Welcome to the New FTA Administrator

Jennifer L. Dorn, Administrator, Federal Transit Administration

On July 12, 2001, the U.S. Senate unanimously confirmed the appointment of Jennifer L. Dorn as the 14th Administrator of the Federal Transit Administration.

This is Ms. Dorn's third presidential appointment. She served as the Assistant Secretary for Policy at the Department of Labor under President George H.W. Bush, and was the Associate Deputy Secretary of Transportation at the Department of Transportation in the administration of President Ronald Reagan. She also served as the Director of the Office of Commercial Space Transportation from 1983 to 1985, and from 1991 to 1998 she was Senior Vice President of the American National Red Cross. Most recently, she served as president of the National Health Museum.

In testimony before the Senate Confirmation Committee, Ms. Dorn emphasized her experience with transportation, labor policy, and local communities while in the Reagan and Bush administrations. Her goals for FTA over the next 4 years are as follows:

"If confirmed, I will make full use of the Federal Transit Administrator's office to work with communities and their leaders in four critical areas:

• Providing and enhancing mobility and accessibility for people in urbanized areas, our suburbs, and rural communities;

• Ensuring the safety and security of our nation's transit systems;

• Working to encourage the development of transit systems that promote economic growth, and;

• Playing an active role in developing livable communities while protecting our environment."

Ms. Dorn is a graduate of Oregon State University, and she holds a Master's Degree in Public Administration from the University of Connecticut. She has two sons, Benjamin, age 9, and Jonathan, age 11. •

New Direction for the Office of Safety and Security

The Federal Transit Administration's Office of Safety and Security is the organizational unit within the U.S. Department of Transportation, designated to sustain and oversee the nation's public transportation safety and security. The Office is under the executive leadership of the Associate Administrator for Program Management, who reports directly to the FTA Administrator.
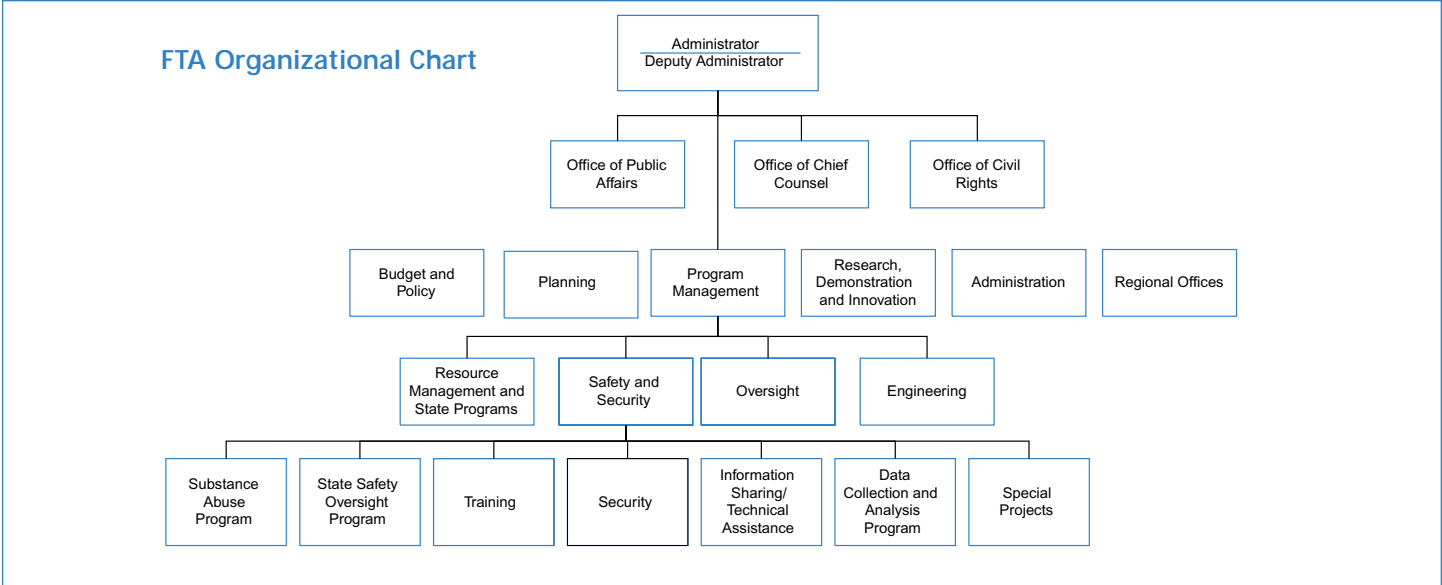
To fulfill its mission of continuous safety and security improvement, the Office works to promote:

• ***Visibility*** of the system safety process in the transit industry.

