FTA
FEDERAL TRANSIT ADMINISTRATION

Safety Risk Assessment in Practice

April 27, 2022

Public Transportation Agency Safety Plan
Technical Assistance Center
(PTASP TAC)

U.S. Department of Transportation
Federal Transit Administration

Objectives

This webinar will review key challenge areas for Safety Risk Assessment in practice and provide examples of ways agencies can address these challenges. After this presentation, participants should be able to:

- Explain how data supports the Safety Risk Assessment approach for analyzing risk
- Describe challenges associated with using quantitative and qualitative data in Safety Risk Assessment activities
- Describe how risk ratings support decision making

Agenda

1. Data Fundamentals of Safety Risk Assessment
2. Data and Information Challenges
3. Safety Risk Ratings
4. Q&A on Safety Risk Assessment

Industry Speakers

Elizabeth Presutti
Chief Executive Officer
Des Moines Area Regional Transit Authority

Serena Stevenson
General Manager
Waco Area Transit

Related Resources

Log onto FTA's PTASP TAC Resource Library for more webinars, tools, and fact sheets related to Safety Risk Management and Safety Assurance

www.transit.dot.gov/PTASP-TAC

For information related to the Bipartisan Infrastructure Law, visit www.fta.dot.gov/BIL

Contact FTA-IIJA@dot.gov with your questions related to the Bipartisan Infrastructure Law

Feedback

Your feedback helps us deliver the resources and tools that are most relevant to your needs. Based on feedback from the previous webinar survey, this webinar features:

- Multiple Speakers
- More Interactive Format
- Audience Polls

Please stay tuned for another survey at the conclusion of this webinar!

Audience Poll

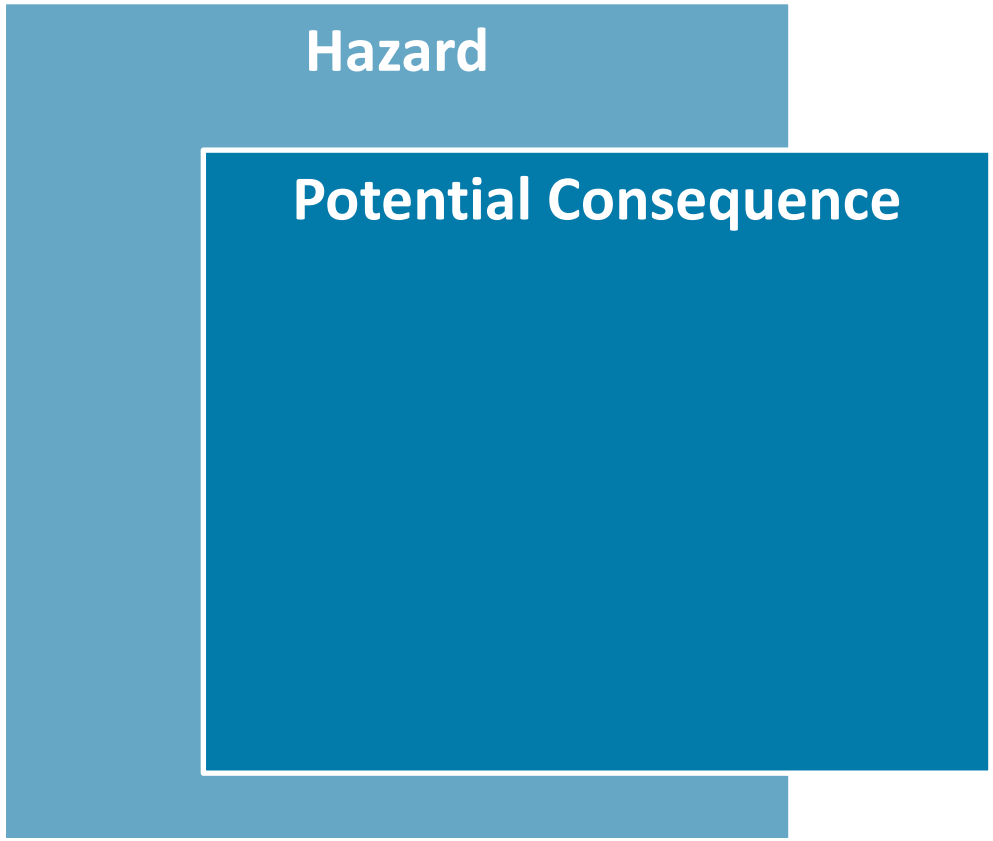
Data Fundamentals of Safety Risk Assessment

Safety Management Systems (SMS)

The PTASP regulation establishes requirements for an SMS, including Safety Management Policy, **SRM**, Safety Assurance, and Safety Promotion

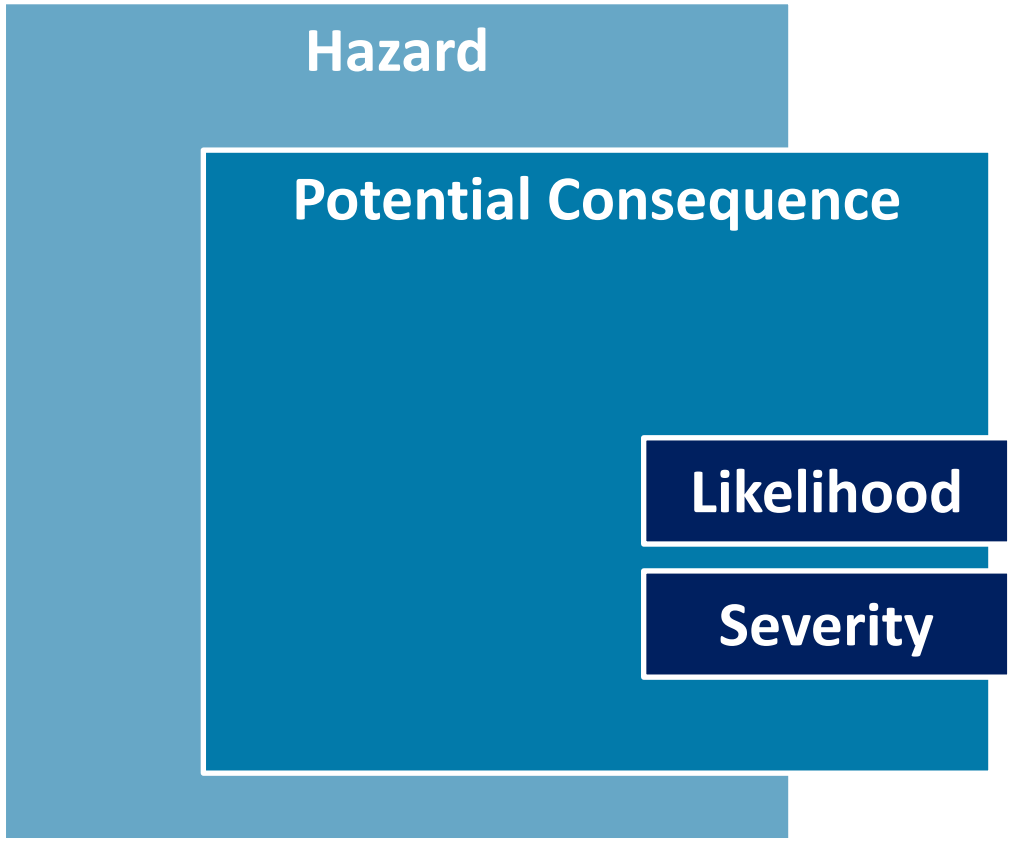
SRM includes hazard identification, **safety risk assessment**, and safety risk mitigation

Safety Risk Assessment



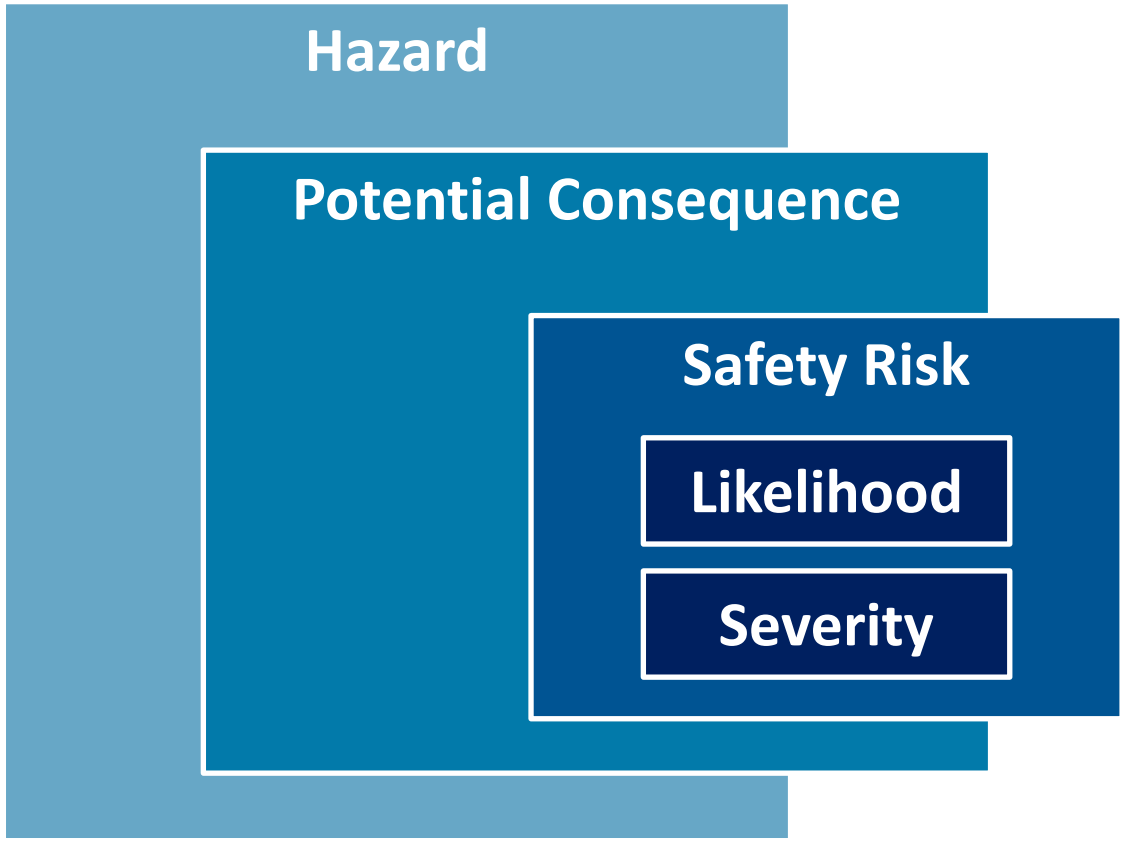
Safety risk assessment starts with the hazard and potential consequence identified in safety hazard identification

Safety Risk Assessment



In safety risk assessment, we identify the likelihood and severity of the potential consequence

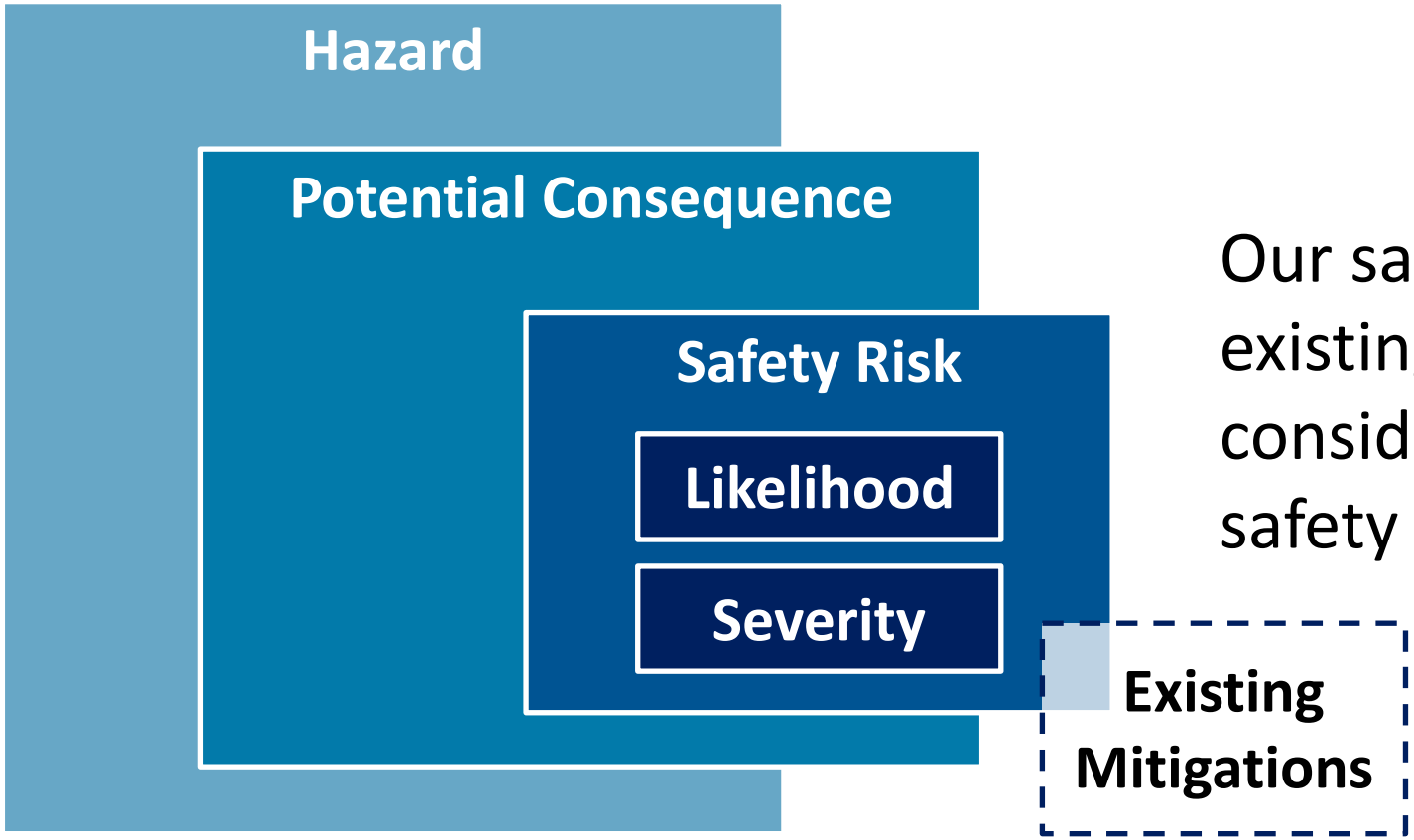
Safety Risk Assessment



In safety risk assessment, we identify the likelihood and severity of the potential consequence

We call this the ***safety risk***

Safety Risk Assessment



Our safety risk assessment takes existing mitigations into consideration when determining safety risk

