

The Best Places to Work
IN THE FEDERAL GOVERNMENT.



NATIONAL TRANSPORTATION SAFETY BOARD

ANNUAL REPORT TO CONGRESS 2015

A MESSAGE FROM THE CHAIRMAN

I am pleased to present the 2015 Annual Report to Congress for the National Transportation Safety Board (NTSB). Recognized internationally for our accident investigation expertise, the NTSB has been at the forefront of transportation safety for nearly 50 years. In our history, we have investigated more than 142,800 aviation accidents along with thousands of surface transportation accidents, and issued more than 14,300 safety recommendations.

In 2015, we were recognized as one of the [Best Places to Work in the Federal Government](#) for small agencies. This report showcases our outstanding work over the last year, providing details about completed and ongoing investigations, safety recommendations, transportation disaster assistance activities, and emerging issues.

The year was very productive for the NTSB, as we continued to advance our transportation safety mission. We completed several major and significant accident investigations, such as the [Commercial Space Launch Accident of SpaceShipTwo](#), the [Natural-Gas Explosion in the East Harlem Section of New York](#), the [Collision in the Houston Ship Channel](#), the [Film Crew Trespassing on CSX RightofWay](#), and the [Davis, Oklahoma, Median Crossover Collision](#).

In addition to deploying teams to accidents, we promoted the exchange of safety information by holding public forums, safety seminars, roundtables, investigative hearings, as well as releasing special investigation reports and safety studies:

Forums: [Trains and Trespassing: Ending Tragic Encounters](#) and [Humans and Hardware: Preventing General Aviation Inflight Loss of Control](#)

Safety Seminar: [Air Traffic Control](#)

Roundtable: [Disconnect from Deadly Distractions](#)

Investigative Hearing: [Washington Metropolitan Area Transit Authority \(WMATA\) Smoke and Electrical Arcing Accident in Washington, DC](#)

Special Investigation Report: [Selected Issues in Passenger Vehicle Tire Safety](#)

Safety Study: [Integrity Management of Gas Transmission Pipelines in High Consequence Areas](#)

Beyond the agency's domestic work, we continued our safety role abroad, providing technical expertise to our international partners and participating in accident investigations. These activities not only helped drive further safety improvements in US products and services but encouraged reciprocal support from our foreign partners when foreign equipment or foreign carriers are involved in accidents in the United States.

We hope you find the *2015 Annual Report to Congress* to be an informative presentation of the agency's accomplishments during 2015.

Sincerely,



Christopher A. Hart
Chairman



Honorable
Christopher A. Hart
Chairman





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LEGISLATIVE MANDATE

Maintaining our congressionally mandated independence and objectivity;

Conducting objective, precise accident investigations and safety studies;

Performing fair and objective airman and mariner certification appeals;

Advocating and promoting safety recommendations; and,

Assisting victims of transportation accidents and their families.

MISSION / VISION

To be a Premier Organization
Improving Transportation Safety

CORE VALUES

We are committed to the core values:

Safety

Excellence

Independence

Integrity

Diversity and Inclusion

Transparency

STRATEGIC GOALS

1: Conduct effective accident investigations.

2: Recommend and advocate actions to improve global transportation safety.

3: Conduct fair and expeditious adjudication of airman and mariner appeals from the federal aviation administration and the US Coast Guard enforcement actions and certificate denials.

4: Provide outstanding mission support.

ABOUT THE NTSB

The National Transportation Safety Board (NTSB) is an independent federal agency responsible for investigating and determining the probable cause of every civil aviation accident in the United States along with significant accidents in other modes of transportation—railroad, highway, marine, and pipeline. With this vested responsibility, the NTSB develops recommendations that will prevent future accidents or reduce their effects in terms of injury, loss of life, or damage to property.

The NTSB promotes transportation safety, assists victims of transportation accidents and their families, conducts safety studies, and prepares accident reports based on the investigation and analysis of transportation accidents and incident data. NTSB investigations are used to determine factors common to a series of events in order to identify safety improvements or evaluate the worth of transportation related devices or policies. Safety studies enhance the NTSB's corporate knowledge, enabling it to better perform its transportation safety mission.

Since its creation in 1967 as an accident investigation agency within the newly created US Department of Transportation (DOT), NTSB's mission has been to determine the probable cause of transportation accidents and incidents and to formulate safety recommendations to improve transportation safety. The NTSB's authority currently extends to the following types of accidents:

- All US civil aviation accidents and certain public aircraft accidents
- Selected highway accidents
- Railroad accidents involving passenger trains or selected freight train accidents that result in fatalities or significant property damage
- Major marine accidents and any marine accident involving both a public and a nonpublic vessel
- Pipeline accidents involving fatalities, substantial property damage, or significant environmental damage
- Selected accidents resulting in the release of hazardous materials in any mode of transportation
- Selected transportation accidents that involve problems of a recurring nature or that are catastrophic

In 1974, Congress passed the Independent Safety Board Act, which severed the NTSB's ties to the DOT and authorized the agency to take the following additional actions:

- Evaluate the effectiveness of government agencies involved in transportation safety
- Evaluate the safeguards used in the transportation of hazardous materials
- Evaluate the effectiveness of emergency responses to hazardous material accidents
- Conduct special studies on safety problems
- Maintain official US census of aviation accidents and incidents
- Review appeals from airmen, mechanics, and repairmen who have been assessed civil penalties by the Federal Aviation Administration (FAA)
- Review appeals from airmen and merchant seamen whose certificates have been revoked or suspended by the US Coast Guard (USCG)

Continued

ABOUT THE NTSB *(continued)*

Since its inception, the NTSB has investigated more than 142,800 aviation accidents and thousands of surface transportation accidents. The NTSB has issued more than 14,300 safety recommendations to more than 2,300 recipients in all transportation modes as a result of its investigations. Since 1990, the NTSB has published a “[Most Wanted List](#)” of transportation safety improvements, highlighting safety-critical actions that the DOT modal administrations, the USCG, and others should take to help prevent accidents and save lives. The NTSB does not have authority to regulate transportation equipment, personnel, or operations or to initiate enforcement action. However, based on its reputation for objectivity and thoroughness, the NTSB has achieved such success in shaping transportation safety judgments that those who are in a position to affect transportation safety changes have accepted more than 72 percent of the agency’s recommendations from 2011 to 2015.

The NTSB has five Board Members, each nominated by the President and confirmed by the Senate to serve 5-year terms. One Member is designated by the President as Chairman and another as Vice Chairman for 2-year terms. The chairmanship requires separate Senate confirmation. When there is no designated Chairman, the Vice Chairman serves as Acting Chairman.



Figure 1: Vice Chairman T. Bella Dinh-Zarr, briefs the media on NTSB investigation of El Faro accident.



Figure 2: From left to right, Chairman Hart, Members Robert Sumwalt and Earl Weener listen to witnesses on the second day of the NTSB hearing into the January 12, 2015 Washington Area Metropolitan Transit Authority (WMATA) electrical arcing/smoke event at L’Enfant Plaza Station.



NTSB REGIONAL OFFICES

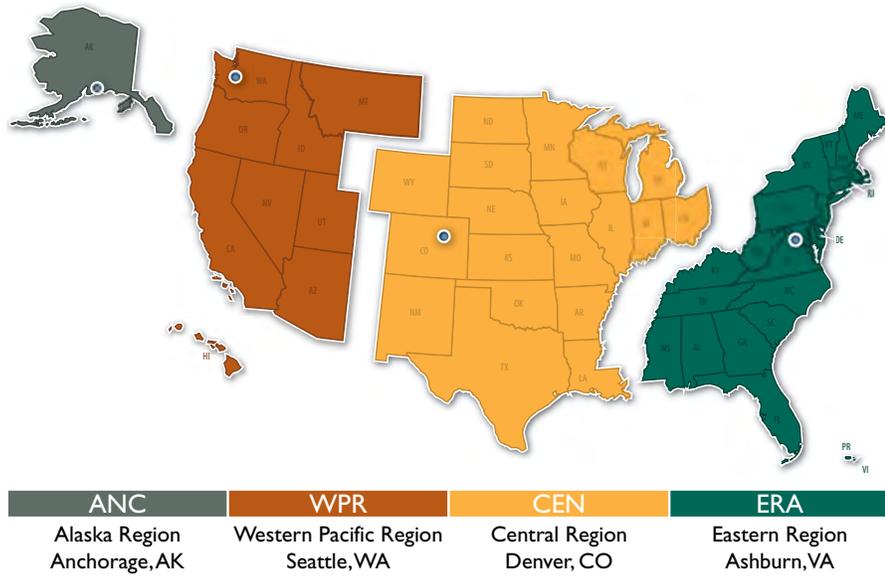


Figure 3: NTSB Regional Offices

NTSB ORGANIZATION & PROGRAM STRUCTURE

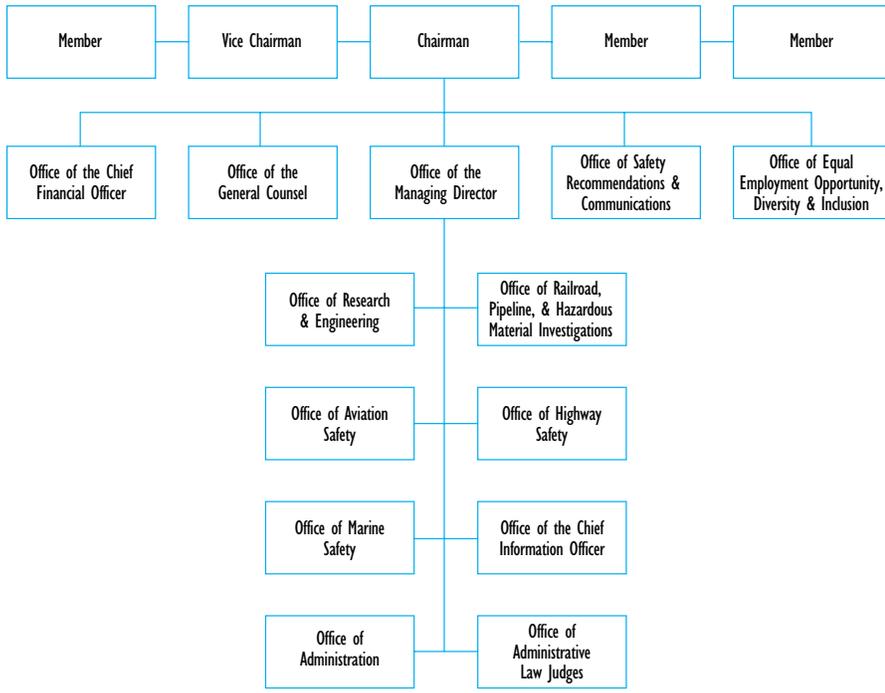


Figure 4: NTSB Organization Chart

Table 1: 2015 NTSB at a Glance

| 2015 NTSB AT A GLANCE SAFETY STATISTICS | |
|--|------|
| RECOMMENDATIONS | |
| Recommendations Issued | 161 |
| Urgent Recommendations Issued | 15 |
| Recommendations Implemented ¹ | 102 |
| Urgent Recommendations Implemented | 7 |
| Recommendations Closed Unacceptable | 29 |
| ACCIDENT LAUNCHES | |
| Major Accident Launches | 23 |
| Regional/Field Accident Launches | 237 |
| International Accident Launches | 8 |
| REPORTS AND PRODUCTS ADOPTED BY THE NTSB BOARD | |
| Major Reports | 12 |
| Accident Briefs | 1608 |
| Special Investigation Reports, Public Hearings or Forums | 5 |
| Safety Alerts and Videos | 14 |
| Safety Studies | 1 |
| Other Products Produced | 17 |
| RESEARCH AND ENGINEERING LABORATORY | |
| Vehicle Recorders Received | 587 |
| Vehicle Recorders Readout | 655 |
| Material Laboratory Exam Reports | 239 |
| Vehicle Performance Products | 44 |
| ADVOCACY | |
| Safety Advocacy Events | 181 |
| AVIATION CERTIFICATE APPEALS | |
| Total Cases Received | 268 |
| Total Cases Closed | 208 |
| Emergency Cases Closed | 114 |

¹ Implemented is defined as closed in an acceptable status. Acceptable statuses include "Closed-Acceptable Action," "Closed-Acceptable Alternate Action," and "Closed-Exceeds Recommended Action."



Office of Aviation Safety

The mission of the Office of Aviation Safety (AS) is to accomplish the following: (1) Investigate all air carrier, commuter, and air taxi accidents; in-flight collisions; fatal and nonfatal general aviation accidents; and certain public aircraft accidents; (2) Participate in the investigation of major airline crashes in foreign countries that involve US carriers, US-manufactured or designed equipment, or US-registered aircraft to fulfill US obligations under International Civil Aviation Organization agreements; and (3) Conduct investigations concerning safety issues that extend beyond a single accident to examine specific aviation safety problems from a broader perspective.

AS is responsible for investigating domestic aviation accidents and incidents (about 1,750 annually) and for proposing probable causes for the NTSB's Board's approval. Working with other offices within the NTSB, AS develops recommendations to prevent the recurrence of similar accidents and incidents for the purpose of improving aviation safety.

AS conducts investigative activities through four specialty divisions based in Washington, DC, and four regional office sites located throughout the country, including Hawaii. International aviation activities are coordinated from the Washington, DC, office.

Table 2: CY 2015 AS Statistics

| | |
|--|------|
| Safety Recommendations Issued | 34 |
| Safety Recommendations Implemented | 47 |
| Safety Recommendations Closed Unacceptable | 23 |
| Major Reports | 3 |
| Accident Briefs | 1574 |
| Major Accident Launches | 6 |
| Regional Accident Launches | 199 |
| International Accident Launches | 5 |
| Safety Alerts and Videos | 8 |
| Other Products Produced | 7 |

COMPLETED INVESTIGATIONS

Steep Climb and Uncontrolled Descent during Takeoff, National Air Cargo, Inc., dba National Airlines, Boeing 747 400 BCF, N949CA Bagram, Afghanistan (7 fatalities, 0 injuries)

On April 29, 2013, a Boeing 747-400 BCF, N949CA, operated by National Air Cargo, Inc., dba National Airlines, crashed shortly after takeoff from Bagram Air Base, Bagram, Afghanistan. All seven crewmembers—the captain, first officer, loadmaster, augmented captain and first officer, and two mechanics—died, and the airplane was destroyed from impact forces and postcrash fire. The 14 *Code of Federal Regulations* (CFR) Part 121 supplemental cargo flight, which was operated under a multimodal contract with the US Transportation Command, was destined for Dubai World Central–Al Maktoum International Airport, Dubai, United Arab Emirates.

The NTSB determined that the probable cause of this accident was National Airlines' inadequate procedures for restraining special cargo loads, which resulted in the loadmaster's improper restraint of the cargo, which moved aft and damaged hydraulic systems nos. 1 and 2 and horizontal stabilizer drive mechanism components, rendering the airplane uncontrollable. Contributing to the accident was the FAA's inadequate oversight of National Airlines' handling of special cargo loads.

As a result of this investigation, the NTSB made safety recommendations to the FAA.

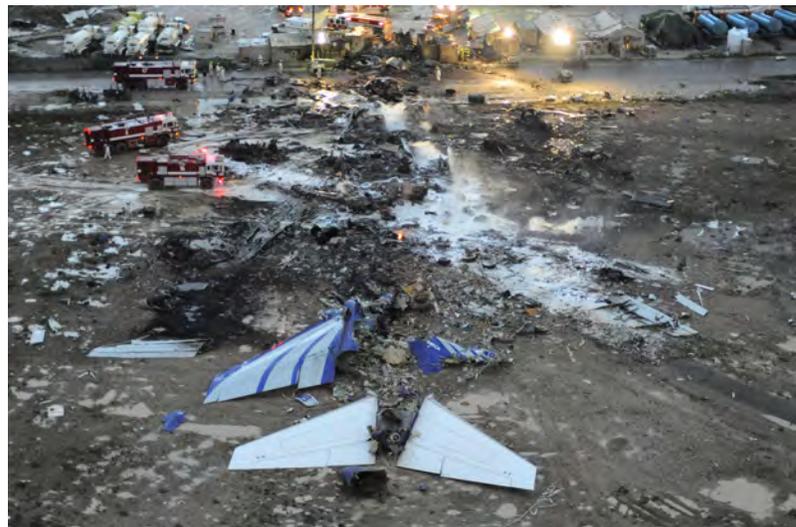


Figure 5: Wreckage of the aircraft in the Bagram accident showing the location of the aft pressure bulkhead pieces.

■ **In-Flight Breakup during Test Flight Scaled Composites SpaceShipTwo, N339SS**

Near Koehn Dry Lake, California (1 fatality, 1 injury)

On October 31, 2014, the SpaceShipTwo (SS2) reusable sub-orbital rocket, N339SS, operated by Scaled Composites LLC (Scaled), broke up into multiple pieces during a rocket-powered test flight and impacted terrain over a 5-mile area near Koehn Dry Lake, California. The pilot received serious injuries, while the copilot was fatally injured. SS2 was destroyed, and no one on the ground was injured as a result of the falling debris. SS2 had been released from its launch vehicle, WhiteKnightTwo, N348MS, about 13 seconds before the structural breakup. Scaled was operating SS2 under an experimental permit issued by the FAA's Office of Commercial Space Transportation according to the provisions of 14 CFR Part 437.

