



NEGOCIADO PARA EL MANEJO DE EMERGENCIAS Y ADMINISTRACIÓN DE DESASTRES

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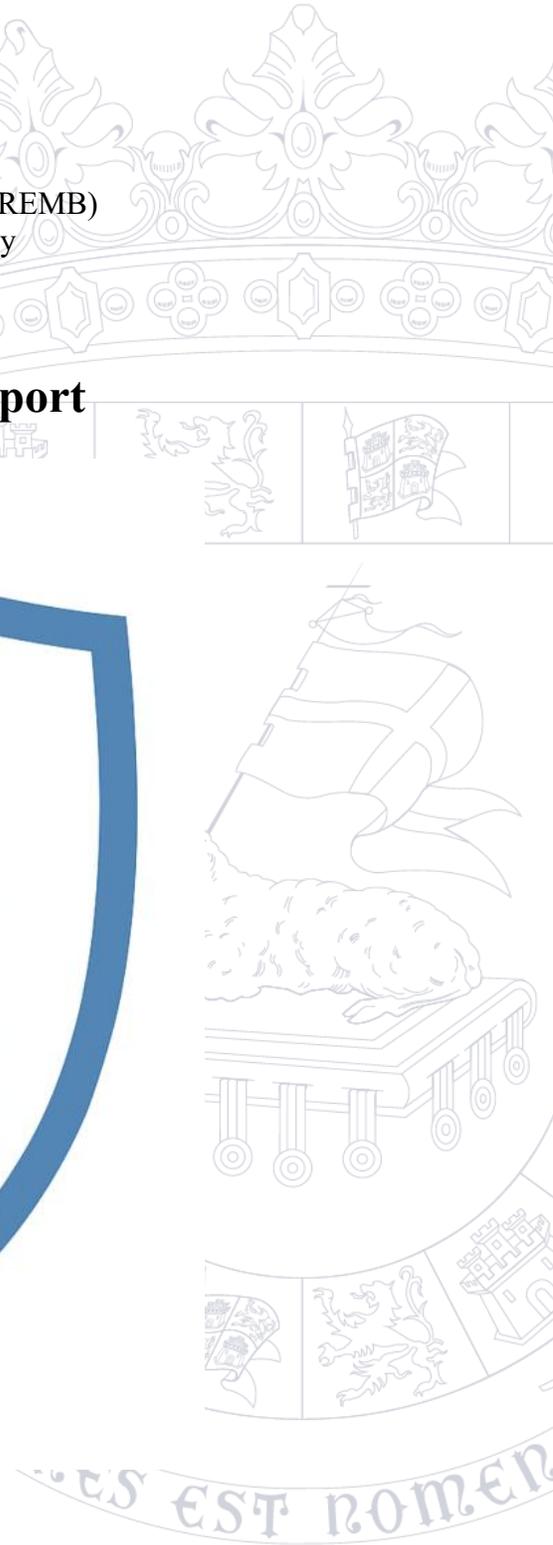
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## 2025 Annual Safety Status Report