Severity

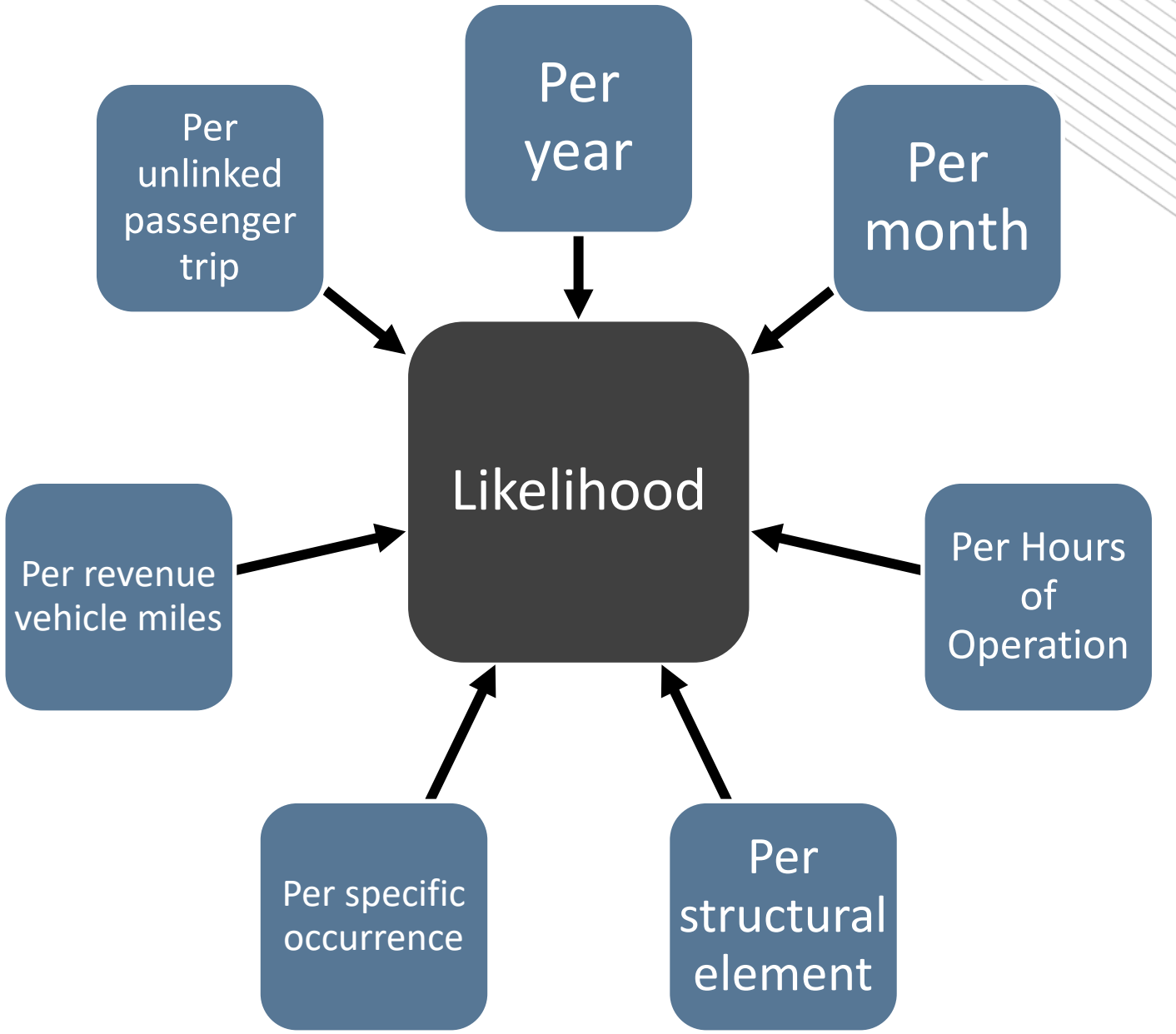
Severity tells us how serious the effects of the potential consequence may be

Severity can be assessed multiple ways, including impacts to people, the system, and the environment

Likelihood

Likelihood tells us how likely the potential consequence is to happen at our agency

Depending on the consequence, available information, likelihood can be assessed multiple ways, like time, service provided and consumed, etc.



Importance of Definitions

Having specifically defined metrics the agency uses to talk about likelihood and severity helps create a common understanding of safety risk

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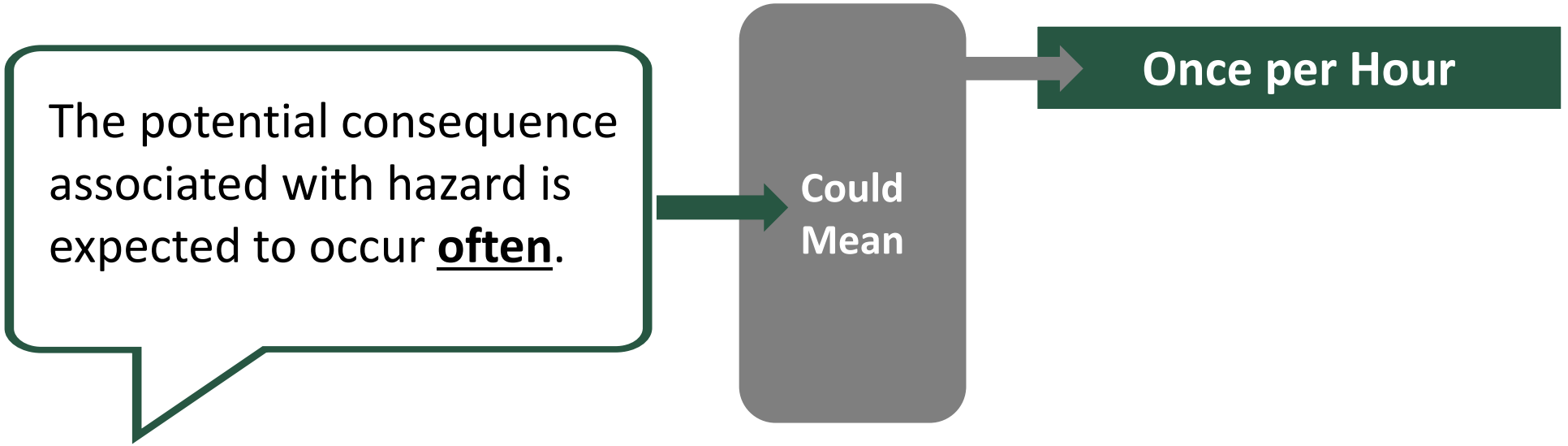

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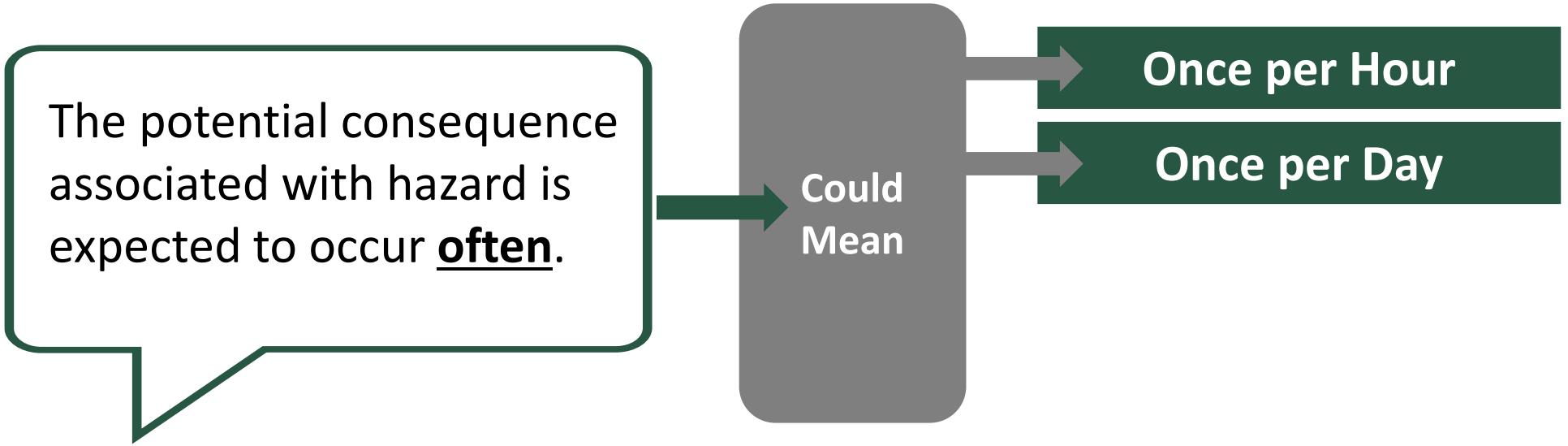

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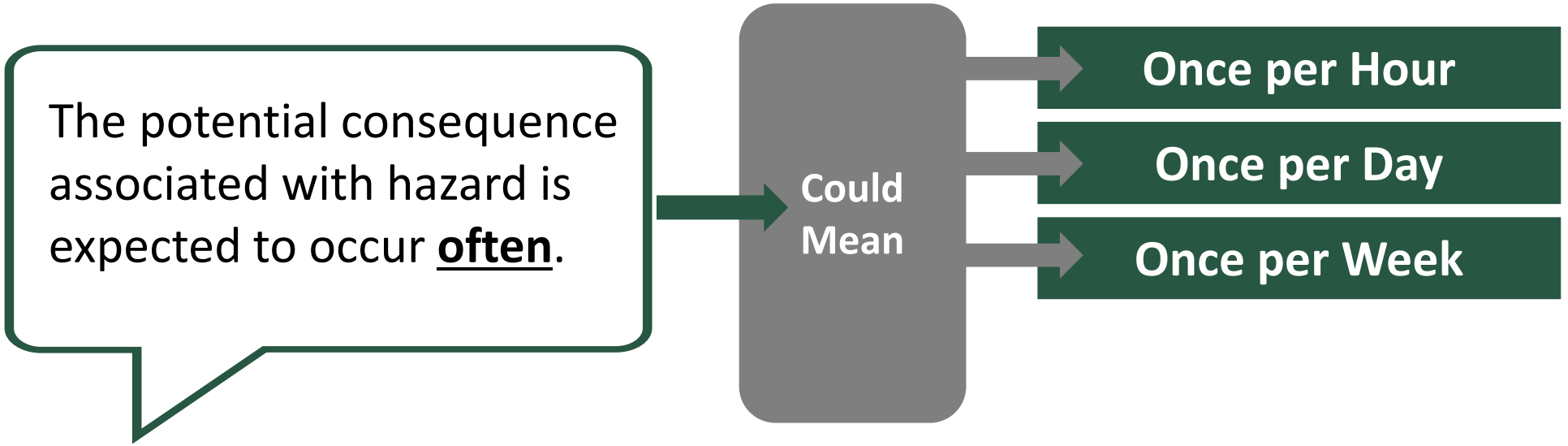