• ***Meaningful partnership*** between FTA, the transit industry, and other DOT agencies to solve long-standing safety and security problems.

• ***Cooperatively developed technical assistance*** to encourage peer-based advocacy for safety and security improvements.

STATE SAFETY OVERSIGHT • ISSUE 10

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FTA Organizational Chart

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                                    Administrator
                                  Deputy Administrator
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   Office of Public              Office of Chief               Office of Civil
      Affairs                        Counsel                      Rights

   ┌──────────┬──────────┬──────────────┬──────────────┬──────────────┐
Budget and   Planning    Program    Research,        Administration   Regional
  Policy                 Management  Demonstration                    Offices
                                     and Innovation

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   Resource         Safety and     Oversight      Engineering
   Management and   Security
   State Programs

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Substance   State Safety  Training   Security   Information    Data           Special
Abuse       Oversight                           Sharing/       Collection and Projects
Program     Program                             Technical      Analysis
                                                Assistance     Program
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Visibility of the System Safety Approach

The Office coordinates with industry and government partners to promote technical and management strategies for the identification, assessment, prevention, and control of hazards associated with transit operations, and the potential dangers to transit users, the public, and transit employees. The Office of Safety and Security emphasizes the use of sound safety management principles to identify and resolve safety hazards and security issues from the initial planning, design, and construction phases of any transit project to improve safety throughout its operation.

To enhance the visibility of safety in major capital development projects, the Office of Safety and Security is working with FTA's Office of Engineering and Regional Offices, as well as the National Transit Institute (NTI), and the Transportation Safety Institute (TSI) to develop policy, guidelines, and training to promote improved safety management during transit acquisition.

For regulatory programs, such as State Safety Oversight of Rail Transit Agencies (49 USC 5330), the Office of Safety and Security is enhancing its on-site technical assistance and training programs to promote improved understanding and implementation of these rules throughout the transit industry. To provide more consistent communication with key stakeholders, the Office recently initiated a Quarterly Teleconference Program for the State Safety Oversight Program. During the State Safety Oversight Annual Meeting, the Office provides the Oversight Agencies with the opportunity to identify their biggest challenges with implementation of 49 CFR Part 659, and request specific FTA action and support.

Building Stakeholder Relationships

In September 2000, the Office of Safety and Security established a "System Safety Task Force" with representatives from transit agencies, state oversight agencies, design and engineering firms, and American Public Transit Association. The Task Force was organized to oversee the direction of technical support and policymaking for safety in transit. The Task Force's first major initiative, preparation of a handbook providing a recommended industry practice for safety certification, is nearly complete, and will be released at the end of the year (see related article on page 4).

The Office of Safety and Security also works closely with regional offices, states, and transit agencies to resolve oversight issues and address requests for technical assistance. Through these relationships, the Office is re-examining review mechanisms currently available, such as triennial and state management reviews, to more effectively leverage a culture of safety in the transit industry. The Office is also building on its relationships with the transit industry to support a pilot program to test the revised National Transit Database Safety and Security reporting module. The Office also coordinates with other federal agencies, including the National Transportation Safety Board (NTSB), the Federal Railroad Administration (FRA), and the Federal Motor Carrier Safety Administration (FMCSA).