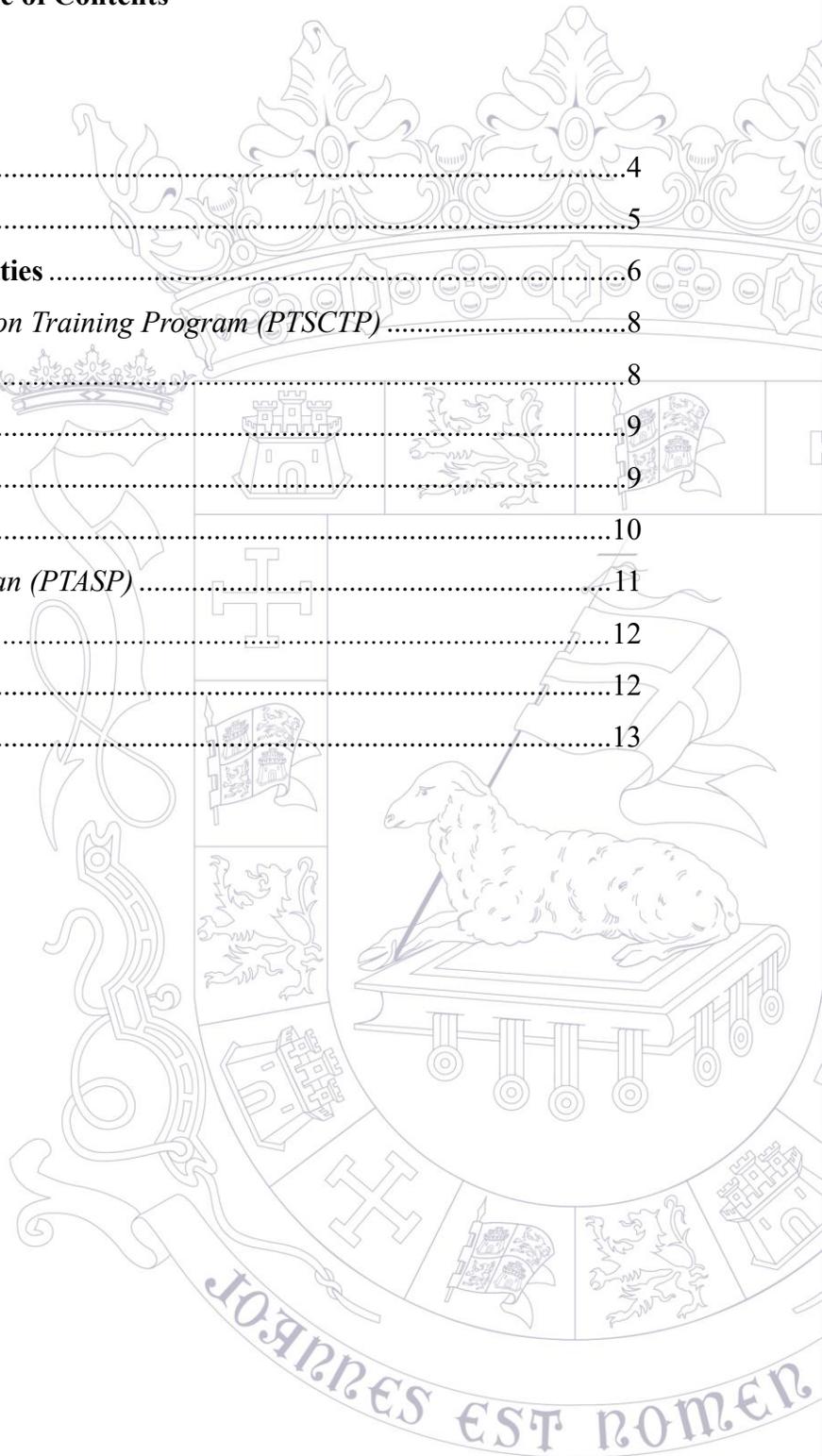


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## Summary

The Federal Transit Administration (FTA) requires that, at least once annually, the State Safety Oversight Agency (SSOA) report on the safety status of each rail fixed guideway public transportation system (RFGPTS) to the Governor, the FTA, and the board of directors, or equivalent governing body of the rail fixed guideway public transportation system<sup>1</sup>.

The Government of Puerto Rico, through Executive Order OE-2024-07, designated the Puerto Rico Emergency Management Bureau (PREMB), which is under the Puerto Rico Department of Public Safety (DPS), as the SSOA for the Government of Puerto Rico. The State Safety Oversight (SSO) Program operates within PREMB and is responsible for carrying out the safety oversight functions required under 49 CFR Part 674. The SSO operates with legal and financial independence from the Puerto Rico Highway and Transportation Authority (PRHTA), ensuring objective and unbiased safety oversight in accordance with FTA requirements.

In its role as the SSOA, PREMB oversees the Puerto Rico Integrated Transportation Authority (PRITA) through inspections, audits, investigations, document reviews, and other oversight activities to ensure compliance with all applicable FTA safety requirements for the operation of the Tren Urbano system. To guide these oversight activities, the SSO develops and adopts a Program Standard, which incorporates the Risk-Based Inspection (RBI) Program in accordance with FTA Special Directive 22-45.

Concurrently, PRITA is required to develop and implement a Public Transportation Agency Safety Plan (PTASP) that complies with the SSO Program Standard and the requirements of 49 CFR Part 673, 671, 672 and related regulations.

In 2025, nine (9) events occurred at Tren Urbano, of which four (4) met the reporting threshold and were deemed reportable. When a hazard or deficiency is identified, PRITA shall develop and implement a Corrective Action Plan (CAP).

In March 2025, PRITA conducted a comprehensive PTASP Internal Safety Review (ISR) for Sections 4 and 5. The audit team identified five (5) findings. In response, PRITA developed five (5) CAPs, all of which were subsequently approved and closed by the SSO.