The NTSB determined that the probable cause of this accident was Scaled Composites' failure to consider and protect against the possibility that a single human error could result in a catastrophic hazard to the SpaceShipTwo vehicle. This failure set the stage for the copilot's premature unlocking of the feather system as a result of time pressure and vibration and loads that he had not recently experienced, which led to uncommanded feather extension and the subsequent aerodynamic overload and in-flight breakup of the vehicle.

As a result of this investigation, the NTSB issued safety recommendations to the FAA and to the Commercial Spaceflight Federation.



Figure 6: Main wreckage of SpaceShipTwo near Koehn Dry Lake, California.

■ **Runway Overrun during Rejected Takeoff, Gulfstream Aerospace Corporation G-IV, N121JM**

Bedford, Massachusetts (7 fatalities, 0 injuries)

On May 31, 2014, a Gulfstream Aerospace Corporation G-IV, N121JM, registered to SKTravel, LLC, and operated by Arizin Ventures, LLC, crashed after it overran the end of runway 11 during a rejected takeoff at Laurence G. Hanscom Field, Bedford, Massachusetts. The airplane rolled through the paved overrun area and across a grassy area, collided with approach lights and a localizer antenna, passed through the airport's perimeter fence, and came to a stop in a ravine. The two pilots, a flight attendant, and four passengers died. The airplane was destroyed by impact forces and a postcrash fire. The corporate flight, which was destined for Atlantic City International Airport, Atlantic City, New Jersey, was conducted under the provisions of 14 CFR Part 91. An instrument flight rules flight plan was filed. Night visual meteorological conditions prevailed at the time of the accident.

The NTSB determined that the probable cause of this accident was the flight crewmembers' failure to perform the flight control check before takeoff, their attempt to take off with the gust lock system engaged, and their delayed execution of a rejected takeoff after they became aware that the controls were locked. Contributing to the accident were the flight crew's habitual noncompliance with checklists, Gulfstream Aerospace Corporation's failure to ensure that the G-IV gust lock/throttle lever interlock system would prevent an attempted takeoff with the gust lock engaged, and the Federal Aviation Administration's failure to detect this inadequacy during the G-IV's certification.

As a result of this investigation, the NTSB issued safety recommendations to the FAA, the International Business Aviation Council, and the National Business Aviation Association.



Figure 7: Aerial view of the airport's runway and overrun area with the burned Gulfstream Aerospace Corporation airplane wreckage in the foreground beyond the perimeter fence.

■ **Crash following Takeoff, deHavilland DHC3 Otter
Soldotna, Alaska (10 fatalities, 0 injuries)**

On July 7, 2013, a deHavilland DHC-3 Otter airplane, N93PC, collided with terrain shortly after takeoff from Soldotna Airport, Soldotna, Alaska. The commercial pilot and nine passengers were fatally injured, and the airplane was destroyed. The airplane was registered to Rediske Family Limited Partnership, Nikiski, Alaska, and was operated by Rediske Air, Nikiski, Alaska, under the provisions of 14 CFR Part 135 as an on-demand charter flight. Visual meteorological conditions prevailed, and no flight plan was filed for the flight, which was destined to Bear Mountain Lodge, about 90 miles southwest of Soldotna.

The NTSB determined that the probable cause of this accident was the operator's failure to determine the actual cargo weight, leading to the loading and operation of the airplane outside of the weight and center of gravity limits contained in the airplane flight manual, which resulted in an aerodynamic stall. Contributing to the accident was the Federal Aviation Administration's failure to require weight and balance documentation for each flight in 14 CFR Part 135 single-engine operations.

As a result of this investigation, the NTSB issued a recommendation to the FAA.



Figure 8: DeHavilland DHC-3 Otter wreckage with burned fuselage and tail and wings

■ **Hard Landing, Southwest Airlines Flight 345, Boeing 737
Flushing, New York (0 fatalities, 8 minor injuries)**

On July 22, 2013, a Boeing 737-700, N753SW, operated as Southwest Airlines flight 345, landed hard on runway four at LaGuardia International Airport. Of the 144 passengers and five crewmembers on board, eight sustained minor injuries, and the airplane was substantially damaged. The flight was operated under the provisions of 14 CFR Part 121 and had departed from Nashville International Airport, Nashville, Tennessee, about 1433 central daylight time. Visual meteorological conditions prevailed at the time of the accident flight, which operated on an instrument flight rules flight plan.



Figure 9: Southwest Airlines 737 at rest on its nose with the emergency evacuation slides extended.

The NTSB determined that the probable cause of this accident was the captain's attempt to recover from an unstabilized approach by transferring airplane control at low altitude instead of performing a go-around. Contributing to the accident was the captain's failure to comply with standard operating procedures.

No safety recommendations were issued for this investigation.

■ **Loss of Hydraulic Systems after Departure, JetBlue Airways
Flight 194, Airbus A320-232
Las Vegas, Nevada (0 fatalities, 0 injuries)**

On June 17, 2012, JetBlue Airways flight 194, an Airbus A320-232, N552JB, experienced a loss of two of its three hydraulic systems after departure from McCarran International Airport. After restoring one of the lost hydraulic systems and flying a holding pattern to burn off fuel, the flight crew returned to land at LAS and the airplane was towed to the gate. The flight was operating under the provisions of 14 CFR Part 121 as a regularly scheduled passenger flight with an intended destination of John F. Kennedy International Airport, Jamaica, New York. Visual meteorological conditions prevailed at the time of the incident.

The NTSB determined that the probable cause of this accident was the failure of the right main landing gear door retraction flexible hydraulic line in the Green hydraulic system, which led to prolonged operation of the power transfer unit and subsequent overheating and loss of pressure in the Yellow hydraulic system, resulting in the airplane's operation with only one hydraulic system. Contributing to the incident was the lack of incorporation of aircraft manufacturer service bulletins that describe procedures for aircraft modifications intended to prevent this occurrence.

No safety recommendations were issued for this investigation.

ONGOING INVESTIGATIONS

(as of December 31, 2015)

- [British Aerospace Hawker crash short of airport, Akron, Ohio, November 10, 2015](#)
- [British Airways uncontained engine failure, Las Vegas, Nevada, September 8, 2015](#)
- [Midair collision between Cessna 172 and Sabreliner, San Diego, California, August 16, 2015](#)
- [Midair collision between Cessna 150 and F-16, Moncks Corner, South Carolina, July 7, 2015](#)
- [Airbus Helicopters AS350B3e crash after takeoff and postcrash fire, Frisco, Colorado, July 3, 2015](#)
- [deHavilland Otter sightseeing flight impact with terrain, Ketchikan, Alaska, June 25, 2015](#)
- [Delta Airlines runway excursion, Flushing, New York, March 5, 2015](#)
- [Embraer Phenom 500 crash on approach, Gaithersburg, Maryland, December 8, 2014](#)
- [US Airways aborted takeoff, Philadelphia, Pennsylvania, March 13, 2014](#)
- [Cessna 208B crash short of airport, St. Mary's, Alaska, November 29, 2013](#)

INTERNATIONAL ACCIDENT INVESTIGATIONS

The NTSB participates in the investigation of aviation accidents and serious incidents outside the United States in accordance with the Chicago Convention of the International Civil Aviation Organization (ICAO) and the Standards and Recommended Practices (SARPS) provided in Annex 13 to the Convention.

If an accident or serious incident occurs in a foreign state involving a civil aircraft of US registry, a US operator, or an aircraft of US design or manufacture, and the foreign state is a signatory to the ICAO Convention, that state is responsible for the investigation. In accordance with the ICAO Annex 13 SARPS, upon receipt of ICAO notification of the accident or serious incident, the NTSB designates a US-accredited representative and appoints advisors to carry out the obligations, receive the entitlements, provide consultation, and receive safety recommendations from the state of occurrence.

If an accident or serious incident occurs in a foreign state not bound by the provisions of Annex 13 to the ICAO Convention, if a foreign state delegates all or part of an investigation by mutual consent to the NTSB, or if the accident or serious incident involves a public aircraft, the conduct of the investigation shall be in consonance with any agreement entered into between the United States and the foreign state.

The following are ongoing major international investigations:

- On October 31, 2015, it was reported that an Airbus A321, operated by Metrojet, was destroyed in an accident in central Sinai, Egypt. There were no survivors and the airplane was destroyed. Metrojet flight 9268 took off from Sharm el Sheikh at 0549 hours local time [(03:49 Coordinated Universal Time (UTC))]. Last altitude recorded was 27,925 feet at a speed of 62 knots. The Egyptian Central Directorate of Aircraft Accident Investigation, Ministry of Civil Aviation, is investigating. The engines for the accident aircraft were IAEV2533-A5 engines, which are US-designed (Pratt and Whitney); one engine was manufactured in the United States and one was manufactured in Germany (Rolls Royce). The NTSB appointed a US-accredited representative in accordance with ICAO Annex 13, because the United States is of design and manufacture for the engines.
- On October 30, 2015, a US-registered [Augusta Westland tilt rotor \(AW609\), N609AG](#), crashed during a test flight near Tronzano Vercellese, Italy. Both crewmembers aboard were fatally injured. The accident is being investigated by the Agenzia Nazionale Per La Sicurezza Del Volo. The NTSB appointed a US-accredited representative in accordance with ICAO Annex 13, because the United States is the state of registry of the aircraft.
- On September 4, 2015 a CEIBA Airlines Boeing 737-800 and a Senegalair Hawker Siddeley HS-125 collided at 35,000 ft. over Tambacounda, Senegal. The Boeing 737 landed without further incident at Malabo, Equatorial Guinea. The HS-125 continued on its route without further radio transmissions to air traffic control and disappeared over the Atlantic Ocean, about 60 miles east of its destination of Dakar, Senegal. The search for the aircraft was unsuccessful. All seven persons on board were presumed to be fatally injured. The Senegal Bureau of Accident Investigation is investigating the accident. The NTSB appointed a US-accredited representative in accordance with ICAO Annex 13, because the United States is the state of manufacture of the aircraft.
- On August 12, 2015, a [Bristow Helicopters Sikorsky S-76C](#) crashed en route from an offshore oil platform to Lagos, Nigeria. Of the 12 passengers and crew on board, six were fatally injured. The Nigeria Accident Investigation Bureau is investigating the accident. The NTSB appointed a US-accredited representative in accordance with ICAO Annex 13, because the United States is the state of manufacture of the helicopter.
- On March 8, 2014, [Malaysia Airlines flight MH370, a Boeing 777-200](#), was declared missing while en route from Kuala Lumpur International Airport, Kuala Lumpur, Malaysia, to Beijing-Capital International Airport, Beijing, China. There were 227 passengers and 12 crewmembers aboard. The Air Accident Investigation Bureau of Malaysia is investigating the accident. The NTSB appointed a US-accredited representative in accordance with ICAO Annex 13, because the United States is the state of manufacture and design of the airplane.

- On July 24, 2014, [Air Algérie flight AH5017](#), a [McDonnell Douglas MD-83](#), crashed near Gossi, Mali, while en route from Ouagadougou Airport, Ouagadougou, Burkina Faso, to Algiers-Houari Boumediene Airport (ALG), Algiers, Algeria. All 110 passengers and six crewmembers aboard were fatally injured. The accident is being investigated by a Malian Commission of Inquiry. The NTSB appointed a US-accredited representative in accordance with ICAO Annex 13, because the United States is the state of manufacture and design of the airplane.

PUBLIC FORUMS AND SAFETY SEMINARS

■ Safety Seminar: [Instructional Accidents](#)

On July 11, 2015, the NTSB presented a seminar at the NTSB Training Center highlighting the lessons learned from NTSB's accident investigations involving instructional accidents. The goal of the seminar was to give the general aviation community the tools to further decrease the rate of training-related accidents.

■ Public Forum: [Humans and Hardware: Preventing General Aviation In-flight Loss of Control](#)

On October 14, 2015, the NTSB held a forum to examine the problem of loss-of-control crashes in general aviation, and explore possible solutions. Topics addressed included an overview of the types of loss of control accidents, human performance and medical issues, potential training improvements, and technological enhancements that can reduce loss of control accidents.

■ Safety Seminar: [Air Traffic Control](#)

On December 12, 2015, the NTSB presented a seminar at the NTSB Training Center regarding air traffic control in the general aviation environment. The NTSB partnered with the FAA for this useful and educational seminar. Attendees heard from local FAA Air Traffic Controllers, who discussed policies and procedures that are important for pilots to understand while navigating through one of the most complex and busiest airspace locales in the Washington DC Terminal area. They also discussed phraseology and communication procedures for pilots to be able to navigate the local airspace with ease.

SAFETY ALERTS AND VIDEOS

- [Mastering Mountain Flying \(SA-039\)](#)
- [Understanding Flight Experience \(SA-040\)](#)
- [Pilots: Perform Advanced Pre-flight after Maintenance \(SA-041\)](#)
- [Mechanics: Prevent Misrigging Mistakes \(SA-042\)](#)
- [Safety Video: Airplane Misrigging: Lessons Learned from a Close Call \(SA-042\)](#)
- [Safety Video: Procedural Compliance](#)
- [See and Be Seen: Your Life Depends on It \(SA-045\)](#)
- [Flight Control Locks: Overlooking the Obvious \(SA-048\)](#) ■

Office of Highway Safety

The Office of Highway Safety (HS) investigates accidents that have a significant impact on public confidence in highway transportation safety, that highlight national safety issues, or that generate high public interest and media attention. Such accidents may include collapses of highway bridge or tunnel structures, mass casualties and injuries on public transportation vehicles (such as motorcoaches and school buses), collisions at highway–rail grade crossings, and accidents that involve new safety issues or technologies. In addition, HS conducts studies based on trends emerging from NTSB accident investigations as well as other research and accident data to identify common risks or underlying causes of accidents. To accomplish these tasks, HS is organized into two primary units: the Investigations Division and the Report Development Division.



Figure 10: Postcrash fire engulfing FedEx Freight truck double trailers and Silverado motorcoach in Orland, California.

Table 3: CY 2015 HS Statistics

| | |
|---|----|
| Safety Recommendations Issued | 44 |
| Safety Recommendations Implemented | 25 |
| Safety Recommendations Closed Unacceptable | 2 |
| Major Reports | 3 |
| Major Accident Launches | 4 |
| Field Investigation Accident Launches | 4 |
| Special Investigation Reports/Public Forums | 3 |
| Safety Alerts and Videos | 4 |
| Other Products Produced | 9 |

COMPLETED INVESTIGATIONS

Truck-Tractor Double Trailer Median Crossover Collision with Motorcoach and Postcrash Fire on Interstate 5 Orland, California (10 fatalities, 39 injuries)

On April 10, 2014, a 2007 Volvo truck-tractor in combination with double trailers, operated by FedEx Freight, Inc., was traveling southbound in the right lane of Interstate 5 (I-5) in Orland, California. At the same time, a 2014 Setra motorcoach, operated by Silverado Stages, Inc., was traveling northbound on I-5 in the right lane. In the vicinity of milepost 26, the combination vehicle moved into the left lane, entered the 58-foot-wide center median, and traveled into the northbound traffic lanes of I-5.

The truck-tractor collided with a 2013 Nissan Altima four-door passenger car, which then rotated counterclockwise and departed the highway to the east. The truck-tractor continued moving south in the northbound lanes and collided with the front of the motorcoach, before both vehicles partially departed the highway to the east.

A postcrash fire ensued. Both the truck and the motorcoach drivers died, along with eight motorcoach passengers. The remaining 37 motorcoach passengers received injuries of varying degrees. The two occupants of the passenger car received minor injuries.

The safety issues identified in the investigation included the following:

- Lack of adequate fire performance standards for commercial passenger vehicle interiors.
- Pretrip safety briefings for commercial passenger vehicles.
- Improvements in commercial passenger vehicle design to facilitate evacuation.
- Event data recorder survivability for crash reconstruction and safety improvements.

The NTSB determined that the probable cause of the Orland, California, crash was the inability of the FedEx Freight truck driver to maintain control of the vehicle due to his unresponsiveness for reasons that could not be established from available information. Contributing to the severity of some motorcoach occupant injuries were high impact forces; the release of combustible fluids, leading to a fast-spreading postcrash fire; difficulties in motorcoach egress; and lack of restraint use.

As a result of this investigation, the NTSB issued safety recommendations to the National Highway Traffic Safety Administration (NHTSA) and to the Federal Motor Carrier Safety Administration (FMCSA). The NTSB also reiterated safety recommendations to NHTSA and reclassified a recommendation to FMCSA.

■ **Multivehicle Work Zone Crash on Interstate 95** *Cranbury, New Jersey (1 fatality, 9 injuries)*

On Saturday, June 7, 2014, a 2011 Peterbilt truck-tractor in combination with a 2003 Great Dane semitrailer operated by the motor carrier Walmart Transportation LLC (Walmart Transportation truck) was traveling northbound on the New Jersey Turnpike (part of Interstate 95) near Cranbury, New Jersey, in the center lane of the three-lane roadway. Near milepost 71.4, the Walmart Transportation truck encountered traffic that had slowed to less than 10 mph along a construction corridor, due to closure of the center and right-hand lanes. The truck was traveling 65 mph in a nighttime work zone that had a posted speed limit of 45 mph.