Average Weekday Unlinked Passenger Trips, 2000

State	Modes	Rail Transit Agency	Average Daily Rail Transit Ridership	Part 659 Oversight Agency
CA	HR	BART (San Francisco)	348,000	
	HR, LR	LACMTA (Los Angeles)	125,000	
	LR, CC	Muni (San Francisco)	145,000	
	LR	San Diego Trolley	85,000	California PUC
	LR	Sacramento RTD	30,000	
	LR	Santa Clara Valley TA	28,500	
CO	LR	Denver RTD	30,500	Colorado PUC
DC-MD-VA	HR	Washington Metro	815,000	TOC
FL	HR, AG	Miami Metro-Dade	50,000	Florida DOT
	AG	Jacksonville TA	2,500	
GA	HR	MARTA (Atlanta)	265,000	Georgia DOT
IL	HR	CTA (Chicago)	496,000	Illinois RTA
	LR	Bi-State Development Agency	12,000	St. Clair County (IL only)
LA	LR	New Orleans RTA	25,000	Louisiana DOTD
MD	HR, LR	Baltimore MTA	76,000	Maryland DOT
MA	HR, LR	MBTA (Boston)	675,000	Massachusetts DTE
MI	AG	Detroit People Mover	4,000	Michigan CIS
	LR	Detroit Trolley	1,000	
MO	LR	Bi-State Development Agency	42,000	Missouri MCRS (Missouri operations only)
NJ	LR	Newark Light Rail	17,000	
	LR	Hudson-Bergen Light Rail	10,000	New Jersey DOT
	HR	Port Authority Transit Corporation	37,000	
NY	HR	NYCT (New York City)	5,900,000	New York PTSB
	LR	NFTA (Buffalo)	24,000	
OH	HR, LR	Cleveland	12,000	Ohio DOT
OR	LR	Portland Tri-Met	70,000	Oregon DOT
PA	HR, LR	SEPTA	400,000	
	LR, IP	PA Transit (Pittsburgh)	25,000	Pennsylvania DOT
	IP	CCTA (Cambria County)	2,000	
TN	LR	MATA (Memphis)	3,500	Tennessee DOT
		CARTA (Chattanooga)	1,000	
TX	LR	Dallas (DART)	40,000	Texas DOT
	LR	GIT (Galveston)	1,000	
UT	LR	UTA (Salt Lake City)	25,000	Utah DOT
WA	LR	King County (Seattle)	500	Washington DOT
	AG	Monorail (Seattle)	1,000	
WI	LR	Kenosha Transit	600	Wisconsin DOT
22 STATES		**36 AGENCIES**	**9,825,100**	

HR = Heavy Rail; IC = Intercity Rail; CR = Commuter Rail; LR = Light Rail

This table presents the average daily ridership for the 36 rail transit agencies affected by FTA's State Safety Oversight Program

Technical Resources

The Office is supporting the transit industry's technical capacity for safety and security information by improving the timeliness and comprehensiveness of safety and security data analysis. The Office of Safety and Security is also highlighting key issues and setting national priorities through the NTD, Drug and Alcohol, Voluntary Security Review, and State Safety Oversight Programs. The Office is working to create an industry culture that understands not just the importance of safety, but also how it can be accomplished in an environment of strained finances and operating pressures. Through training, technical assistance reviews, guidelines, newsletters, and policy, the Office identifies and teaches those skills and practices that enable the balancing of hazards and controls to ensure the maximum protection for passengers, employees, system property, and the environment within the limits of available resources. The FTA Organizational Chart on page 2 illustrates the various offices working to ensure that safety protocols are applied and maintained within the transportation industry. •

Addressing Safety Issues in New Start Projects

When a systematic approach to safety and security is applied during the planning, design, construction, testing, and acceptance phases of a transit project, it ensures design decisions involving safety and security are logically evaluated and documented, and that determinations regarding risk acceptance are clearly communicated and understood. More importantly, it reduces the likelihood and severity of operational hazards to an acceptable level during the operational phase of the project. This process helps assure that the highest practical level of operational safety is achieved. The chart on page 5 illustrates the different aspects of system safety during the design and construction phases of new start projects.

To promote this approach to safety during the acquisition of major rail transit projects, the FTA-APTA Joint Task Force on System Safety is preparing the Handbook for the Safety Certification of Rail Transit Projects. This handbook, which will be released by the end of the year, reflects the Task Force's commitment to reach industry with a recommended practice for safety certification that ensures that:

- Safety objectives are developed for the entire project.

