs as a tool to solicit qualitative and quantitative data from the public and the industry on safety concerns and other topics of significance to transit



# FTA Uses of Safety & Security Data

## **FTA leverages safety and security data for a wide range of activities:**

- ✓ Development of Published Safety Statistics Reports
- ✓ Development of Monthly Safety Spotlight Newsletter Articles
- ✓ Safety Risk Management Activities
- ✓ Targeted Analyses through FTA's SSO Program
- ✓ Bureau of Transportation Statistics Annual Updates of the National Transportation Statistics report
- ✓ Safety Advisories
- ✓ Prioritization and Conduct of Research Projects
- ✓ USDOT Strategic Goals
- ✓ Conditions and Performance (C&P) Reports



# Rail & Bus Safety Data Reports

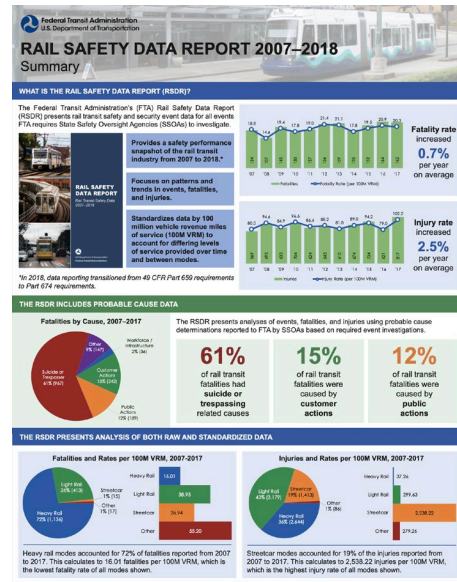
FTA recently published two reports on safety in the transit industry using safety and security data:

## [Rail Safety Data Report \(RSDR\)](#)

Source: SSOR Accident records

Analyzes rail transit agency safety performance data.

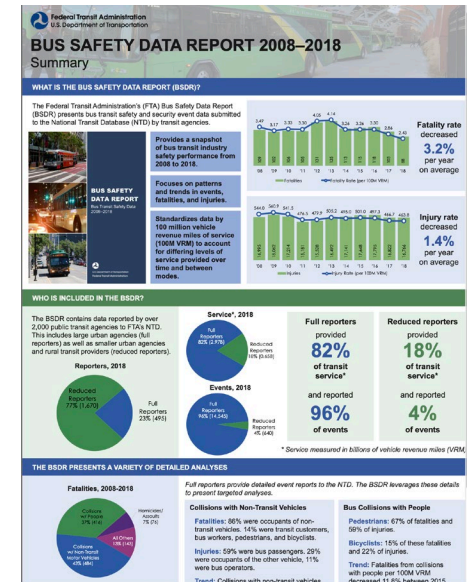
Leverages causal data reported by SSOAs to SSOR.



## [Bus Safety Data Report \(BSDR\)](#)

Source: NTD event data

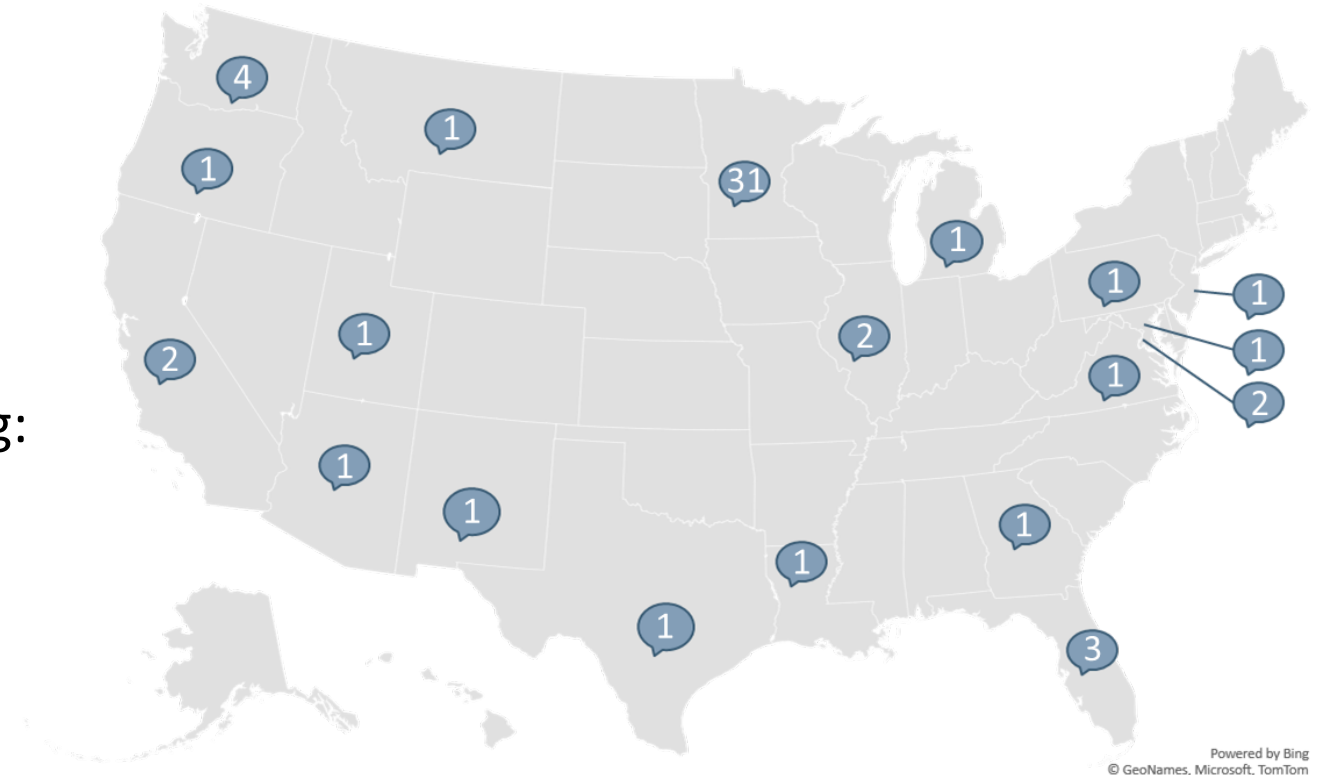
Uses data from all types of urban agencies that report safety data to the NTD.





