

VII. RECOMMENDATIONS

The National Transportation Safety Board recommends that:

1. The Urban Mass Transportation Administration formalize and publish requirements for safety plans to be prepared by transit authorities seeking grants, and fully implement a policy which requires assurance that these plans will be submitted as a condition to releasing funds. This safety plan ^{3/} requirement was recommended to UMTA by the Safety Board in June 1971. (Recommendation No. R-73-33.)

2. Any State agency assuming the responsibility for authorizing the operation of a rapid transit system develop budget, planning, and technical safety capability in which they have confidence. This capability should be competent to:

- a. Define the safety criteria that the system must meet in order for operating authorizations to be issued.
- b. Describe the data that is to be presented, and the methods to be used by the transit authority in demonstrating to the agency that the system meets the safety criteria established.
- c. Schedule agency safety activities to be in consonance with the transit program development schedules.
(Recommendation No. R-73-34.)

3. Each State agency and individual transit authority specifically, and the rapid transit industry in general, abandon the concept of fail-safe design for use with rail rapid transit systems, in favor of modern, effective system safety management and safety analysis methods.
(Recommendation No. R-73-35.)

4. Each transit authority beginning the development of a new rail rapid transit system establish an organized safety focal point at the earliest possible time in the planning stage with an assigned responsibility to:

- a. Prepare a safety plan for submittal to UMTA as part of the grant petition package.

3/ Ibid Footnote 2.