2025 FTA JOINT STATE SAFETY OVERSIGHT AND RAIL TRANSIT AGENCY WORKSHOP

May 6–8, 2025 | Arlington, VA

Session 12

Get the Data You Need: A Practical Workshop on FTA Resources

2025 SSO RTA Workshop

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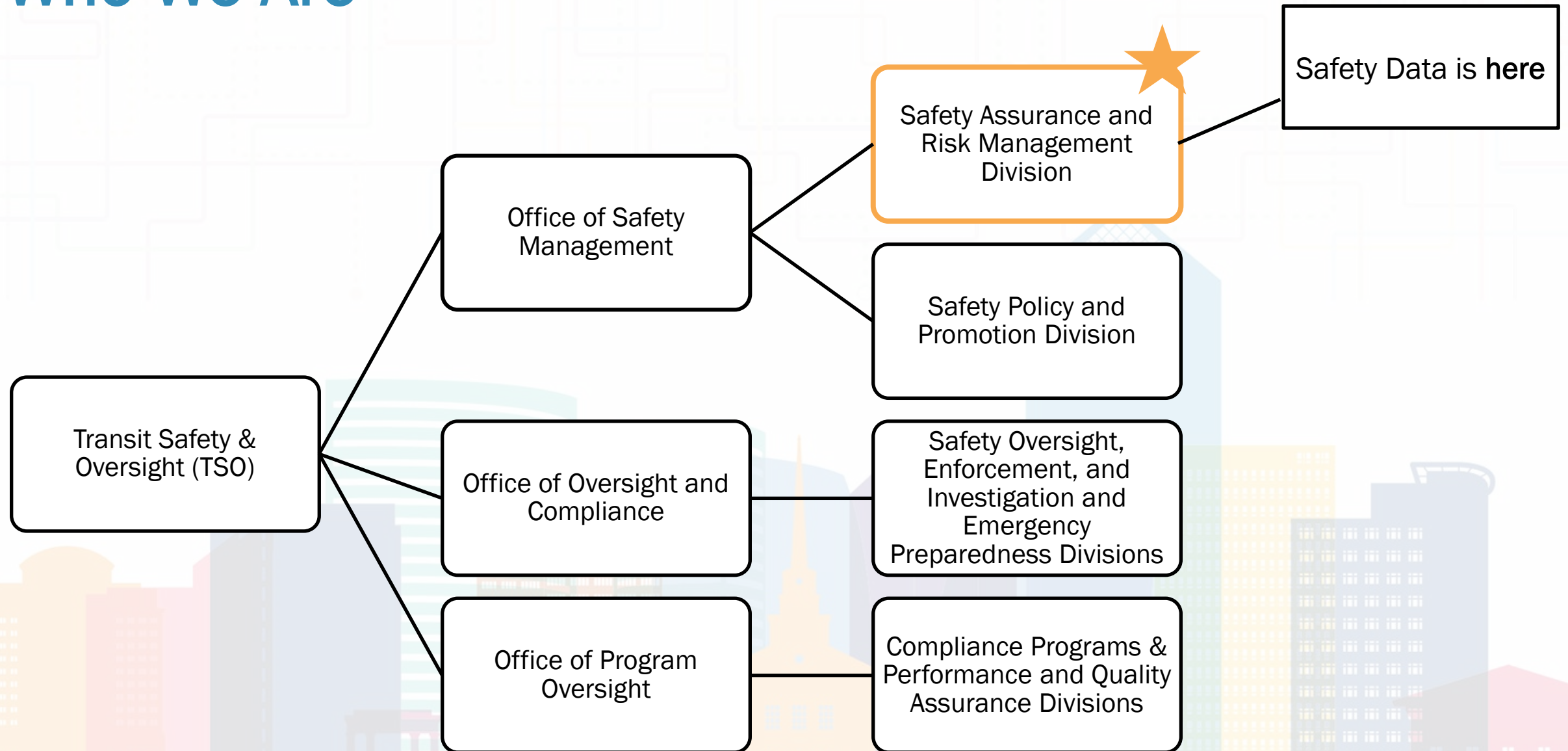**Federal Transit Administration**

Purpose and Agenda

- **Safety Data at FTA**
  - Who works with safety data?
  - What sources do we use?
- **Safety Data Management Program**
  - Reports and analyses
  - Data management activities

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Who We Are

Transit Safety & Oversight (TSO)

- Office of Safety Management
  - Safety Assurance and Risk Management Division — Safety Data is **here**
  - Safety Policy and Promotion Division
- Office of Oversight and Compliance
  - Safety Oversight, Enforcement, and Investigation and Emergency Preparedness Divisions
- Office of Program Oversight
  - Compliance Programs & Performance and Quality Assurance Divisions

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Why Does it Matter?

