

State Safety OVERSIGHT

Issue 12 – Summer 2004

FTA's 8th Annual Workshop

MARK YOUR CALENDARS...The 8th Annual State Safety Oversight Meeting will be held in Boston, Massachusetts between **September 19 and 23, 2004**. This meeting is sponsored by the Federal Transit Administration (FTA) and co-hosted by the Massachusetts Department of Telecommunications and Energy (DTE) and the Massachusetts Bay Transportation Authority (MBTA).



8th Annual State Safety Oversight Meeting

Boston, Massachusetts

September 19 – 23, 2004

This year's annual meeting will begin on Sunday evening (September 19) with a reception for attendees from state safety oversight agencies, rail transit agencies, FTA, the Federal Railroad Administration, and the

National Transportation Safety Board. Working sessions will be held on Monday, Tuesday, and Wednesday, combined with tours of the MBTA rail system, the Central Artery project, and the MBTA's new bus rapid transit system (the Silver Line). The annual meeting will conclude at noon on Thursday (September 23) with a wrap-up of session activities.



The new Leonard P. Zakim Bunker Hill Bridge

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The agenda for this year's meeting is still being developed, so please submit your ideas, comments, and suggestions to Bob Adduci (adduci@volpe.dot.gov) or Annabelle Boyd (aboyd@bcgtrans.com). Official invitations will be mailed at the end of June. These invitations will contain information regarding hotel reservations and transportation arrangements for Annual Meeting attendees. We look forward to seeing you there!🌀

New Start Systems

Three new light rail systems have increased the size of the State Safety Oversight community over the past year. The additions were all light rail systems in Washington, Texas, and New Jersey.

Sound Transit – Tacoma Link – 8/22/2003

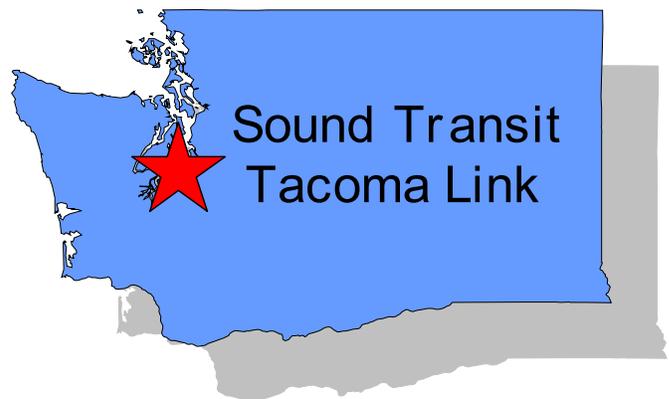
Sound Transit initiated service of the Tacoma Link Light Rail System on August 22, 2003 year. The 1.6-mile, five-station, \$80 million modern electric streetcar light rail line connects Tacoma's Broadway theater district, downtown offices, the University of Washington in Tacoma, the Washington State History Museum, and the Tacoma Dome.



Each Tacoma Link station incorporates unique design ideas and artwork that reflect the character of the nearby neighborhoods. Suggestions and comments from community members helped create the original designs.

Through funding from Sound Transit, the City of Tacoma adopted a plan known as Destination Downtown that includes a new zoning code to revitalize its downtown. The plan encourages the future property development of downtown Tacoma around the light rail line. The strategy builds on the basics of good urban design, desirable housing, efficient transportation, and enjoyable open space. Other improvements along the route

include new sidewalks, pedestrian lighting, trees, benches, bike racks, community kiosks, and changes to side streets to improve pedestrian access to the stations.



Ridership for the new Tacoma Link system has exceeded preliminary expectations. Sound Transit projected that the system would carry 2,000 daily trips by 2010, but by the end of the system's first full month of operation, the system already averaged 2,170 trips per day. By January 2004, Tacoma Link ridership had increased to more than 2,300 daily trips.

Metropolitan Transit Authority of Harris County - Houston METRORail – 1/1/2004

The Metropolitan Transit Authority (MTA) of Harris County began revenue service of its new light rail system, Houston METRORail, on January 1, 2004. The 7.5-mile starter line includes 20 stations, providing patrons with access to Downtown, Midtown, the Museum District, the Texas Medical Center, and Reliant Park. The initial \$325 million system has been



built entirely with local funds. The system will hopefully be developed into an 80-mile transit system through voter-approved expansions with an estimated total cost of around \$80 billion.

The Houston public was eager to utilize a downtown rail transit system, as seen by the more than 15,000 riders that showed up to ride on the system's New Year's Day opening. Transit agency officials have forecasted 33,000 daily boardings by year end. After the system's third month of revenue service, average daily boardings had exceeded 13,000. Officials believe that with modification of the agency's bus system, light rail daily boardings could triple over the next nine months.