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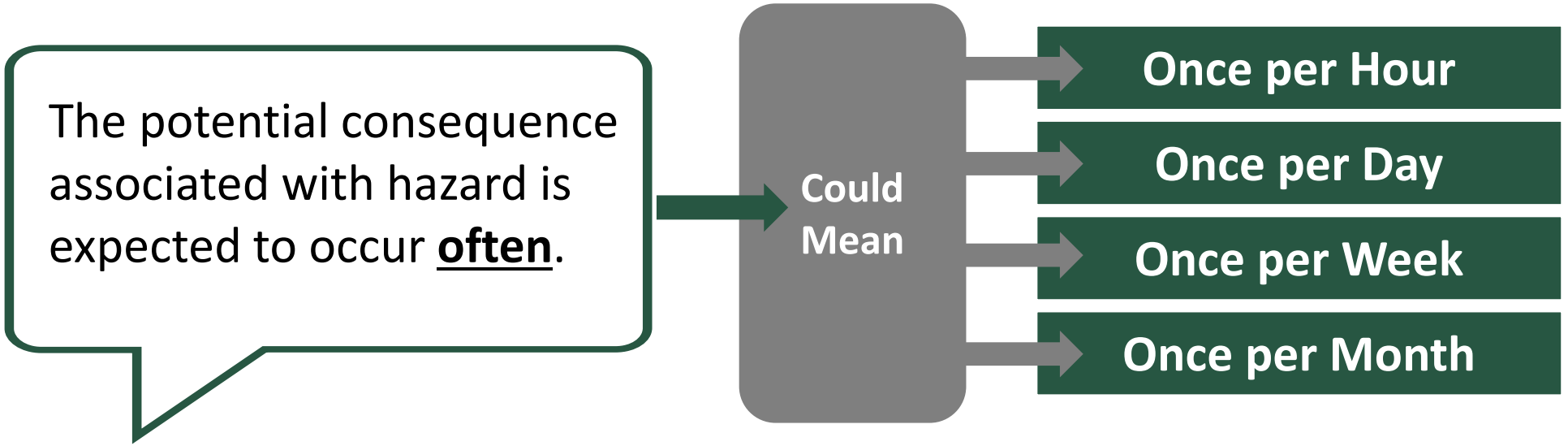
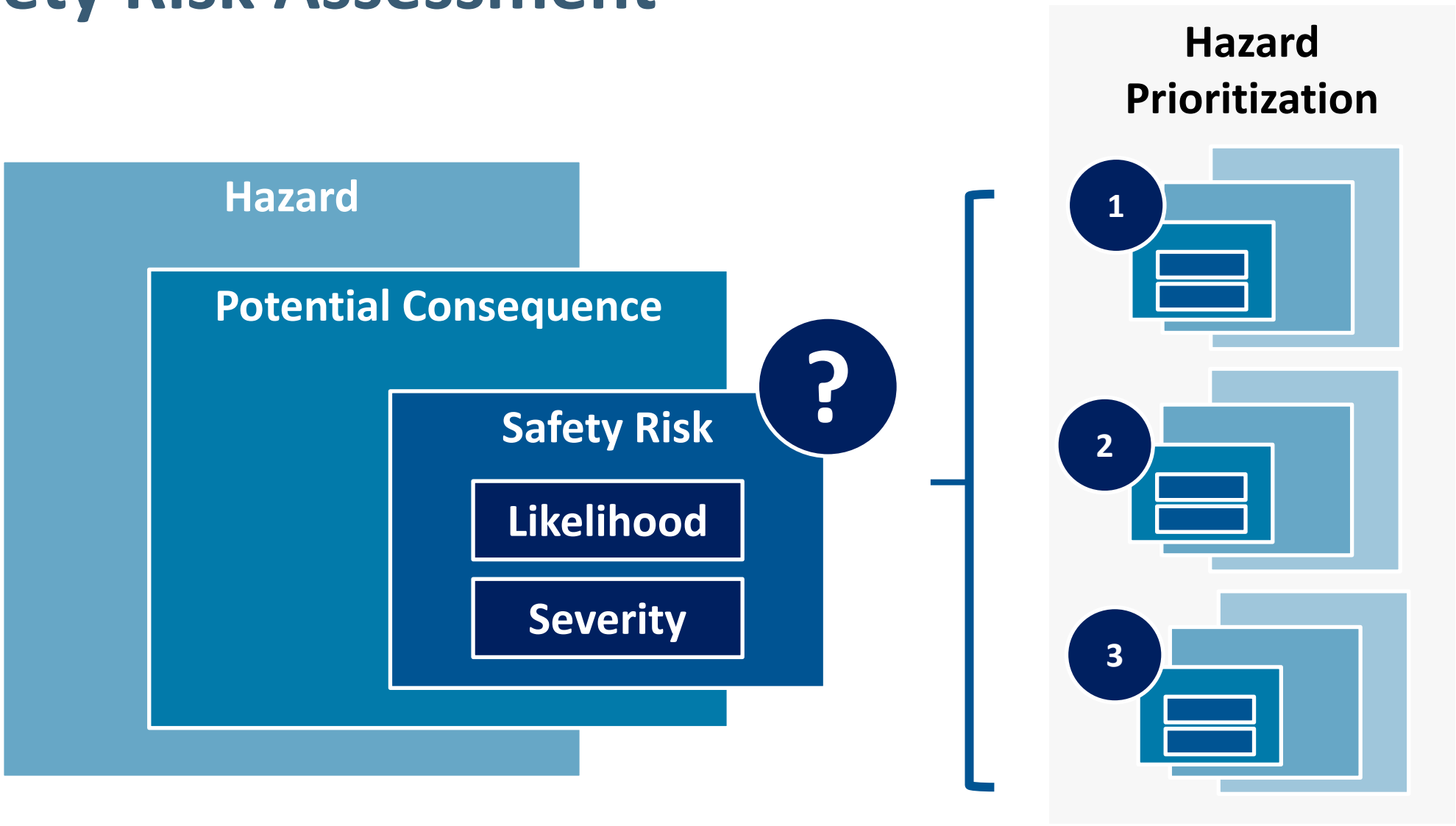
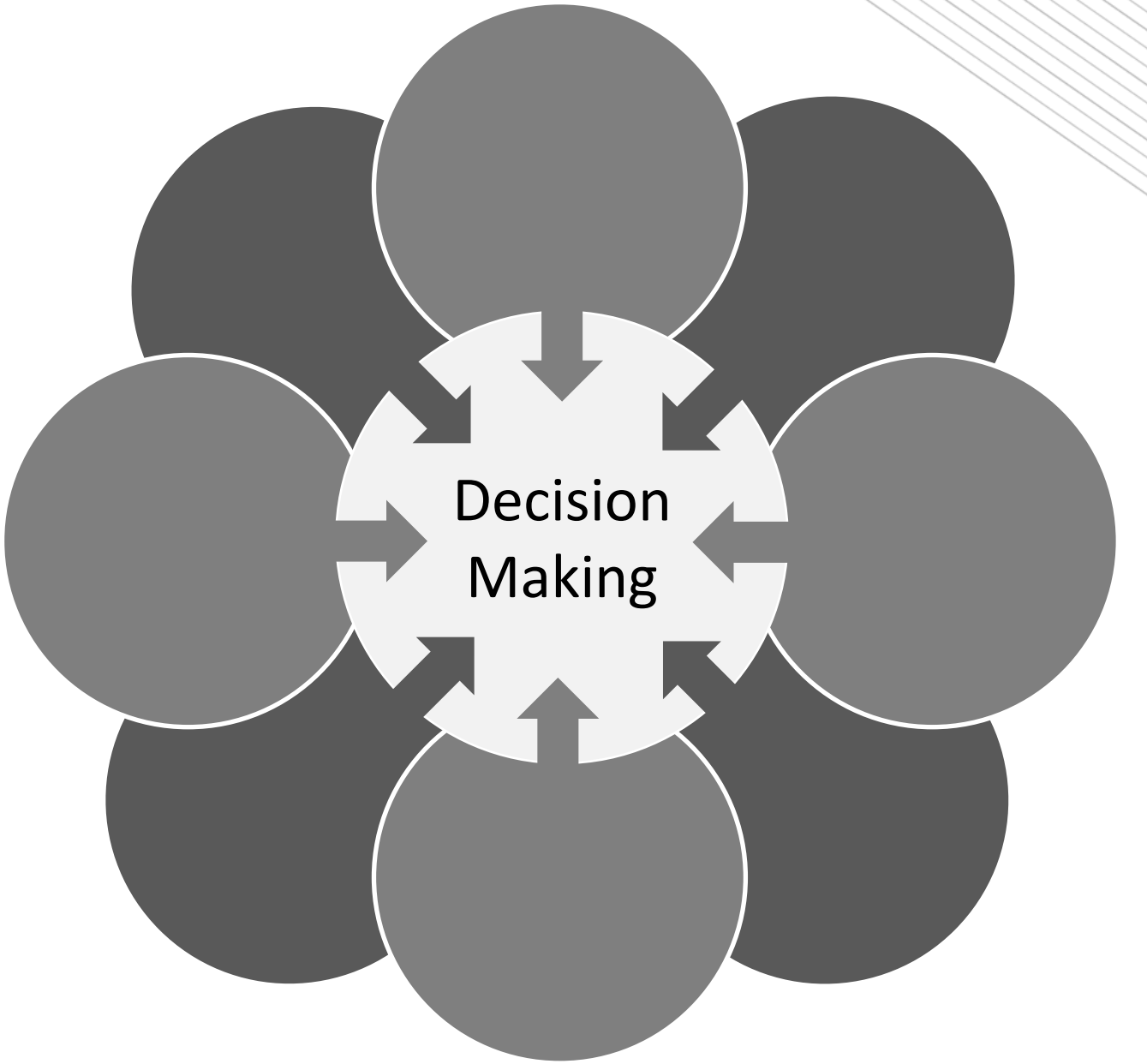


Safety Risk Assessment



Decision-Making

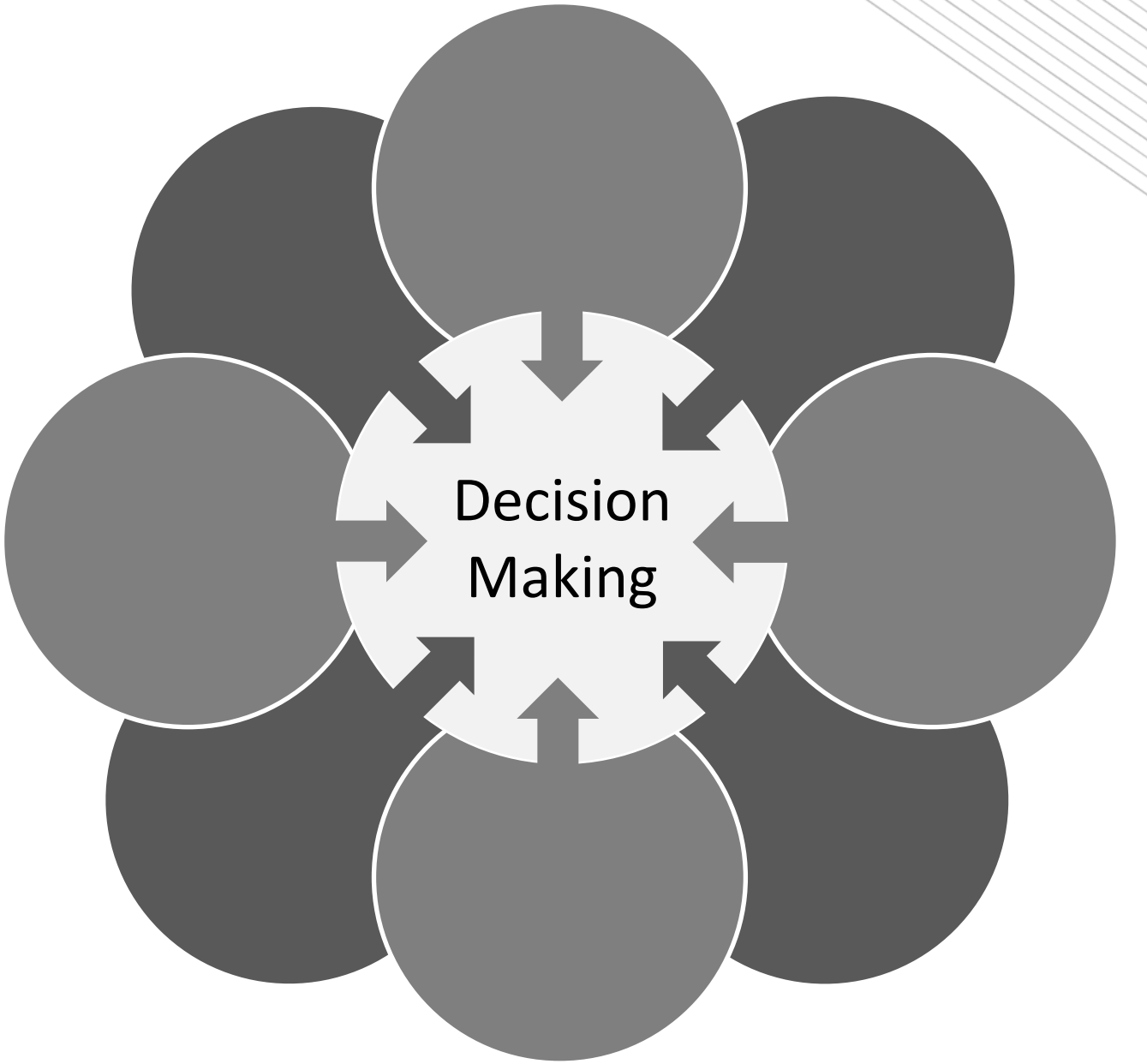
Safety risk assessment represents a snapshot of information available at the time upon which the agency can make decisions



Decision-Making

Safety risk assessment represents a snapshot of information available at the time upon which the agency can make decisions

- It is not a replacement for decision-making



Decision-Making

Safety risk assessment represents a snapshot of information available at the time upon which the agency can make decisions

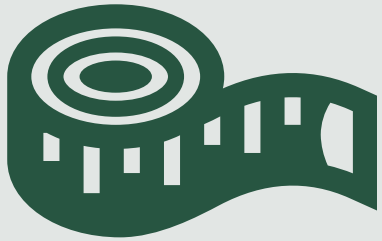
- It is not a replacement for decision-making
- It is one of many elements that transit agencies consider when making decisions

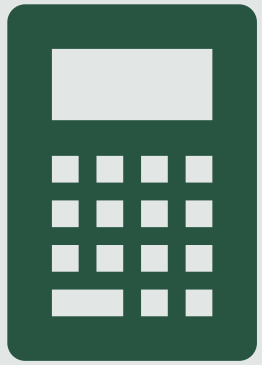
Safety Risk Assessment and Data

Data is a critical building block in a successful safety risk assessment process

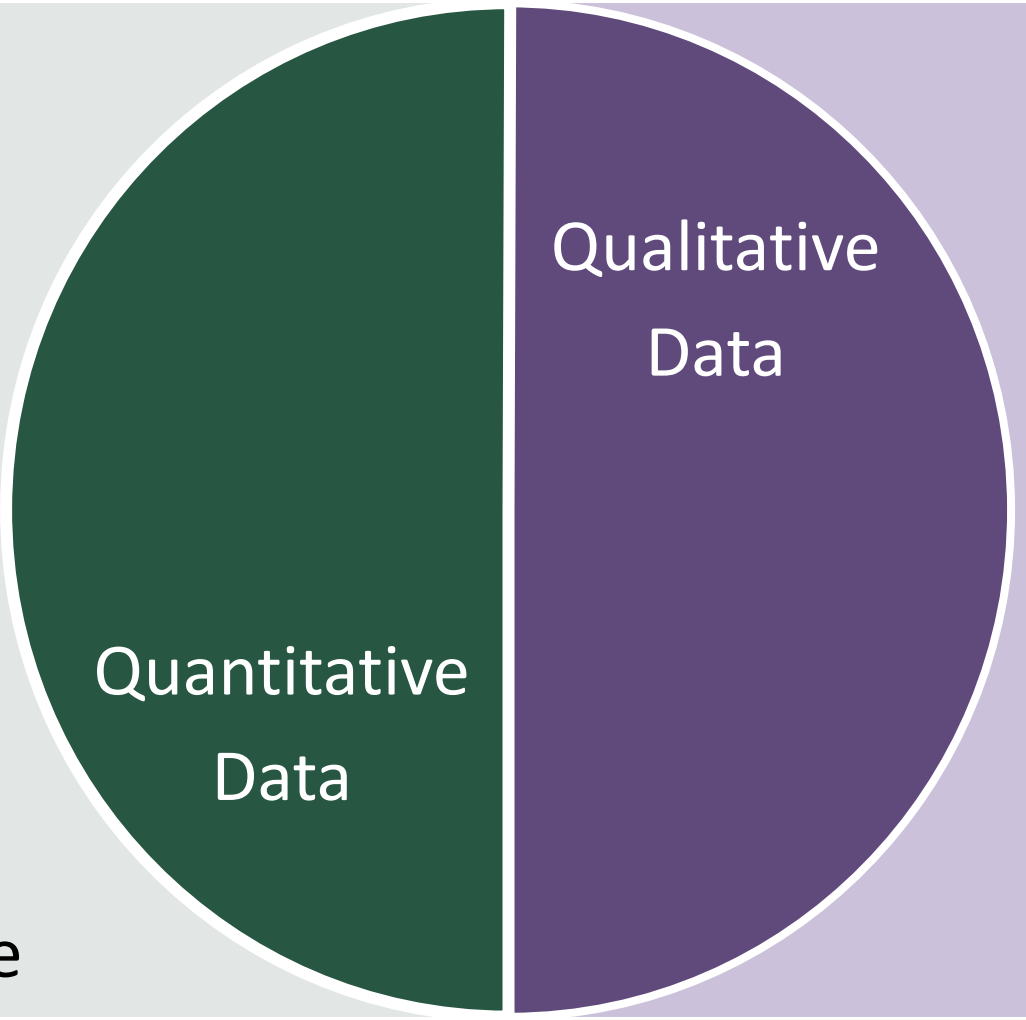
- Data helps agencies determine which potential consequences of a hazard should be assessed and helps agencies assess severity and likelihood
- The ability to access and use information and data is critical

Quantitative and Qualitative Data





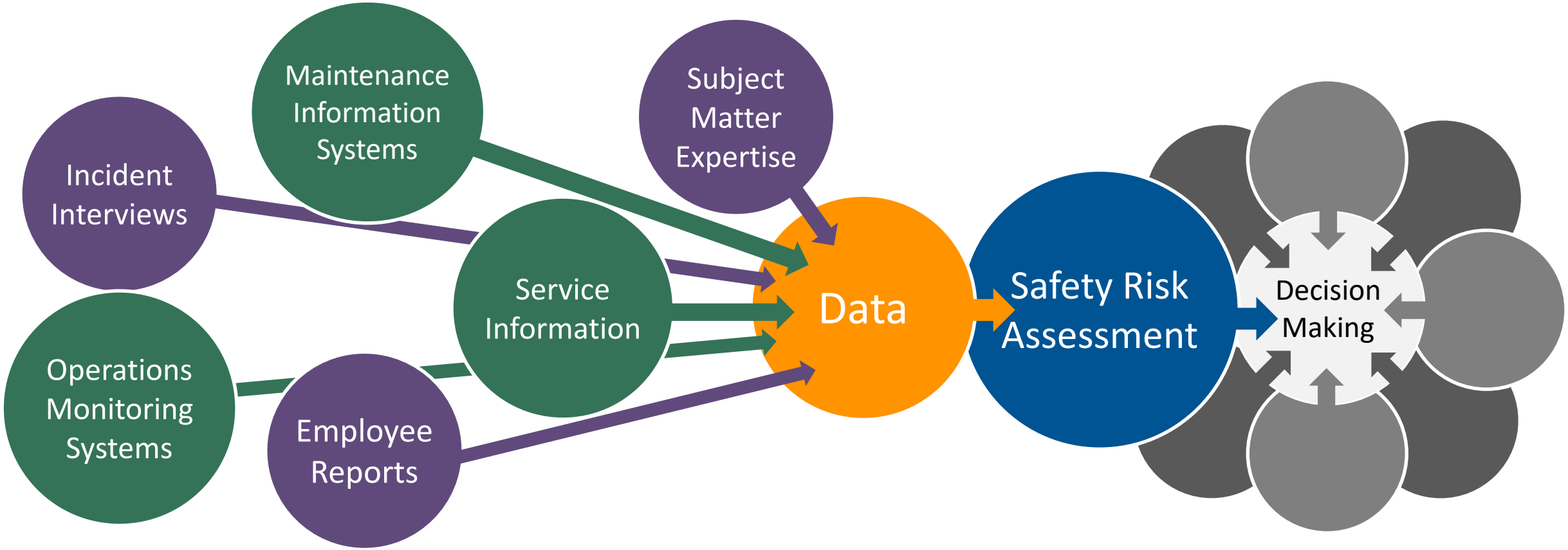
Information that can be quantified, counted or measured, and given a numerical value