The Walmart Transportation truck struck the left rear of a slowly moving 2012 Mercedes-Benz limo van that was in the center lane. The impact from the Walmart Transportation truck accelerated the limo van forward and caused it to turn to the right. The limo van collided with a 2006 Freightliner tractor-trailer traveling in the right lane. Contact from the Freightliner and Walmart Transportation trucks forced the limo van to roll over one quarter turn onto its left (driver) side. During its roll, the limo van struck the rear of a 2011 Buick Enclave, which then struck the rear of a 2011 Ford F-150 pickup truck. The limo van came to rest overturned onto its left (driver) side across the center lane. After striking the limo van, the Walmart Transportation truck continued into the left lane and struck a 2005 Nissan Altima in the rear before colliding with a guardrail and stopping on the shoulder against a concrete barrier.

Twenty-one people in six vehicles were involved in the crash. As a result of the crash, one limo van passenger, who had been riding in the vehicle's passenger compartment, died on scene, and the other four passengers in the compartment were seriously injured. Five additional people had minor injuries.

The safety issues identified in the report included the following:

- Enacting programs to address driver fatigue.
- Improving work zone safety, including reducing vehicle speeds.
- Assessing both the limitations and means of enhancing, in-vehicle forward collision warning systems.
- Using the safety data available through critical event recording systems.
- Increasing passenger awareness of occupant restraint systems in passenger vehicles and ensuring that vehicle modifications do not reduce safety.
- Creating an acceptable minimum standard of care to be provided by emergency medical providers.

The NTSB determined that the probable cause of the Cranbury, New Jersey, crash was the Walmart Transportation LLC truck driver's fatigue, due to his failure to obtain sleep before reporting for duty, which resulted in his delayed reaction to slowing and stopped traffic ahead in an active work zone and his operation of the truck at a speed in excess of the posted limit. Contributing



Figure 11: Three-dimensional scan showing the damage to the driver's side of the Mercedes-Benz limo van.

to the severity of the injuries was the fact that the passengers seated in the passenger compartment of the limo van were not using available seat belts and properly adjusted head restraints.

As a result of this investigation, the NTSB issued safety recommendations to the Federal Highway Administration (FHWA), NHTSA, the New Jersey Department of Health—Office of Emergency Medical Services, New Jersey State First Aid Council, National Limousine Association, Walmart Transportation LLC, and to the Bendix Commercial Vehicle Systems LLC, Detroit Diesel Corporation, and Meritor WABCO Vehicle Control Systems. The NTSB also reiterated safety recommendations to FMCSA and NHTSA.

■ **Truck-Tractor Semitrailer Median Crossover Collision with Medium-Size Bus on Interstate 35** *Davis, Oklahoma (4 fatalities, 13 injuries)*

On September 26, 2014, a 2013 Peterbilt truck-tractor in combination with a 2014 Great Dane semitrailer, operated by Quickway Transportation Inc., was traveling north in the left lane of Interstate 35 (I-35) near Davis, Oklahoma. About the same time, a 2008 Champion Defender 32-passenger medium-size bus—transporting 15 members of the North Central Texas College softball team—was traveling south in the right lane of I-35.

In the vicinity of milepost 47, after negotiating a slight rightward curve at a speed of about 72 mph, the truck-tractor departed the left lane and entered the 100-foot-wide depressed earthen median. The truck-tractor continued through the median, traveling over 1,100 feet without evidence of braking or steering. The combination vehicle then entered the southbound lanes of I-35 and collided with the bus.

Following the impact, the bus rolled onto its right side, and the truck-tractor continued off the roadway into a wooded area. As a result of the crash, four passengers on the bus were fully or partially ejected and died, and both drivers and the remaining passengers were injured.

The safety issues identified in the investigation included the following:

- Truck driver's drug use.
- Passenger restraint systems.
- Crashworthiness of medium-size buses.
- Vehicle data recording.
- Median barriers.

The NTSB determined that the probable cause of the crash was the failure of the truck-tractor driver to control his vehicle due to incapacitation likely stemming from his use of synthetic cannabinoids. Contributing to the severity of injuries were the lack of restraint use by the bus passengers and the lack of appropriate crashworthiness standards for medium-size buses.

As a result of this investigation, the NTSB issued safety recommendations to FMCSA, NHTSA, FHWA, the 50 states, the District of Columbia, and Puerto Rico; the American Trucking Associations, American Bus Association, United Motorcoach Association, Owner-Operator Independent Drivers Association, and Commercial Vehicle Safety Alliance; and the American Association of Community Colleges. The NTSB also reiterated safety recommendations to NHTSA, FHWA and to the American Association of State Highway and Transportation Officials; and reclassified a safety recommendation to the governors and legislatures of the 50 states, US territories, and District of Columbia.



Figure 12: Driver side of bus postcrash, near Davis, Oklahoma, with all main windows broken out and outer body panels missing.



Figure 13: Right side of school bus involved in the Port St. Lucie, Florida, accident.

SAFETY & SPECIAL INVESTIGATION REPORTS

■ Safety Report: Commercial Vehicle Onboard Video Systems

The NTSB has investigated many highway accidents where onboard video systems recorded critical crash-related information. This safety report discussed two recent crashes where continuous video systems were installed on commercial vehicles. In a 2012 school bus crash in [Port St. Lucie, Florida](#), the video recording system captured all three phases of the crash, including precrash driver and passenger behaviors and vehicle motion; vehicle and occupant motion during the crash; and postcrash events, such as passenger evacuation, short-term injury outcomes, and emergency response.

In a 2011 motorcoach crash in Kearney, Nebraska, the video recording system captured critical precrash information but had certain limitations that negated the potential benefits of crash and postcrash event data. The safety report summarized the analysis of the onboard video systems from these two crashes. Further, to advance biomechanical and pediatric trauma-based research, it presented the video analysis and subsequent extensive injury documentation from the Port St. Lucie investigation.

As a result of the safety report, the NTSB issued safety recommendations to NHTSA; to the American Bus Association, United Motorcoach Association, American Trucking Associations, American Public Transportation Association, National Association for Pupil Transportation, National Association of State Directors of Pupil Transportation Services, and National School Transportation Association; and to 15 manufacturers of onboard video systems.

■ Special Investigation Report: The Use of Forward Collision Avoidance Systems to Prevent and Mitigate Rear-End Crashes

Over a three-year period, the NTSB investigated nine rear-end accidents involving passenger or commercial vehicles striking the rear of another vehicle—the result of which was 28 fatalities and 90 injured people.

In 2012, rear-end crashes resulted in 1,705 fatalities and represented almost half of all two-vehicle crashes. The special investigation report reviewed the previous recommendations made by the NTSB pertaining to the reduction of rear-end crashes and examined recent collision avoidance technologies that would aid in their prevention.



Figure 14: Kenworth truck-tractor combination and Ford Expedition following a six fatality rear-end crash in Elizabethtown, Kentucky.

The report concluded that collision warning systems, particularly when paired with active braking, could significantly reduce the frequency and severity of rear-end crashes. As a result of this report, the NTSB issued safety recommendations to NHTSA and to vehicle manufacturers, both passenger and commercial. In addition, the NTSB reiterated safety recommendations to NHTSA and reclassified safety recommendations to NHTSA.

■ Special Investigation Report: Selected Issues in Passenger Vehicle Tire Safety

In 2013, a total of 539 people died in tire-related crashes in passenger vehicles. Each year, about 33,000 passenger vehicle tire-related crashes occur, resulting in about 19,000 injuries. Most tire-related crashes are preventable and, although actions that could reduce injuries and deaths related to tire failure are known, they continue to be debated rather than implemented.

In February 2014, the NTSB investigated two fatal tire-related motor vehicle crashes in which the initiating event was tire tread separation. The first crash occurred in Centerville, Louisiana, and it involved a sport utility vehicle (SUV) and a school bus. The SUV was traveling westbound on US Highway 90 when its left rear tire experienced a tread separation and sudden air loss. The second crash occurred in Lake City, Florida, and it involved a 15-passenger van occupied by three adults and seven children. The van was traveling northbound on Interstate 75 when its left rear tire sustained a complete tread separation.

The NTSB also conducted limited investigations in 2014 of two additional fatal crashes caused by tire failure—one involving a pickup truck that experienced a tread separation on its left front tire in Eloy, Arizona, and the other involving an SUV that experienced a tread separation on its right rear tire in Patterson, California. Overall, as a result of these crashes, 12 people died and 42 people were injured.

The special investigation report summarized the NTSB's investigative efforts on tire-related passenger vehicle crashes, discussed the safety issues uncovered during NTSB investigations, and made recommendations to prevent or mitigate the severity of tire-related crashes. As a result of this report, the NTSB issued safety recommendations to NHTSA; to the American Automobile Association and the Rubber Manufacturers Association and to major tire manufacturers.



Figure 15: A 15-passenger van rolled over on its driver's side following a tire tread separation in Lake City, Florida.

ONGOING INVESTIGATIONS

(as of December 31, 2015)

- Motorcoach departed highway and collided with a concrete bridge pillar in Little Rock, Arkansas, November 6, 2015
- Passenger vehicle impacted pedestrians participating in a homecoming parade, Stillwater, Oklahoma, October 24, 2015
- A Duck Tour amphibious vehicle collided with a motor coach on the Aurora Bridge, Seattle, Washington, September 24, 2015
- School bus collided with a bridge railing, departed the highway overpass, and landed on the roadway, Houston, Texas, September 15, 2015
- Tractor-trailer combination collided with stopped traffic in an active work zone, Chattanooga, Tennessee, June 25, 2015
- A 15-passenger van crossed through a T-intersection and into a ravine, Moore Haven, Florida, April 4, 2015
- A Metrolink commuter train collided with a truck in combination with a trailer at an active railroad grade crossing, Oxnard, California, February 24, 2015
- A bus operated by the Texas Department of Criminal Justice departed from the highway and collided with a train, Penwell, Texas, January 14, 2015
- Two school buses collided at an intersection, Knoxville, Tennessee, December 12, 2014
- A motorcoach rolled over on an exit ramp, Red Lion, Delaware, September 21, 2014
- School bus departed the roadway and collided with two trees, Anaheim, California, April 24, 2014
- Combination vehicle collided with a disabled truck-tractor semitrailer and two other vehicles stopped in traffic lane, Naperville, Illinois, January 27, 2014

SAFETY ALERTS AND VIDEOS

- [Commercial Vehicle Onboard Video Systems \(SA-043\)](#)
- [Drivers: Manage Tire Risks for a Safer Ride \(SA-044\)](#)
- [Addressing Deadly Rear-End Crashes: Forward Collision Avoidance Systems Can Save Lives \(SA-046\)](#)
- [The Impact of Oversize Loads on our Nation's Bridges \(SA-049\)](#) ■



Office of Marine Safety

The Office of Marine Safety (MS) investigates major marine accidents on or under the territorial waters of the United States, including accidents involving US-flagged merchant vessels worldwide and those involving both US public and nonpublic vessels in the same casualty. In addition, the office investigates selected catastrophic marine accidents or those of a recurring nature.

Table 4: CY 2015 MS Statistics

| | |
|--|----|
| Safety Recommendations Issued | 12 |
| Safety Recommendations Implemented | 3 |
| Safety Recommendations Closed Unacceptable | 1 |
| Major Reports | 3 |
| Major Accident Launches | 3 |
| Accident Briefs | 26 |
| Field Investigation Accident Launches (Briefs) | 34 |
| International Marine Investigations Completed | 2 |
| International Marine Launches | 3 |
| Other Products Produced | 1 |

The US Coast Guard (USCG) conducts preliminary investigations of all marine accidents and notifies the NTSB if an accident qualifies as a major marine casualty, which is defined as resulting in at least one of the following:

- The loss of six or more lives;
- The loss of a mechanically propelled vessel of 100 or more gross tons;
- Property damage initially estimated at \$500,000 or more; or
- Serious threat (as determined by the Coast Guard Commandant and concurred by the Chairman) to life, property, or the environment due to hazardous materials.

MS investigates and determines the probable cause of all major marine casualties. For select major marine casualties, the office launches a full investigation team and presents the investigative

product to the Board. In all other major marine casualties, MS launches marine investigators to the scene to gather sufficient factual information for developing a marine accident brief report. Most of these brief investigation reports are adopted by the MS director through delegated authority; the remainder are adopted by the Board.

MS is also responsible for overall management of the NTSB international marine safety program, under which MS investigates major marine casualties involving foreignflagged vessels in US territorial waters and US-flagged vessels involved in major marine casualties anywhere in the world. Accidents involving foreign-flagged vessels accounted for 27 percent of NTSB marine accident investigations in the past five years.

MS also participates with the Coast Guard in investigating serious marine casualties involving foreign-flagged vessels in international waters as a substantially interested state (SIS), for example, when a casualty involves a foreign-flagged cruise ship with US citizens on board. Every year, more than 10 million Americans are carried on board foreign-flagged cruise ships.

The international program involves reviewing US Administration position papers related to marine accident investigations and participating in select International Maritime Organization (IMO) meetings. In the last year, the NTSB attended IMO meetings about review and classification of maritime accidents and accident reporting, certification and training of mariners,

and technical standards and requirements for voyage data recorders.

Under the MS international program, the NTSB coordinates with other US and foreign agencies to ensure consistency with IMO conventions, most notably in joint US-flagged state marine accident investigations. The NTSB also cooperates with other accident investigation organizations worldwide, such as the Marine Accident Investigators' International Forum, and track developments in marine accident investigation and prevention.

MS is organized into the Major Investigations Division and the Product Development Division.

WHO HAS THE LEAD: COAST GUARD OR NTSB?

In a memorandum of understanding (MOU) signed December 18, 2008, the NTSB and the Coast Guard agreed that when both agencies investigate a marine casualty, one agency will serve as the lead federal agency for the investigation. The NTSB Chairman and the Coast Guard Commandant, or their designees, will determine which agency will lead the investigation. The NTSB may lead the investigation of "significant marine casualties," defined in the MOU as a loss of three or more lives on a commercial passenger vessel; loss of life or serious injury to 12 or more persons on any commercial vessel; loss of a mechanically propelled commercial vessel of 1,600 or more gross tons; loss of life involving a highway, bridge, railroad, or other shore side structure; serious threat, as determined by the NTSB Chairman and the Coast Guard Commandant, or their designees, to life, property, or the environment by hazardous materials; and significant safety issues, as determined by the NTSB Chairman and the Coast Guard Commandant, or their designees, relating to Coast Guard marine safety functions. ■

COMPLETED INVESTIGATIONS

■ Collision between Bulk Carrier *Summer Wind* and the *Miss Susan* Tow *Houston Ship Channel (0 fatalities, 2 injuries)*

On March 22, 2014, the 607-foot-long bulk carrier *Summer Wind* with a Houston pilot on board collided with the 670-foot-long *Miss Susan* tow (a 70-foot-long towing vessel and two 300-foot-long tank barges loaded with fuel oil) in the Houston Ship Channel, Lower Galveston Bay, Texas. The visibility was restricted at the time due to fog. The bulk carrier was inbound to Port Bolivar, traveling in a north direction. The tow was bound for Port Bolivar on the east side of the Houston Ship Channel, traveling in an east direction.

The collision breached the hull of the forward tank barge in the *Miss Susan* tow, causing about 168,000 gallons of fuel oil to spill into the waterway. Two crewmembers on board the *Miss Susan* sustained minor injuries related to inhalation of fuel vapor. The total estimated damage was nearly \$1.38 million (excluding oil response and recovery efforts).

The NTSB determined that the probable cause of the collision was the *Miss Susan* captain's attempt to cross the Houston Ship Channel ahead of the *Summer Wind*, thereby impeding the passage of the bulk carrier, which could transit only within the confines of the channel. Contributing to the accident was the failure of the Houston pilot and the *Summer Wind* master to set a safe speed, given the restricted visibility and nearby towing vessel traffic, and the failure of the *Miss Susan* captain and the Houston pilot to establish early radio communication with one another. Also contributing to the accident was the failure of Vessel Traffic Service Houston/Galveston to interact with the two vessels in a developing risk of collision, and the lack of a Coast Guard vessel separation policy for the Bolivar Roads Precautionary Area.

As a result of this investigation, the NTSB issued safety recommendations to the USCG, Kirby Inland Marine, and the American Waterways Operators.

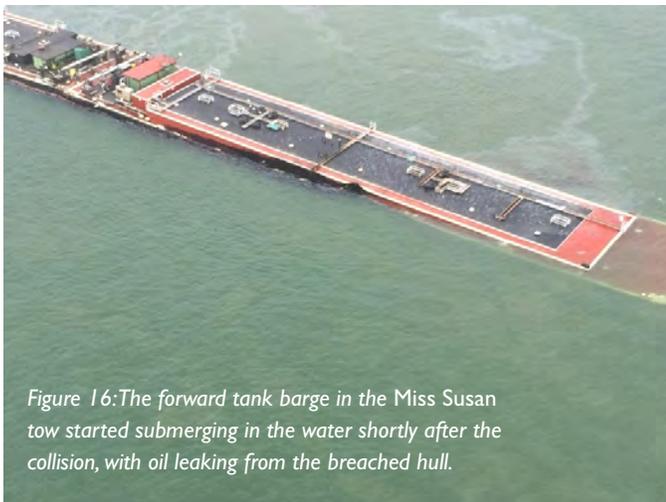


Figure 16: The forward tank barge in the *Miss Susan* tow started submerging in the water shortly after the collision, with oil leaking from the breached hull.

