



2026 FTA STATE SAFETY OVERSIGHT AND RAIL TRANSIT AGENCY SAFETY WORKSHOP

March 25–27, 2026 | Arlington, VA



Session 20

Two Hour Reporting – Identifying and Categorizing Reportable Events

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Agenda

1. Review of updated definitions and requirements
2. Practical application with real-world scenarios







674.33 Notifications of Safety Events

- **What's Changed?**
 - The term "safety event" replaces "incidents, accidents, and events."
- **Definition**
 - Safety event – an unexpected outcome resulting in injury or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment.



Notifications of Certain Safety Events

- Fatality
- **Two or more injuries** 
- Derailment
- Collision resulting in one or more injuries
- Collision between two rail transit vehicles
- **Collision resulting in disabling damage to a rail transit vehicle** 
- **Evacuation for life safety reasons** 
- **Unintended train movement** 

 *Indicates definitions or terms that changed on 1/1/2025*

Safety Event Updates



COLLISION INJURY & TWO OR MORE INJURIES

- Replaces “serious injury”
- Medical attention required



COLLISION RESULTING IN DISABLING DAMAGE TO A RAIL TRANSIT VEHICLE

- Vehicle can’t operate under own power



EVACUATION FOR LIFE SAFETY REASONS

- Includes passengers to the rail right of way

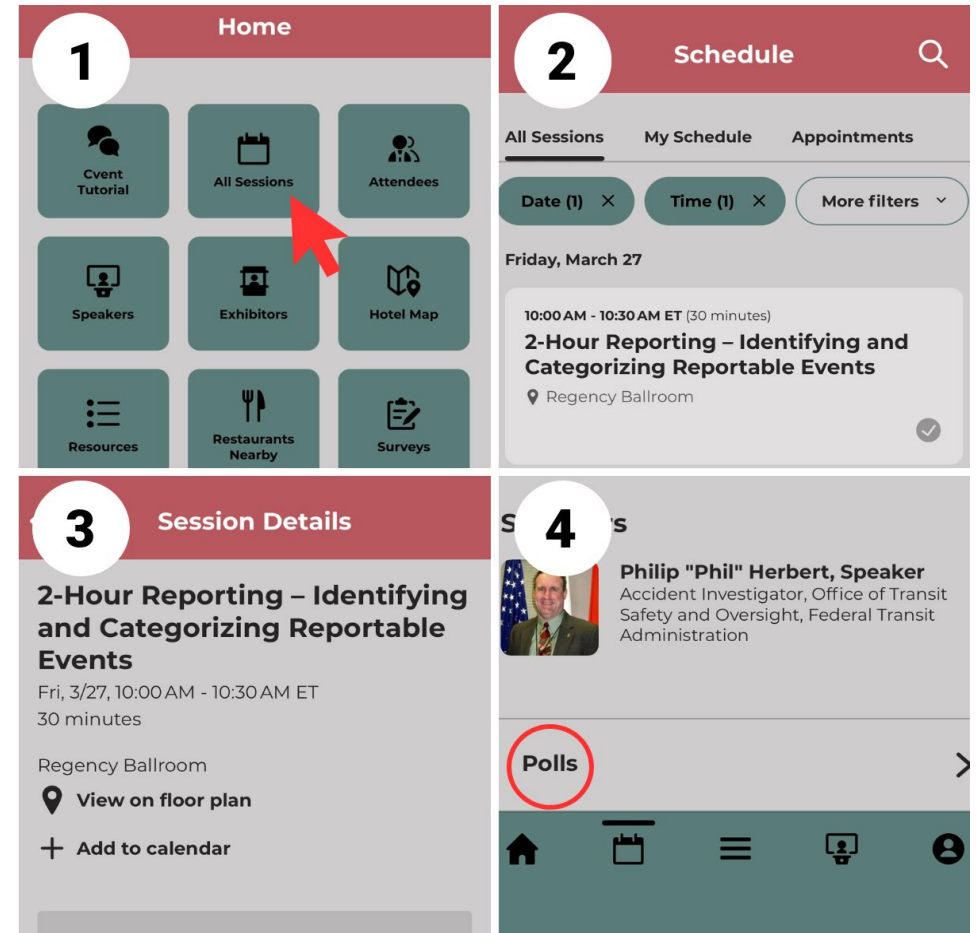


UNINTENDED TRAIN MOVEMENT

- Replaces “runaway train”

Using Interactive Polls During the Presentation

1. From the homepage, navigate to the session by selecting "All Sessions" captured in step one.
2. In steps two and three, use the filters to find this session easily. Select "Friday, March 27" for the date and "Morning" for the time. From there, select "2-Hour Reporting – Identifying and Categorizing Reportable Events."
3. For the last step, navigate to the bottom of the page where you should see a "Polls" option towards the bottom.



Scenario #1

A train experiences a fire in the engine compartment while in transit, requiring an emergency evacuation of passengers to the rail right of way prior to arrival at a station. The train did not have significant damage from the fire and was able to move under its own power once the fire was put out.