# SRM Action Plan – Transit Safety Concerns RFI

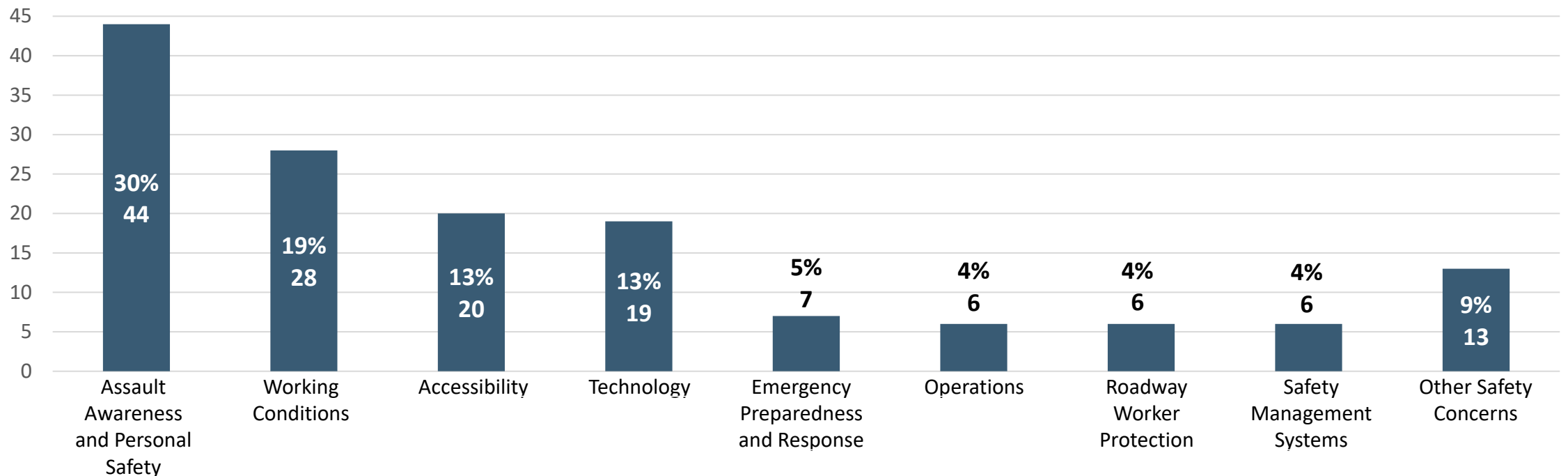
- Open period: July 15 – September 22
- Received 86 comments from 78 individuals and organizations
- Respondents represented at least 18 states and the District of Columbia
- Respondents represented a variety of transit industry stakeholders, including:
  - State departments of transportation
  - Labor unions
  - Regional transit authorities
  - Non-profits and associations
  - Private corporations and government contractors



 = indicates that RFI received response(s) from state

# SRM Action Plan – RFI Responses

- FTA asked two questions regarding safety concerns, summarized below:
  1. What transit safety concerns should FTA consider analyzing through its SRM process?
  2. Are there any new or emerging safety concerns that may not yet appear in industry data that should be analyzed by FTA to proactively mitigate future impacts?
- FTA grouped responses into the nine categories shown below:



# Questions and Contact Information

## Questions?

**Frank Hackett**

Office of System Safety

Federal Transit Administration

[Frank.Hackett@dot.gov](mailto:Frank.Hackett@dot.gov)