■ Collision between the *Riley Elizabeth* Tow and US Army Corps of Engineers Barge Plant *Waterproof, Louisiana (0 fatalities, 0 injuries)*



Figure 17: The towing vessel *Riley Elizabeth* on the Mississippi River, post-accident.

On July 18, 2014, the towing vessel *Riley Elizabeth* was pushing 30 barges on the Mississippi River at Kempe Bend, near Waterproof, Louisiana, when the vessel and two of its barges collided with a US Army Corps of Engineers (Corps of Engineers) barge plant conducting a revetment project. No one was injured in the accident; however, the collision resulted in an estimated \$100,000 in damage to the *Riley Elizabeth* and two of its barges and \$200,000 in damage to the barge plant.

The NTSB determined that the probable cause of the collision was the incomplete information provided by the Corps of Engineers about the extent of the obstruction in the waterway, and the failure of the *Riley Elizabeth* mate to determine the extent of the obstruction before starting the turn at Kempe Bend.

As a result of this investigation, the NTSB issued safety recommendations to the Corps of Engineers.

■ Allision of Crane Barge, Pushed by Towing Vessel *Cory Michael*, with the Florida Avenue Bridge *New Orleans, Louisiana (1 fatality, 0 injuries)*

On August 13, 2014, a crane barge transported by the towing vessel *Cory Michael* struck the raised lift span of the Florida Avenue Bridge while transiting on the Industrial Canal in New Orleans, Louisiana. The crane boom fell onto the towing vessel's upper wheelhouse, fatally injuring the captain. Damage to the crane and the vessel totaled \$2.3 million.

The NTSB determined that the probable cause of the allision was the captain's failure to establish the correct air draft of his tow and ensure that the bridge was raised to an adequate height before attempting the passage, and the failure of the bridge operator for the Port of New Orleans to raise the lift span to the fullest extent as required by regulations and port policy.

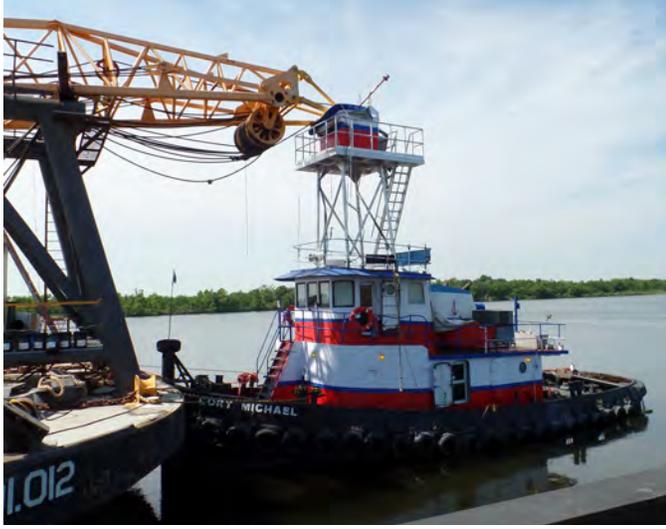


Figure 18: The crane boom on top of the Cory Michael's collapsed upper wheelhouse, after the accident.

As a result of this investigation, the NTSB issued safety recommendations to the USCG, the Port of New Orleans, Boh Bros. Construction, and the Occupational Safety and Health Administration.

■ **Grounding of Mobile Offshore Drilling Unit Kulluk**
Ocean Bay, Sitkalidak Island, Alaska (0 fatalities, 4 injuries)

The ice-class mobile offshore drilling unit *Kulluk*, owned by Shell Offshore, Inc. and operated by Noble Drilling, grounded in heavy weather near Ocean Bay on the eastern coast of Sitkalidak Island off Kodiak Island, Alaska, on December 31, 2012. The *Kulluk*, which was under tow by the ice-class anchor-handling tow supply vessel *Aiviq*, departed Captains Bay near Unalaska, Alaska, 10 days earlier for the Seattle, Washington, area for maintenance and repairs. Four crewmembers on the *Aiviq* sustained minor injuries. As a result of this accident, the *Kulluk* sustained substantial damage, including portions of the underwater hull, however no damage estimate was provided.

The NTSB determined that the probable cause of the grounding was Shell's inadequate assessment of the risk for its planned tow of the *Kulluk*, resulting in implementation of a tow plan insufficient to mitigate that risk.

No safety recommendations were issued for this investigation.

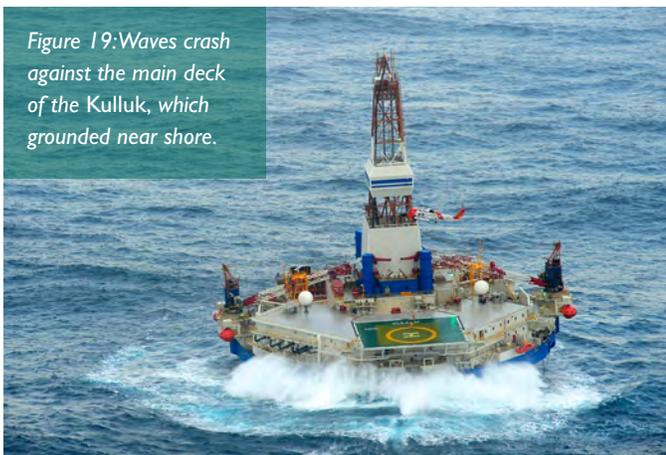


Figure 19: Waves crash against the main deck of the Kulluk, which grounded near shore.

■ **Collision of Bulk Carrier Mesabi Miner and US Coast Guard Cutter Hollyhock**
Lake Michigan, Michigan (0 fatalities, 0 injuries)

The Coast Guard cutter *Hollyhock* was breaking through ice west of the Straits of Mackinac on the morning of January 5, 2014, to establish a path for six merchant vessels heading west into Lake Michigan when it ran into thicker ice and had difficulty continuing ahead. The 1,004-foot-long *Mesabi Miner*, the first merchant vessel in the convoy, was unable to slow quickly enough to avoid striking the stern of the *Hollyhock* at 1042. No injuries or pollution resulted from the accident. Both vessels sustained significant damage, an estimated total of \$494,145 in repair costs, but remained operational.



Figure 20: The Mesabi Miner, as seen from the stern of the Hollyhock after the collision.

The NTSB determined that the probable cause of the collision was the lack of effective communications between the two vessels' bridge teams during icebreaking operations, which resulted in an insufficient amount of time to take action to avoid a collision.

No safety recommendations were issued for this investigation.

■ **Launch Capsizing of the Yacht *Baaden***
Anacortes, Washington (0 fatalities, 3 injuries)



Figure 21: The *Baaden* resting on the bottom at about a 65-degree angle on the day after the accident.

The newly built yacht *Baaden* was being launched sternfirst down the Fidalgo Marina boat ramp in Anacortes, Washington, with eight shipyard personnel on board when it capsized after entering the water on May 18, 2014. The yacht was salvaged but declared a constructive total loss, estimated at \$10 million. Three shipyard personnel who were trapped below deck for up to half an hour were treated for minor cuts and injuries at local hospitals. No pollution was reported.

The NTSB determined that the probable cause of the capsizing was the vessel's low margin of stability due to the combined effects of a recording error during the final vessel weigh, which resulted in an incorrect assessment of the vessel's center of gravity, and an overestimation of the weight of installed ballast.

No safety recommendations were issued for this investigation.

■ **Sinking of Tank Barge *Nash*, Towed by Towing Vessel *Calvin***
Point Conception, California (0 fatalities, 0 injuries)



Figure 22: A dive boat salvages the *Nash*, whose bow is protruding about 15 feet above the sea.

The tank barges *Nash* and *Kenny* were fully loaded with liquid magnesium chloride and being towed by the uninspected towing vessel *Calvin* from Guerrero Negro, Mexico, to British Columbia, Canada, when the *Nash* began to list noticeably to its starboard side about 1145 on June 8, 2014. Listing and trimming by the stern increased over the next 6 hours, and the Coast Guard directed the *Calvin* captain to tow the *Nash* to a nearby anchorage. About 1805, the *Nash* sank stern first in 240 feet of water, about 3 nautical miles west of Point Conception, California. Although salvaged, the yacht was declared a total constructive loss estimated at \$10 million. Three shipyard personnel were treated for minor cuts and injuries at local hospitals. The NTSB determined that the probable cause of the sinking was flooding of the aft starboard-side void tank. The mechanism for entry of flooding water to this tank could not be determined because the barge was not salvaged and was not available for examination after it sank.

No safety recommendations were issued for this investigation.

■ **Collision of Bulk Carrier *Flag Gangos* with Oil Tanker *Pamisos* and Floating Pier**
Gretna, Louisiana (0 fatalities, 0 injuries)



Figure 23: The *Flag Gangos* before the accident.

On August 12, 2014, the outbound bulk carrier *Flag Gangos* collided with the berthed oil tanker *Pamisos* on the Mississippi River at Gretna, Louisiana. The *Flag Gangos* subsequently allided with a pier at the facility where the *Pamisos* was berthed and the pier struck and damaged a fuel barge, *WEB235*, berthed behind the *Pamisos*. No one was injured, but about 1,200 gallons of oil that was being transferred at the time spilled from the transfer lines, and some of the oil entered the river. Damage amounts were reported as \$16 million for the terminal, more than \$500,000 each for the *Flag Gangos* and the *Pamisos*, and about \$418,000 for the fuel barge.

The NTSB determined that the probable cause of the accident was the delay by the *Flag Gangos*' operating company in completing a mandatory upgrade to the vessel's steering system, and failure to routinely test the steering system's hydraulic fluid for debris as required by the manufacturer. Contributing to the accident was the failure of the steering system manufacturer to schedule and complete the mandatory upgrade.

No safety recommendations were issued for this investigation.

COMPLETED INTERNATIONAL IMO (SIS) INVESTIGATIONS

(as of December 31, 2015)

■ Italy-flagged Cruise Ship *Costa Concordia* Grounding and Heeling

Giglio Island, Italy (32 fatalities, 157 injuries)

On January 13, 2012, the *Costa Concordia* departed the port of Civitavecchia, bound for Savona, Italy. On board were 3,206 passengers and 1,023 crewmembers. Before departure, the master instructed the navigation officer to modify the voyage plan to include passage close to the island of Giglio.

At 2119, the first officer on the bridge called the master to inform him that the ship would pass within 6 miles of Giglio about 2144. The ship rapidly approached the shoreline and the master finally began giving significant rudder orders at 2144. At 2145, as the vessel approached the rocks at “le Scole” south of the island harbor entrance, an order for hard port rudder was given in an attempt to move the stern away from the rocks. The *Costa Concordia*'s port quarter struck the rocks at 2145, reducing the vessel speed to 8.3 knots. Five compartments were damaged, causing flooding and a complete loss of main electrical power and propulsion. The ship was without power, propulsion, and steering. Emergency battery power restored some lighting and internal communications.

At 2254, the order to abandon ship was given over the public address system. Twenty-seven passengers and five crewmembers died in the accident including two US citizens and 157 people were injured. The *Costa Concordia* was a constructive total loss and its extrication from the accident site took nearly 2 years. After an extensive salvage effort, the ship was towed to Genoa, Italy, for disposal.

The Government of Italy (GOI) wrote an investigative report on the accident and provided the results to the IMO. Because safety investigators had not been provided timely access to the wreck and witnesses, a complete assessment of the accident report could not be developed. The United States gave the GOI full support throughout the investigation; for example, the Coast Guard and the NTSB interviewed several US citizen passengers and provided those statements to the GOI.

Following the practices in the IMO Casualty Code, the NTSB and the Coast Guard's Office of Investigation and Analysis jointly commented on the draft GOI investigative report.

■ Madeira-flagged motor yacht *What Else* collision with Sweden-flagged sailing vessel

Pastaga, Saint Barthélemy, French Antilles (1 fatality, 3 injuries)

On May 25, 2015, at an unreported time, the Madeira-flagged motor yacht *What Else*, carrying nine American passengers and two French crewmembers, departed Baie de St Jean anchorage (Saint Barthélemy Island) for a short crossing to Saint Martin Island. During this same timeframe, the sailboat *Pastaga* (a sloop cutter), carrying five people including the skipper, was sailing from Tintamarre Island to the port of Gustavia (also on Saint Barthélemy Island).

About 1600 local time, the sailboat was heading south at about 5 knots when the skipper noticed the motor yacht heading toward them about 2 miles away. The skipper kept course, telling investigators that it was common for motor boats to sail close by sailboats “out of curiosity.” The captain of the motor yacht, however, was focused on his navigational settings and did not see the sailboat. When the sailboat crew realized that the motor yacht was not going to alter course, they quickly put the helm hard to starboard to try to avoid the collision, but it was too late. The captain of the motor yacht saw the mast of the sailboat just before the collision and attempted to slow down. At 1625 the motor yacht collided with the sailboat. On board the sailboat, a female crewmember sustained a fatal head injury, and the skipper and one other crewmember were seriously injured. On board the motor yacht, one passenger sustained minor injuries from rigging debris, which fell from the sailboat onto the motor yacht deck. The sailboat hull sustained a 34-meter breach and began to sink.

A nearby sailboat rescued four of the crewmembers from the water. The nine passengers on the motor yacht were transferred to another nearby vessel and all were taken to shore.

The Government of France Bureau d'enquêtes sur les événements de mer (BEAmer) produced an investigative report, which the NTSB reviewed. In accordance with the IMO Casualty Investigation Code, the NTSB and the Coast Guard Office of Investigation and Analysis jointly submitted comments on the report. The US Administration will not produce a separate investigative report.

ONGOING DOMESTIC MAJOR MARINE CASUALTY INVESTIGATIONS

(as of December 31, 2015)

- Coast Guard cutter *Key Largo* collision with fishing vessel *Sea Shepherd*, Virgin Passage (Vieques Island), Puerto Rico, September 23, 2014
- Fishing vessel *Titan* grounding, Columbia River, Ilwaco, Washington, December 5, 2014
- Fishing vessel *Miss Eva* fire off Port Fourchon, Louisiana, December 1, 2014
- Offshore supply vessel *Connor Bordelon* collision with gas platform near Port Fourchon, Louisiana, January 23, 2015
- Collision between container ships *St. Louis Express* and *Hammersmith Bridge*, Port of Antwerp, Belgium, February 22, 2015
- Passenger vessel *Diamond Edge* and offshore supply vessel *B.W. Haley* collision near Freshwater Bayou, Louisiana, March 2, 2015
- Tanker *Chembulk Houston* and container ship *Monte Alegre* collision, Houston Ship Channel, Upper Galveston Bay, Texas, March 5, 2015
- Bulk carrier *Conti Peridot* and tanker *Carla Maersk* collision, Houston Ship Channel, Morgan's Point, Texas, March 9, 2015
- Bulk carrier *Privocean* collision with towing vessels *Texas* and *Bravo*, Lower Mississippi River, Convent, Louisiana, April 6, 2015
- Fishing vessel *Northern Pride* fire, Shuyak Island, Alaska, April 21, 2015
- Towing vessel *Simone* allision with barge *Gayle Force*, Elizabeth River Railroad Bridge no. 7, Chesapeake, Virginia, April 26, 2015
- Fishing vessel *Sea Hawk No. 68* grounding, Pago Pago, American Samoa, May 22, 2015
- Towing vessel *Miss Natalie* sinking, New Orleans, Louisiana, May 30, 2015
- Rollon/rolloff cargo ship *Courage* fire, North Sea, Europe, June 2, 2015
- Fishing vessel *Kupreanof* sinking, Cape Freshwater, Alaska, June 10, 2015
- Bulk carrier *Asia Zircon II* cargo damage, Pier 35, Galveston, Texas, July 8, 2015
- Collision between towing vessels *Capt. Shorty C* and *Jackie*, Gulf Intracoastal Waterway near Houston Ship Channel, Bolivar, Texas, July 20, 2015
- Fishing vessel *Ferrigno Bay* allision, Ventura Harbor, California, July 29, 2015
- Towing vessel *Peter F. Gellatly* allision, Bayonne, New Jersey, August 1, 2015
- Fishing vessel *Capt. Richie Rich* stability incident, Gulf of Mexico, near Point Au Fer, Louisiana, August 30, 2015
- Crane barge *Margaret* sinking, Convent, Louisiana, August 31, 2015
- Collision between towing vessels *P.B. Shaw* and *R. Columbus*, Kentucky, September 2, 2015
- Cruise ship *Carnival Liberty* engine fire, St. Thomas, US Virgin Islands, September 7, 2015
- Cargo ship *El Faro* sinking near Crooked Island, Bahamas, October 1, 2015
- Bulk carrier *Ocean Freedom* and *Kirby* barge collision, Corpus Christi Inner Harbor, Texas, October 29, 2015
- Boatworld Marina fire, West Union Lake, Seattle, Washington, November 2, 2015
- Coast Guard cutter *Kiska* and sailboat *Kolina* search and rescue fatality, Maui, Hawaii, November 5, 2015
- Fishing vessel *Hawaii Five I* sinking near Key West, Florida, November 25, 2015
- Fishing vessel *Orin C* search and rescue fatality near Cape Ann, Massachusetts, December 3, 2015
- Container ship *Gunde Maersk* engine fire, Elliott Bay, Washington, December 11, 2015
- Bulk carrier *Alpena* fire, Green Bay, Wisconsin, December 11, 2015
- Collision between towing vessels *Margaret Ann* and *William E Strait*, Mississippi River, near mile marker 727, Tennessee, December 14, 2015
- Towing vessel *Spence* sinking near Cartagena, Colombia, December 14, 2015
- Fishing vessel *Gordon Jensen* grounding, Bella Bella, near Prince Rupert, British Columbia, Canada, December 19, 2015
- Jim Clark Marina fire, Seattle, Washington; December 29, 2015

ONGOING INTERNATIONAL IMO (SIS) INVESTIGATIONS

Given the international nature of the marine transportation system and the number of foreign-registered cruise and cargo ships operating from US ports, the investigation of accidents involving both domestic and foreign-registered vessels promote marine safety worldwide. MS investigates casualties involving foreign-registered vessels operating in US waters and has investigated accidents involving US-registered ships as far away as the North Sea and American Samoa.