- Safety data is foundational to TSO programs and SMS practices
- No advanced degrees or special tools required: <u>safety data is for everyone</u>
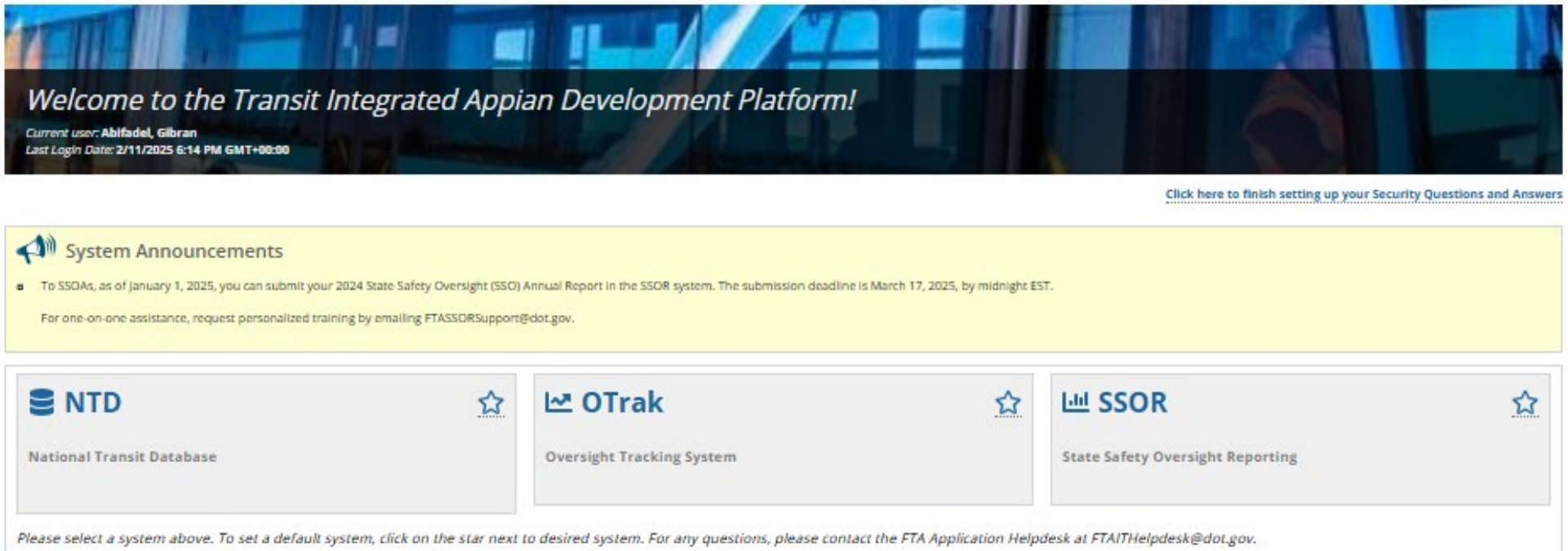
Safety Assurance	Safety Risk Management	Safety Policy	Safety Promotion

Safety Data

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Primary Sources of Safety Data at FTA

- National Transit Database
- State Safety Oversight Reporting (SSOR) Tool
- Safety Advisories and Directives

National Transit Database (NTD)

Who reports to the NTD?

- Recipients and beneficiaries of Section 5307 funds (Urbanized Area Formula Grants)

- Recipients and beneficiaries of Section 5311 funds (Formula Grants for Rural Areas)
    - State DOT Recipients report on behalf of their Section 5311 subrecipients

- Recipients of Section 5311 Tribal Transit Grants

- Voluntary reporters
    - Includes providers of public transportation that do not receive Federal grants

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National Transit Database (NTD)

What safety and security (S&S) data do providers report to the NTD?