- A collective approach is used to develop strategies to achieve safety goals and to incorporate safety activities into the larger project management approach.

- Information flow and coordination regarding safety is maximized among all departments and organizations involved in the project.

- Roles and responsibility for safety are clearly delineated within the transit agency project organizations.

- Each department or organization is fully aware of the plans, actions, and constraints of all others involving safety.

- The combined efforts of all departments and organizations are optimized for safety within available resources.

- Duplicate efforts are reduced or eliminated.

The handbook is intended as a reference to safety certification for rail transit safety, project development, and project management personnel. It describes the main concepts and benefits of a safety certification program (SCP), and outlines the Joint Task Force's recommended safety certification process. It provides information, sample forms, and text to support preparation of key SCP elements, including:

- Safety Certification Management Plan

- Safety Design Criteria

- Hazard Management Policy and Plan

- Verification and Conformance Checklists

- Formal Certification

Define Project

1
Translate concept into PMP
Set expectations
Prioritize tasks and allocate resources

Analyze Hazards

2
Identify and analyze hazards
Categorize hazards

Develop/Implement Controls

3
Identify standards and requirements
Identify controls to prevent/mitigate hazards
Establish safety envelope
Implement controls

Perform Verification Activities

4
Perform conformance reviews
Start-up testing
Integrated testing

Final Review

5
Final inspections
Manage change orders
Certification

Implement Safe Project
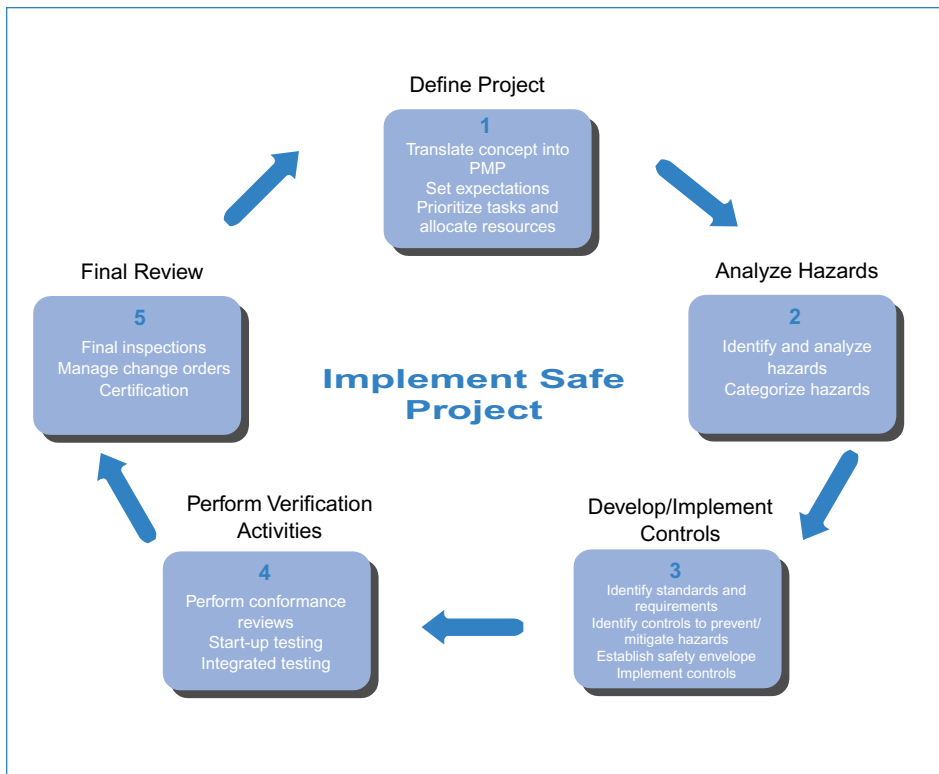
Steps for Implementing a Safe Project.

The figure on page 6 depicts the Safety Certification Process described in the handbook. Major safety certification activities are identified on the left side of the chart. Rail transit system life cycle phases are shown on the right side.