In June 2025, PREMB conducted Phase 1 of the triennial audit for PRITA's compliance with the PTASP and its implementation. The audit team identified twenty-four (24) findings and in response, PRITA developed twenty-four CAPS, all of which were subsequently approved by the SSO.

In 2025, PREMB SSO conducted safety inspections under its RBI program and performed unannounced visits at stations and departments. Additionally, safety teams from the SSOA, PRITA, and ACI-Herzog Joint Venture met at least twice per month. In support of the Fare Collection Project, PREMB SSO also participated in meetings with project stakeholders under the Safety & Security Certification Working Group (SSCWG) Committee.

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<sup>1</sup> 49 CFR Part 674.13(a)(7).

## Regulatory Environment & Authority

Regulation	Rule Overview	Status
State Safety Oversight (SSO) 49 CFR Part 674	Strengthens State safety oversight of rail transit system.	Final Rule Effective: 01/01/2025
Public Transportation Safety Program 49 CFR Part 670	Establishes the procedural rules for enforcement of FTA's safety programs.	Final Rule Effective: 09/12/2016
Rail Transit Roadway Worker Protection (RWP) 49 CFR Part 671	Sets safety standards to protect rail transit workers.	Final Rule Effective: 12/02/2024
Public Transportation Safety Certification Training Program (PTSCTP) 49 CFR Part 672	(Training Rule) Establishes training curriculum to ensure basic level of safety-related competency for rail transit system auditing and oversight.	Final Rule Effective: 11/01/2024
Public Transportation Agency Safety Plan (PTASP) 49 CFR Part 673	Requires transit agencies to develop and implement safety plans based on SMS principles.	Final Rule Effective: 05/13/2024
National Public Transportation Safety Plan	Sets safety performance measures for PTASP performance targets.	Final Guidance Published: 04/09/2024
Bipartisan Infrastructure Law Public Law No: 117-58	Establishes new requirements for transit agencies with an Agency Safety Plan (ASP) in place under the PTASP regulation. Also enhance State Safety Oversight Programs by strengthening rail inspection practices to protect transit workers and riders from injuries and ensure safe access to transit.	Effective: 10/17/2021
Special Directive 22-45 Risk-Based Inspection Program (RBI)	Required actions by the Puerto Rico State of Emergency and Disaster Management Agency to develop and implement a risk-based inspection program in accordance with changes to FTA's Public.	Effective: 10/21/2022

To comply with federal regulation 49 CFR Part 674.11(c), the Government of Puerto Rico, through Executive Order OE-2024-07, designated the Puerto Rico Emergency Management Bureau (PREMB) as the agency responsible for rail transit safety oversight in the Government of Puerto Rico.

Executive Order OE-2024-07 (Administrative Bulletin No. OE-2024-07), dated April 12, 2024, grants PREMB the legal authority to carry out its State Safety Oversight responsibilities. To implement this Executive Order, the SSO Program Standard establishes the safety system requirements applicable to any Rail System in its jurisdiction in accordance with the provisions of the SSO Program.

The authority of the Federal Transit Administration (FTA) to require this program derives from 49 U.S.C. 5329(e) and (f), as amended by Section 20021(a) of the Moving Ahead for Progress in the 21st Century Act (MAP 21). FTA published its final rule, 49 CFR Part 674, on March 16, 2016, and subsequently amended it on October 18, 2024. The amended rule became effective date on January 1, 2025.

### **PREMB SSO Key Roles and Responsibilities**

The SSO Program is regulated by the Office of Transit Safety and Oversight within the Federal Transit Administration (FTA). The FTA establishes federal transit safety regulations outlined in 49 CFR Parts 670, 671, 672, 673, and 674. These regulations require each state within a rail fixed guideway public transportation system (RFGPTS) to establish and maintain a State Safety Oversight (SSO) program.

In compliance with these regulations, the Government of Puerto Rico designated the Puerto Rico Emergency Management Bureau (PREMB) as the State Safety Oversight Agency (SSOA) responsible for oversight of the rail fixed guideway public transportation systems in Puerto Rico. Currently, the only RFGPTS in operation in Puerto Rico is the Tren Urbano (TU). Puerto Rico is one of 31 states and territories with a designated SSO program.

The Puerto Rico Integrated Transportation Authority (PRITA), also referred to as the Rail Transit Agency (RTA), is responsible for the management and oversight of Tren Urbano operations, which are performed by ACI-Herzog Joint Venture (Operator).