New Jersey Transit – River LINE – 3/14/2004

New Jersey Transit (NJT) began revenue service of its third light rail system, the River LINE, on March 14, 2004. The \$1.1 billion system spans 34 miles between Camden and Trenton and includes 20 stations, 20 revitalized bridges, and 54 grade crossings. Patrons can purchase a trip on the River LINE's diesel light rail vehicles seven days a week for an economical fare of \$1.10. The rail system will

provide access to the Tweeter Center, NJ State Aquarium, Burlington Towne Centre, Sovereign Bank Arena at Mercer County, and Rutgers University as well as enable travelers to connect to other New Jersey Transit trains, AMTRAK, SEPTA, and PATCO service.



The River LINE is the first light rail system in the United States to implement on-board diesel-electric power instead of electricity from an overhead wire or a third rail. The diesel-electric technology has been utilized by the O-Train in Ottawa, Ontario since 2001.

The new system uses an active freight corridor and operates during the day and early evening, while freight service operates only at night, with some variation on weekends. NJT has projected the initial ridership of the River LINE to be about 5,900 trips per day. Officials hope the system's usage will spur the economic development of the 19 riverfront communities between Camden and Trenton, which have lost much of their traditional manufacturing industry. ♻️

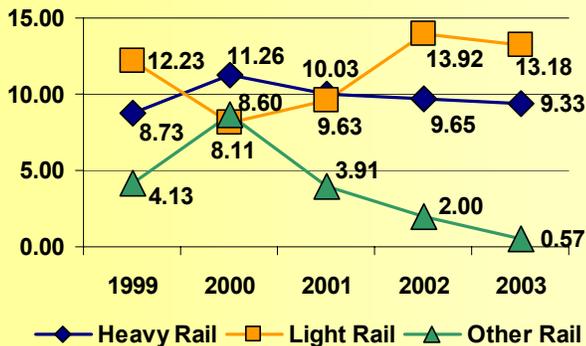


2003 Preliminary Safety Data

FTA's State Safety Oversight Rule (49 CFR Part 659.45) requires that SOAs must submit to FTA an annual report summarizing oversight activities for the preceding twelve months, including accident, injury, and fatality figures for all applicable transit agencies which they oversee. In 1999, FTA developed an *Annual Reporting Template* to facilitate the collection of data in a format that could be easily quantified at year's end. The following safety data was taken from the Annual Report submissions since 1999 and offer a multi-year picture of patterns and trends in reported safety data. The 2003 data presented here are preliminary in nature. While only 90% of the SSO reporting transit agencies are included here, these agencies represent over 98% of national rail transit ridership.

Accident Rates: 1999–2003

(per 10 million passenger trips)

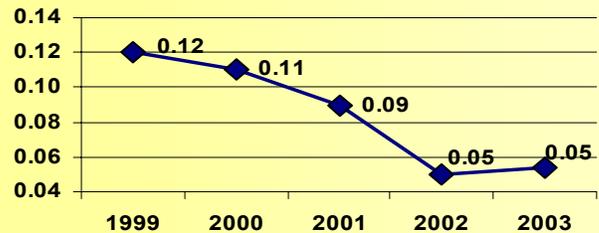


In 2003, all modes experienced a decrease in accident rates. For heavy rail and "other" rail, it was the third straight year of declining accident rates. Heavy rail's rate has decreased 17% since 2000 and "other" rail's rate decreased by 93% over the same period. The "other" rail service accident rate for 2003 of 0.57 injuries per 10M trips is a five-year low. The 2003 light rail service accident rate has decreased by 5% from the previous year.

From 1999 to 2003, heavy rail service recorded a decrease in the rate of collisions, per 10M passenger trips. The collision rate fell by 55% over the period.

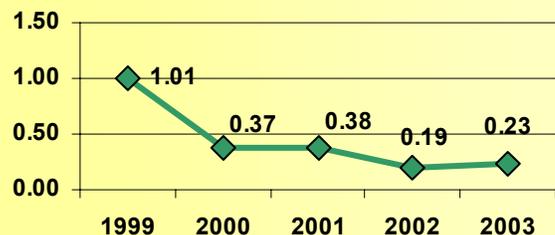
Heavy Rail Collision Rates: 1999–2003

(per 10 million passenger trips)



Light Rail Collision Fatality Rates: 1999–2003

(per 10 million passenger trips)



Light rail fatality rates have decreased overall over the past five years. The 2003 fatality rate of 0.23 fatalities per 10M passenger trips represents a 77% decrease from the 1999 fatality rate of 1.01.

Other Rail Collision Injury Rates: 1999–2003

(per 10 million passenger trips)



"Other" rail injury rates have decreased overall over the past five years. In 2002 and 2003, other rail service reported no injuries due to collisions. 🌀

Public Transportation ISAC

In 1998, the Federal Government issued its Policy on Critical Infrastructure Protection, authorizing and encouraging national critical infrastructures to develop and maintain Information Sharing and Analysis Centers (ISACs) as a means of strengthening security and protection against cyber and operations attacks.



