



FTA Authorization Fact Sheet Safety and Security



Purpose

To increase safety and security in the public transportation network by establishing security standards and coordination mechanisms between various agencies. In addition, the eligibility of capital funding is expanded to include crime prevention and security activities.

Statutory References

- 49 U.S.C. Section 5302(a)
- 49 U.S.C. Section 5307 – Urbanized Area Formula
- 49 U.S.C. Section 5327 – Project Management Oversight
- 49 U.S.C. Section 5329 – Investigation of Safety and Security Hazards
- 49 U.S.C. Section 5330 – State Safety Oversight
- 49 U.S.C. Section 5338 – National Research and Technology

Features

- Section 5329 establishes guidelines to coordinate security roles and responsibilities between the Departments of Homeland Security and Transportation, as well as public transportation agencies.
- Section 5329 mandates coordinated rulemaking to establish the distribution of public transportation security grants, including the development of security standards for public transportation agencies, and a permanent mechanism to ensure the involvement of the DOT, as appropriate, in public transportation security.
- Section 5329 authorizes FTA to expand its investigation authority of safety hazards to include security issues. The FTA may assist grantees on security matters and investigate security concerns without notice of a breach of security in a transit system. DOT may also withhold funds upon a transit system's failure to correct a safety hazard.
- Section 5302(a) makes crime prevention and security activities eligible for capital funding, including projects to develop and refine security and emergency response plans; projects aimed at detecting chemical and biological agents; the conduction of multi-agency emergency response drills; and security training for public transportation employees (but excluding all expenses related to operations).
- Section 5307 adds a requirement that the transit agency must have the legal, financial, and technical capability to carry out safety and security aspects of the Urbanized Area grant.
- Section 5330 requires a State to establish and carry out a safety program plan for rail-based new starts projects (not including Commuter rail systems that operate on the general railway system, as they are subject to safety oversight of the Federal Railroad Administration). Safety must be considered well before a rail-based new starts project begins revenue service. In addition, such projects

that operate in two or more States are required to have a unified safety program plan.

- Section 5327 requires grantees to include safety and security management in their Project Management Plans, allowing FTA to audit these activities as part of the Project Management Oversight (PMO) review.
- Section 5338 provides \$250,000 to the National Academy of Sciences to conduct a study and evaluation of evacuation routes from the 38 largest urbanized areas.
- Provides \$750,000/year to establish the Transit Security Training Facility.
- Provides \$400,000/year for research on the application of information technology to transportation logistics and security.