The SSO conducts inspections, audits, investigations, document review, and other oversight activities to ensure PRITA's compliance with all applicable FTA safety requirements governing the operation of the Tren Urbano system. Safety oversight activities encompass rail vehicles, track infrastructure, signal and communications systems, stations, facilities including the Operations and Maintenance Building, personnel training compliance, safety certifications, and associated documentation.

The FTA provides federal grant funding to support the SSO program implementation under an 80/20 federal-to-state cost sharing structure.

At the end of 2025, the SSO office was staffed by three (3) employees: one Program Manager and two (2) Safety Specialists. One (1) Administrative Assistant position remained vacant. The SSO office formally requested the DPS Human Resources Division to initiate recruitment for the vacant position in 2024. See Appendix A for the 2025 Organizational Chart.

The SSO is required to develop, adopt and maintain an oversight Program Standard. The Program Standard establishes the minimum safety requirements and oversight processes intended to reduce the likelihood of unintentional events that could result in fatalities, injuries or property damage.

***Other (minimum) responsibilities of the SSO include:***

- Requiring transit agencies within the Government of Puerto Rico to develop, implement, and annually update a Public Transportation Agency Safety Plan (PTASP) that complies with 49 CFR Part 673 and the SSO Program Standard.
- Reviewing, approving, and overseeing PRITA's Public Transportation Agency Safety Plan (PTASP), including updates and revisions. Also, verifying that each PTASP incorporates Safety Management System (SMS) principles, including Safety Risk Management, Safety Assurance, Safety Policy, and Safety Promotion.
- Requiring PRITA to conduct internal safety reviews as a constant activity and submitting an annual internal safety audit report to the SSO.
- Establishing a monthly SSO Oversight Committee meeting with the participation of PRITA and the contracted operator of the rail system. The SSO will prepare the agenda and record meeting minutes. The purpose of this meeting is to maintain direct communication with the safety department and discuss issues that concern the SSO, PRITA and Operator and can be addressed as a team.
- The SSO, PRITA and the Operator will meet at the above committee to discuss all corrective action plans (CAPs) in the current Monthly Corrective Action Monitoring Log, hazards in the current Monthly Hazard Matrix as well as any inspections completed for the month, Capital Project Certification and any other safety related items that may be pertinent. Action items shall be recorded, and follow-up shall be provided at the following Oversight meeting.
- Conducting on-site Triennial Safety Audits at least once every three (3) years, in accordance with §674.31, to evaluate PRITA's compliance with its PTASP and safety program.
- Requiring PRITA to report to the FTA and the SSO all safety events that meet thresholds in §674.33 and unacceptable hazardous conditions.
- Investigating, or requiring PRITA to investigate, unacceptable hazardous conditions and ensuring the development and implementation of Corrective Action Plans (CAPs) (§674.35, §674.37).
- Conducting or overseeing safety event investigations (collisions, derailments, unintended train movements, evacuations, fatalities, injuries, etc.) and performing an independent review of PRITA investigation findings to ensure adequacy, keeping full documentation for audit purposes.
- Requiring PRITA to maintain a Hazard Tracking Log and a CAP Tracking Matrix.
- Reporting annually and upon request to FTA on all oversight activities, as required by §674.39. On or before March 15 of each year, the SSO will submit the annual report to the FTA electronically.
- Implementing and carrying out a Risk-Based Inspection (RBI) Program (§674.27(a)(12)), including both announced and unannounced inspections of infrastructure, vehicles, facilities, personnel, records, and operations, prioritizing areas of highest safety risk.

- Reviewing and overseeing PRITA safety risk mitigations developed under PTASP (§674.27(a)(6)), to ensure they are implemented, monitored, and evaluated for effectiveness.
- Overseeing PRITA compliance with the Public Transportation Safety Certification Training Program (PTSCTP) under 49 CFR Part 672 (§674.27(a)(7)), including designated personnel and refresher training.
- Overseeing PRITA programs for rail vehicle brake system testing and vehicle maintenance (§674.27(a)(13)) to confirm effective implementation of periodic testing programs.
- Establishing policies and procedures for data collection and review (§674.27(a)(14)) of the information PRITA use to identify hazards and assess safety risk and using this data to support oversight of PRITA's safety risk management processes.
- Ensuring oversight of PRITA compliance with Roadway Worker Protection (RWP) programs as required by 49 CFR Part 671, including worker training, access protocols, hours-of-service, and fatigue risk management.
- Investigating and evaluating any allegation of noncompliance with the PTASP or safety regulations (§674.25(e)), received from the public, workers, or contractors, and taking appropriate oversight action.
- Maintaining authority to suspend operations, remove unsafe equipment or infrastructure, or issue emergency orders when imminent threats to public safety are identified (§674.25, §674.27).

