FTA State Safety Oversight Program

Mike Flanigon
Director, Office of Safety and Security
Federal Transit Administration

August 25, 2009

A presentation for:
Transportation Hazards and Security Summit 2009
Irvine, California
All Hazards Perspective
State Safety Oversight Program

- Congressionally-mandated safety regulation
  - Authorized in ISTEA, re-authorized and strengthened in SAFETEA-LU
  - Applies to States with rail transit systems (RTA) that receive Section 5307 funds
- Implemented through 49 CFR Part 659
  - FTA sets minimum safety requirements for RTA
  - To retain eligibility for FTA funding, States must require and oversee RTA implementation of 659 requirements
  - FTA monitors State implementation of the program
- Requires a system security plan and an emergency management program
Requirements for safety and security are integrated into FTA’s New Starts Planning and Development Process for:

- Light rail, heavy rail, commuter rail, and bus rapid transit

Each grantee must develop a Safety and Security Management Plan (SSMP) as part of the Project Management Plan (PMP)

FTA approvals must be obtained before a grant recipient can advance to the next phase
FTA’s SSO program includes:
- 27 state oversight agencies
- 47 rail transit systems
- Two (2) more SSO agencies and two (2) more rail transit agencies will join the program by the end of 2010
  - Virginia DRPT and Hampton Roads Light Rail
  - DCDOT and Anacostia Streetcar
- Coordinate with TSA on 659 security req.
- New administration: two very different safety regulatory frameworks for rail passengers
- With few exceptions: SSO Agencies lack resources, authority, technical expertise
- No federal mandatory minimum safety standards for rail transit
- Some SSO’s lack necessary independence
- DOT multi-modal work group looking at reforms