The handbook encourages developers of rail transit projects to identify the safety activities to be carried out during each phase of the transit project, including:

- Commitment and philosophy to actively sustain safe and secure transit operations.

- Integration of the safety and security function during design, testing, and startup phases.

- Assignment of organizational safety and security responsibilities.

- Development of safety and security design criteria.

- Hazard management process.

- Process for verifying conformance with specified safety and security requirements during design, in equipment and materials procurements, and during testing/inspection and startup phases.

- Formal, final safety certification to enter the revenue phase.

- Construction safety management activities.

- Implementation schedule for meeting State Safety Oversight (SSO) requirements and approvals.

- Waiver application to FRA for transit operations sharing corridors with the general railroad system. •
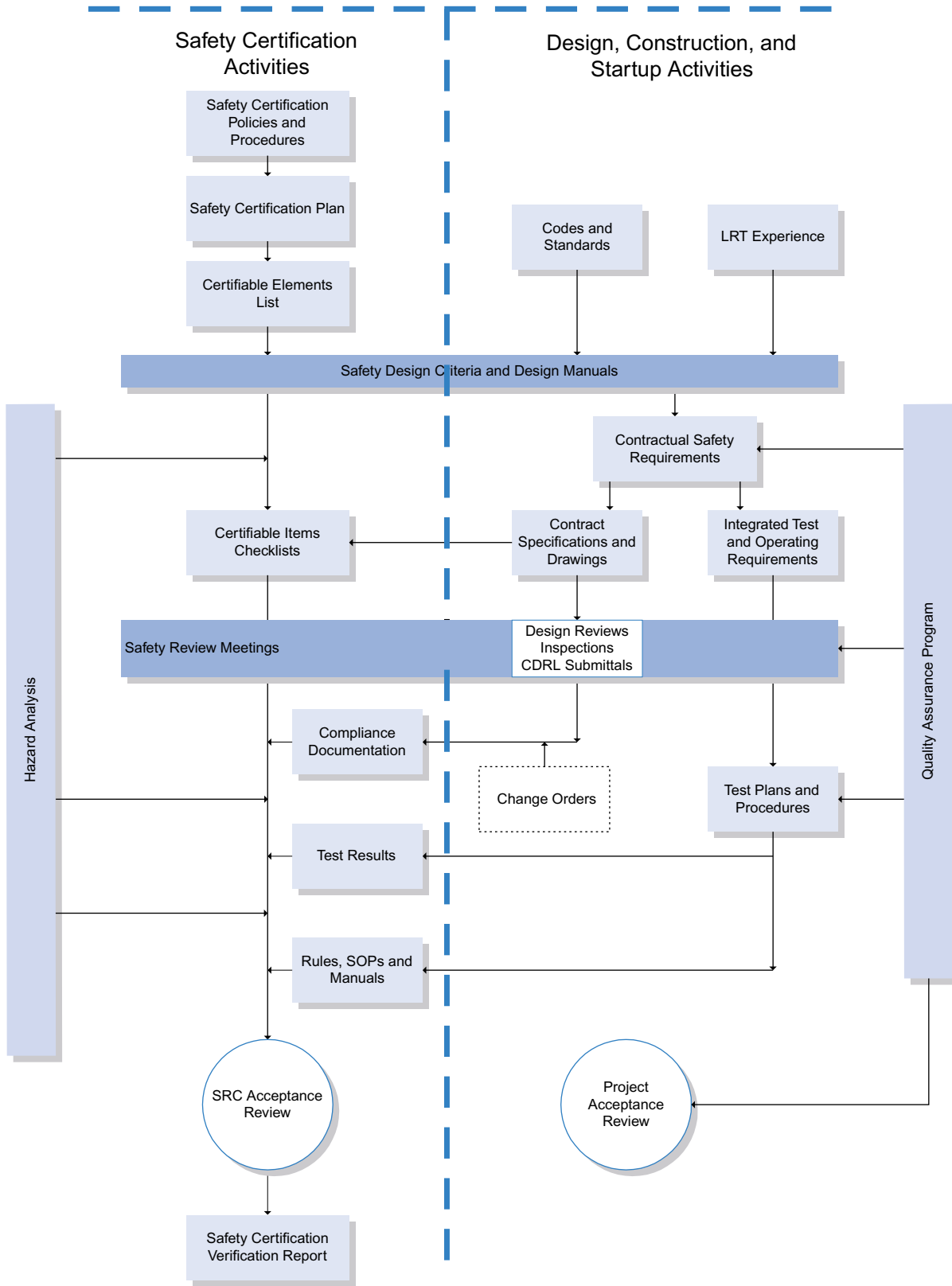
Developing Seamless Intermodal Transit Systems