Reporter Type	# of Agencies*	Safety Data Reporting
Urban Full Reporters	521	• Detailed Major event reports • Monthly totals of Non-major events by mode
Urban Reduced Reporters	455	Annual totals of: • Major Events and related Injuries/Fatalities • Major Event Collisions • Assaults on Transit Workers (Major and Non-major totals)
Rural Transit Providers	1,122	
Tribal Transit Providers	136	
Asset Reporters	460	
Other *(Agencies that do not report public transit service to the NTD – includes planning agencies, State DOTs, and Intercity bus providers.)*	205	NA

Who are **Urban Full Reporters?**

Urban agencies that:

1) Operate rail transit service

and/or

2) Have more than 30 vehicles operated in maximum service

Final 2023 Data

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NTD Safety Data Products and Manuals

S&S Major-Only Time Series file

- Annual totals of major events and related data points by agency and mode

S&S Time Series file

- Annual totals of event data with non-major data included in some years to address threshold changes

Major Safety Events

- Detailed, individual major event records (2014 to present)

Non-Major Safety Events

- Monthly totals of non-major (no major threshold met) events (2008-present)

Monthly Modal Time Series

- Monthly totals for ridership and S&S public transit *major and non-major* events (2014 to present)

FTA updates files monthly

NTD Data

Click here to see the NTD Data Products Guide

Data Categories

- ☐ Agency Information
- ☐ Assets
- ☐ Data Dictionary/Questionable Items
- ☐ Expenses
- ☐ Fares/Funding
- ☐ Monthly Ridership
- ☐ Resources
- ☑ Safety and Security
- ☐ Service Data

Product Type
- Any -

Data Product Year
- All -

Search

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Title ⇕	Product Type ⇕	Data Product Year ▼
Safety & Security Time Series Data	Monthly Safety Time Series (Excel)	2021
Safety & Security Major-Only Time Series Data	Monthly Safety Time Series (Excel)	2021
2020 Annual Database Safety Information	Annual Database (Excel)	2020
2020 Database Files	Annual Database (Excel)	2020
2019 Annual Database Safety Information	Annual Database (Excel)	2019

https://www.transit.dot.gov/ntd/ntd-data
https://www.transit.dot.gov/ntd/manuals

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State Safety Oversight Reporting (SSOR)

Who reports to the SSOR?

- State Safety Oversight Agencies (SSOAs) required by the SSO final rule (49 CFR Part 674) to oversee the safety of rail transit agencies in their jurisdiction.

31 SSOAs
reporting oversight data for
62 rail transit agencies

What do SSOAs report to SSOR?

- Agency information, contacts
- SSOA Triennial Audits of RTAs
- RTA Internal Safety Reviews
- Corrective Action Plans
- Investigation results and causal data for events meeting investigation criteria

When do SSOAs Report?

- SSOAs can input data throughout the year as information becomes available.
- The Annual Report Package (calendar year period) is submitted by March 15 of the following year. 49 CFR 674.39

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What Events Require Notification and Investigation?

Part 674 Notification and Investigation Criteria

- Fatality

- 2 or More Injuries

- Derailment

- Collision between two rail transit vehicles

- Collision resulting in 1 or more injury

- Collision resulting in disabling damage to the rail vehicle

- Evacuation for Life Safety Reasons

- Unintended Train Movement

EXCLUSION: Excludes criminal actions that result in fatalities or injuries, such as homicides and assaults.

Criteria defined by 49 CFR 674.33

- Subset of NTD Major Events

FTA Uses of Safety & Security Data

TSO leverages safety and security data for a wide range of program activities

- Development of Published Safety Statistics Reports

- Safety Risk Management, Safety Assurance, and Research Activities

- Targeted analyses through FTA's State Safety Oversight (SSO) Program

- Bureau of Transportation Statistics (BTS) annual updates of the National Transportation Statistics (NTS) report

- Updates for Regional Offices, OMB and USDOT partners

Other offices also leverage S&S data for products and processes

- Prioritization and conduct of research projects (TRI)

- USDOT Strategic Goals – Quarterly Performance Reports (TBP)

- Conditions and Performance (C&P) Report (TBP)

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FTA Uses of Safety & Security Data