Information that is expressed in terms of descriptive language rather than numerical values

Safety Risk Assessment and Data

Much of the data agencies use to support their Safety Risk Assessment activities may already be available

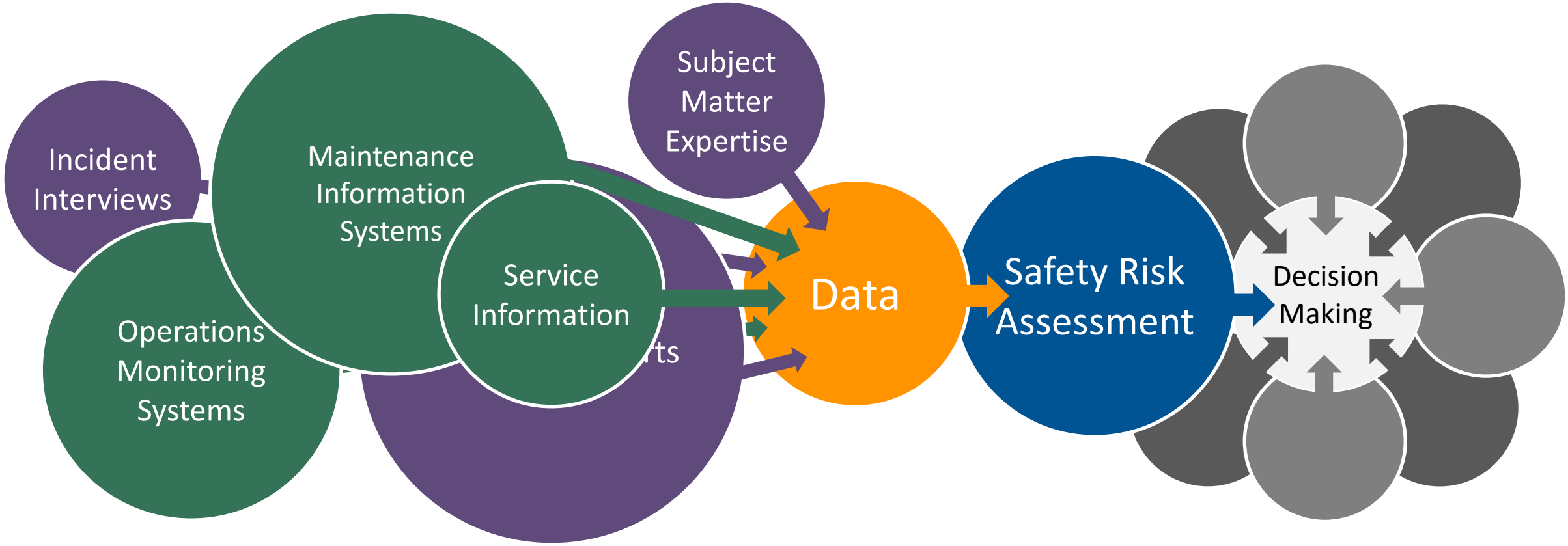


Audience Poll

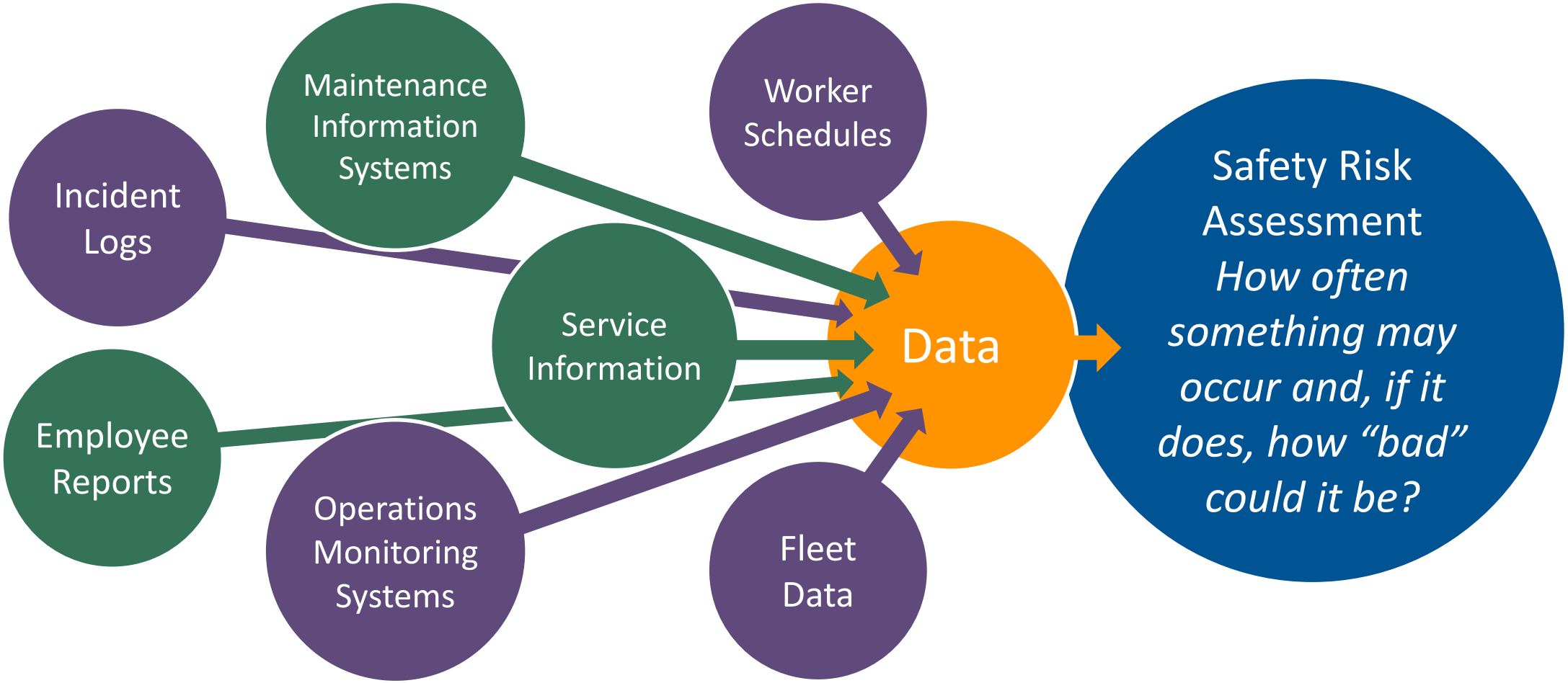
Data and Information Challenges

Common Data Challenges

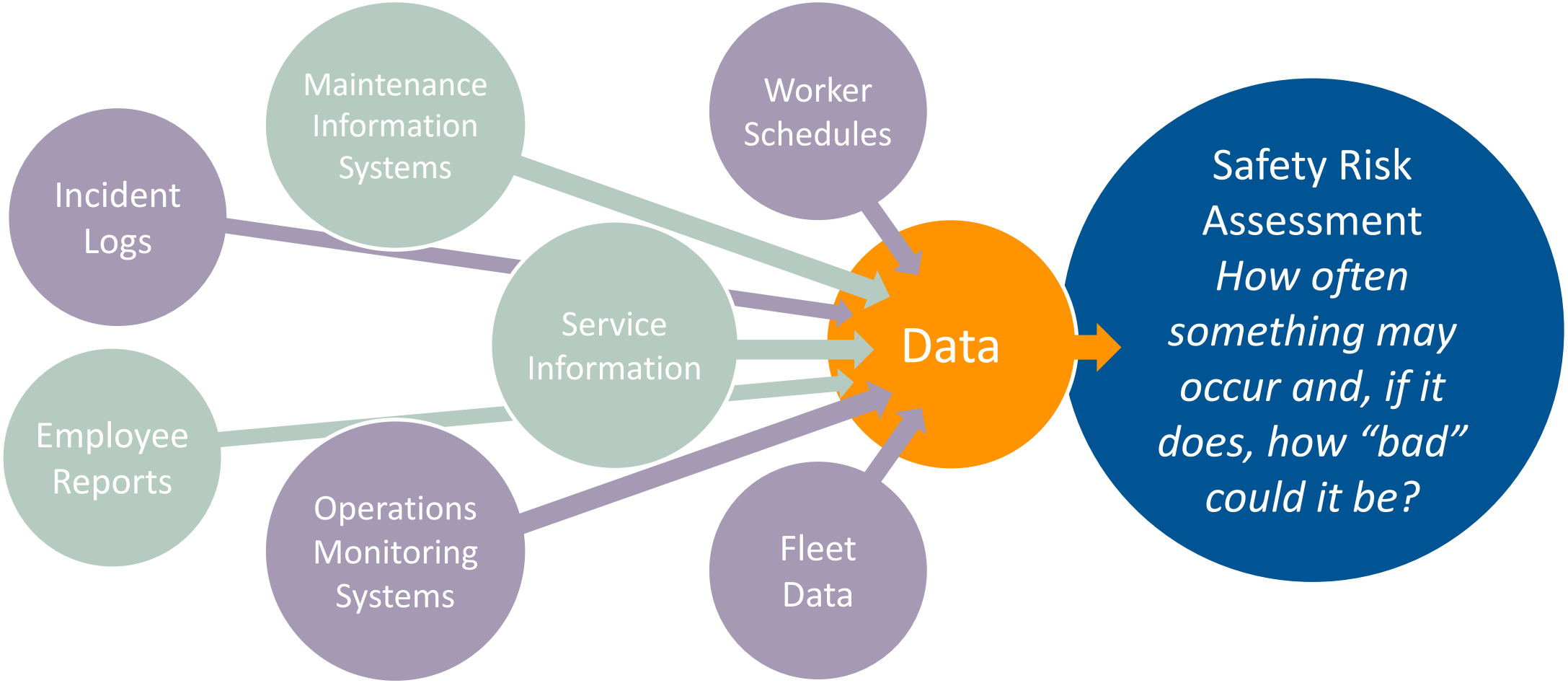
- Data comes from many different sources and takes multiple forms
- Throughout the assessment process, your agency may face data challenges



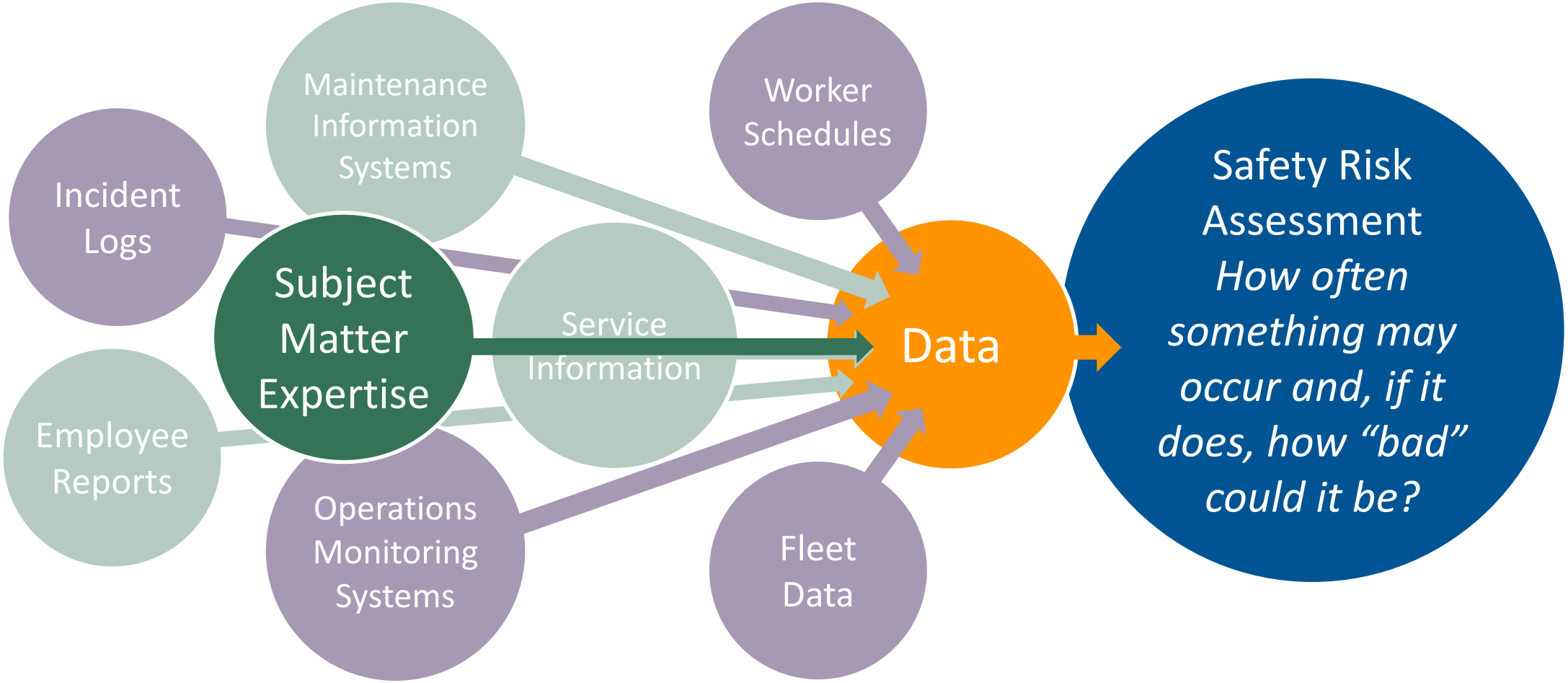
Example: Multiple Sources of Relevant Data