### ***Public Transportation Safety Certification Training Program (PTSCTP)***

SSO designated personnel are required to comply with 49 CFR Part 672 regulation and obtain the PTSCTP Certification.

Currently, one Safety Specialist is in the process of obtaining PTSCTP certification and is expected to complete all requirements on or before April 2027, as outlined in the Technical Training Plan. The Program Manager renewed the certification in August 2024, and the second Safety Specialist obtained the certification in August 2025.

Additionally, as required by the FTA, both the SSOA and PRITA must submit a semi-annual report documenting the status of PTSCTP certifications.

### ***Risk-Based Inspection Program***

On October 21, 2022, the FTA issued Special Directive 22-45 to State Safety Oversight Agencies (SSOAs), requiring the development and implementation of Risk-Based Inspection (RBI) Programs. This directive aligns with amendments to the FTA's Public Transportation Safety Program under the Bipartisan Infrastructure Law and is mandatory for all SSOAs.

A Risk-Based Inspection Program uses qualitative and quantitative data analysis to identify safety hazards and safety concerns representing the highest levels of risk. This approach enables inspectors to prioritize oversight activities and focus resources on areas of greatest safety significance.

In accordance with 49 U.S.C. § 5329 (k) and the Special Directive 22-45, the SSO was required to develop and begin implement of its RBI Program no later than two (2) years after receipt of the directive (by October 21, 2024). The RBI Program requires SSO personnel to conduct both announced and unannounced inspections throughout the rail system.

On November 27, 2024, the FTA approved the development plan of the Risk-Based Inspection Program and are currently in the implementation phase.

Additionally, PRITA is responsible for coordinating with the SSO regarding inspection access and data collection procedures. PRITA is required to incorporate these policies into its PTASP and provide relevant safety data from Tren Urbano necessary for hazard identification and risk evaluation.

### **Tren Urbano**

Tren Urbano (TU) is the covered transit agency and is required to develop and implement a Public Transportation Agency Safety Plan (PTASP) that complies with the SSO Program Standard and 49 CFR Part 673.

Additional responsibilities include:

- Complying with the SSO Program Standard.
- Implementing and overseeing the PRITA safety plan across all system activities.
- Conducting internal safety reviews and submitting an annual report to the SSO summarizing the results.
- Establishing and maintaining a Safety Management System (SMS) applicable to all employees and contractors.
- Identifying and classifying hazardous conditions.
- Reporting safety events and unacceptable hazardous conditions.
- Conducting safety events and hazardous condition investigations on behalf of the SSO when directed, in accordance with its investigation of safety events procedures.
- Developing Corrective Action Plans (CAPs) and implementing approved CAPs to mitigate, control or eliminate hazardous conditions or causes of safety events.

### ***Reportable Events***

In 2025, nine (9) events occurred at Tren Urbano, of which four (4) met the reporting threshold and were deemed reportable.

The SSO delegated to PRITA the responsibility to conduct the investigations in accordance with PRITA's established Safety Event Investigation procedures. These reportable events are summarized below for reference.

Event: **Train Collision with Fuller Personnel**

- NTD Event ID: 4552902
- Date/Time: 01/17/2025 9:46 AM
- Mode: Heavy Rail
- Cause: Operating Rule Violation / Human Factors
- Total Fatalities: 0
- Total Injuries: 1

Event: **HR-11 Derailment Event**

- NTD Event ID: 4553519
- Date/Time: 03/17/2025 12:46 AM
- Mode: Heavy Rail
- Cause: Equipment Failure
- Total Fatalities: 0
- Total Injuries: 0

Event: **Evacuation Major Loss Power**

- NTD Event ID: 4558431
- Date/Time: 04/16/2025 12:40 PM
- Mode: Heavy Rail
- Cause: Island-Wide Power Outage
- Total Fatalities: 0
- Total Injuries: 0

Event: **Evacuation MP 18x19 Traction Power Loss**

- NTD Event ID: 4558748
- Date/Time: 04/30/2025 10:15 AM
- Mode: Heavy Rail
- Cause: Equipment Failure
- Total Fatalities: 0
- Total Injuries: 0

***Corrective Action Plans***

The resolution of system safety program deficiencies is the primary responsibility of PRITA and is subject to approval and tracking by the SSO.