Through MS, the NTSB also participates with the Coast Guard in cooperating with foreign marine casualty investigation authorities under standards established by the IMO Code for the Investigation of Marine Casualties and Incidents (Casualty Investigation Code) as an SIS. In 2015, MS investigated seven international serious marine casualties in this capacity, which are ongoing:

- Costa Rica-flagged small passenger vessel *Pura Vida Princess* capsizing off Punta Leona, Costa Rica, January 8, 2015
- Madeira-flagged motor yacht *What Else* collision with Sweden-flagged sailing vessel *Pastaga*, Saint Barthélemy, French Antilles, May 25, 2015
- Bahamas-flagged cruise ship *Freedom of the Seas* engine room fire off Falmouth, Jamaica, July 22, 2015
- Panama-flagged cruise ship *Carnival Pride* engine fire off Bahamas, September 17, 2015
- Bahamas-flagged cruise ship *Splendor of the Seas* engine fire near Argostoli, Greece, October 22, 2015
- French-flagged cruise ship *Le Boreal* engine fire in South Atlantic Ocean near South Georgia Island, Falkland Islands (United Kingdom), November 18, 2015
- Bahamas-flagged cruise ship *Star Pride* grounding in Pacific Ocean near Isla de Coiba, Panama, December 22, 2015 ■

Office of Railroad, Pipeline and Hazardous Materials Investigations

The Office of Railroad, Pipeline and Hazardous Materials Investigations (RPH) investigates accidents in two major modes of transportation: railroad and pipeline. The office also investigates accidents involving releases of hazardous materials over all transportation modes.

The majority of railroad investigations involve freight train accidents, such as collisions and derailments, but the office also places special emphasis on train accidents that involve the traveling public, such as passenger train and rail transit accidents. The criteria used for investigating a railroad accident includes whether or not there were fatalities or substantial damage. On the basis of the investigations conducted by this office, the NTSB issues safety recommendations to federal and state regulatory agencies; industry and safety standards organizations; railroads, rail transit agencies, and pipeline operators; equipment and container manufacturers; producers and shippers of hazardous materials; and emergency response organizations.

RPH also investigates pipeline accidents involving fatalities or substantial property damage. Once notified of an accident, the NTSB dispatches to the site an investigator who takes charge of a team composed of investigative personnel from agencies such as the state public utility commission, local fire and police units, pipeline companies, and the DOT.

Table 5: CY 2015 RPH Statistics

| Safety Recommendations Issued | |
|---|-----------------|
| Railroad | 37 ² |
| Pipeline | 34 |
| Safety Recommendations Implemented | |
| Railroad | 13 |
| Pipeline | 14 |
| Safety Recommendations Closed Unacceptable | |
| Railroad | 3 |
| Pipeline | 0 |
| Urgent Safety Recommendations Issued | |
| Railroad | 15 |
| Major Reports | |
| Railroad | 2 |
| Pipeline | 1 |
| Accident Briefs | |
| Railroad | 8 |
| Pipeline | 0 |
| Special Investigation Reports/Public Hearings or Forums | |
| Railroad | 2 |
| Pipeline | 0 |

² Includes urgent safety recommendations

| Major Accident Launches | |
|-------------------------|---|
| Railroad | 8 |
| Pipeline | 1 |
| Hazardous Materials | 1 |
| Safety Alerts | |
| Railroad | 1 |
| Pipeline | 1 |

The office also investigates accidents involving the release of hazardous materials in all modes of transportation, including those involving fatalities or those causing major disruptions to a community. The investigations focus on the effects of materials released in public areas, the emergency response by local authorities, and the adequacy of federal standards for the transportation of hazardous materials. When the accident involves the bulk transportation of hazardous materials, the investigation focuses on the performance of the containers, the preparation for and handling of the material during transport, the health and safety hazards of the material, the markings and hazard communications for the shipments, and the effectiveness of the emergency response.

COMPLETED INVESTIGATIONS

Railroad Investigations

- Chicago Transit Authority Train Collides with Bumping Post and Escalator at O'Hare Station
Chicago, Illinois (0 fatalities, 34 injuries)



Figure 24: Train no. 141 with a mangled undercarriage at O'Hare Station.

On March 24, 2014, Chicago Transit Authority (CTA) train no. 141 collided with the bumping post near the end of the center pocket track at O'Hare Station. The lead car rode over the bumping post and went up an escalator at the end of the track.

The escalator provided public access to enter O'Hare International Airport from the platform in the station, but no one was using it at the time of the accident. About 50 people were on the train at the time of the accident. Thirty-three injured passengers and the injured train operator were taken to the hospital. The reported damage was an estimated \$11.2 million.

The NTSB determined that the probable cause of the accident was the failure of the train operator to stop the train at the appropriate signal due to falling asleep as a result of fatigue, which was the result of the challenges of working shiftwork, circadian factors, and acute sleep loss resulting from her ineffective off-duty time management. In addition, CTA failed to effectively manage the operator's work schedule to mitigate the risk of fatigue. Contributing to the severity of the accident was CTA's failure to identify the insufficient stopping distance and inadequate speed restriction at the center pocket track at O'Hare Station.

As a result of this investigation, the NTSB issued safety recommendations to the Federal Transit Administration (FTA) and to CTA. The NTSB also reclassified a safety recommendation to the FTA.

■ Collision Involving Three BNSF Railway Freight Trains Amarillo, Texas (0 fatalities, 5 injuries)



Figure 25: Derailed lead locomotive of 6943 West near Amarillo, Texas.

On September 25, 2013, BNSF Railway (BNSF) eastbound train 7891 East struck the rear end of standing BNSF train 6746 East on main track no. 2 near Amarillo, Texas. Several cars from 7891 East derailed and fell across the adjacent track, main track no. 1. The derailed cars were struck by approaching BNSF westbound train 6943 West. Five of the six involved train crewmembers sustained injuries and were hospitalized. Estimated damage was \$4.4 million.

The NTSB determined that the probable cause of the accident was the failure of the 7891 East train crew to comply with the requirement to stop and proceed at restricted speed when en-

countering a dark or improperly displayed signal. Contributing to the accident was the use of a dim headlight to indicate the rear end of the standing train, which the 7891 East engineer misinterpreted as the headlight of an opposing train on the adjacent track and the conductor misinterpreted as an upcoming yellow signal. Also contributing to the accident was the lack of a positive train control system that could have prevented the accident.

As a result of this investigation, the NTSB issued safety recommendations to the Federal Railroad Administration (FRA) and BNSF.

■ Film Crew Trespassing on CSX RightofWay Jesup, Georgia (1 fatality, 6 injuries)

On February 20, 2014, a crew of at least 12 people was filming a movie scene on a railroad bridge near Jesup, Georgia, when northbound CSX Transportation (CSX) freight train Q12519 approached. As the train passed the film crew's location on the bridge, it struck a prop—a metal-framed bed. Debris from the prop struck some crewmembers on the bridge walkway. One film crewmember was killed, and six others with injuries were transported to local hospitals.

At the time of the accident, the train was operating on a single main track, with two locomotives and 37 freight cars. The train was traveling about 56 mph, in a region of track having a maximum authorized speed of 70 mph.

The NTSB determined that the probable cause of the accident was the film crew's unauthorized entry onto the CSX right-of-way at the Altamaha River bridge with personnel and equipment, despite CSX's repeated denial of permission to access the railroad property. Contributing to the accident was the adjacent property owner's actions to facilitate the film crew's access to the right-of-way and bridge.



Figure 26: Remnants of the bed prop that was struck by the CSX train strewn the walkway on the east side of the railroad trestle.

As a result of this investigation, the NTSB issued safety recommendations to the International Alliance of Theatrical Stage Employees, Moving Picture Technicians, Artists and Allied Crafts; Location Managers Guild of America; the International Cinematographers Guild Camera Local 600; Producers Guild of America; Screen Actors Guild and the American Federation of Television and Radio; Society of Motion Picture and Television Engineers; Directors Guild of America; Writers Guild of America; Teamsters Local 399; International Brotherhood of Electrical Workers Local 40; Studio Utility Employees, Local 724, and Operation Lifesaver.

■ **Locomotive Engineer Has Seizure While Operating Train**
Arden, Nevada (0 fatalities, 0 injuries)

On August 7, 2014, while switching cars, a Union Pacific Railroad (UP) train traveled into a Ken's Foods, Inc., warehouse in Arden, Nevada, ran through the endoftrack bumping post, and then collided with the inside wall. The train consisted of three locomotives and 14 loaded tank cars. Three Ken's Foods employees were in the warehouse at the time. There were no injuries, but estimated damages were \$188,000.



Figure 27: Derailed tank car on the concrete floor of Ken's Foods warehouse.

The NTSB determined that the probable cause of the accident was the engineer's failure to stop the train before it collided with the bumping post and the inside wall of the building because he was incapacitated by a seizure. Contributing to the accident was the FRA's failure to establish medical certification standards, other than hearing and vision criteria, for railroad employees in safety-sensitive positions.

As a result of this investigation, the NTSB issued safety recommendations to the FRA and the UP. The NTSB also reiterated a safety recommendation to the FRA.

■ **Collision of Two Chicago Transit Authority Trains**
Forest Park, Illinois (0 fatalities, 34 injuries)

On September 30, 2013, a set of unoccupied CTA passenger cars collided with CTA passenger train 110 at the Harlem-Congress passenger station in Forest Park, Illinois. The unoccupied cars were moving about 24 mph when they struck the stopped train. Thirty-three passengers and the train operator were taken to local hospitals and later released. CTA estimated the property damage to be \$6.4 million.

The NTSB determined that the probable cause of the accident was water in the control cables of two cars, which caused errant control signals to be sent to the cars' power systems. Contributing to the accident was CTA's practice of not securing unattended equipment.

As a result of this investigation, the NTSB issued urgent safety recommendations to the FTA and CTA.



Figure 28: Lead car of CTA passenger train 110 and the minimally damaged striking car.

SPECIAL INVESTIGATION REPORT

■ **Bay Area Rapid Transit Train 963 Struck Roadway Workers**
Walnut Creek, California (2 fatalities, 0 injuries)

On October 19, 2013, Bay Area Rapid Transit District (BART) train 963 struck and killed two engineering employees while they were working on BART's main tracks near Walnut Creek, California. The train, which included four passenger cars, was traveling north on the Pittsburg/Bay Point–SFO (San Francisco International Airport) Line between the Walnut Creek and Pleasant Hill stations. It was one of two trains being operated by BART managers because BART's union employees were on strike. Both trains were transporting management employees, who were being trained as substitute operators and system maintenance workers. No paying passengers were being transported by either train.

The NTSB determined that the probable cause of the accident was BART's use of simple approval for granting roadway worker access to the track, which required the workers to provide their own protection.

As a result of this investigation, the NTSB issued urgent safety recommendations to the FTA. In addition, the NTSB [Special Investigation Report on Railroad and Rail Transit Roadway Worker Protection](#) provides the details of 14 accidents in 2013 that resulted in the deaths of 15 roadway workers (including the BART Walnut Creek accident). The number of deaths in 2013, the findings from investigations of those deaths, and the increasing number of fatalities prompted the NTSB to look more closely at the issue of roadway worker safety and to recommend actions to address these issues.



Figure 29: Aerial view of BART train 963 on the double track in Walnut Creek, California.

As a result of this special investigation report, the NTSB issued safety recommendations to the FRA, the FTA, the Occupational Safety and Health Administration, and the Fatality Analysis of Maintenance-of-way Employees and Signalmen Committee.

Pipeline Investigations

■ Natural Gas-Fueled Building Explosion and Resulting Fire New York, New York (8 fatalities, more than 50 injuries)

On March 12, 2014, two adjacent multiuse five-story buildings were destroyed by a natural gas-fueled explosion and resulting fire. The buildings were situated on the west side of Park Avenue between East 116th Street and East 117th Street in the East Harlem district of the Borough of Manhattan in New York City. The violent explosion damaged buildings on the east and west sides of Park Avenue and along East 116th and East 117th Streets. The Metro-North Railroad suspended rail service for about 7 1/2 hours on the elevated railway along Park Avenue because of debris from the explosion on the track. Eight people died, more than 50 people were injured, and more than 100 families were displaced from their homes as a result of this accident. The cost of equipment damages, emergency response activities, remediation, and replacement to Consolidated Edison Company of New York, Inc. (Con Edison) exceeded \$1.9 million.



Figure 30: Debris from the two adjacent five-story buildings that collapsed from the March 12, 2014, explosion.

The NTSB determined that the probable cause of the accident was (1) the failure of the defective fusion joint at the service tee, installed by Con Edison in 2011, that allowed natural gas to leak from the gas main and migrate into the building where it ignited and (2) a breach in the sewer line that went unrepaired by the New York City Department of Environmental Protection since at least 2006 that allowed groundwater and soil to flow into the sewer, resulting in a loss of support for the gas main, which caused the line to sag and overstressed the defective fusion joint.

As a result of this investigation, the NTSB issued safety recommendations to Con Edison, the City of New York, and to the New York State Public Service Commission.

ONGOING INVESTIGATIONS

(as of December 31, 2015)

Railroad

- BNSF grain train derailed, subsequent fire and town evacuation, Casselton, North Dakota, December 30, 2013
- CSX train derailed, subsequent fire and evacuation, Lynchburg, Virginia, April 30, 2014
- Two UP trains collided, subsequent town evacuation, Hoxie, Arkansas, August 17, 2014
- Collision of Arkansas & Missouri locomotive (A&M) and A&M passenger train, Brentwood, Arkansas, October 16, 2014
- Washington Metropolitan Area Transit Authority (WMATA) smoke and electrical arcing accident, tunnel in L'Enfant Plaza Station, Washington, DC, January 12, 2015
- Metro-North Railroad (Metro-North) train struck sport utility vehicle, subsequent explosion and fire, Valhalla, New York, February 3, 2015
- Remote-controlled CSX locomotive struck inspector, Richmond, Virginia, April 1, 2015

- UP locomotive struck conductor switching cars, Pine Bluff, Arkansas, April 4, 2015
- [Two Southwestern Railroad freight trains collided, Roswell, New Mexico, April 28, 2015](#)
- BNSF crude oil train derailed, subsequent fire and evacuation, Heimdal, North Dakota, May 6, 2015
- [National Railroad Passenger Corporation \(Amtrak\) train derailed, Philadelphia, Pennsylvania, May 12, 2015](#)
- [BNSF train struck panel that struck and killed maintenance-of-way employee, Minneapolis, Minnesota, May 25, 2015](#)
- Canadian National Railway conductor fell from moving locomotive, Homewood, Illinois, July 25, 2015
- Norfolk Southern Railroad trainee pinned between two rail-cars, Petal, Mississippi, August 12, 2015
- Two UP trains collided at interlocking, Texarkana, Texas, September 8, 2015
- Six BNSF ethanol cars derailed into Beaver Creek with hazardous materials release, Lesterville, South Dakota, September 19, 2015
- UP train struck and killed operator of remote-controlled locomotive, Kansas City, Kansas, September 29, 2015
- Amtrak locomotive and two cars derailed after striking rock-slide, Northfield, Vermont, October 5, 2015

Pipeline

- [Alagasco cast iron main pipeline explodes and destroys two-story apartment building, Birmingham, Alabama, December 17, 2013](#)
- Colonial Pipeline leaks 4,000 gallons of gasoline into retention pond, Centreville, Virginia, September 21, 2015

Hazardous Materials

- [Conti Peridot bulk carrier collision with Carla Maersk chemical tanker, Houston Ship Channel, Morgan's Point, Texas, March 9, 2015](#)

ONGOING INTERNATIONAL ACCIDENT INVESTIGATIONS

RPH participates in the investigation of hazardous materials-related transportation accidents and serious incidents outside the United States. An ongoing accident investigation is:

- Aviation: [Asiana Airlines cargo plane crash into the ocean due to an in-flight fire, Asiana Flight 991, Jeju Island, Korea](#)

PUBLIC HEARINGS AND FORUMS

Investigative Hearing: WMATA Smoke and Electrical Arcing Accident in Washington, DC



Figure 31: NTSB investigator Mike Flanigon at the WMATA hearing joined by fellow NTSB employees Beverley Drake and Loren Groff.