Example: No Sources of Relevant Data

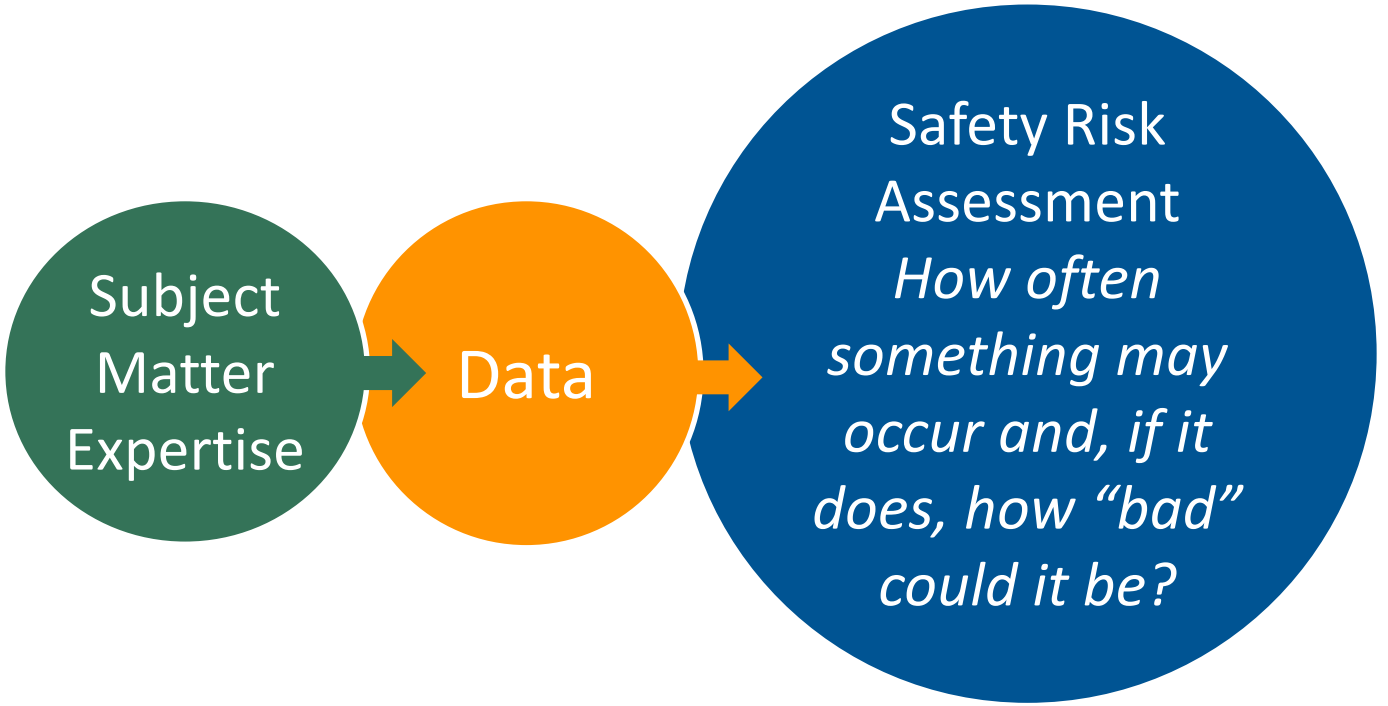


Qualitative Information and Data Challenges



Qualitative Information and Data Challenges

- **When relevant quantitative data is not available, transit agencies may need to rely on qualitative information to perform the safety risk assessment**



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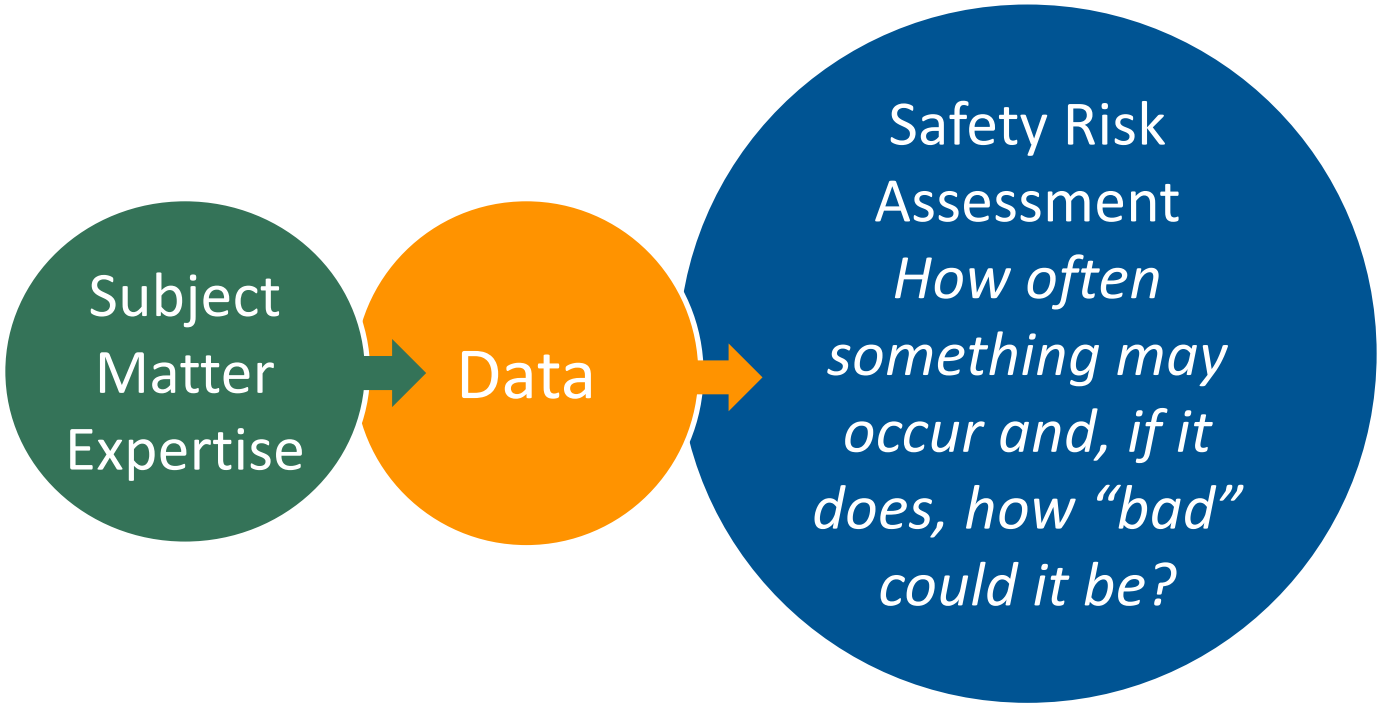
- Even when relevant quantitative data is available, subject matter experts can help interpret the data and avoid misinterpretation



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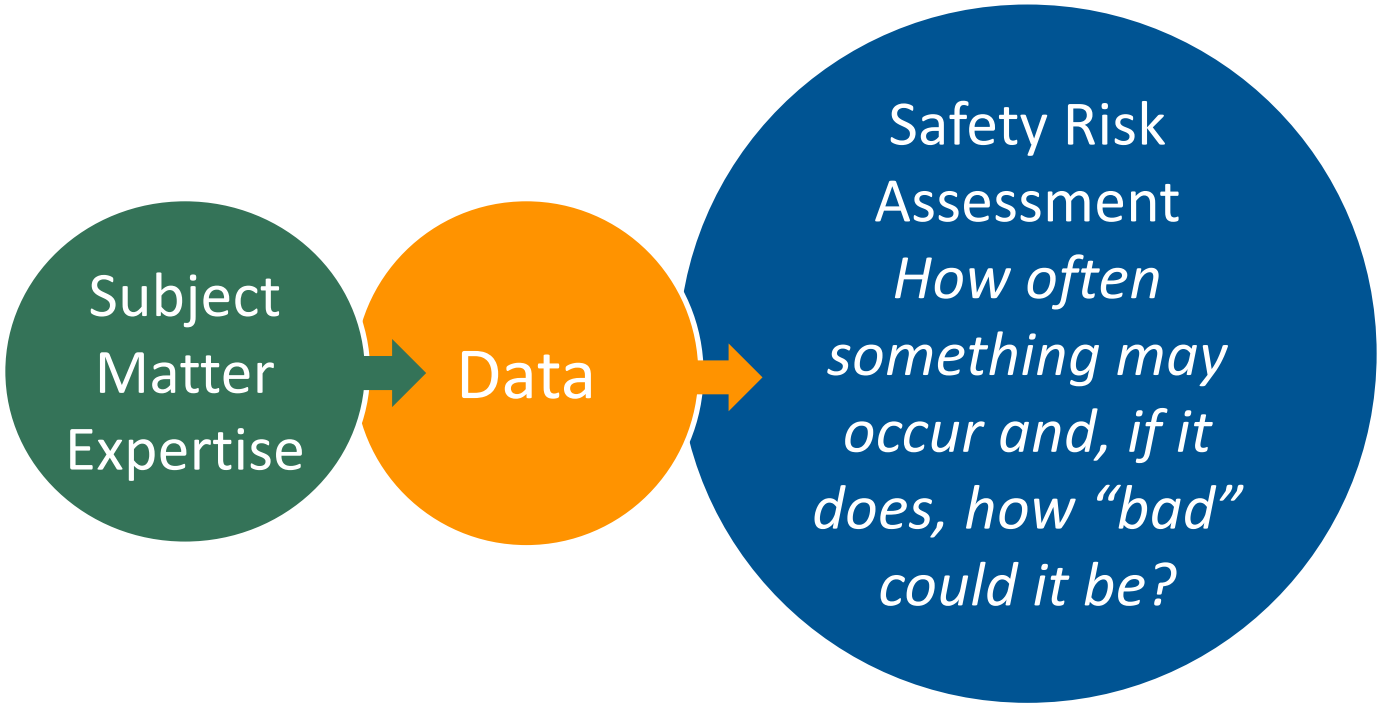
- Qualitative information in the form of subject matter expertise could come from: employees, vendors, industry associations, laboratories, etc.



Safety Risk Assessment as a Conversation

Safety risk assessment promotes informed discussion about safety risk is and what level of safety risk the agency is willing to accept

- Key agency stakeholders are part of the safety risk conversation and support leadership decisions on whether and how to address safety risk

Safety Risk Assessment is Predictive

In safety risk assessment, the agency determines how often something may occur and how "bad" it could be

- The goal of safety risk assessment is to draw an informed conclusion that the agency can use in decision-making
- Even with the best data in the world, this assessment is subjective

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- The goal of safety risk assessment is to draw an informed conclusion that the agency can use in decision-making
- Even with the best data in the world, this assessment is subjective

There is no one "correct" answer!

Safety Risk Assessments Can Vary

Safety risk assessments are not a problem with one single "correct" solution

- Safety risk assessment helps agencies determine whether safety risk is adequately addressed or if additional action in necessary – what "adequately addressed" means will vary between agencies and even within agencies at different times
- Likelihood and severity determinations may vary depending on available data, subject matter expertise or professional opinions, new or emerging information, etc.

One way agencies control for these variations is to use a safety risk assessment matrix, such as those identified in FTA's technical assistance materials and MIL-STD 882, to establish a common language for talking about safety risk

Guest Speakers

Elizabeth Presutti
Chief Executive Officer
Des Moines Area Regional Transit Authority

dart Characteristics and Service

- Des Moines Area Regional Transit Authority (DART) is the largest public transit agency in Iowa
- Serves 12 central Iowa communities under one regional authority
- 145 buses and 100 vanpool vans
- 4.5 million rides (pre-covid)
- Recently added a microtransit service and put 7 electric buses into service

30 + BUS ROUTES

20 + FREE PARKING LOCATIONS

DOOR-TO-DOOR SERVICE

CAR AND VANPOOL RESOURCES

BIKE RACKS ON EVERY BUS

ALL BUSES ARE ADA ACCESSIBLE

Safety Risk Assessment: Process and Tools

- DART has used a data-based assessment matrix tool to assist with safety risk assessments since 2017
- Goal to reduce risks to the lowest reasonably practical level
- A worksheet communicates the pre-mitigation assessment and resolution
- Most utilized by safety and planning teams

DART RISK ASSESSMENT MATRIX

SEVERITY					
Severity Level		Injury or Occupational Illness	Other than death or injury		
			Property Damage (PD)	System Disruptions (SD)	Evacuation
1	Catastrophic	Death (does not include suicides, or death by natural causes	> $250,000	> 24 hrs.	Fire/Life Evacuation
2	Critical	Fracture, Severe Bleeding, Paralysis, Brain injury, Dismemberment	$250,000 - $100,000	12 - 24 hrs.	
3	Marginal	Bruising, Abrasions, Bleeding, Sprains/Strains (Ambulance Transport)	$100,000 - $25,000	4 - 12 hrs.	
4	Negligible	Bruising, Abrasions, Bleeding, Sprains/Strains (No Ambulance Transport)	> $25,000	<4 hrs.	

Hazard severity is a subjective measure of the worst credible mishap resulting from personnel error, environmental conditions, design inadequacies and/or system, subsystem, or component failure or malfunction. Hazard severity is rank as shown above.

Likelihood of Occurrence					
Probability Level		Likely hood of event in life of a specific item	MTBE* in Operating Hours	Occurrence within Fleet or Inventory	MTBE in days
A	Frequent	Will occur frequently	< 1,000 OH	Continuously Experienced	1 per month
B	Probable	Will occur several times	1,000 – 100,000 oh	Will occur frequently	1 per year
C	Occasional	Likely to occur sometimes	100,000 – 1,000,000 oh	Will occur several times	1 per 2 years
D	Remote	Unlikely but possible to occur	1,000,000 – 100,000,000 oh	Unlikely, but can be expected to occur	1 per 5 years
E	Improbable	So unlikely, assumed occurrence may not be experienced	>100,000,000 oh	Unlikely to occur, but possible	1 per 10 years
F	Eliminated	Actions taken to remove the hazard/conflict	Never	Will not occur	N/A

***Mean Time Between Events:** The likelihood that hazards will be experienced during the planned life expectancy of the system can be estimated in potential occurrences per unit of time, events, population, items, or activity. The probability may be derived from research analysis, and evaluation of historical safety data.