In the coming decades, linking aviation and rail transportation systems into a more efficient and seamless intermodal system will not only be a convenience, but a necessity. With the advent of unprecedented growth in air travel, airports worldwide are challenged to match their "landside" capacity with that of the "airside," and to do so in innovative, effective, attractive, and economically feasible ways. For the first time, airports with terminals, parking, and roadway access at or near capacity, are struggling with the impacts of landside limitations on their airside passenger operations. To ensure convenient ground access to and from the airport, at some airports landside improvements have taken on the same level of importance as airside improvements.

Enter the rail-aviation intermodal passenger facility. These stations, whether bringing passengers from light rail, heavy rail, commuter rail, automated guideway, or from multiple modes into the airport, have become a central strategic solution used by transportation engineers to support long-term plans for achieving sustainable increases in airside volume while maintaining existing airport boundaries and terminal operations, Even if they only achieve a 4 percent share of passenger travel to the airport, rail-aviation passenger stations can make the difference between flowing traffic on airport access roads, and gridlock.

Safety Certification Process

Safety Certification Activities

Safety Certification Policies and Procedures

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Safety Certification Plan

↓

Certifiable Elements List

↓

Safety Design Criteria and Design Manuals

↓

Certifiable Items Checklists

↓

Safety Review Meetings

Compliance Documentation

Test Results

Rules, SOPs and Manuals

↓

SRC Acceptance Review

↓

Safety Certification Verification Report

Design, Construction, and Startup Activities

Codes and Standards

LRT Experience

Contractual Safety Requirements

Contract Specifications and Drawings

Integrated Test and Operating Requirements

Design Reviews
Inspections
CDRL Submittals

Change Orders

Test Plans and Procedures

Project Acceptance Review

Hazard Analysis

Quality Assurance Program

New Starts Initiated into Revenue Service, September 2002 to December 2003

RFGS	Location	Project Name	Projected Date of Service	Mode	Daily Ridership	Safety Contact
HART	Tampa	Tampa Vintage Trolley	Spring 2002	Light Rail (trolley)	N.A.	Joe Diaz 813-623-5835
SNJLRTS	Trenton to Camden, NJ	Southern New Jersey Light Rail	2003	Light Rail	4,500	N.A.
Tren Urbano	San Juan, Puerto Rico	Tren Urbano Rail Transit Project	2003	Heavy Rail	100,000	Rafael Jiminez 787-765-0927

Currently, there are more than 120 airports worldwide considering rail links to connect their facilities with the greater metropolitan region. In the United States, ten airport-rail links are in the engineering or construction phases, and will be complete by decade's end. Ten more projects are in the planning stages, most of which will be underway by 2010. By the end of the decade, 8 of the nation's top 10 airports (and 20 of the nation's top 30 airports) will be served by rail transit agencies. Approximately 70 percent of all U.S. air passengers will depart from these airports. The table above lists new start projects which will be initiated into revenue service over the next 3 years. These systems should be at or near a certain point of completion in the new start process.

The table on page 9 identifies major airports served by rail transit agencies (heavy rail, light rail, and commuter rail). Some of these airports have rail service located directly on airport property; others have rail service located adjacent to airport property, which requires rail passengers to take shuttle buses to the airport terminals. Plans underway in the next decade are bringing rail transit passengers closer to airport gates and terminals.

While ridership numbers vary greatly among the rail transit agencies currently serving airports, it can be estimated that between 100,000 and 120,000 people use rail transit to access airports each day. In general, this number comprises between 5 and 10 percent of all passengers departing from the airport. With the planned extension of rail transit service to even more airports, this number could rise as high as 250,000 people each day by the year 2010, reaching a 7 percent mode share on average for rail service.