In May of 2002 the Surface Transportation Information Sharing and Analysis Center (ST-ISAC) was created. The ST-ISAC, sponsored by the Association of American Railroads (AAR), collects and analyzes critical security and threat information from worldwide resources and distributes this information to ISAC members. Services are customized to protect members against a range of threats.

In January 2003, the American Public Transportation Association (APTA) was designated the Sector Coordinator by the U.S. Department of Transportation in the creation of a Public Transit ISAC (PT-ISAC), under the umbrella of the existing ST-ISAC, to further promote security for the public transportation industry. In this role, APTA serves as the primary contact to organize and bring the public transportation community together to work cooperatively on security issues.



The advantage of being under the umbrella of the ST-ISAC is that the viability of reporting and support is greatly increased and economies of scale are realized. Best security practices and plans to eliminate threats, attacks, vulnerabilities, and countermeasures are drawn upon to protect the sector's cyber and physical infrastructures.

The PT-ISAC collects, analyzes, and distributes critical cyber and physical security and threat information from various sources, including law enforcement, government operations centers, the intelligence community, the U.S. military, academia, and IT vendors on a 24-hour basis, seven days a week. The PT-ISAC has government-experienced analysts with Top Secret and higher clearances working in government-cleared facilities with secure communications focusing on transit-specific information requirements.

There is no cost to an organization for the initial two years of this service. Through a two-year grant from the FTA, APTA has retained a private sector contractor, EWA Information and Infrastructure Technologies, Inc. (EWA IIT). EWA IIT, counter-terrorism and intelligence community experts, currently operate both the Surface Transportation and Water ISACs.

The PT-ISAC provides a secure, two-way 24/7 reporting and analysis structure that enables the transmission of critical alerts and advisories. This provides a critical linkage between the transit industry, the U.S. Department of Transportation, the Transportation Security Administration, and the Department of Homeland Security. The PT-ISAC also works closely with other established ISACs for other critical sectors, such as banking and finance, telecommunications, energy, and information technology. 🌐

To JOIN THE PT-ISAC:

**Call 1-866-ST ISAC1 (784-7221)
or contact:**

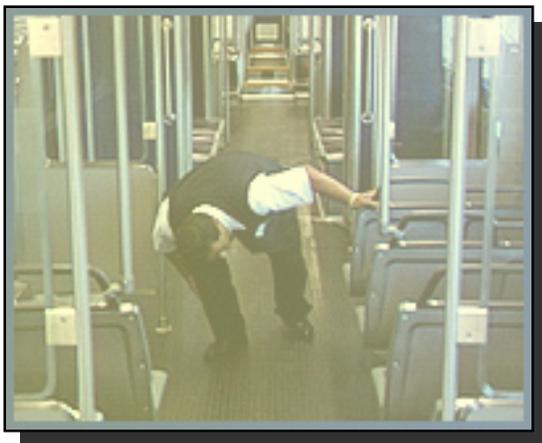
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Source: APTA

FTA Top 20 List

In January 2003, FTA released its “Top 20 Security Program Action Items for Transit Agencies.” This list contains measures recommended by FTA for immediate consideration and implementation by transit agencies to improve both security and emergency preparedness. FTA hopes that transit agencies will use this list to support their capabilities to:

- be prepared for and well-protected against attacks;
- respond rapidly and effectively to natural and human-caused threats and disasters;
- appropriately support the needs of emergency management and public safety agencies in their communities; and
- be quickly and efficiently restored to full capability in the event of an emergency or disaster.



Since September 11, there is an overwhelming amount of material available on security and emergency preparedness topics. To support the transit industry’s identification of useful and relevant materials, in May 2003 FTA unveiled its Top 20 Action Item Resource Page. The website directs transit personnel to the most important and applicable resources on a specific Top 20 Security Action Item.



The page offers links to over 300 documents which may be used by transit personnel who are interested in gaining more insight into a particular transit security topic. Materials are divided into *Essential Information* and *Additional Reading*. Executive summaries are provided for all essential information documents.



The page supplements transit practice with available, open-source materials, including briefing papers, research, recommended practices, planning templates, and checklists and is designed to help transit personnel get the information they need to make the best possible decisions with regard to security and emergency preparedness. FTA will continue to add additional resources, so please check back from time to time to view new materials. The website can be viewed at:

<http://transit-safety.volpe.dot.gov/security/SecurityInitiatives/Top20/default.asp>

OTHER TRANSPORTATION SECURITY RESOURCES:

TRB: <http://www.trb.org/trb/homepage.nsf/web/security>

FHWA: <http://ops.fhwa.dot.gov/OpsSecurity/>

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