DART Risk Assessment Matrix		SEVERITY			
		1. Catastrophic	2. Critical	3. Marginal	4. Negligible
Likelihood of Occurrence	A. Frequent	High	High	Serious	Medium
	B. Probable	High	High	Serious	Medium
	C. Occasional	High	Serious	Medium	Low
	D. Remote	Serious	Medium	Medium	Low
	E. Improbable	Medium	Medium	Medium	Low
	F. Eliminated	Eliminated			

Resolution Requirements		
High *	Unacceptable	Correction required
Serious	Undesirable	Correction may be required, management decision
Medium	Acceptable w/review	With review and documentation by management
Low	Acceptable	Without review
Eliminated	Acceptable	No action required

The risks that fall into the Medium spectrum as are those risks that become acceptable after mitigation strategies are put in place and the risks become ***As Low As Reasonably Practicable***

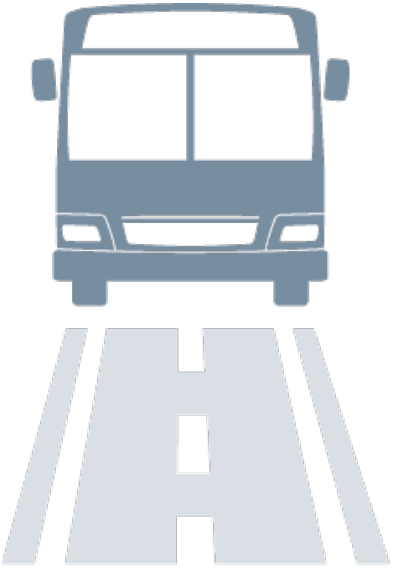
Safety Risk Assessment Data Points

Quantitative Data Sources	Quantitative Data Points
Accident reports	Accident types, frequency, severity, locations
Planning	Frequency of service, boardings, alightings, # of mobility devices and bicycles
Incident Reports	Near misses, hazards on route
Injury Reports	# of and types of injures
Telemetry	Speeds, locations
Law enforcement	# of accidents at given locations

Qualitative Data Sources	Qualitative Data Points
Video Footage	Operator driving mechanics, confirmation of reported hazards
Employee Safety Concerns / Suggestions	Employee reports of unsafe conditions or suggestions for improvements
Worker' Comp	Ergonomic assessments
Observations	Confirmation of reported hazards
Experience	"Does not look safe"
Collaboration with other planning groups	Review of roadway reconfiguration and streetscape additions

Data - Benefits and Challenges

- **Quantitative**
  - Benefit: Provides clear parameters and data comparisons
  - Challenge: Lack of data from having avoided situations or from not previously seeing that particular situation
    - Each assessment is unique in its proposed risk/assessment
    - How do we target more data sets for these purposes?
    - Some data collection and reporting is time intensive, opportunity to automate further



- **Qualitative**
  - Benefit: Information is more readily available
  - Challenge: Different ideas of what “risk is” – how you account for different risk tolerances

Operator Engagement

Conducting a risk assessment created engagement & buy-in to the decision-making process

Serena Stevenson
General Manager
Waco Area Transit

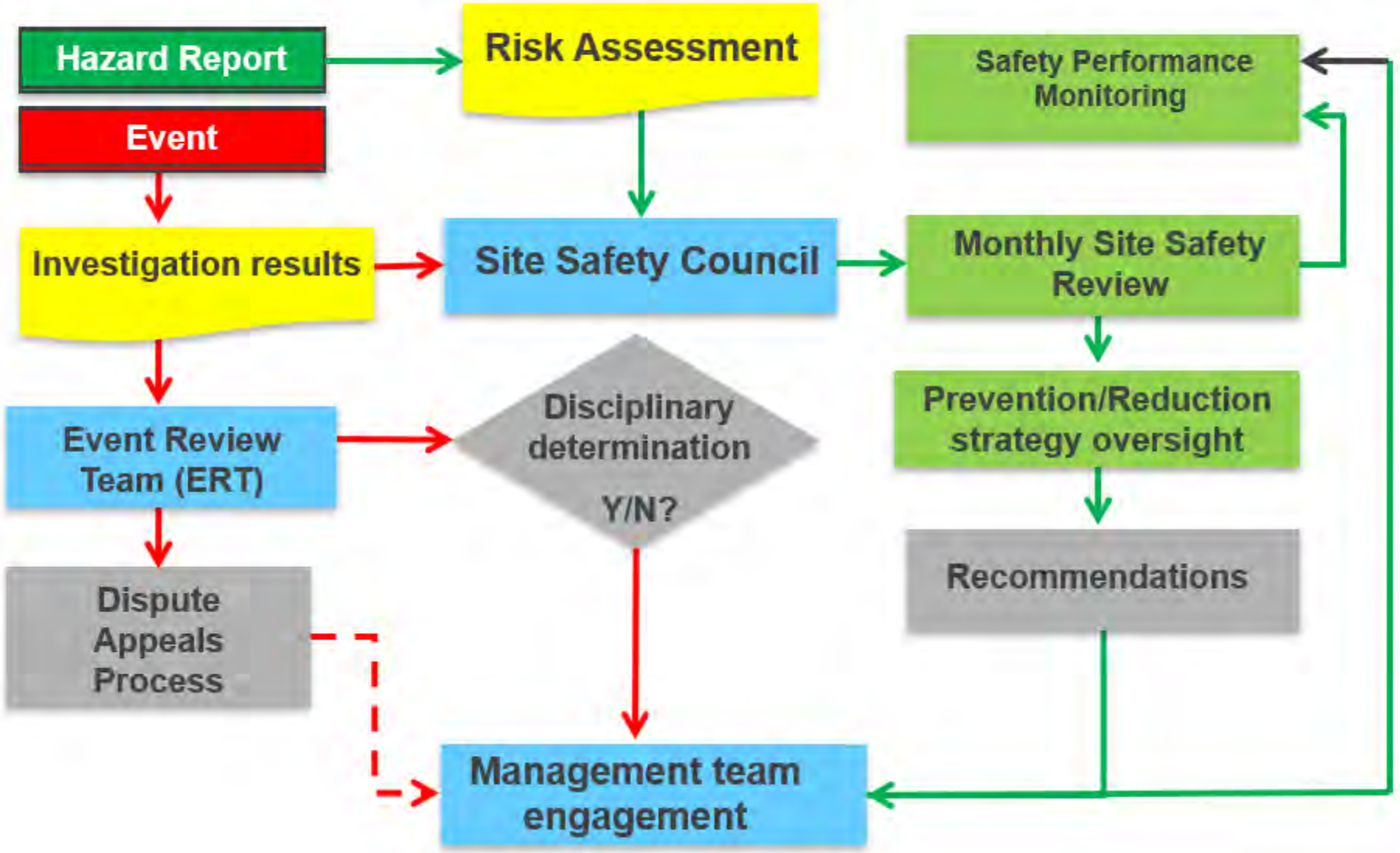
Characteristics and Service

- Waco Transit System is a small urban provider that operates motor bus and demand response. We operate nine Fixed Routes, two Downtown Waco Shuttles, complementary Paratransit and Evening Link services, Monday-Saturday.
- Waco Transit System operates seven shuttles for the BUS-Baylor University Service, Monday-Friday, and two of those shuttles run on Saturday and Sunday as well.
- Waco Transit System maintains its on vehicles.
- Waco Transit System's downtown transfer center, is an intermodal facility, and is under lease by FlixBus/Greyhound for inter-city bus service.
- Waco Transit System contracts (5310) purchase of service.
- Waco Transit System provides (5311) Rural services under an interlocal agreement between the City of Waco and McLennan County.

Safety Risk Assessment in Practice: Process and Tools

- How data supports Safety Risk Assessment
- Challenges associated with using quantitative and qualitative data in Safety Risk Assessment activities

Waco Transit System PROCESS



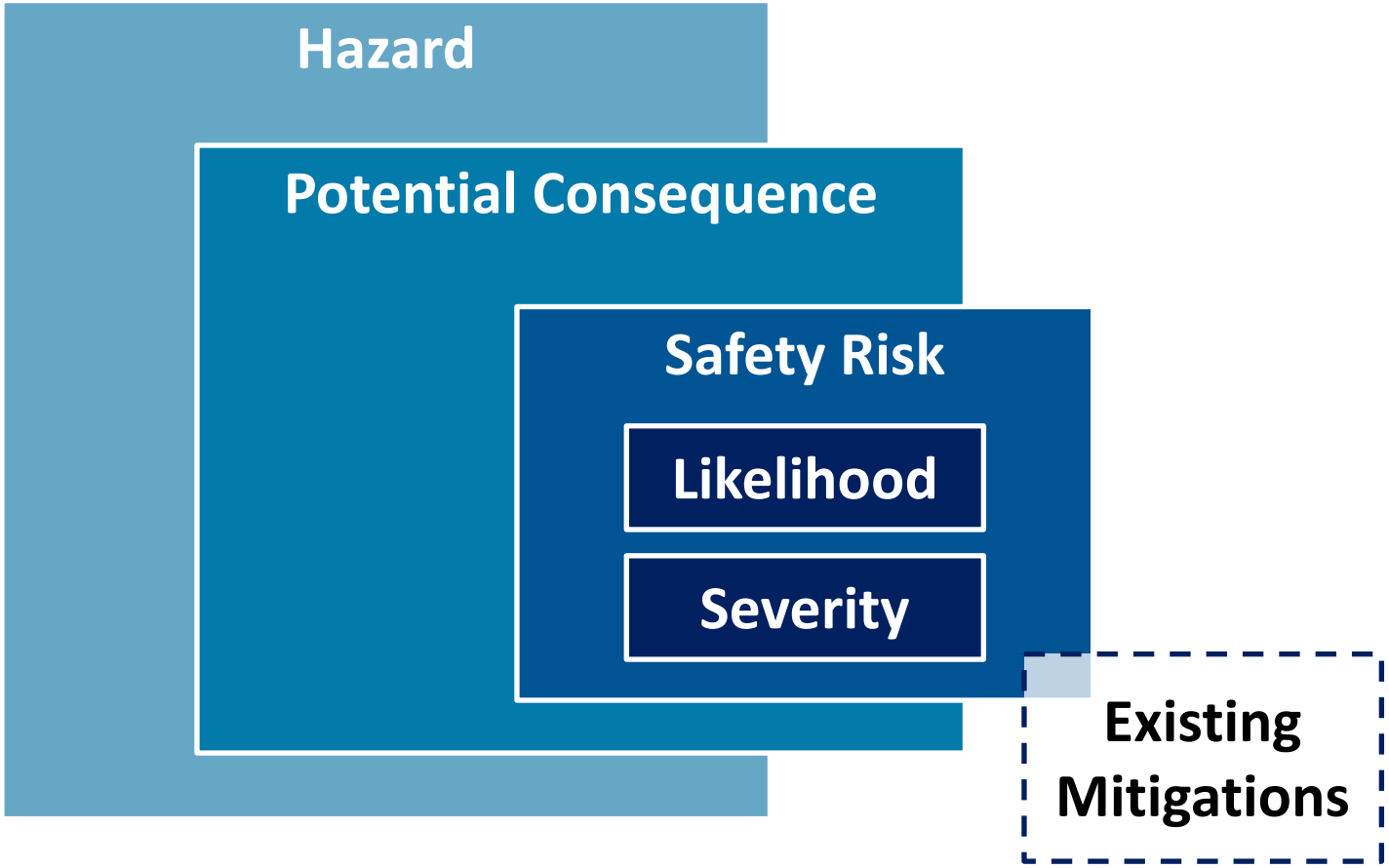
Audience Poll

Safety Risk Ratings and Decision Making

Safety Risk Ratings

Safety risk is the composite of likelihood and severity

- A safety risk rating (the composite) helps agencies rank and determine next steps and prioritize hazards for mitigation



Safety Risk Ratings

Typically, agencies utilize matrices or specific procedures that indicate or prescribe actions based on the risk rating

- Your agency may use a color-coded risk matrix where certain colors result in specific levels of recommendations for action

Example Safety Risk Assessment Chart

For example, in the chart below:

- Red might mean that the safety risk is unacceptable and requires action
- Yellow might mean that it is acceptable with management review
- Green might mean that it is acceptable with no further action

Example Safety Risk Assessment Chart			
Likelihood/Severity	**Catastrophic (1)**	**Serious (2)**	**Marginal (3)**
Frequent (A)	High (1A)	High (2A)	Medium (3A)
Occasional (B)	High (1B)	Medium (2B)	Low (3B)
Remote (C)	High (1C)	Medium (2C)	Low (3C)

Example Safety Risk Assessment Charts

Example Safety Risk Assessment Chart			
Likelihood/Severity	**Catastrophic**	**Serious**	**Marginal**
Frequent	High	High	Medium
Occasional	High	Medium	Low
Remote	High	Medium	Low

pted MIL-STD-882E Safety Risk Assessment Chart				
Likelihood/Severity	**Catastrophic (1)**	**Critical (2)**	**Marginal (3)**	**Negligible (4)**
Frequent (A)	High	High	Serious	Medium
Probable (B)	High	High	Serious	Medium
Occasional (C)	High	Serious	Medium	Low
Remote (D)	Serious	Medium	Medium	Low
Improbable (E)	Medium	Medium	Medium	Low

Safety Risk Assessment as a Tool

The safety risk assessment is just one factor that goes into decision-making

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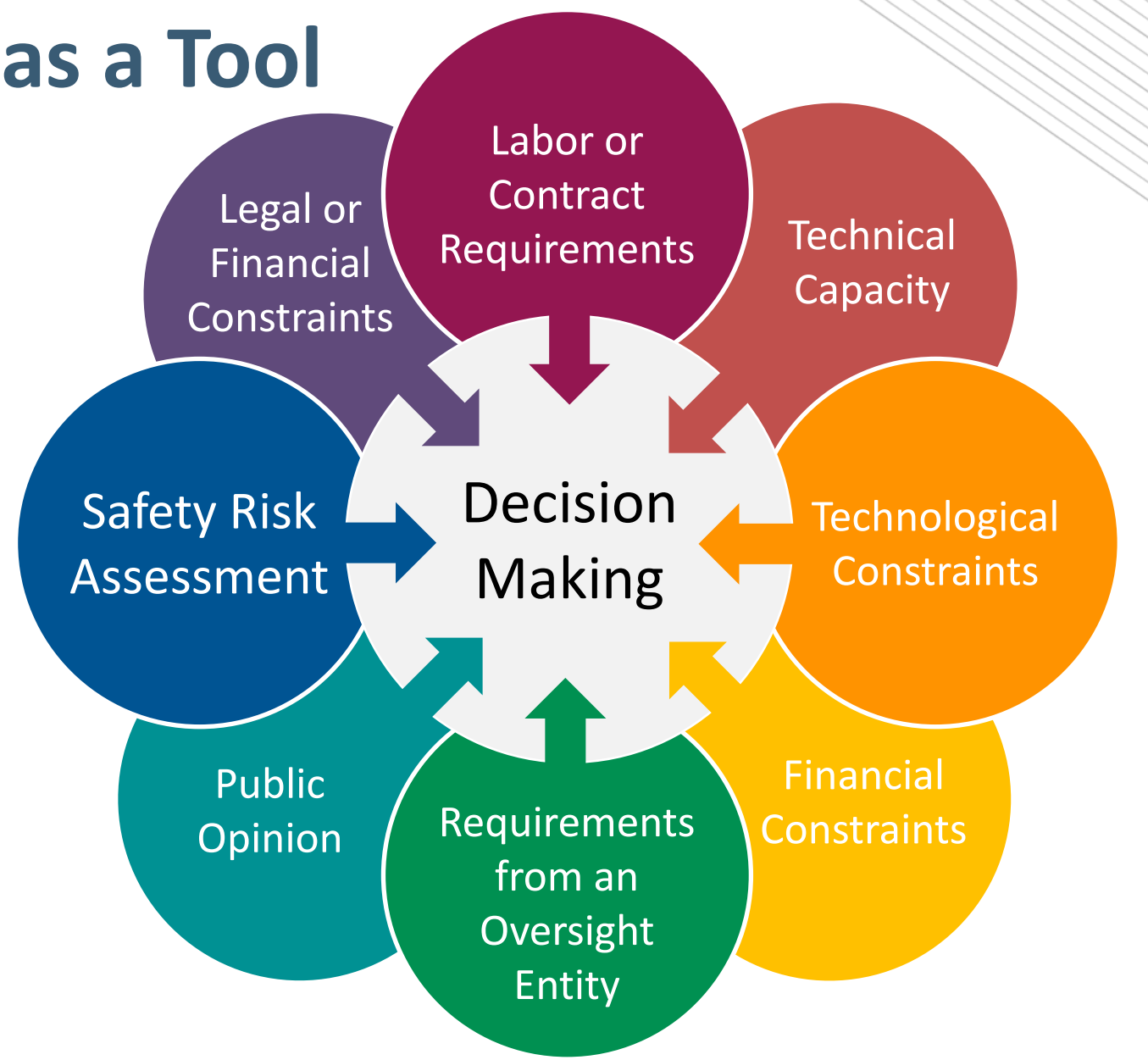
The safety risk assessment is just one factor that goes into decision-making and is just one of many inputs the agency considers when making decisions