Data on Performance Metrics

1. Total Transit-Related Fatalities

2. Collisions and Derailments per 100M BRM/TRM

3. Collisions and Derailments Fatalities and Injuries per 100M BRM/TRM

4. Collision and Derailment Worker Fatalities and Injuries per 100M BRM/TRM

5. Transit Worker Assault Fatalities and Injuries per 100M BRM/TRM

6. Assault Fatalities and Injuries per 100M BRM/TRM

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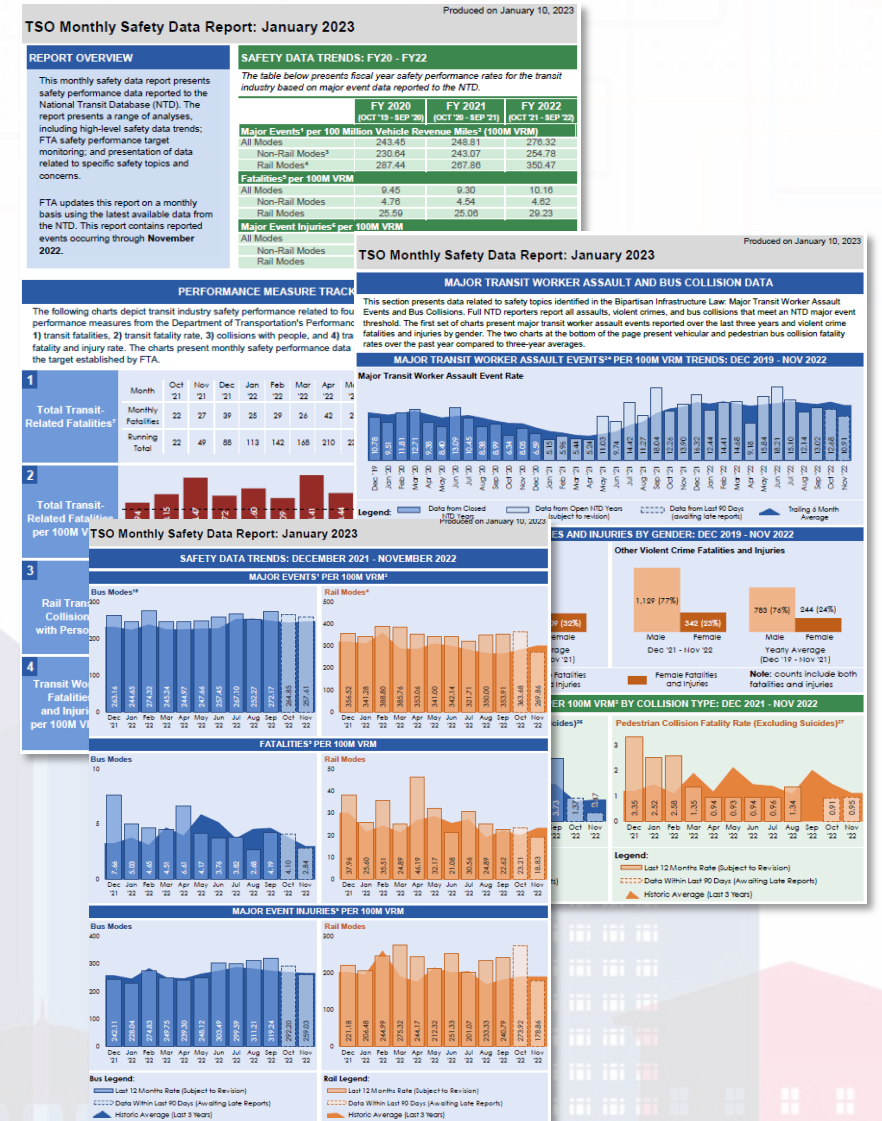
Safety Risk Management (SRM) Activities

FTA uses safety data to support its safety risk management (SRM) activities:

- **Annual SRM Action Plan** – Prioritize safety concerns based on collected safety performance data

- **Safety Risk Assessments (SRA)** – Determine the likelihood and severity of the potential consequence of a hazard. This process relies on safety performance data – where available – to support assessments.

- **Mitigation Monitoring** – Use collected safety performance data to determine the effectiveness of FTA mitigations to reduce the likelihood and/or severity of a consequence.

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Safety Advisories

- **Since 2013, FTA has issued 17 Safety Advisories to collect information on priority safety concerns.**

- Typically include checklists or a template to be completed by the SSOAs for the rail transit agencies in their jurisdiction.