On June 23, 2015, the NTSB held an investigative hearing to discuss the ongoing investigation into the January 12, 2015, smoke and electrical arcing accident that occurred in a tunnel near the L'Enfant Plaza Metro Station in Washington, DC. The hearing focused on the following issues:

- Conditions leading to the arcing
- Emergency response efforts
- WMATA's efforts to improve its overall safety and safety culture (since the Fort Totten accident in June 2009)
- State of WMATA's infrastructure
- FTA's rulemaking on public transportation safety
- Tri-state Oversight Committee's oversight responsibilities

■ Forum: **Trains and Trespassing: Ending Tragic Encounters**

The NTSB held a public forum March 24–25, 2015, on the dangers associated with trespassing on railroad rights-of-way. The forum focused on the following issues:

- Effects of trespasser accidents
- Diversity of trespasser accidents and incidents
- Trespasser prevention strategies
- Challenges to trespasser prevention
- Moving prevention forward

Presenters included regulators, researchers, and representatives from the rail and rail transit industries. There were also presentations from individuals who were personally affected by rail trespassing.



Figure 32: Rick Narvell, human performance investigator and forum manager participates in the forum.

SAFETY ALERT

- [Safety Through Reliable Fusion Joints \(SA-047\)](#)

URGENT SAFETY RECOMMENDATIONS AND STAND-ALONE³ SAFETY RECOMMENDATIONS

Urgent Safety Recommendations

- WMATA, L'Enfant Plaza Metro Station, Washington, DC, Urgent safety recommendations on regulatory oversight, September 30, 2015
- CSX, Mount Carbon, West Virginia, Urgent safety recommendations on tank cars, April 6, 2015
- UP, Hoxie, Arkansas, Urgent safety recommendations on horn sequence and alerters, February 4, 2015

Stand-alone Safety Recommendations

- Amtrak, Philadelphia, Pennsylvania, Safety recommendations on audio and image recorders, July 8, 2015
- WMATA, L'Enfant Plaza Metro Station, Washington, DC, Safety recommendation on properly constructed power cables, June 8, 2015
- WMATA, L'Enfant Plaza Metro Station, Washington, DC, Urgent Safety recommendations on ventilation, February 11, 2015 (six safety recommendations)
- Metro-North, Bridgeport, Connecticut, Safety recommendations on survival factors, January 28, 2015 ■

³ Stand-alone safety recommendations are those that are issued before and without a final report.

Office of Research and Engineering

The Office of Research and Engineering (RE) provides technical support to NTSB accident investigations in all modes of transportation. The office also conducts safety studies, generates periodic statistical reviews of aviation accidents, and provides medical and toxicology support for investigations in all modes. RE consists of four laboratory divisions (Electronics, Vehicle Recorder, Materials Laboratory, and Vehicle Performance), one Safety Research Division, and one medical investigations function.

Table 6: CY 2015 RE Statistics

| | |
|---|-----|
| Safety Studies | 1 |
| Major Accident Launch Support | 13 |
| Field Investigation Accident Launch Support | 4 |
| Vehicle Recorders Received | 587 |
| Vehicle Recorders Readout | 655 |
| Material Laboratory Exam Reports | 239 |
| Vehicle Performance Products | 44 |

In 2015, the office continued to work to expand the NTSB's technological capabilities by developing close relationships with outside transportation agencies, both in the United States and abroad. For example, the office participated in the Accident Investigator's Materials International Conference in Canberra, Australia, where technical staff gave presentations on subjects such as the state-of-the-art uses for digital laser scanning in accident investigation. The office also hosted the Accident Investigator's Recorders International Conference at NTSB. This conference enabled technical staff from the recorder laboratories of international accident investigation boards to discuss new methods and techniques as well as benchmark capabilities and technical approaches to laboratory work. NTSB staff presented case studies on recovering data from electronic memory and the challenges associated with flight data recorder sensors. For the first time at the conference, staff also taught two half-day courses on flight data recorder investigations and chip-level recovery techniques.

Further, as a result of findings from the [Emerging Flight Data and Locator Technology Forum](#) held in 2014, NTSB issued safety recommendations to the FAA on flight recorder improvements on January 22, 2015. These safety recommendations address the need for improved technologies to locate aircraft wreckage and flight recorders following an accident in a remote location or over water; the need for timely recovery of critical flight data following an accident in a remote location or over water; and updated recommendations in the areas of cockpit image recorders and protecting flight recorder systems against intentional or inadvertent deactivation.

Figure 33: An exemplar solid state cockpit voice recorder, one of the 587 devices the Vehicle Recorder Division received in 2015.



In October 2015, the Electronics Division was established to continue to develop and maintain NTSB's state-of-the-art electronic memory recovery facility with an enhanced focus on the advanced technology needed to recover data from damaged electronic devices. The Electronics Division will also serve as an agency-wide resource of electrical engineering and electronics expertise to support accident investigations conducted by the modal offices.



Figure 34: Adrienne Lamm, a materials engineer, examines threads on a helicopter spindle.

The Vehicle Recorder Division received 587 devices; completed 655 readouts, transcripts, and studies in support of accident investigations in 2015; and launched to nine accident sites. (Forty-five of the recorders were from foreign accidents).

Vehicle Recorder Division staff continued to assist in special foreign investigations, including assistance to Nigeria for a Sikorsky S-76 helicopter accident investigation.

The Materials Laboratory continued with laboratory upgrades, such as the installation of a computed tomography x-ray system and 3D metrology system. The Materials Laboratory also developed failure analysis capability for pneumatic tires and used this knowledge to support two vehicle accidents involving tire disablement as well as support a special investigative report and forum on tire safety.

The Materials Laboratory Division staff completed 239 reports for 168 accident cases, launched to five accident sites, and developed a safety recommendation to WMATA that called for improvements in its third rail electrical power cable systems to prevent short circuits that can generate fire and smoke in tunnels.



Figure 35: Erik Mueller, a materials engineer, laser-scans a Centreville, Virginia, pipe piece.

Graphic and visual arts specialists from the Vehicle Performance Division produced accident reconstruction animations and/or video compilations for eight Board events in 2015.

Vehicle Performance Division staff completed 44 products (aircraft and surface vehicle performance studies, laser scanning reports, video/photograph studies, animations, and video compilations) in support of accident investigations and launched to four accident sites. One of those products was a major aircraft performance study for the October 31, 2014, crash of the [Virgin Galactic SpaceShipTwo near Koehn Dry Lake, California](#).

The Safety Research Division staff completed one safety study; initiated two new safety studies; produced an annual aviation accident data report in a new web-enabled format; generated nine rapid reports and 11 data reports to support accident investigations; produced 11 geographical analysis products; and participated in numerous presentations and training sessions for internal and external organizations.

Medical investigations staff participated in more than 110 NTSB accident investigations in all transportation modes in during the year. This involvement included evaluating and addressing medical issues through formal factual and analytical reports, safety recommendations, coordination with other agencies, and formal presentations to the NTSB and external audiences. Medical staff played important roles in the investigation, report writing, and development of safety recommendations, particularly following the [collision of a tractor trailer and a medium-sized bus in Davis, Oklahoma](#), as well as the [collision of a freight train with a warehouse in Arden, Nevada](#).

COMPLETED SAFETY STUDIES

Integrity Management of Gas Transmission Pipelines in High Consequence Areas

There are about 298,000 miles of onshore natural gas transmission pipelines in the United States. Although rare, failure of these pipelines poses a significant risk to the public, especially when pipelines traverse populated areas, known as high consequence areas (HCA). To ensure the physical integrity of their systems in HCAs, gas transmission pipeline operators have been required by the Pipeline and Hazardous Materials Safety Administration (PHMSA) to develop and implement integrity management programs since 2004.

The NTSB undertook this study because of concerns about deficiencies in the operators' integrity management programs and the oversight of these programs by PHMSA and state regulators—concerns that were also identified in three gas transmission pipeline accident investigations conducted by the NTSB in the last five years. These accidents resulted in eight fatalities and over 50 injuries, and they also destroyed 41 homes. Using both quantitative and qualitative approaches, this study combined data analysis with insights on industry practices and inspectors' experiences obtained through interviews and discussions with pipeline operators, state and federal inspectors, industry associations, and other stakeholders.

The study found that although PHMSA's gas integrity management requirements have kept the rate of corrosion failures and material failures of pipe or welds low, there is no evidence that the overall occurrence of gas transmission pipeline incidents in HCA pipelines has declined. Areas where improvements can be made to further enhance the safety of gas transmission pipelines in HCAs were identified, including: (1) expanding and improving PHMSA guidance to both operators and inspectors for the development, implementation, and inspection of operators' integrity management programs; (2) expanding the use of inline inspection, especially for intrastate pipelines; (3) eliminating the use of direct assessment as the sole integrity assessment method; (4) evaluating the effectiveness of the approved risk assessment approaches; (5) strengthening aspects of inspector training; (6) developing minimum professional qualification criteria for all personnel involved in integrity management programs; and (7) improving data collection and reporting, including geospatial data.

As a result of this study, the NTSB issued safety recommendations to PHMSA, the American Gas Association, the Interstate Natural Gas Association of America, the National Association of Pipeline Safety Representatives, and the Federal Geographic Data Committee. The NTSB also reiterated a recommendation to the DOT and reclassified a safety recommendation to PHMSA.

ONGOING SAFETY STUDIES

(as of December 31, 2015)

Assessment of the Effectiveness of Vessel Traffic Service Systems for Preventing Marine Casualties

Congress mandates that the Coast Guard ensure vessel safety and protect the environment along all federal waterways in the United States. To support this mandate, the Coast Guard has established vessel traffic service (VTS) systems to promote the safe, orderly, and efficient flow of vessels through particularly confined and busy traffic areas. VTS is designed to actively monitor vessels; provide navigational advice to mariners; and reduce the potential for collisions, allisions, and groundings. This study will assess the Coast Guard VTS's ability to effectively control vessel traffic movements, to recognize unsafe situations, and to provide timely warning of such dangers. It will examine the adequacy of current policies, procedures, and guidance for VTS operations; the extent to which nationally accepted best practices have been identified and shared among VTS operators; and the similarities and differences between Coast Guard VTS operations and traffic management in foreign ports, and the resulting impact on safety.

Reducing Speeding-Related Crashes: An Evaluation of Current and Emerging Countermeasures

According to NHTSA, speeding-related fatalities comprised 29 percent (or 9,613) of the 32,719 fatalities on public roads during 2013. Speeding causes hundreds of thousands of injuries and billions of dollars in medical costs each year. This study will evaluate the effectiveness of current and emerging countermeasures designed to reduce speeding associated risks. The evaluation will include intervention programs at the national, state, and local levels. The study will focus on passenger vehicles, which are involved in the majority of speeding related deaths and injuries. ■



Office of Safety Recommendations and Communications

The Office of Safety Recommendations and Communications (SRC) provides information to a range of stakeholders regarding NTSB investigations, activities, and safety recommendations. These stakeholders include victims of transportation accidents and their families, the press, the public, and federal, state, and local government officials. SRC's mission begins at the scene of an accident, continues through NTSB safety investigations and the issuance of safety recommendations, and persists in advocacy efforts to secure favorable action on safety recommendations that are not yet implemented.

Table 7: CY 2015 SRC Statistics

| | |
|--|-----|
| Safety Recommendations Issued | 161 |
| Urgent Safety Recommendations Issued | 15 |
| Safety Recommendations Implemented | 102 |
| Urgent Safety Recommendations Implemented | 7 |
| Safety Recommendations Closed Unacceptable | 29 |
| Testimony to Congressional Committees | 10 |
| Testimony or legislative support to State Legislative Committees | 10 |
| Launches Supported | 15 |
| Safety Advocacy Activities Completed | 181 |

SRC includes six divisions: Safety Recommendations, Safety Advocacy, Public Affairs, Government and Industry Affairs, Transportation Disaster Assistance, and the newly created Digital Services (as of October 2015).

SAFETY RECOMMENDATIONS DIVISION

Safety recommendations are the primary product of NTSB investigations. Safety recommendations address specific issues uncovered during investigations and specify actions for the recipient to take to help prevent recurrence.

The Safety Recommendations Division (SR) assists the investigative offices in the development of NTSB's safety recommendations and safety recommendation letters that result from investigative activities. Safety recommendation letters are sent to organization(s) best able to take corrective action. Typical recipients include the DOT and its modal administrations; the USCG; other federal and state agencies; manufacturers, operators, industry, and trade organizations; and other related parties.

Once a safety recommendation is issued, the SR division helps develop and coordinate strategies to encourage recommendation recipients to implement the recommendations. The SR division

also tracks and analyzes the responses of the recipients and provides a suggested classification of that response for Board Member consideration and vote. Safety recommendation tracking and evaluation continues until the safety recommendation is closed. Each closed safety recommendation is notated with a designation such as "acceptable action" or "unacceptable action." Various other designations also denote satisfactory, neutral, and unsatisfactory results. The SR division also maintains the agency's safety recommendation database, compiles monthly statistics, and supports NTSB staff on safety recommendation data queries.

In 2015, the NTSB saw the implementation of 102 safety recommendations by recipients.⁴ Over the last five years, the number of safety recommendation implemented by recipients has ranged from 145 in 2011 to 102 in 2015 (see fig. below).

Figure 36: Number of safety recommendations implemented over the last five years

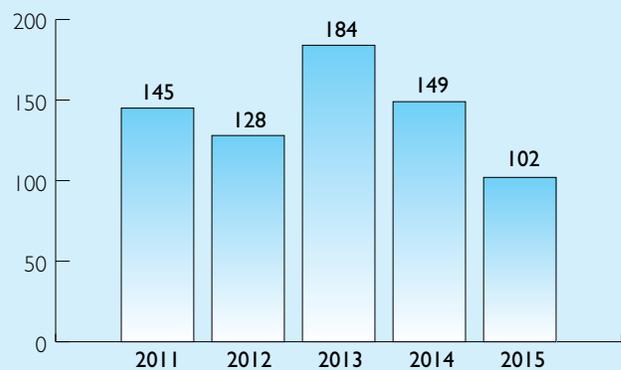


Table 8: Safety recommendations addressed in Final Rules, NPRMs, ANPRMs, and ACs from Federal Agencies

| Agency | Number of Federal Register Notices | Number of Safety Recommendations Addressed |
|--|------------------------------------|--|
| Federal Aviation Administration | 10 | 41 |
| Federal Motor Carrier Safety Administration | 5 | 1 |
| Pipeline and Hazardous Materials Safety Administration | 3 | 8 |
| National Highway Traffic Safety Administration | 3 | 7 |
| Federal Transit Administration | 2 | 1 |
| United States Coast Guard | 2 | 1 |

⁴ *Implemented* is defined as closed in an acceptable status. Acceptable statuses include "Closed—Acceptable Action," "Closed—Acceptable Alternate Action," and "Closed—Exceeds Recommended Action."

In response to NTSB safety recommendations, federal agencies issued a number of important final rules, notices of proposed rulemaking (NPRMs), advanced notices of proposed rulemaking (ANPRMs), and advisory circulars (ACs) in 2015. (See Table 8).

TRANSPORTATION DISASTER ASSISTANCE DIVISION

The Transportation Disaster Assistance Division (TDA) coordinates the resources of federal, state, and local agencies; transportation carriers; and the American Red Cross, in order to meet the needs of family members and survivors following major aviation and rail accidents as defined in 49 U.S. Code (USC) § 1136 and 1139 respectively. TDA also serves as the primary resource for investigative information for family members and survivors. Staff also respond to modal accident investigations that are not mandated by 49 USC § 1136 and 1139, either through travel to the accident location or by managing ongoing requests for information from family members via phone and e-mail.

To support both its investigative and family assistance efforts at major accidents, the NTSB has formal agreements with the American Red Cross and such federal agencies as the Department of Homeland Security, the Department of Defense, the Department of Health and Human Services, the Department of State, and the Federal Bureau of Investigation.

During 2015, TDA staff participated in 12 accident launches, supported 54 outreach events that directly reached approximately 3,800 participants, and conducted three training courses at the NTSB Training Center. The TDA also provided support to family members attending nine Board meetings and public forums. This support included securing responses to family member inquiries for investigative information relating to 290 general aviation and other modal accident investigations. Finally, TDA staff conducted three training courses at the NTSB Training Center. Two of the twelve launches fell under the provisions of the Aviation Disaster and Rail Passenger Disaster Family Assistance Acts: the May 12, 2015, [derailment of Amtrak passenger train 188 in Philadelphia](#) and the June 25, 2015, [crash of a de Havilland DHC-3 operated by Promech Air on a Part 135 on-demand sightseeing flight near Ketchikan, Alaska](#). TDA staff were also involved in the family assistance response to the October 1, 2015, [sinking of the cargo vessel El Faro](#).

TDA OPERATING AUTHORITY

In 1996, Congress passed the Aviation Disaster Family Assistance Act (49 USC § 1136, 41113), which charged the NTSB with assisting victims of aviation disasters and their families. The agency's primary responsibility involves coordination among federal agencies, commercial airlines, state and local authorities, and the families of victims. In 1997, Congress enacted the Foreign Air Carrier Family Support Act (49 USC § 41313) to require that foreign air carriers operating flights to and from the United States meet the same standards of victim assistance as their US counterparts. In 2008, the Rail Passenger Disaster Family Assistance Act (49 USC § 1139, 24316) gave similar responsibilities to the NTSB following rail passenger accidents involving Amtrak and interstate/intercity high-speed passenger rail. ■

PUBLIC AFFAIRS DIVISION

The Public Affairs Division (PA) is the main communications conduit between the NTSB and the public, ensuring that the NTSB's activities are as transparent as possible. PA provides information about accident and incident investigations and other NTSB activities. Public Affairs staff respond to media calls, set up and staff interviews, and support Board members who are serving as on-scene spokesmen during major accident investigations. PA also provides media relations assistance to regional investigators, and staffs press conferences and other NTSB events that are open to the public.