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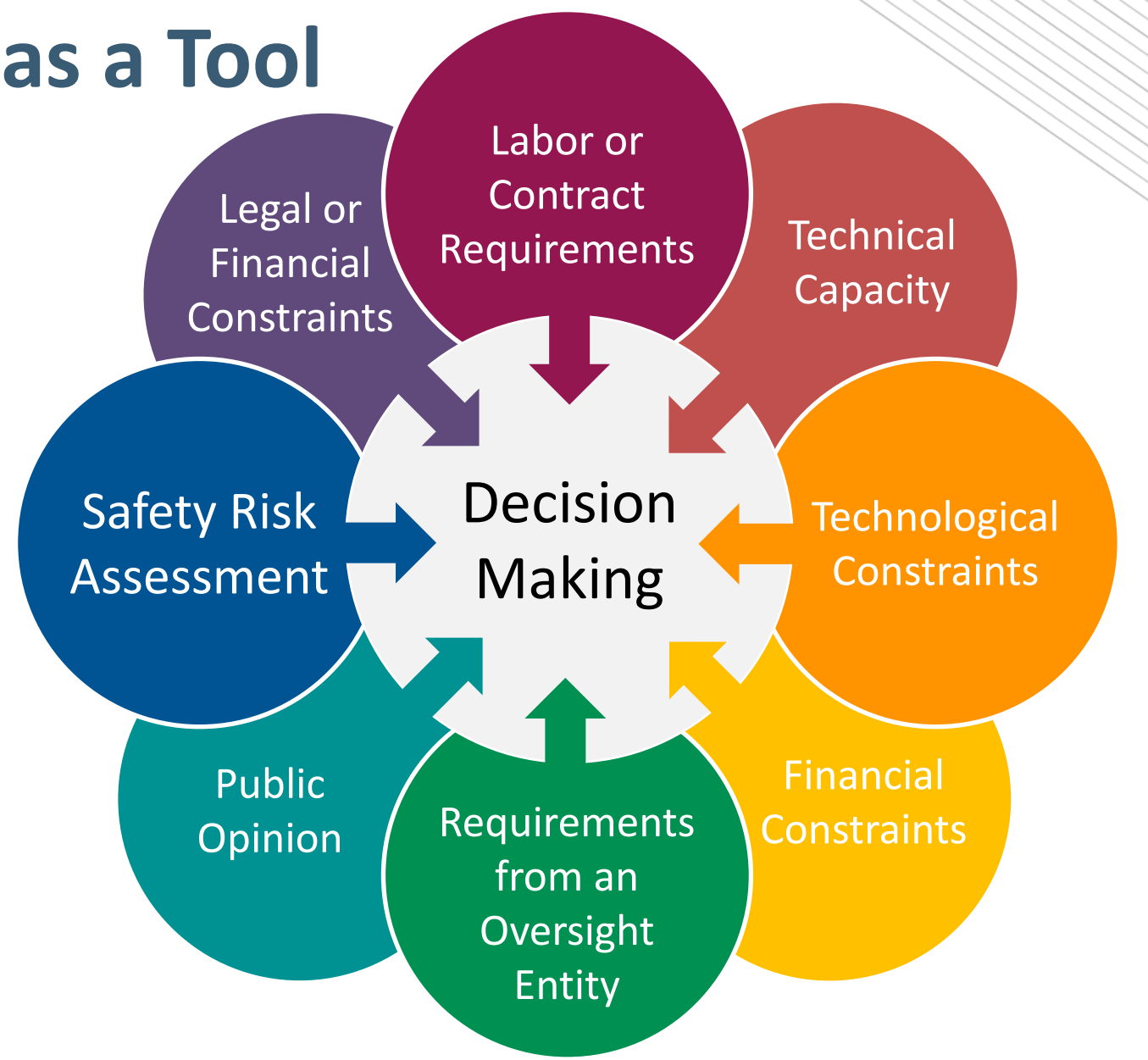
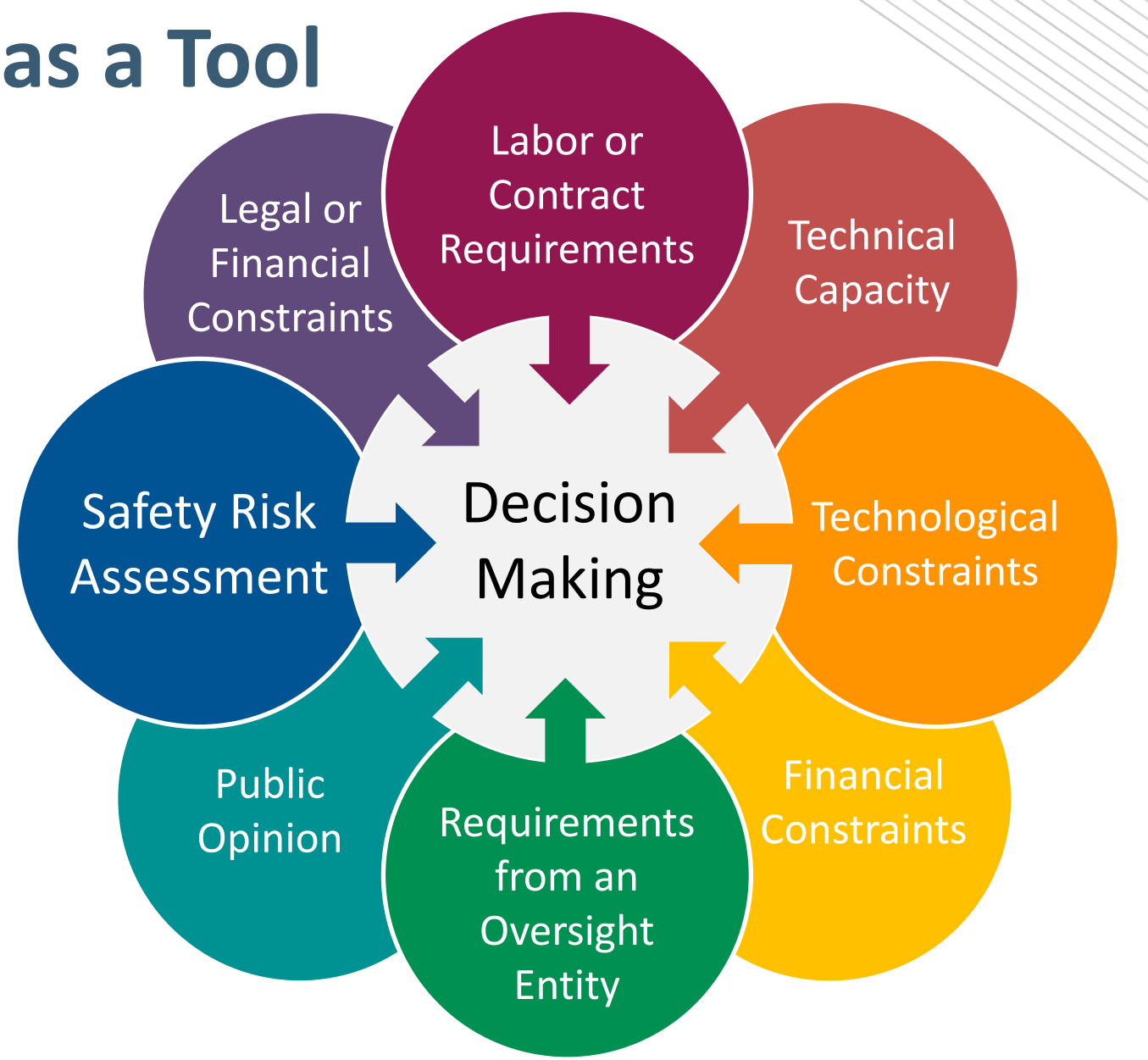
- Ultimately, the Accountable Executive must decide whether action is necessary to mitigate safety risk



Safety Risk Assessment as a Tool

The safety risk assessment is just one factor that goes into decision-making and is just one of many inputs the agency considers when making decisions

- Ultimately, the Accountable Executive must decide whether action is necessary to mitigate safety risk
- The actions an agency takes in response to a safety risk assessment may differ from the ones recommended by the safety risk assessment



Guest Speakers

Serena Stevenson
General Manager
Waco Area Transit

WTS Risk Assessment Matrix

RISK ASSESSMENT MATRIX				
SEVERITY / PROBABILITY	Catastrophic (1)	Critical (2)	Marginal (3)	Negligible (4)
Frequent (A)	High	High	Serious	Medium
Probable (B)	High	High	Serious	Medium
Occasional (C)	High	Serious	Medium	Low
Remote (D)	Serious	Medium	Medium	Low
Improbable (E)	Medium	Medium	Medium	Low
Eliminated (F)	Eliminated			

High	**Unacceptable**	correction required
Serious	**Undesirable**	correction may be required, decision by management
Medium	**Acceptable w/ review**	with review and documentation by management
Low	**Acceptable**	without review
Eliminated	**Acceptable**	no action needed

Safety Risk Assessment in Practice: Process and Tools

- Approaches for communicating risk rating(s) to support recommended or required actions
- Experiences, lessons learned, or suggestions for other transit providers

Waco Transit System FY 2021 Year To Date Safety Data

Waco FY21 - YTD as of September	MWA < select			FY20		< %	FY21						AFR/IFR		
	Fixed	Para	Rail	Totals	AFR/IFR	Target	GOAL	Fixed	Para	Rail	YTD	(+/-)	GOAL	YTD	(+/-)
Total Collision	25	19	0	44	2.27	3%	43	13	9	0	22	21	2.20	1.74	0.47
PrevCollisions	19	12	0	31	1.60	6%	29	8	6	0	14	15	1.51	1.10	0.40
PrevPax Injuries	11	4	0	15	0.78	6%	14	4	3	0	7	7	0.73	0.55	0.18
Pedestrian / Bike Strike	0	0	0	0	0.00	3%	0	0	0	0	0	0	0.00	0.00	0.00
Emp Injuries	1	1	0	2	1.89	3%	2	5	9	0	14	(12)	1.83	20.88	(19.05)
Lost Time Injuries	1	0	0	1	0.95	3%	1	3	7	0	10	(9)	0.92	14.91	(14.00)

- We met our goal on Total Collisions, Preventable Collisions, Preventable Passenger Injuries, Pedestrian/Bike Strikes- Great Job!
- Employee Injuries and Lost Time Injuries increased significantly above historical trends.
- Common factor employees were under 2.5 years of service.

2021 Year to Date Safety Trends

YTD SAFETY TRENDS COLLISION CAUSES	Waco			
	2020	%	2021	%
1 - Improper Backing	1	4%	3	14%
4 - Hit Fixed Object	12	48%	3	**14%**
5 - Hit Parked Vehicle	0	0%	1	5%
6 - Intersection	1	4%	1	**5%**
7 - Rear End	0	0%	2	10%
8 - Pedestrian/Cyclist	0	0%	0	0%
9 - Sideswipe	6	24%	1	**5%**
10 - Improper Turning	5	20%	2	10%
11 - All Other	0	0%	2	10%
	25	100%	**21**	**100%**

Improved Areas

Hitting Fixed Objects
Sideswipes
Improper Turning

Areas of Concern 2021

Improper Backing Increased 10%
Hit Parked Vehicle Increased 5%
Rear Ended Increased 10%

Waco Transit System FY 2022 Year To Date Safety Data and Trends

Targets	Waco FY22 - YTD as of February	MWA ☒ select Fixed	Para	Rail	YTD	FY21 AFR/IFR	ZONE	FY22 Zone Goal	Fixed	Para	Rail	FY22 YTD	(+/-)	AFR/IFR YTD	FY22 ZONE	Target Status
1	Total Collision	19	15	0	34	1.83	1	1	10	13	0	23	(17)	0.00	0	On ZONE
2	Passenger Injuries	7	4	0	11	0.38	0	0	0	0	0	0	0	0.00	0	On ZONE
3	Employee Injuries	5	9	0	14	14.23	6	4	1	1	0	2	0	0.00	0	On ZONE
4	Lost Time Injuries	3	7	0	10	10.17	6	4	1	1	0	2	(0)	0.00	0	On ZONE
	PrevCollisions	13	9	0	22	1.18	0	0	6	3	0	9	(5)	4.25	3	Off ZONE
	Pedestrian / Bike Strike	0	1	0	1	0.05	0	0	0	0	0	0	0	0.00	0	On ZONE

FY22 ZONE GOAL

FY21	ZONE RATING	Improve By	FY22 GOAL
0	Excellance	Flat	0
1	Zone 1		1
2	Zone 2	1	1
3	Zone 3	1	2
4	Zone 4	1	3
5	Zone 5	1	4
6	Beyond Tolerance	2	4

YTD SAFETY TRENDS — COLLISION CAUSES

	Waco 2021	%	2022	%
Improper Backing	3	13%	3	23%
Hit Fixed Object	6	25%	4	31%
Hit Parked Vehicle	3	13%	3	23%
Intersection	1	4%	0	0%
Read End	2	8%	0	0%
Pedestrian/Cyclist	1	4%	0	0%
Sideswipe	3	13%	1	8%
Improper Turning	2	8%	0	0%
All Other	3	13%	2	15%
	24	100%	13	100%

YTD SAFETY TRENDS — INJURY CAUSES

	PrevCollisions 2021	%	2022	%
Slip, Trip, Fall	3	21%	1	50%
Improper lifting	0	0%	0	0%
Push, Pull, Twist	0	0%	0	0%
Collision	1	7%	1	50%
Cut/laceration/puncture	1	7%	0	0%
Occupational injury	0	0%	0	0%
Assault	0	0%	0	0%
All Other	9	64%	0	0%
	14	100%	2	100%

Elizabeth Presutti
Chief Executive Officer
Des Moines Area Regional Transit Authority