PRITA is required to develop and implement a Corrective Action Plan (CAP) when a hazard or deficiency is identified<sup>2</sup>. CAPs may result from, but are not limited to:

- Investigation of safety events, incidents, or hazards
- SSO agency audits or inspections
- PRITA Internal Safety Review

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<sup>2</sup> 49 CFR Part 674.37

- PRITA risk identification or mitigation programs
  - Safety Committee
  - Customer service complaints
  - Staff or managers' meetings
  - Employee Safety Reporting program
- External bulletins or advisories
- External agencies recommendations, such NTSB, FTA, others
- Through other means

The purpose of a CAP is to ensure that appropriate actions are implemented to prevent recurrence of a safety event or to mitigate identified hazards. Prior to implementation, proposed CAPs must be submitted to the SSO, or its authorized contractor, for review and written approval. Upon completion of CAP implementation, PRITA must submit supporting documentation and a formal request for closure. The SSO conducts a final review prior to approving CAP closure.

Outstanding CAP of five (5) years or more:

H1407-3 (year: 2014) Event (San Francisco Station Fire) Missing DC cables installation provision in the guideway:

In 2025, PRITA submitted two (2) additional requests for extension due to factors impacting the implementation timeline. These factors included emergency response and resource reassignment following the TPSS-4 incident, operational constraints, contractor availability, and RWP requirements that limited track access and available work windows. The current approved *Estimated Implementation Date* is August 31, 2026.

Furthermore, the SSO has consistently followed up on the matter during every Oversight Committee Meeting to ensure progress is being made.

- Corrective Action Plan: Install all electrical provisions at all identified locations.
- Proposed Implementation Date: August 31, 2026

***Public Transportation Agency Safety Plan (PTASP)***

The implementation of the PTASP is the responsibility of PRITA, and oversight of its implementation is the responsibility of the SSO.

The 2024 PTASP review was deferred with the SSO's consent due to the development and incorporation of the Risk-Based Inspection (RBI) Program into the SSO Program Standard and the ongoing update of the SSO Program Standard.

In 2025, PRITA completed a revision of the PTASP (Revision 3.0), incorporating comments provided by the SSO. The revised PTASP has been submitted to PRITA's Board of Directors (BOD) for formal review and action and is currently pending Board approval as part of PRITA's governance process.

Until the revised PTASP receives Board approval and is formally submitted to the SSO for final review and written approval, the 2023 PTASP Revision 2.0 remains the governing safety plan for oversight purposes.

### ***Internal Safety Review***

In March 2025, *K&J Safety and Security Consulting Services, Inc.*, a contracted company by PRITA, conducted a comprehensive PTASP Internal Safety Review (ISR). The following sections were reviewed:

- Section 4.0 – Safety Assurance
- Section 5.0 – Safety Promotion

The review included document examination, on-site interviews, and field observations. As a result of the review, the audit team identified five (5) findings. These findings support continuous improvement of PRITA’s safety programs and alignment with industry’s best practices and emerging regulatory requirements.

PRITA developed five (5) Corrective Action Plans (CAPs) in response to the findings, all of which were approved by the SSOA. As of February 2026, all five (5) CAPs have been formally closed.

### ***Triennial Audit by the SSO***

Every three (3) years, PREMB is required under 49 CFR Part 674 to conduct a comprehensive audit of PRITA’s compliance with the PTASP and its implementation. To fulfil this requirement, the SSO has chosen to conduct the triennial audit on an ongoing basis throughout the three-year cycle.

In June 2025, the SSO conducted Phase 1 of the audit of the 2023 PTASP, which included the following sections:

- PTASP Approval and Certification
- Safety Management Policy Statement
- Section 1.0 – General Information
- Section 2.0 – Safety Management Policy

The audit included document analysis, structured interviews across multiple departments, and a comparison of responses from different organizational levels. The review examined the Safety Management Policy, the Safety Management System framework, program oversight mechanisms, performance targets and documentation practices.

As a result, the audit team identified twenty-four (24) findings and six (6) recommendations. These findings are intended to support the full and consistent implementation of the PTASP across all levels of the organization.

PRITA developed twenty-four (24) CAPs in response to the findings, all of which were approved by the SSO. As of February 2026, all twenty-four (24) CAPs remain open.

**Appendix A: 2025 Organizational Chart**

Puerto Rico Emergency Management and  
Disaster Administration Bureau  
2025 Organizational Chart  
(Rev. Feb 2026)