In 2015, PA fielded more than 3,500 media and public inquiries, wrote 142 news releases, and coordinated and staffed more than 200 interviews. PA worked with a production company to film *Alaska Aircrash Investigations* for the Smithsonian Channel and produced a video report geared to airline pilots based on the loss of [UPS Flight 1354](#). In addition, PA worked closely with CBS News for a *60 Minutes* segment on the search for the [sunken cargo ship El Faro](#) and with *The New York Times* for a Sunday magazine story on the [Amtrak 188 investigation](#).



Figure 37: NTSB investigator, Jim Silliman and Transportation Disaster Assistance Specialist Michael Crook at the scene of the crash of a Hawker 125-700 into an apartment building in Akron, Ohio.

In 2015, PA members launched to seven accident scenes across the country. The division also supported ongoing NTSB activities such as the [Most Wanted List](#) press conference, public hearings, Board meetings, forums, and the release of safety studies, among other activities. In addition, PA provided media training to internal groups and presented to outside industry groups on media relations and the NTSB.

GOVERNMENT AND INDUSTRY AFFAIRS DIVISION

The Government and Industry Affairs Division (GA) is NTSB's primary liaison with Congress, the White House, the Government Accountability Office (GAO) and other federal agencies, as well as state and local governments. Division staff inform Congress, governors, and state legislatures about NTSB activities, including accident launches, investigations, NTSB Board meetings, safety recommendations, and manages inquiries from these groups. GA also supports interaction with the transportation industry regarding agency initiatives. Collaborating with the Safety Advocacy Division, it supports programs and legislation consistent with safety recommendations and monitors state legislative activity relevant to NTSB recommendations.

In 2015, GA provided on-scene support to NTSB Board members and investigators for eight accident launches and responded to hundreds of requests for information on questions involving each mode of transportation, and initiated outreach to Congressional, state, and local officials who expressed an interest in improving transportation safety. Staff also prepared NTSB Board members to testify at 10 Congressional hearings, filed 13 statutorily required reports to Congress, and answered five requests for information from GAO.

At the state level, GA staff testified in Nebraska in support of legislation to require motorcycle helmet use, provided written statements to state legislative committees on NTSB safety recommendations regarding meteorological towers, and offered background information to legislators and staff on other NTSB safety recommendations. Staff made an additional nine appearances before organizations of state and local officials regarding our [Most Wanted List](#), rail tank car safety and emergency response, and positive train control. Additionally, the division coordinated the delivery of three forums and one symposium on the topics of flight data recorders, drowsy driving, tire safety, and railroad trespassing. Finally, GA staff chaired a panel on emergency response at the public hearing on the January 12, 2015, WMATA accident at L'Enfant Plaza in Washington, DC.

SAFETY ADVOCACY DIVISION

The Safety Advocacy Division (SA) promotes the implementation of safety recommendations drawn from our investigations, which have not yet been acted upon favorably yet remain open. SA plays a pivotal role in creating the annual [Most Wanted List](#)

(MWL) of transportation safety improvements, advocating for progress in each of the list's ten issue areas, and tracking agency-wide MWL advocacy efforts. SA also coordinates the NTSB's traditional and social media strategy to reach industry, government agencies, and non-governmental organizations.

In January 2015, MWL was announced at a press conference. The development of the list includes coordination with NTSB Board members and ten cross-agency teams to create and execute strategic communication and outreach plans. SA also coordinates the drafting and production of online and printed collateral products.



Figure 38 Member Sumwalt (2nd from left) testified in support of Massachusetts' Representative Garrett Bradley's H.B. 1187. Also pictured are Member Sumwalt's assistant, Michael Hughes (far left), safety specialist, Stephanie Shaw (2nd from right), and transportation safety specialist, Amy Terrone (far right).

SA identifies and coordinates speaking opportunities and NTSB Board member visits to industry sites, such as Chairman Hart's 2015 visit to Houston to promote rail tank car safety and positive train control. SA completed 181 advocacy activities in 2015 that included presentations, meetings, conferences, briefings, tours, panels, teleconferences, and testimony in support of NTSB Board-issued recommendations and the 10 issues on the [Most Wanted List](#).

SA also drafts presentations and schedules, develops social media content (including the *Safety Compass* blog), and issues the *Advocacy Spotlight* newsletter, which conveys progress on MWL issues to stakeholders that are engaged in safety advocacy.

DIGITAL SERVICES DIVISION

The Digital Services Division (DS) is responsible for public and stakeholder engagement via digital media. The division plans and implements digital strategies to highlight NTSB's investigative and safety advocacy messages, and manages NTSB digital communications programs (web, social media, visual media).

The five divisions described above, together with the newly formed Digital Services Division, are charged with providing the

information to Congress, industry, the general public, and the families of victims of transportation disasters. From the day an accident occurs through the day measures are implemented to help prevent a recurrence, SRC plays a crucial role in the NTSB's mission. ■



Figure 39: NTSB and Coast Guard Public Affairs staff collaborate to hold the joint press conference at the Coast Guard Sector in Jacksonville, Florida on the El Faro cargo ship accident. NTSB Web Content Developer, Christy Spangler, shoots the press conference.

Table 9: SRC Accident Launch Support in CY 2015

| Date | Location | Summary |
|--------------------------|--|--|
| RAIL AND PIPELINE | | |
| January 12, 2015 | Washington, DC | WMATA smoke and electrical arcing accident |
| February 3, 2015 | Valhalla, NY | Grade crossing collision between a Metro-North Railroad passenger train and a sports utility vehicle |
| April 28, 2015 | Roswell, NM | Collision of two Southwestern Railroad freight trains |
| May 12, 2015 | Philadelphia, PA | Derailment of Amtrak passenger train 188 |
| HIGHWAY | | |
| January 14, 2015 | Penwell, TX | Bus roadway departure and collision with moving train |
| February 12, 2015 | Oxnard, CA | Metrolink commuter train grade crossing collision with a truck in combination with a van semi-trailer |
| September 24, 2015 | Seattle, WA | Collision between a DUKW, modified amphibious military vehicle boat, and a motorcoach |
| MARINE | | |
| March 9, 2015 | Houston, TX | Collision between <i>Carla Maersk</i> and <i>Conti Peridot</i> in Houston Ship Channel |
| October 1, 2015 | Crooked Island, Bahamas/ Jacksonville, FL | Sinking of cargo vessel <i>El Faro</i> during Hurricane Joaquin |
| AVIATION | | |
| April 7, 2015 | Bloomington, IL | Crash of a Cessna 414A during an instrument approach |
| June 25, 2015 | Ketchikan, AK | Crash of a de Havilland DHC-3 operated by Promech Air on a Part 135 on-demand sightseeing flight |
| July 17, 2015 | Juneau, AK | Crash of a Cessna 207A operated by Sea Port Airlines, Inc., dba Wings of Alaska on a Part 135 scheduled commuter flight |
| September 15, 2015 | Iliamna, AK | Crash of a de Havilland DHC-3 Turbine Otter operated by Rainbow King Lodge, Inc. on a Part 91 fishing lodge excursion flight |
| October 29, 2015 | Fort Lauderdale, FL | Fire while taxiing for departure of Dynamic International Airways flight 405 |
| November 10, 2015 | Akron, OH | Crash of Execuflight flight 1526 into a four-plex apartment building |

Office of Administrative Law Judges

Since 1967, the NTSB has served as the “court of appeals” for holders of airman, mechanic, air carrier, and mariner certificates when the FAA or the USCG suspends or revokes a certificate, and when a certificate application is denied.

The judges within the agency’s Office of Administrative Law Judges (ALJ) hear and consider the cases, and issue initial decisions on administrative appeals of FAA aviation enforcement actions. Under the Equal Access to Justice Act (EAJA), the judges also adjudicate claims from certificate holders for legal fees and expenses incurred in defending against FAA certificate actions; further, the judges adjudicate appeals from civil penalty actions assessed against any individual by the FAA. The certificate holder, the person being assessed, or the FAA may appeal the judges’ decisions to the five-member Board. The Board’s review on appeal of an administrative law judge’s decision is based on the record of the proceeding, which includes the transcript of the hearing testimony, exhibits, the judge’s decision, and appeal briefs submitted by the parties.

Marine certificate actions are heard first by USCG administrative law judges and may be appealed to the Vice Commandant of the Coast Guard. The ruling of the Vice Commandant may then be appealed to the NTSB. The same appellate process is followed for marine certificate actions as is conducted for aviation actions.

The NTSB currently has four judges: three are assigned to headquarters in Washington, DC, and one is assigned to the NTSB’s Denver, Colorado, office.⁵ One of the judges assigned to the headquarters office is stationed in Dallas-Fort Worth, Texas. The judges hold hearings primarily based on their circuit assignments.

Table 10: CY 2015 ALJ Statistics

| | |
|---|-----|
| Total Cases Received | 268 |
| Total Cases Closed | 208 |
| Emergency Cases Closed | 114 |
| Challenges to Emergency Determinations | 26 |
| Hearings Held | 49 |
| NTSB Board Opinions and Orders (O&O) | 27 |
| NTSB Board O&O appealed to US Federal Courts ¹ | 5 |

¹ Public Law 112-153 (the “Pilot’s Bill of Rights”), which became effective on August 3, 2012, vested authority to review the NTSB Board’s decisions in both the US Federal District Courts and US Courts of Appeals. Previously, only the Courts of Appeals had jurisdiction to review NTSB Board decisions.

In 2015, ALJ disposed of 77 percent of its caseload.

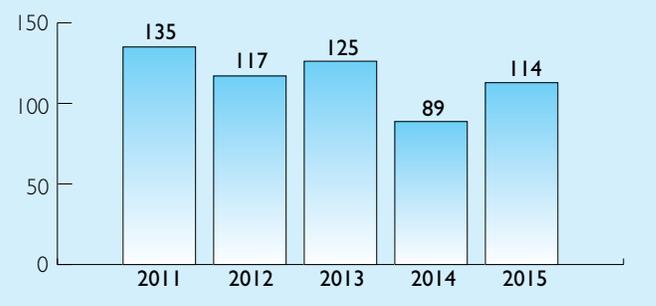
- 268 aviation certificate appeals were filed with the NTSB’s administrative law judges.
- The judges held 49 hearings and closed 208 cases.
- The judges received 114 emergency cases, which, by statute, require expedited handling and hearing. Emergency cases are those in which the certificate holder, because of a serious concern for aviation safety, is taken immediately from the certificate holder by the FAA during the pendency of the case. A breakdown of the 2015 caseload follows:



Figure 40: NTSB’s Chief Administrative Law Judge Alfonso Montano presiding over a case.

- o Twelve of the judges’ decisions were appealed to the NTSB, which decided 14 appeals on the merits, affirming the judge in eight, reversing three, reversing and remanding two, and remanding one case to the judges for further proceedings.
- o Five of the NTSB Board’s decisions were appealed to the federal courts, rendered three decisions affirming the Board, one decision dismissing the appeal, and two decisions remanding to the NTSB Board.
- o Three EAJA applications were filed in 2015. The judges decided a total of three EAJA cases, granting fees in one and denying fees in two. None of the EAJA decisions were appealed to the NTSB Board, and the Board did not issue any rulings in EAJA cases. ■

Figure 41: Emergency cases received by ALJ over the last 5 years



⁵ While this total is accurate for reporting year 2015, it is worth noting here that on February 6, 2016, NTSB faced the unfortunate passing of its administrative law judge for the Denver, Colorado, office.

■ NTSB Training Center



Figure 42: NTSB training facility in Ashburn, Virginia.

The NTSB Training Center, located in Ashburn, Virginia, provides training opportunities for NTSB employees and others from the transportation community through a variety of course offerings related to the various modes of transportation. The core of the training program continues to be key investigative courses that focus on competencies important to safety investigations for NTSB staff and outside participants. The laboratory area contains the reconstruction of TWA flight 800, as well as other wreckage and materials that are used in the Training Center's investigative courses, to provide participants hands-on experience with real-world items. The Workforce Development curriculum, open specifically to NTSB staff, offers employees access to additional courses focused on career development and improvement of management, leadership, and other mission critical skills. Vacant seats are open to employees of other federal agencies to maximize training opportunities and knowledge management for the federal workforce, and to provide the best stewardship of taxpayers' training dollars. Investigators from the NTSB and other organizations in the transportation community use the Training Center as a means of improving their accident investigation techniques.

Table 11: CY 2015 Training Center Statistics

| | |
|-------------------------------------|------|
| Courses, Programs, Seminars Offered | 57 |
| Workforce Development Courses | 40 |
| Student (Individual) Attendance | 1462 |
| External Participants | 1042 |
| Foreign Participants | 96 |
| NTSB Participants | 1232 |
| Federal Partnerships | 1 |

TRAINING OFFERINGS

In 2015, the NTSB Training Center continued to upgrade and refine a comprehensive array of training courses to NTSB staff as well as domestic and international participants. Because NTSB's mission is the key focus of NTSB Training Center pro-

grams and courses, training center staff focuses heavily on improving investigative programs and courses for agency employees and for the public. In addition to core accident investigation classes, the Training Center offered a variety of courses ranging in length from one day to two weeks, with wide applicability, such as Cognitive Interviewing for Accident Investigators, Investigating Human Fatigue Factors, and Family Assistance.

The majority of those attending Training Center courses are from transportation and emergency response communities. Recognizing the importance of using the training material in the real-world environment, Training Center courses emphasize and rely heavily on examples, demonstrations, and, when appropriate, hands-on training. The Training Center received a fully intact UH-1 Iroquois ("Huey") (see fig. below), from the US Army for use in hands-on exercises in the NTSB Helicopter Accident Investigation class.



Figure 43: UH-1 helicopter donated to the Training Center by the US Army.

New and continuing courses in 2015 created many unique training opportunities. By continually assessing the needs of external and internal customers, the Training Center not only addressed the current set of necessary skills and abilities in its course offerings, but also anticipated those skills necessary for the future. Ensuring and improving the quality of accident investigations through critical thought, instruction, and research is the center's goal. Some examples of courses that focus on future needs include:

- Cell Phone Forensics
- Systems Safety Fundamentals
- Media Relations
- Technical Presentation Skills
- Advanced Interviewing
- Accident Site Photography
- Advocacy
- Project Management
- NTSB Accident Report Writing
- Root Cause Analysis
- What Legal Professionals Need to Know
- Survival Factors in Aviation Accidents
- Unmanned Aerial Systems

TRANSPORTATION COMMUNITY AND PARTNERSHIPS

Furthering its commitment to meeting the training needs of those in other areas of government, the transportation safety community, and the security and emergency response communities, the NTSB Training Center continues to build upon its alliances with private organizations and federal agencies. For instance, the Training Center is currently working with the Department of Energy (DOE) to provide training for DOE aviation management and securities staff. Additionally, the Training Center continues to attract attendees from the worldwide transportation community, and many foreign governmental agencies and transportation entities. For example, the Training Center worked with the Army National Guard (ANG) Safety Center at Fort Rucker to develop and present a 1-week Helicopter Accident Investigation course exclusively tailored for ANG. It was presented for the first time in 2015, receiving excellent reviews. The Training Center is also working with the USCG and the United States Air Force Reserve to develop and present accident investigation courses specific to each agency's needs. Whenever possible, the center works with its investigative partners to offer classes to larger groups at other locations. The Office of Railroad, Pipeline and Hazardous Materials Safety offered such a course on Basic Railroad Accident Investigation to the Railroad Systems Suppliers, Inc.; several more offerings to other organizations have been planned for 2016. Another example was the Managing Communications during a Transportation Disaster course provided by the Office of Safety Recommendations and Communication's Public Affairs Division. This course received outstanding reviews and was presented to the following five transportation companies:

- Virgin America
- American Airlines
- Sikorsky Aircraft Company
- Federal Transit Administration
- Interstate Natural Gas Association of America ■



APPENDIX A: MEMBER PROFILES



Honorable Christopher A. Hart, Chairman

Christopher A. Hart was sworn in as Chairman of the NTSB on March 17, 2015. Prior to stepping into the role of acting chairman, Hart had served as vice chairman and a member of the Board since 2009. President Barack Obama nominated Hart to serve as chairman in January 2015, and the U.S. Senate confirmed him on March 12, 2015. He has been serving as acting chairman since April 26, 2014. He also served as a member of the Board from 1990 to 1993. His 5-year term as a Member will end December 31, 2017.



Honorable T. Bella Dinh-Zarr, Vice Chairman

T. Bella Dinh-Zarr, PhD, MPH, took the oath of office as the 42nd Member of the National Transportation Safety Board in March 2015, whereupon President Barack Obama designated her as Vice Chairman of the Board for a two-year term. She is concurrently serving a three-year term as board member, which runs through December 2018.



Honorable Robert L. Sumwalt, Member

Robert L. Sumwalt was sworn in as the 37th Member of the NTSB in August 2006 and shortly thereafter the president designated him as Vice Chairman of the Board for a 2-year term. In November 2011, the president reappointed Member Sumwalt to an additional 5-year term. His term of office as a Board Member will run until December 31, 2016.



Honorable Earl F. Weener, Member

Earl F. Weener, PhD, took the oath of office as the 41st Member of the National Transportation Safety Board on June 30th, 2010. He was nominated by President Obama and confirmed by the Senate for a term that expires December 31, 2015. Member Weener's term is pending reappointment.



