

Update to the Rail Safety Committee

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U.S. Department of Transportation
Federal Transit Administration

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Agenda

- Rail Safety Data Overview: Key takeaways - FY25 vs. FY24
- Safety Advisory 25-1: Reducing Rail Trespassing and Suicide Events
- Safety Bulletin 26-01: Transit Worker Fatigue
- Rail Transit Roadway Worker Protection (RWP)
- Deregulatory Action
- Clarification on 49 CFR Part 674.7 - Evacuation for Life Safety Reasons



Rail Safety Data Overview: Key Takeaways

- FY25 vs. FY24

State of Rail Transit

- ✓ Fatalities – Down 11%
- ✓ Injuries – Down 5%
- ✓ Caution for FY26: early data show fatality and injury rates exceeding FY25 baselines

Rail Safety

- ✓ Suicide and Trespass Fatalities – Down 10%
- ✓ Roadway worker protection injuries and fatalities – Up 12%

Rail Security

- ✓ Rate of Major Assaults on Rail Workers – Down 6%
- ✓ Rider Assault Events – Down 17%
- ✓ Rider Assault Fatalities – Down 38%

Safety Advisory 25-1: Reducing Rail Trespassing and Suicide Events

Recommends that Safety Oversight Agencies (SSOAs) direct Rail Transit Agencies (RTAs) in their jurisdiction to:

1. Analyze their safety performance data related to trespass and suicide events to identify hazards
2. Conduct a safety risk assessment using the process identified in their Agency Safety Plan
3. Identify mitigations to reduce the safety risk based on that assessment
4. Monitor the performance of the implemented mitigations.

FTA also recommends SSOAs collect and submit documentation from RTAs to FTA within 180 days

**View Safety
Advisory 25-1**



**Published:
November 24,
2025**

Publication of Safety Bulletin 26-01

Recommends that transit agencies subject to the PTASP regulation consider integrating practices to improve safety for transit workers and the public, such as:

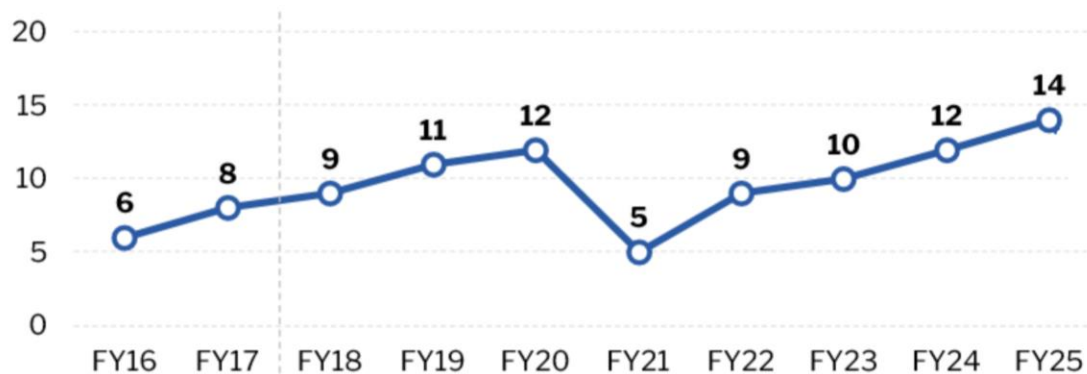
- Developing or enhancing Fatigue Risk Management Programs;
- Using scheduling practices that ensure adequate rest between shifts;
- Providing fatigue awareness training for schedulers, workers, and supervisors; and
- Establishing Fatigue Reporting Programs that are confidential/non-reprisal.



View the Safety Bulletin
Published: April 10, 2026

Roadway Worker Protection (RWP) Events

RWP Events by Fiscal Year (FY)



Source: National Transit Database (NTD)

FY 2025 data are preliminary.

Deregulatory Action



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Deregulatory Action – Rail Transit Roadway Worker Protection

Consistent with [Executive Order 14192](#) ("Unleashing Prosperity Through Deregulation"), FTA is reducing administrative burdens on both State Safety Oversight Agencies and Rail Transit Agencies.



Reducing regulatory burden

Amends [49 CFR 671.25\(a\)\(2\)](#) to allow SSOAs to submit RWP program information to FTA with annual report, as opposed to within 30 calendar days of approval



Avoiding redundancy

Amends [49 CFR 671.25\(c\)\(1\)](#) to clarify that annual RWP compliance audits may be combined with other reviews

Note: This deregulatory action does not reduce worker protections established by the RWP rule, nor impact FTA's oversight of SSOAs and RTAs to ensure compliance.

Deregulatory Action – Public Transportation Safety Certification Training Program

Consistent with [Executive Order 14192](#) ("Unleashing Prosperity Through Deregulation"), FTA is reducing administrative burdens on both State Safety Oversight Agencies and Rail Transit Agencies.

Changing SSO/RTA Reporting to FTA

Reporting requirements for the [Public Transportation Safety Certification Training Program \(PTSCTP\) regulation](#) are changing from **semi-annual to annual** for State Safety Oversight Agencies and rail transit agencies to submit updated lists of designated participants and recertification training courses.

The next reporting period will be January 2027.

Clarification on 49 CFR Part 674.7: Evacuation for Life Safety Reasons



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Evacuation for Life Safety Reasons (Part 674.7)

An evacuation of passengers into the rail right of way (not at a platform or station) for any reason is presumed to be an evacuation for life safety reasons.

A life safety reason may include a situation such as:

- ✓ *a fire,*
- ✓ *the presence of smoke or noxious fumes,*
- ✓ *a fuel leak from any source,*
- ✓ *an electrical hazard, or*
- ✓ *other hazard to any person.*

Source: [*Two-Hour Safety Event Notification Guide*](#)



Two-Hour Notification To FTA for Evacuation Does Not Apply if...

The Rail Transit Agency can confirm that the evacuation was not for life safety reasons.

A passenger exits a transit vehicle unprompted to the right-of-way and walks away from the system. If the agency can immediately determine the passenger did not evacuate for life safety reasons, the agency is not required to submit a two-hour notification for this event.



View the Two-Hour Safety Event
Notification Guide

Source: [*Two-Hour Safety Event Notification Guide*](#)

Thank you!

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