



# **Calendar Year 2024 State Safety Oversight Program Annual Status Report**

Rail Division – May 2025

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## Purpose

The State Safety Oversight (SSO) Program Annual Status Report is prepared by the Texas Department of Transportation (TxDOT) Rail Division to provide an update on the safety status of rail transit agencies (RTA) subject to TxDOT oversight for calendar year 2024. This report is distributed annually to the Governor, the Lieutenant Governor, the Speaker of the Texas House of Representatives, the Federal Transit Administration (FTA), and the governing body of each RTA.

## Rail Fixed Guideway Public Transportation Systems in Texas

There are six (6) RTAs in Texas subject to safety oversight by the TxDOT SSO Program.

- Dallas Area Rapid Transit (DART)
- Dallas Streetcar (DSC)
- El Paso Streetcar (EPSC)
- Galveston Island Trolley (GIT)
- McKinney Avenue Transit Authority (MATA)
- Metropolitan Transit Authority of Harris County (METRO)

A seventh agency, Capital Metropolitan Transportation Authority (CapMetro) in Austin, is expected to enter the TxDOT SSO Program within the next 12 months as a new light rail transit system in development. The Austin Transit Partnership (ATP) is the local government corporation leading the Austin light rail project, which will be operated by CapMetro. Though not yet formally under TxDOT’s safety oversight, the TxDOT Rail Division is coordinating with ATP to monitor the project development process to ensure an effective transition into the SSO Program for pre-operations safety certification.

## RTA Annual Safety Information

The following tables summarize the safety information and activities provided in the FTA report for calendar years 2023 and 2024. The tables display the number of safety activities meeting thresholds laid out in the TxDOT SSO Program Standard and in 49 CFR 674.33, and includes accidents, reported hazards, and corrective action plans (CAPs). See Appendix A for definitions and reporting requirements.

Dallas Area Rapid Transit (DART)

In 2024, DART reported thirty-one (31) accidents, two (2) reported hazards, and thirty-three (33) CAPs. The increase in CAPs coincides with DART’s Triennial Audit in 2024. Additionally, TxDOT conducted six (6) on-site visits to DART in 2024.

DART submitted its Public Transportation Agency Safety Plan (PTASP) for TXDOT review on February 6, 2025, approved by TxDOT on February 14, 2025.

TxDOT Table 1: DART Safety Activities

Safety Activities	2023 Totals	2024 Totals
Accidents	44	31
Reported Hazards	1	2
Corrective Action Plans (CAPs)	17	33

Dallas Streetcar (DSC)

In 2024, DSC reported zero (0) accidents, zero (0) hazards, and zero (0) CAPs. TxDOT conducted five (5) on-site visits to DSC in 2024.

DSC submitted its PTASP for TXDOT review on February 26, 2025, approved by TxDOT on March 13, 2025.

TxDOT Table 2: DSC Safety Activities

Safety Activities	2023 Totals	2024 Totals
Accidents	0	0
Reported Hazards	0	0
Corrective Action Plans (CAPs)	0	0

El Paso Streetcar (EPSC)

In 2024, EPSC reported one (1) accident, zero (0) reported hazards, and one (1) CAP. TxDOT conducted five (5) on-site visits to EPSC in 2024.

EPSC submitted its PTASP for TXDOT review on February 4, 2025, approved by TxDOT on February 24, 2025.

***TxDOT Table 3: EPSC Safety Activities***

Safety Activities	2023 Totals	2024 Totals
Accidents	0	1
Reported Hazards	0	0
Corrective Action Plans (CAPs)	14	1

**Galveston Island Trolley (GIT)**

In 2024, GIT reported zero (0) accidents, zero (0) reported hazards, and nine (9) CAPs. The increase in CAPs coincides with GIT’s Triennial Audit in 2024. Additionally, TxDOT conducted four (4) on-site visits to GIT in 2024.

GIT submitted its PTASP for TxDOT review on December 18, 2024, approved by TxDOT on December 30, 2024.

***TxDOT Table 4: GIT Safety Activities***

Safety Activities	2023 Totals	2024 Totals
Accidents	0	0
Reported Hazards	0	0
Corrective Action Plans (CAPs)	3	9

**McKinney Avenue Transit Authority (MATA)**

In 2024, MATA reported zero (0) accidents, zero (0) reported hazards, and zero (0) CAPs. TxDOT conducted four (4) on-site visits to MATA in 2024.

MATA submitted its PTASP for TxDOT review on February 18, 2025, approved by TxDOT on February 21, 2025.

***TxDOT Table 5: MATA Safety Activities***

Safety Activities	2023 Totals	2024 Totals
Accidents	2	0
Reported Hazards	0	0
Corrective Action Plans (CAPs)	3	0

**Metropolitan Transit Authority of Harris County (METRO)**

METRO reported forty-nine (49) accidents in 2024, zero (0) reported hazards, and thirty-three (33) CAPs. The increase in CAPs coincides with METRO’s Triennial Audit in 2024. Additionally, TxDOT conducted twelve (12) on-site visits to METRO in 2024.

METRO submitted their PTASP for TxDOT review on January 27, 2025, approved by TxDOT on February 18, 2025.

***TxDOT Table 6: METRO Safety Activities***

Safety Activities	2023 Totals	2024 Totals
Accidents	49	49
Reported Hazards	1	0
Corrective Action Plans (CAPs)	17	33

## Appendix A: Reporting Thresholds

### Accidents

In accordance with the TxDOT SSO Program Standard<sup>i</sup> and 49 CFR 674.33, accidents that meet the following thresholds must be reported:

- a) Fatality (occurring at the scene or within 30 days following the accident).
- b) One or more persons suffering serious injury.
- c) Property damage resulting from a collision involving a rail transit vehicle; or any derailment of a rail transit vehicle.
- d) A collision between a rail transit vehicle and another rail transit vehicle.
- e) A collision at a grade crossing resulting in serious injury or fatality.
- f) A collision with a person or object resulting in serious injury or fatality.
- g) A runaway train.
- h) Evacuation due to life safety reasons.
- i) Fires resulting in serious injury or fatality.

### Hazards

Reported hazards are defined in the TxDOT SSO Program Standard as any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment.

### Corrective action plans (CAPs)

CAPs are developed by rail transit agencies to resolve safety issues or deficiencies, describing required actions and associated milestones to minimize, control, correct, or eliminate risks and hazards.

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