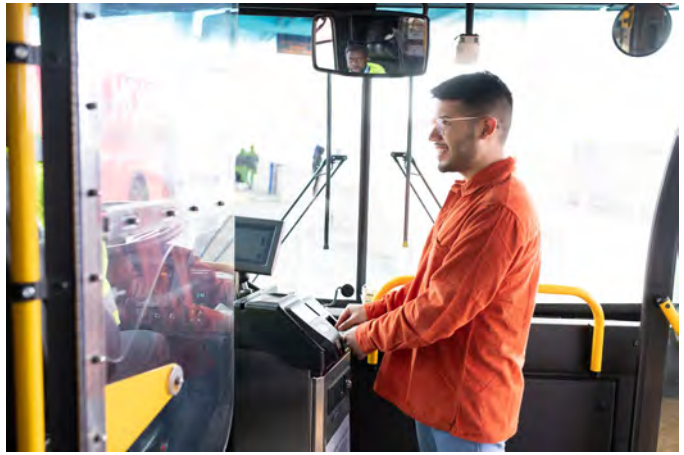
Example: Adjust downtown shuttle routing to avoid pedestrians, delivery vehicles & parked cars

Factors in making assessment:

- Hazard not always present in large numbers
- One preventable accident, no injuries in 3 years (parked car)
- Low speeds
- Alternate route does not travel where the people are

Recommended action: Low risk, maintained current route to meet rider needs

Example: Farebox MDT Placement



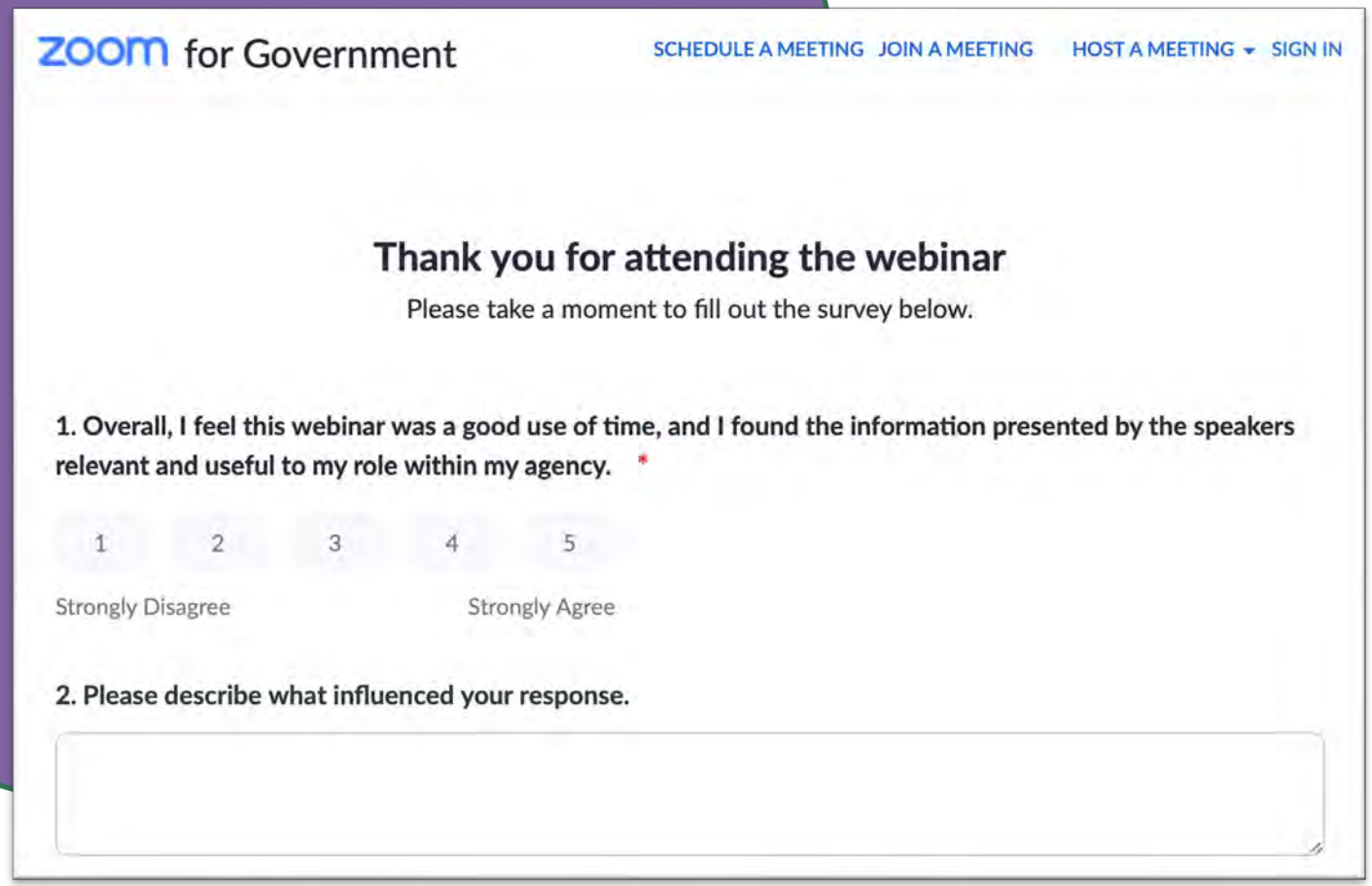
Assessing whether to move the MDT:

- Move upper left:
  - Workers' comp quantitative data was used
  - Severity marginal but likelihood of occurrence was probable
  - The risk score: Serious, undesirable and correction would be required
- Keep near farebox:
  - Workers' comp quantitative data used
  - Likelihood of occurrence was occasional, severity negligible
  - The risk score was low, acceptable and no further action required

Safety Risk Assessment – What's Next

"I'm much more comfortable making decisions having this tool to use," says DART Safety Manager Pat Daly. "There's a greater degree of confidence, from management and operators, in how we make decisions."

Survey



Your feedback
helps us deliver technical assistance tailored to meet your needs.

Please complete the survey that will appear when this webinar ends.

Related Resources

- Today's webinar focused on advanced topics in Safety Risk Management (SRM), specifically Safety Risk Assessment
- Log onto FTA's PTASP TAC Resource Library for more webinars, tools, and fact sheets related to SRM and Safety Assessment

www.transit.dot.gov/PTASP-TAC

For information related to the Bipartisan Infrastructure Law, visit www.fta.dot.gov/BIL

Contact FTA-IIJA@dot.gov with your questions related to the Bipartisan Infrastructure Law

PTASP Technical Assistance Center

Welcome to the Public Transportation Agency Safety Plan (PTASP) Technical Assistance Center (TAC). We are here to help you meet PTASP regulation requirements.

For information on Bipartisan Infrastructure Law safety requirements, see FTA's web page or email FTA-IIJA@dot.gov .

PTASP Resource Library

Choose your agency type to begin

Small Bus Transit Provider

Bus Transit Provider

Rail Transit Provider

State Department of Transportation

State Safety Oversight Agency

Metropolitan Planning Organization

https://www.transit.dot.gov/PTASP-TAC

Bus Transit Providers

FTA developed a host of materials to help large bus transit providers develop Agency Safety Plans.

- Applicability
- Plan Development
- Certification
- Safety Performance Targets
- Safety Management Policy
- Safety Risk Management
- Safety Assurance
- Safety Promotion
- Implementation
- SMS Records and Documentation
- Annual ASP Review

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Safety Risk Management

Fact Sheets

- Guide to Developing the Safety Risk Management Component of a Public Transportation Agency Safety Plan
- Addressing Operator Assault through a Safety Management System

Guidance

- Sample Hazard Classification System
- Hazard Management vs. Safety Risk Management Guide
- Potential Sources of Hazard Information for Bus Transit Operations

Tools

- Sample Safety Risk Assessment Matrices for Bus Transit Agencies
- Guide to the Sample Safety Risk Register for Bus Transit Agencies
  - Sample Safety Risk Register for Bus Transit Agencies

Training

- PTASP Hazards and Consequences Self Guided Learning Tool

Webinars

- Implementing Safety Risk Assessment Approaches: Thursday, June 30, 2021
  - Webinar Presentation
- Safety Risk Management: Thursday, June 13, 2019
  - Webinar Presentation | Webinar Recording
- Safety Risk Management Agency Safety Plan Section Lessons Learned: Thursday, March 12, 2020
  - Webinar Presentation | Webinar Recording
- PTASP ASP Lessons Learned Webinar: October 22, 2020
  - Webinar Presentation | Webinar Recording
- Addressing Operator Assault through Your Agency's Safety Management System (SMS): February 24, 2021
  - Webinar Presentation | Webinar Recording

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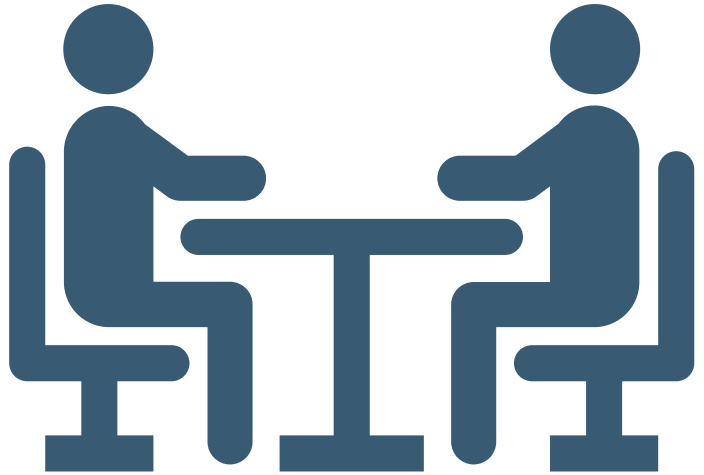
Technical Assistance

- **TAC Website** transit.dot.gov/PTASP-TAC
- **FAQs** transit.dot.gov/PTASP-FAQs



The TAC help desk is available to assist the transit industry with PTASP questions, including questions about ASP development and implementation:

- **Email** PTASP-TAC@dot.gov

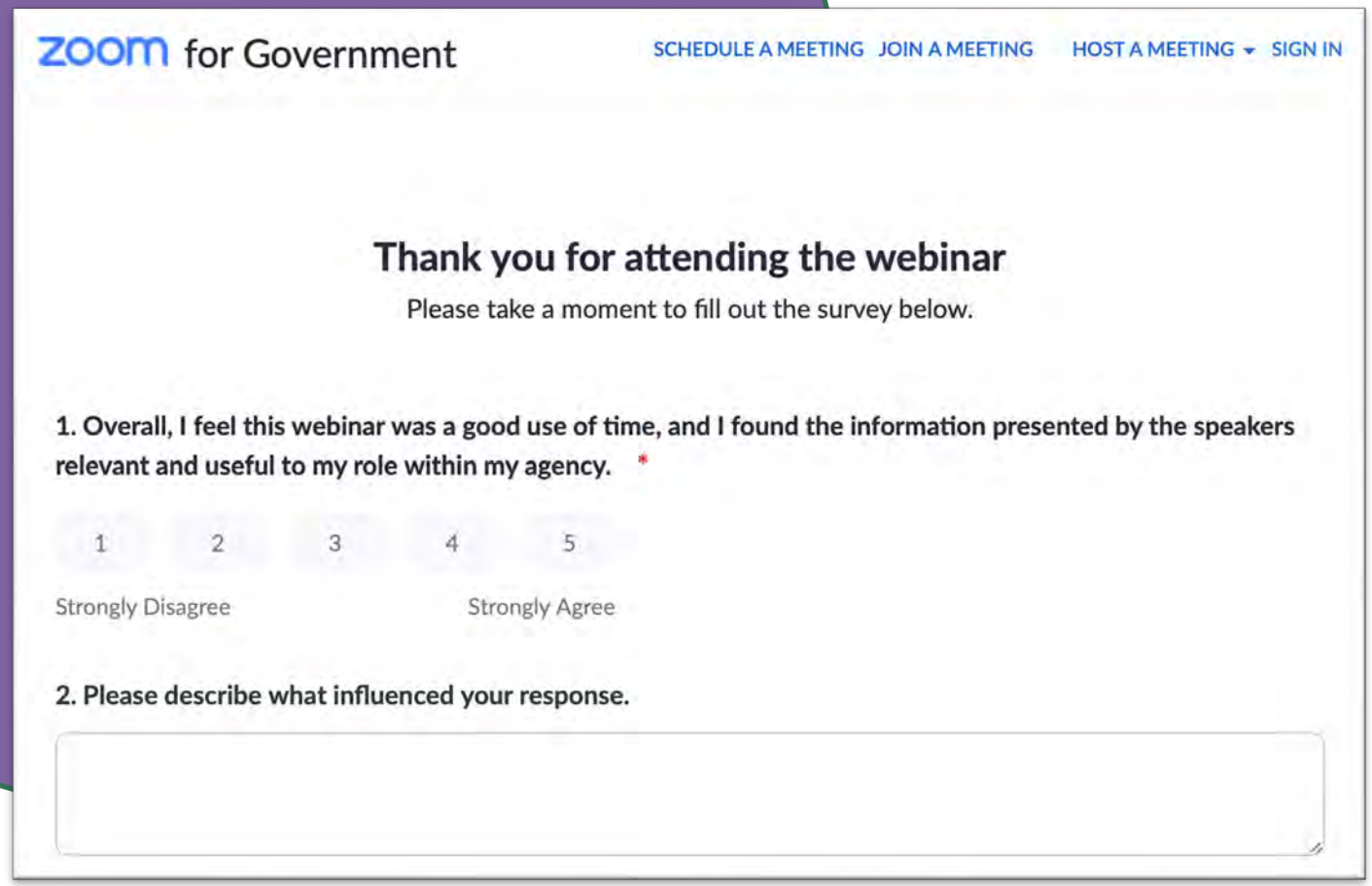
PTASP TECHNICAL ASSISTANCE CENTER

Questions and Answers

- Question and Answer session on safety risk assessment

- For information related to the Bipartisan Infrastructure Law
  - Please visit FTA's Bipartisan Infrastructure Law webpage
  - Review FTA's March 1, 2022 Bipartisan Infrastructure Law webinar
  - Contact FTA-IIJA@dot.gov with your questions related to the Bipartisan Infrastructure Law

Survey



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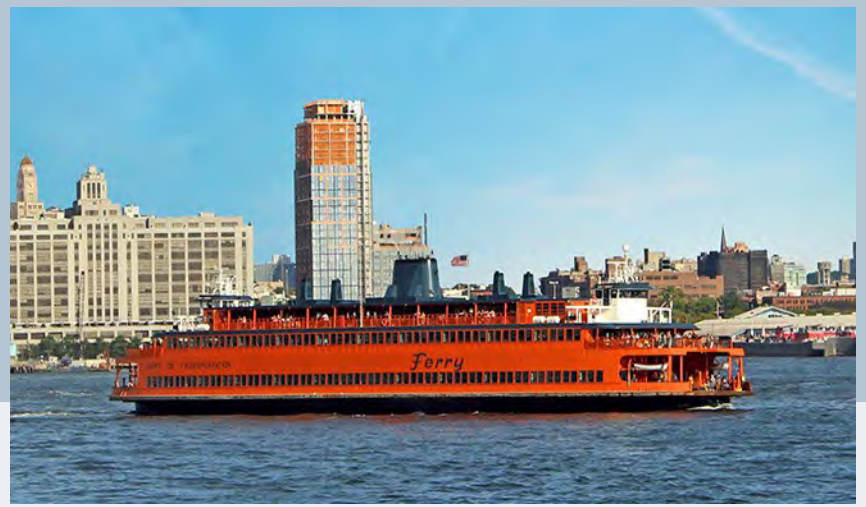

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