



# **Calendar Year 2025**

# **State Safety Oversight Program**

# **Annual Status Report**

Rail Division – May 2026

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## Purpose

The Texas Department of Transportation (TxDOT) Rail Division prepares the State Safety Oversight (SSO) Program Annual Status Report to provide an update on the safety status of rail transit agencies (RTA) subject to TxDOT oversight. This report summarizes SSO safety information for calendar year 2025 in accordance with federal safety reporting requirements and incorporates data submitted in the 2025 Annual Report to the Federal Transit Administration (FTA).

This report is distributed annually to the Governor, the Lieutenant Governor, the Speaker of the Texas House of Representatives, the FTA, and the governing bodies of each RTA under TxDOT SSO oversight.

## Rail Transit Agencies 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.

# Rail Transit Agency Annual Safety Information

The following tables display the number of safety events, reported hazards, and corrective action plans (CAPs) that meet the reportability thresholds established in the TxDOT SSO Program Standard. Definitions and reporting requirements are provided in Appendix A.

## Dallas Area Rapid Transit (DART)

In 2025, DART reported fifty-four (54) safety events, one (1) hazard, and twenty (20) CAPs. The increase in reported safety events reflects an FTA reporting change effective January 1, 2025, requiring any passenger departure from a train outside a station to be reported as an evacuation. Most evacuations reported in 2025 involved passenger misuse of emergency stop buttons without a life-safety justification. Beginning in 2026, these non-life-safety events will no longer be classified as evacuations to reduce overreporting. Additionally, TxDOT conducted eleven (11) on-site visits to DART in 2025. DART submitted its Public Transportation Agency Safety Plan (PTASP) for TXDOT review on February 6, 2025, approved by TxDOT on March 11, 2026.

**TxDOT Table 1: DART Safety Data**

Safety Data	2024 Totals	2025 Totals
Safety Events	17	54
Reported Hazards	2	1
Corrective Action Plans (CAPs)	33	20

## Dallas Streetcar (DSC)

In 2025, DSC reported one (1) safety event, zero (0) hazards, and sixteen (16) CAPs. TxDOT conducted five (5) on-site visits to DSC in 2025. DSC submitted its PTASP for TXDOT review on February 26, 2025, approved by TxDOT on March 13, 2025.

***TxDOT Table 2: DSC Safety Data***

<b>Safety Data</b>	<b>2024 Totals</b>	<b>2025 Totals</b>
Safety Events	4	1
Reported Hazards	0	0
Corrective Action Plans (CAPs)	9	16

### **El Paso Streetcar (EPSC)**

In 2025, EPSC reported zero (0) safety events, zero (0) hazards, and zero (0) CAPs. TxDOT conducted five (5) on-site visits to EPSC in 2025. EPSC submitted its PTASP for TxDOT review on February 4, 2025, approved by TxDOT on January 28, 2026.

***TxDOT Table 3: EPSC Safety Data***

<b>Safety Data</b>	<b>2024 Totals</b>	<b>2025 Totals</b>
Safety Events	0	0
Reported Hazards	0	0
Corrective Action Plans (CAPs)	14	0

### **Galveston Island Trolley (GIT)**

In 2025, GIT reported zero (0) safety events, zero (0) hazards, and three (3) CAPs. Additionally, TxDOT conducted five (5) on-site visits to GIT in 2025. GIT submitted its PTASP for TxDOT review on December 18, 2024, approved by TxDOT on February 20, 2026.

***TxDOT Table 4: GIT Safety Data***

Safety Data	2024 Totals	2025 Totals
Safety Events	0	0
Reported Hazards	0	0
Corrective Action Plans (CAPs)	9	3

### McKinney Avenue Transit Authority (MATA)

In 2025, MATA reported three (3) safety events, zero (0) hazards, and thirty-nine (39) CAPs. The increase of CAPs in 2025 resulted from findings of non-compliance identified during a Triennial Audit, as well as safety deficiencies discovered through risk-based inspections and safety event investigations. TxDOT conducted six (6) on-site visits to MATA in 2025. MATA submitted its PTASP for TxDOT review on January 8, 2026, approved by TxDOT on January 28, 2026.

***TxDOT Table 5: MATA Safety Data***

Safety Data	2024 Totals	2025 Totals
Safety Events	0	3
Reported Hazards	0	0
Corrective Action Plans (CAPs)	3	39

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

METRO reported fifty-nine (59) safety events in 2025, one (1) hazard, and twenty-six (26) CAPs. The increase in reported safety events reflects an FTA reporting change effective January 1, 2025, requiring any passenger departure from a train outside a station to be reported as an evacuation. Most evacuations reported in 2025 involved passenger misuse of emergency stop buttons without a life-safety justification. Beginning in 2026, these non-life-safety events will no longer be classified as evacuations to reduce

overreporting. Additionally, TxDOT conducted twelve (12) on-site visits to METRO in 2025. METRO submitted their PTASP for TXDOT review on January 27, 2025, approved by TxDOT on January 22, 2026.

***TxDOT Table 6: METRO Safety Data***

<b>Safety Data</b>	<b>2024 Totals</b>	<b>2025 Totals</b>
Safety Event	47	59
Reported Hazards	0	1
Corrective Action Plans (CAPs)	32	26

## Appendix A: Safety Definitions

### Safety Events

In accordance with the TxDOT SSO Program Standard<sup>i</sup> and 49 CFR 674.33(a), safety events that meet the following thresholds must be reported to TxDOT.

- 1) Fatality
- 2) Two or more injuries
- 3) Derailment
- 4) Collision resulting in one or more injuries
- 5) Collision between two rail transit vehicles
- 6) Collision resulting in disabling damage to a rail transit vehicle
- 7) Evacuation for life safety reasons
- 8) Unintended train movement

### Hazards

A hazard is defined 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. TxDOT requires hazards assessed as “unacceptable” by the RTA to be reported to TxDOT.

### Corrective Action Plans (CAPs)

A Corrective Action Plan (CAP) defines the specific actions an RTA will implement, including associated milestones, to minimize, control, correct, or eliminate identified risks and hazards. CAPs are developed to address findings and non-compliance identified through audits and reviews, to implement safety improvements identified through event investigations, to mitigate risks identified through the hazard management process, and to correct any non-compliance with applicable federal and state requirements or PTASP policies and procedures.