Each rail transit system that serves an airport has resolved a different set of design, operational, and jurisdictional issues. Cleveland RTA provided the first rail/aviation interface. This station, which was operational before the FAA began regulating aviation security in 1972, was incorporated as part of the RTA's original design, and proceeded smoothly through construction and operation.

The following online resources provide additional information on the major capital project development process, and the role of safety management in that process.

FTA Office of Safety and Security

Joint Programs and Resources

National Transit Library: http://www.fta.dot.gov/ntl/index.html

Planning: http://www.fta.dot.gov/ntl/planning/index.html

Best Practices: http://www.fta.dot.gov/ntl/bestpractices/index.html

Procurement: http://www.fta.dot.gov/ntl/procurement/index.html

Policy: http://www.fta.dot.gov/ntl/policy/index.html

APTA recently added the "Transit Safety Corner," an ongoing source of information on safety issues critical to the public transportation industry. You can access APTA's Safety Corner at http://www.apta.com/services/safety/index.htm

Chicago's CTA provides service to two airports (O'Hare and Midway). The CTA has developed strong working relationships with both airport authorities. During facility design, CTA was able to achieve a sufficient degree of separation between CTA facilities and airport restricted areas to limit the application of Federal Aviation Regulations and maintain a considerable degree of autonomy.

St. Louis Bi-State worked closely with Lambert Field to negotiate direct service to the airport. Metrolink's aerial station releases passengers near the major airport entrance. The ideal location of this station limits Metrolink's security requirements, while still providing passengers with close, convenient access to the airport. Today, the St. Louis light rail is attracting some 3,000 transit riders a day at its airport station, which translates to roughly a 5 percent mode share.

In July 1997, Washington Metropolitan Area Transit Authority opened the new Ronald Reagan National Airport terminal in Washington, D.C. The new terminal was constructed adjacent to the existing Washington Metro station, ending years of long walks and connecting buses. Serving about 16 million passengers annually, with approximately 7 million originations from the ground transportation system, Ronald Reagan National Airport has proven to be the most successful airport-rail transit project in the country, attracting approximately 16 percent of airline passengers.

On December 6, 1997, Maryland MTA opened its extension to Baltimore-Washington International airport. The first rail/aviation interface to be conceived and designed after the passage of the Intermodal Surface Transportation Efficiency Act (ISTEA), this station is part of a "turnkey" demonstration program, and has been designed to create a seamless transfer between rail and aviation transportation. Maryland MTA, like other transit agencies currently designing and constructing rail/aviation connections, must manage closer interaction with airport facilities, rules, and regulations.

Portland, Oregon has made mass transit a vital component of the region's transportation system and a viable alternative to the automobile. The Airport MAX project, a public/private partnership, will extend the popular Portland MAX from downtown Portland to Portland's airport. This project will be operational in September of 2001.

Another important air-rail project is the Miami Intermodal Center (MIC) being developed to support Miami International Airport (MIA), one of the most congested airports in the nation. Since MIA has no space for an intermodal terminal within the airport, the MIC is being constructed a few miles to the east of MIA and will be connected via an automated people mover. When it is completed, the MIC will consist of two main facilities; the Rental Car Facility and the MIC Core. These facilities will provide a convenient centralized location for the public to access and transfer between multiple modes of transportation, including Tri-Rail

Commuter Rail and Miami-Dade MetroRail. In addition, these facilities will relieve vehicular traffic congestion and increase terminal curb capacity at MIA. The MIC Core will feature all of MIA's landside support facilities and activities, including parking, baggage handling facilities, ticketing facilities, and terminal curb facilities. However, it is located to the east of MIA, and will be connected via a proposed automated people mover system.

New York's Kennedy International Airport is now undergoing major renovations, including a $1.9 billion investment in rail, known as AirTrain. This new rail system will provide fast, reliable travel between Manhattan and JFK by 2002, connecting to New York City Transit (NYCT) and the Long Island Rail Road (LIRR). This 8.1-mile system project, which is entirely funded by the FAA, is the most significant air-rail connection project in the nation, and may transport as many as 35,000 passengers a day. Other connection projects are underway at San Francisco International and Los Angeles' LAX airports.