- Data collected through Safety Advisories are used to:
  - Support FTA's SRM process
  - Oversee implementation of the SSO program
  - Address requests from the National Transportation Safety Board (NTSB)
  - Monitor industry safety performance
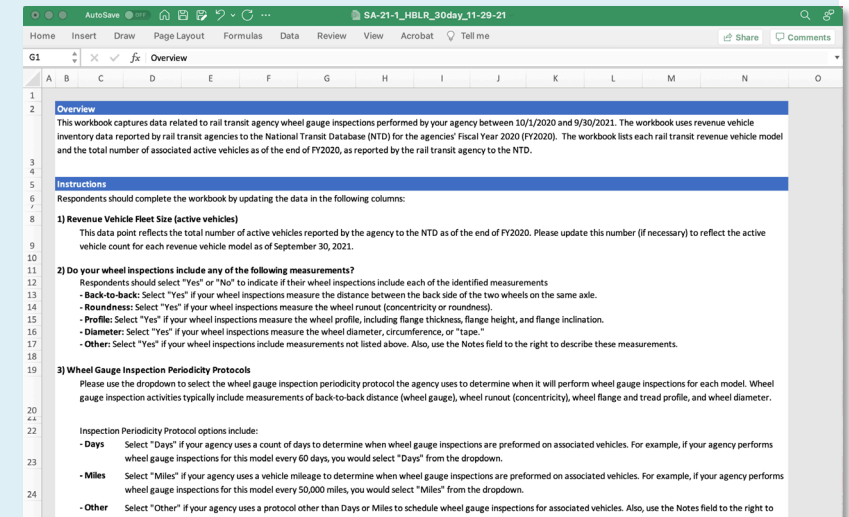
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Safety Directives

The Public Transportation Safety Program (49 CFR part 670) establishes procedures for FTA to issue general and special directives to ensure the safety of public transportation systems.

FTA has used directives to require transit agencies to take action and report related data back to FTA.

- **October 4, 2022:** FTA issued Special Directives 22-14 through 22-22 to nine transit agencies requiring submission of data related to transit worker assault risk management

- **September 25, 2024**: FTA issued General Directive 24-1, requiring all transit agencies subject to the PTASP regulation to perform a safety risk assessment, identify risk mitigations or strategies, and provide information to FTA through an online tool

FTA published results from the General Directive on January 16, 2025

Targeted Analyses – SSO Program

FTA's SSO Program Managers monitor safety concerns in coordination with SSOAs.

- As needed, TSO performs analyses of specific concerns or a specific rail transit agency's performance to support monitoring and inform SSO Program oversight decision-making.

- Analyses inform decisions regarding FTA safety intervention
  - Safety Advisories
  - Special Directives
  - General Directives
 - Safety Management Inspections
  - Other follow-up

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S&S Data Used by Other FTA Offices

Office of Research and Innovation (TRI)

- Used to prioritize safety research projects

- Used to support project analyses

Office of Budget and Policy (TBP)

- Monitor USDOT Strategic Goals and calculate Quarterly Performance Reports (QPR)

- Conditions and Performance (C&P) Report
  - Report provides the status of the Nation's highways, bridges and transit
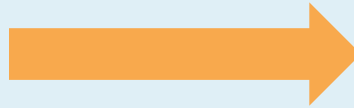
Support BTS Updates of NTS Tables

The National Transportation Statistics (NTS) Report is a tabular summary of trends in transportation, first published 50 years ago by the USDOT.

- Includes cross comparisons of safety data from various modal administrations

- Bureau of Transportation Statistics (BTS) coordinates with FTA annually to update its NTS data

- The Office of Safety Management provides annual updates from FTA and uses safety data to calculate the detailed totals and subtotals required for the NTS

- The final data tables include notes on threshold changes and ensure consistency with other FTA safety data publications

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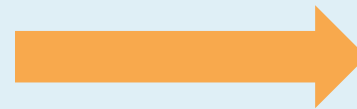
Additional Safety Data Management Initiatives

Data Quality

- Safety data management stakeholders collaborate to monitor data quality and proactively address reporting issues
- Example: suite of guides to clarify reporting requirements related to transit worker assault

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Reporting Login

Safety and Security Policy Reference Documents

- Assault on a Transit Worker Overview
- Assault on a Transit Worker Guide: Full Reporters
- Assault on a Transit Worker Guide: Reduced Reporters

Related Links

Data timeliness

- Remember that S&S-40 (major event) reports are due to the NTD **within 30 days** of the event
- From 2019 to 2023, on average nearly two-thirds (65%) of major safety and security events were reported late to the NTD.
- TSO depends on timely and accurate safety and security data to carry out its safety and oversight programs.

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