- A. Reportable – The train experienced a fire in the engine compartment, which is a major safety event.
- B. Reportable – There was an evacuation for life safety reasons.
- C. Not Reportable – The evacuation took place in the right of way, not the station.
- D. Not Reportable – The fire did not cause any disabling damage to the train.

Scenario #2

An individual must be hospitalized after fracturing their arm from the sudden braking of a train after it attempted to stop prior to colliding with a stalled vehicle on the train tracks. The braking was unsuccessful, and the train collided with the vehicle.

- A. Reportable – The passenger fractured their arm, resulting in a hospital visit.
- B. Reportable – A collision resulting in one or more injuries.
- C. Not Reportable – The collision was with a vehicle and not another train.
- D. Not Reportable – There was only one injury and the rule states to report two or more injuries.

Scenario #3

A railroad crossing bar malfunctioned while opening, causing one side to not lift as high as needed. The bar scrapes the side of several train cars, causing minimal damage and no injuries. The train continued on its tracks and the scrapes were evaluated at the next stop.

- A. Reportable – There was damage to a rail transit vehicle which must be reported within two hours.
- B. Reportable – The impact from the gate is considered a collision and all collisions must be reported.
- C. Not Reportable – Incidents that do not require immediate evaluation do not meet the criteria for reporting.
- D. Not Reportable – Incidents without injuries or disabling damage do not require two-hour reporting.

Scenario #4

A streetcar momentarily loses contact with its rail at a switch and rides the concrete for 10 feet. Despite the loss of contact, it corrects itself, returning to the rail and continued on its intended track, avoiding any injuries or collisions.

- A. Reportable – Any instance that meets the definition of a derailment, despite the outcome, is reportable.
- B. Reportable – Unintended train movement is reportable.
- C. Not Reportable – No injuries or collisions were reported.
- D. Not Reportable – The train corrected itself.

Scenario #5

A trolley suddenly brakes to avoid a vehicle that turned quickly from another street, causing three passengers to fall from their seats. It does not derail or collide with anything, but the passengers experienced light bruising and a few minor cuts. No medical attention was rendered.

- A. Reportable – The sudden braking could be due to unintended train movement from a mechanical issue.
- B. Reportable – Two or more individuals were injured from the braking.
- C. Not Reportable – Minor injuries not requiring immediate medical care away from the scene are excluded from reporting criteria.
- D. Not Reportable – You only report injuries if they are due to a collision or derailment.

Scenario #6

A passenger sat on a broken seat in a train car, causing a deep cut to their calf. The passenger exits at the following stop for medical attention.

- A. Reportable – Damage to the rail car caused an injury.
- B. Reportable – The passenger self-evacuated at the next stop, which means it was serious and may require hospitalization.
- C. Not Reportable – Only incidents of two or more injuries must be reported within two hours.
- D. Not Reportable – The passenger’s injury was not urgent and when they exit the train it isn’t considered an evacuation.

Scenario #7

A train's braking mechanism fails, creating the possibility for derailment at a switch. However, the train stays on the tracks and despite the operator's attempts to stop the train, it rolls to a safe stop at a station where passengers exit the train.

- A. Reportable – Loss of brakes created the need for passenger evacuation for a life safety reason.
- B. Reportable – Any unintended train movement should be reported, despite the outcome.
- C. Not Reportable – The train did not derail and came to a safe stop.
- D. Not Reportable – All passengers were safe, with no injuries, and exited the train at a station.

Scenario #8

A tanker truck experienced a rollover event as it crossed train tracks, causing a release of hazardous materials. First responders notified all nearby transit agencies of the shutdown of the area, prompting a train to evacuate its passengers at the station before the spill area.

- A. Reportable – Hazardous material creates a dangerous situation on the track, leading to evacuation for life-safety reasons.
- B. Reportable – Hazardous material spills impacting transit operations must be reported immediately.
- C. Not Reportable – No disabling damage was reported for the train.
- D. Not Reportable – The train did not cause the spill.

Scenario #9

A passenger dispute on a moving train leads to a physical altercation. One of the individuals brandished a knife, resulting in serious injuries to the other person. Several passengers evacuated the train at the next station's platform, others entered other rail cars, and others left the station entirely.

- A. Reportable – Individuals evacuated from the train for life safety reasons.
- B. Reportable – Two or more injuries must be reported.
- C. Not Reportable – The injuries were not caused by a safety event controlled by the train's operator, so this does not need to be reported.
- D. Not Reportable – The injuries were a result of an assault and are excluded from the reporting criteria.

Scenario #10

A major storm event blew debris on the train track during non-operational hours. The following day, a train reported the blockage and was stalled for 60 minutes for debris removal. All passengers were evacuated from the train at the station before the blockage until the debris was removed.

- A. Reportable – The passengers were evacuated to avoid being stalled on the tracks during cleanup.
- B. Reportable – The blockage could cause disabling damage to a train.
- C. Not Reportable – The evacuation was due to schedule delays at a station and not for life safety reasons.
- D. Not Reportable – The delay was caused by natural causes outside of the operator's control.

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