It should also be noted that Houston, Orlando, Tampa, Salt Lake City, Denver, Charleston, Charlotte, Memphis, and New Orleans all have airport connections in the early planning phases. •

Existing and Planned Rail/Aviation Interfaces, 2000

	AIRPORT	AGENCY	TYPE	OPENING
Airports With Direct Rail Transit Access	TA			
	Baltimore	MTA	light rail	1997
	Burbank	Amtrak Metrolink	intercity commuter	1990 1992
	Chicago O'Hare	CTA	heavy rail	1984
	Chicago Midway	CTA	heavy rail	1993
	Cleveland	RTA	light rail	1968
	Philadelphia	SEPTA	commuter	1985
	St. Louis	MetroLink	light rail	1994
	South Bend	South Shore	commuter	1992
	Washington National	WMATA	heavy rail	1977
Airports With Planned Rail Links	Dallas-Fort Worth	DART	light rail	2010
	Newark	NJT Amtrak	commuter intercity	2001 (Sept.)
	New York Kennedy	PA	light rail	2002
	Phoenix	RPTA	light rail	2006
	Portland (OR)	Tri-Met	light rail	2001 (Sept. 10)
	Providence	Amtrak	intercity	2002
	San Francisco	BART	heavy rail	2002
	Seattle-Tacoma	RTA	light rail	2009
	Washington Dulles	WMATA	heavy rail	2010
	Miami	Tri-Rail/MDTA	light rail	2007
Airports With Bus Shuttles to Rail Line	e		city	
	Boston	MBTA	heavy rail	
	Chicago O'Hare	Metra	commuter	
	Dallas-Fort Worth	TRE	commuter	
	Fort Lauderdale	Tri-Rail	commuter	
	Los Angeles	MTA	light rail	
	Miami	Tri-Rail	commuter	
	New York Kennedy	NYCTA	heavy rail	
	Oakland	BART	heavy rail	
	Palm Beach	Tri-Rail	commuter	
	San Francisco	Caltrain	commuter	
	San Jose/Santa Clara	VTA Caltrain	light rail commuter	

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Stand
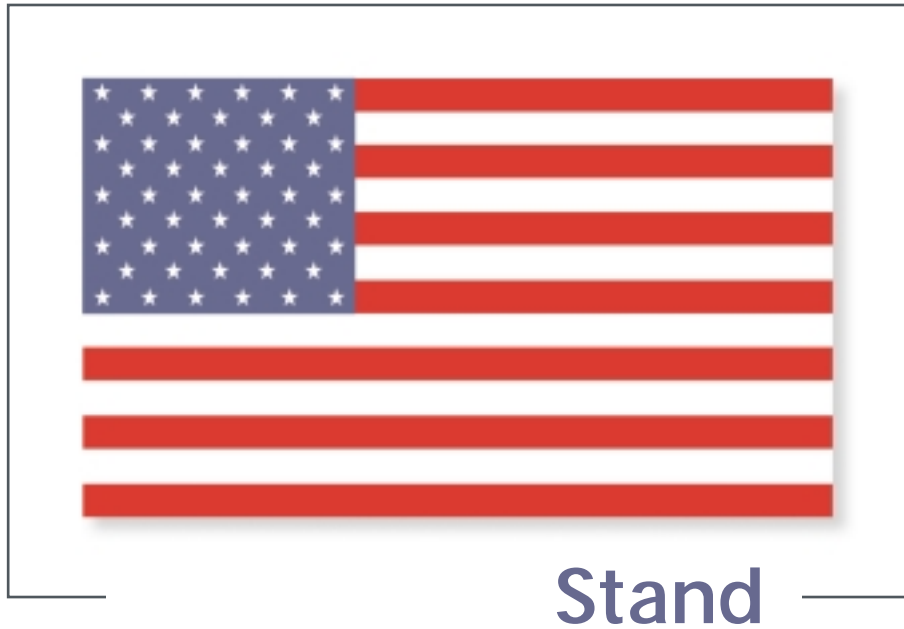
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