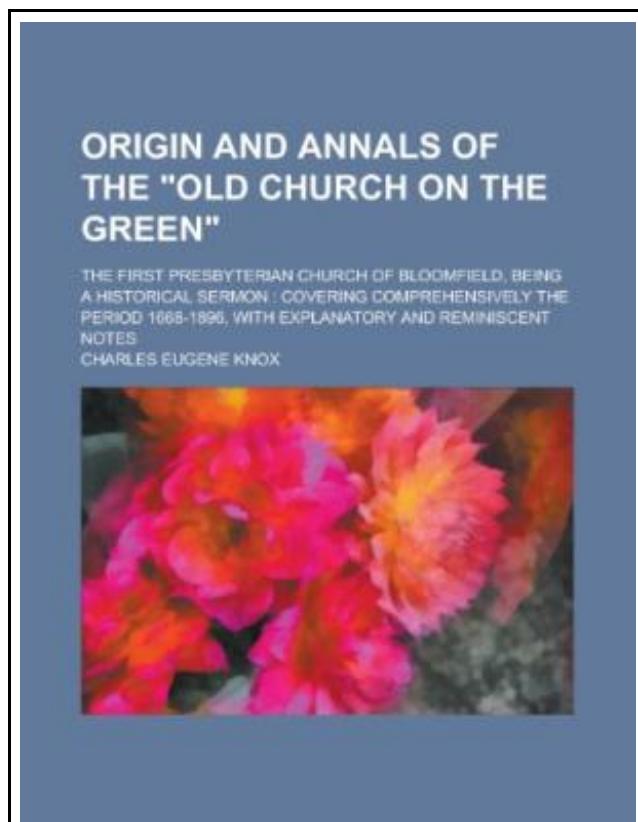


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RareBooksClub. Paperback. Book Condition: New. This item is printed on demand. Paperback. 36 pages. Original publisher: Washington, D. C. : U. S. Government Accountability Office, 2006 OCLC Number: (OCOLOC)74131811 Subject: Local transit -- United States -- States -- Safety measures. Excerpt: . . . 13 a grade crossing ). According to FRA, if a rail transit vehicle were to operate on the same tracks and at the same time as general railroads, this would make the rail transit agency operating the vehicle use much sturdier ( and more expensive ) vehicles. Therefore, 11 rail transit agencies have requested waivers from FRA and, according to an FRA official, as of June 2006, FRA granted waivers to 10 of the 11 rail transit agencies that applied 14 for them. Finally, NTSB also plays a role in enhancing and ensuring rail transit safety, though it has no formal role in FTAs oversight program. NTSB has authority to investigate accidents involving passenger railroads, including rail transit agencies. NTSB officials stated they generally will investigate only the more serious accidents, such as those involving fatalities or injuries, or those involving recurring safety issues. Often, NTSB accident investigations of rail transit accidents will result in recommendations to federal agencies or rail transit agencies to eliminate the condition that led to the accident. The majority of officials from transit and oversight agencies with whom Transit and Oversight we spoke agreed that the State Safety Oversight program improves safety Agencies Perceive the and security in their organizations. These officials provided illustrations about how the program enhanced safety or security; however, they have Program as limited statistical evidence that the oversight program improved safety or Worthwhile; However, security. FTA has obtained a variety of information on the program from sources such as national transit data, annual reports from oversight...



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