APPENDIX B:

Accidents Exceeding The Expected Time Allotted For Completion By Board Order

| Mode | Accident Date | Accident Location | Accident Circumstances | Reason not Completed |
|----------|-----------------------|-------------------------|---|----------------------|
| Aviation | 11/29/2013 | St. Mary's, Alaska | Cessna 208B crash short of airport | Limited Resources |
| Aviation | 3/13/2014 | Philadelphia, PA | USAirways aborted takeoff | Limited Resources |
| Aviation | 12/8/2014 | Gaithersburg, MD | Embraer Phenom 500 crash on approach | Limited Resources |
| Highway | None to Report | | | |
| Marine | None to Report | | | |
| Railroad | 12/17/2013 | Birmingham, Alabama | Cast iron main leak destroyed two-story apartment; one fatality | Limited Resources |
| Railroad | 12/30/2013 | Casselton, North Dakota | Oil train struck derailed grain train; subsequent fire and evacuation | Limited Resources |
| Railroad | 4/30/2014 | Lynchburg, Virginia | Crude oil train derailment; subsequent fire and evacuation | Limited Resources |
| Railroad | 8/17/2014 | Hoxie, Arkansas | Two Union Pacific trains collided; town evacuation | Limited Resources |
| Railroad | 10/16/2014 | Brentwood, Arkansas | Collision of Arkansas & Missouri locomotive and passenger train | Limited Resources |



APPENDIX C:

Accidents Required To Be Investigated Under Section 1131 But Not Investigated

| Mode | Date | Accident Location | Accident Circumstances | Reason Not Investigated | | |
|---|-----------------------|--|---|-----------------------------|---------------------|-------------------|
| AVIATION | None to Report | | | | | |
| HIGHWAY | None to Report | | | | | |
| MARINE | None to Report | | | | | |
| RAILROAD, PIPELINE AND HAZARDOUS MATERIALS | | | | | | |
| Pipeline | | | | | | |
| Pipeline | 1/17/2015 | Glendive, Montana | Bridger Pipeline – crude oil pipeline rupture | Limited Resources | | |
| Pipeline | 1/26/2015 | Follansbee, West Virginia | Enterprise Products – natural gas pipeline explosion | Limited Resources | | |
| Pipeline | 1/27/2015 | Cordova, Alabama | Cordova Water & Gas – house explosion | Limited Resources | | |
| Pipeline | 2/24/2015 | Stafford, New Jersey | New Jersey Natural Gas – house explosion | Limited Resources | | |
| Pipeline | 3/8/2015 | Edwardsville, Pennsylvania | Penn Natural Gas – house explosion | Limited Resources | | |
| Pipeline | 4/19/2015 | Fresno, California | Pacific Gas & Electric – gas pipeline explosion, third-party strike | Limited Resources | | |
| Pipeline | 5/19/2015 | Santa Barbara, California | Plains All American Pipeline – crude oil pipeline corrosion failure | Limited Resources | | |
| Pipeline | 10/8/2015 | Gibson, Louisiana | Williams Pipeline Partners – liquid separator explosion | Limited Resources | | |
| Pipeline | 10/23/2015 | Porter Ranch, Aliso Canyon, California | Southern California Gas – natural gas well blowout | Limited Resources | | |
| Pipeline | 12/3/2015 | Orla, Texas | Anadarko Petroleum – natural gas processing facility fire | Limited Resources | | |
| Railroad | | | | | | |
| (FTA data available for January 1, 2015 to August 31, 2015) | | | | | | |
| Accidents involving Railroad Employees | | | | | | |
| RR-Employee | 1/2/2015 | Otero, New Mexico | Collision/impact - auto, truck, bus, van, etc. | Limited resources | | |
| RR-Employee | 1/30/2015 | Kershaw, South Carolina | Other | Limited resources | | |
| RR-Employee | 2/12/2015 | Lawrence, Arkansas | Collision/impact - auto, truck, bus, van, etc. | Limited resources | | |
| RR-Employee | 2/24/2015 | Ventura, California | Struck against object | Limited resources | | |
| RR-Employee | 8/22/2015 | Marion, Indiana | Burned | Limited resources | | |
| Railroad Freight Accidents over \$1 million | | | | | | |
| RR-Freight | 1 | 15 | 2015 | KS / WILSON / BENEDICT | Highway-rail impact | Limited resources |
| RR-Freight | 1 | 27 | 2015 | SC / ALLENDALE / MARTIN | Derailments | Limited resources |
| RR-Freight | 2 | 7 | 2015 | NM / MCKINLEY / GALLUP | Derailments | Limited resources |
| RR-Freight | 2 | 11 | 2015 | NE / SCOTTS BLUFF / MCGREW | Derailments | Limited resources |
| RR-Freight | 2 | 16 | 2015 | WV / FAYETTE / MOUNT CARBON | Derailments | Limited resources |
| RR-Freight | 2 | 17 | 2015 | NE / CASS / LOUISVILLE | Derailments | Limited resources |
| RR-Freight | 2 | 25 | 2015 | MN / ST LOUIS / COTTON | Derailments | Limited resources |
| RR-Freight | 3 | 5 | 2015 | IL / JO DAVIESS / GALENA | Derailments | Limited resources |
| RR-Freight | 3 | 12 | 2015 | WY / NIOBRARA / LUSK | Derailments | Limited resources |
| RR-Freight | 3 | 21 | 2015 | TX / BOSQUE / VALLEY MILLS | Derailments | Limited resources |
| RR-Freight | 3 | 22 | 2015 | CO / WELD / HUDSON | Derailments | Limited resources |
| RR-Freight | 3 | 25 | 2015 | NV / CHURCHILL / HAZEN | Derailments | Limited resources |
| RR-Freight | 3 | 30 | 2015 | MS / LEFLORE / PHILIPP | Derailments | Limited resources |

APPENDIX C: ACCIDENTS REQUIRED TO BE INVESTIGATED UNDER SECTION 1131 BUT NOT INVESTIGATED

| Mode | Date | | | Accident Location | Accident Circumstances | Reason Not Investigated |
|---|------|----|------|--|------------------------|-------------------------|
| RR-Freight | 4 | 7 | 2015 | CA / ORANGE / ATWOOD | Derailments | Limited resources |
| RR-Freight | 4 | 10 | 2015 | SC / EDGEFIELD / TRENTON | Derailments | Limited resources |
| RR-Freight | 4 | 20 | 2015 | CA / PLUMAS / GREENVILLE | Derailments | Limited resources |
| RR-Freight | 5 | 6 | 2015 | KS / SUMNER / PECK | Derailments | Limited resources |
| RR-Freight | 5 | 7 | 2015 | NE / LANCASTER / LINCOLN | Derailments | Limited resources |
| RR-Freight | 5 | 8 | 2015 | TX / COOKE / VALLEY VIEW | Derailments | Limited resources |
| RR-Freight | 5 | 10 | 2015 | TX / TARRANT / FORT WORTH | Derailments | Limited resources |
| RR-Freight | 5 | 15 | 2015 | TX / ATASCOSA / PLEASANTON | Derailments | Limited resources |
| RR-Freight | 5 | 16 | 2015 | KS / LYON / EMPORIA | Derailments | Limited resources |
| RR-Freight | 5 | 17 | 2015 | IA / CLARKE / MURRAY | Derailments | Limited resources |
| RR-Freight | 5 | 22 | 2015 | MT / BIG HORN / DECKER | Derailments | Limited resources |
| RR-Freight | 5 | 24 | 2015 | NV / WASHOE / GERLACH | Derailments | Limited resources |
| RR-Freight | 5 | 27 | 2015 | MN / KOOCHICHING / INTERNATIONAL FALLS | Other events | Limited resources |
| RR-Freight | 5 | 28 | 2015 | NY / BROOME / CHENANGO FORKS | Derailments | Limited resources |
| RR-Freight | 6 | 9 | 2015 | MO / ST LOUIS / EUREKA | Derailments | Limited resources |
| RR-Freight | 6 | 12 | 2015 | WY / NIOBRARA / MANVILLE | Other events | Limited resources |
| RR-Freight | 6 | 13 | 2015 | MO / ANDREW / AMAZONIA | Derailments | Limited resources |
| RR-Freight | 6 | 13 | 2015 | WY / NIOBRARA / MANVILLE | Other events | Limited resources |
| RR-Freight | 7 | 8 | 2015 | MT / CASCADE / GREAT FALLS | Derailments | Limited resources |
| RR-Freight | 7 | 14 | 2015 | MT / ROOSEVELT / BROCKTON | Derailments | Limited resources |
| RR-Freight | 7 | 14 | 2015 | VA / PULASKI / DUBLIN | Rear end collision | Limited resources |
| RR-Freight | 7 | 16 | 2015 | MT / ROOSEVELT / CULBERTSON | Derailments | Limited resources |
| RR-Freight | 7 | 24 | 2015 | WY / GOSHEN / TORRINGTON | Derailments | Limited resources |
| RR-Freight | 7 | 26 | 2015 | TX / TARRANT / MANSFIELD | Derailments | Limited resources |
| RR-Freight | 7 | 29 | 2015 | TX / AUSTIN / BELLVILLE | Derailments | Limited resources |
| RR-Freight | 8 | 7 | 2015 | GA / WASHINGTON / RID- DLEVILLE | Head on collision | Limited resources |
| RR-Freight | 8 | 10 | 2015 | CO / EL PASO / FOUNTAIN | Derailments | Limited resources |
| RR-Freight | 10 | 9 | 2015 | TX / BOWIE / SIMMS | Derailments | Limited resources |
| RR-Freight | 10 | 23 | 2015 | NM / MCKINLEY / GALLUP | Derailments | Limited resources |
| RR-Freight | 10 | 24 | 2015 | TX / NAVARRO / CORSICANA | Derailments | Limited resources |
| RR-Freight | 10 | 31 | 2015 | TX / CALDWELL / LOCKHART | Derailments | Limited resources |
| RR-Freight | 11 | 7 | 2015 | WI / BUFFALO / ALMA | Derailments | Limited resources |
| RR-Freight | 11 | 8 | 2015 | WI / JEFFERSON / WATERTOWN | Derailments | Limited resources |
| RR-Freight | 11 | 9 | 2015 | IA / DES MOINES / DANVILLE | Highway-rail impact | Limited resources |
| RR-Freight | 11 | 26 | 2015 | NV / ELKO / WENDOVER | Other events | Limited resources |
| RR-Freight | 12 | 19 | 2015 | TX / FAYETTE / LA GRANGE | Derailments | Limited resources |
| RR-Freight | 12 | 21 | 2015 | NE / CHEYENNE / SIDNEY | Highway-rail impact | Limited resources |
| RR-Freight | 12 | 22 | 2015 | KS / REPUBLIC / NORWAY | Derailments | Limited resources |
| RR-Freight | 12 | 27 | 2015 | MO / NEWTON / NEOSHO | Derailments | Limited resources |
| Accidents involving Passenger Trains | | | | | | |
| RR-Passenger | 1 | 6 | 2015 | NM / BERNALILLO / ALBUQUER- QUE | Derailments | Limited resources |

APPENDIX C: ACCIDENTS REQUIRED TO BE INVESTIGATED UNDER SECTION 1131 BUT NOT INVESTIGATED

| Mode | Date | | | Accident Location | Accident Circumstances | Reason Not Investigated |
|--------------|------|----|------|---------------------------------------|------------------------|-------------------------|
| RR-Passenger | 1 | 13 | 2015 | NY / WESTCHESTER / PELHAM | Other events | Limited resources |
| RR-Passenger | 1 | 15 | 2015 | NY / NEW YORK / NEW YORK NEW YORK | Other events | Limited resources |
| RR-Passenger | 1 | 15 | 2015 | CA / SAN MATEO / BURLINGAME | Obstruction impact | Limited resources |
| RR-Passenger | 1 | 16 | 2015 | NJ / UNION / CRANFORD | Other events | Limited resources |
| RR-Passenger | 1 | 19 | 2015 | MA / HAMPSHIRE / HATFIELD | Obstruction impact | Limited resources |
| RR-Passenger | 1 | 20 | 2015 | PA / DELAWARE / CHESTER | Other events | Limited resources |
| RR-Passenger | 1 | 20 | 2015 | CA / LOS ANGELES / NORWALK | Obstruction impact | Limited resources |
| RR-Passenger | 1 | 22 | 2015 | CA / CONTRA COSTA / SAN PABLO | Obstruction impact | Limited resources |
| RR-Passenger | 1 | 22 | 2015 | CA / CONTRA COSTA / SAN PABLO | Obstruction impact | Limited resources |
| RR-Passenger | 1 | 24 | 2015 | NY / WESTCHESTER / RYE | Other events | Limited resources |
| RR-Passenger | 1 | 26 | 2015 | AZ / NAVAJO / HOLBROOK | Fire/violent rupture | Limited resources |
| RR-Passenger | 1 | 28 | 2015 | NY / NEW YORK / NEW YORK NEW YORK | Derailments | Limited resources |
| RR-Passenger | 1 | 29 | 2015 | MA / SUFFOLK / BOSTON | Side collision | Limited resources |
| RR-Passenger | 2 | 3 | 2015 | PA / DELAWARE / DARBY | Other events | Limited resources |
| RR-Passenger | 2 | 6 | 2015 | IL / COOK / CHICAGO | Other events | Limited resources |
| RR-Passenger | 2 | 7 | 2015 | PA / MONTGOMERY / VILLANO- VA | Fire/violent rupture | Limited resources |
| RR-Passenger | 2 | 10 | 2015 | MD / BALTIMORE CITY / BALTI- MORE | Other events | Limited resources |
| RR-Passenger | 2 | 10 | 2015 | CA / LOS ANGELES / LOS AN- GELES | Derailments | Limited resources |
| RR-Passenger | 2 | 15 | 2015 | NJ / HUDSON / JERSEY CITY | Derailments | Limited resources |
| RR-Passenger | 2 | 15 | 2015 | PA / DELAWARE / CHESTER | Other events | Limited resources |
| RR-Passenger | 2 | 17 | 2015 | PA / PHILADELPHIA / PHILADEL- PHIA | Other events | Limited resources |
| RR-Passenger | 2 | 23 | 2015 | CA / SAN MATEO / MENLO PARK | Highway-rail impact | Limited resources |
| RR-Passenger | 3 | 2 | 2015 | MS / PIKE / OSYKA | Obstruction impact | Limited resources |
| RR-Passenger | 3 | 3 | 2015 | NY / SUFFOLK / PATCHOGUE | Highway-rail impact | Limited resources |
| RR-Passenger | 3 | 6 | 2015 | MD / ANNE ARUNDEL / ODEN- TON | Derailments | Limited resources |
| RR-Passenger | 3 | 9 | 2015 | NC / HALIFAX / HALIFAX | Highway-rail impact | Limited resources |
| RR-Passenger | 3 | 9 | 2015 | IL / COOK / CHICAGO | Derailments | Limited resources |
| RR-Passenger | 3 | 10 | 2015 | CA / YOLO / DAVIS | Highway-rail impact | Limited resources |
| RR-Passenger | 3 | 15 | 2015 | VA / GREENSVILLE / EMPORIA | Obstruction impact | Limited resources |
| RR-Passenger | 3 | 15 | 2015 | IL / MADISON / ALTON | Highway-rail impact | Limited resources |
| RR-Passenger | 4 | 2 | 2015 | PA / PHILADELPHIA / PHILADEL- PHIA | Other events | Limited resources |
| RR-Passenger | 4 | 11 | 2015 | FL / BROWARD / FORT LAUDER- DALE | Other impacts | Limited resources |
| RR-Passenger | 4 | 13 | 2015 | CT / NEW LONDON / WEST MYSTIC | Other events | Limited resources |
| RR-Passenger | 4 | 18 | 2015 | RI / WASHINGTON / KINGSTON | Obstruction impact | Limited resources |
| RR-Passenger | 4 | 25 | 2015 | GA / CHATHAM / SAVANNAH | Obstruction impact | Limited resources |
| RR-Passenger | 5 | 10 | 2015 | LA / TANGIPAHOA / AMITE | Highway-rail impact | Limited resources |
| RR-Passenger | 5 | 12 | 2015 | NJ / ESSEX / NEWARK | Other events | Limited resources |

APPENDIX C: ACCIDENTS REQUIRED TO BE INVESTIGATED UNDER SECTION 1131 BUT NOT INVESTIGATED

| Mode | Date | | | Accident Location | Accident Circumstances | Reason Not Investigated |
|--------------|------|----|------|----------------------------------|------------------------|-------------------------|
| RR-Passenger | 5 | 14 | 2015 | WI / MILWAUKEE / MILWAUKEE | Fire/violent rupture | Limited resources |
| RR-Passenger | 5 | 19 | 2015 | PA / DELAWARE / ELWYN | Other events | Limited resources |
| RR-Passenger | 5 | 21 | 2015 | TX / MARION / JEFFERSON | Obstruction impact | Limited resources |
| RR-Passenger | 5 | 30 | 2015 | OH / PORTAGE / RAVENNA | Raking collision | Limited resources |
| RR-Passenger | 6 | 2 | 2015 | CA / KINGS / CORCORAN | Highway-rail impact | Limited resources |
| RR-Passenger | 6 | 5 | 2015 | IL / WILL / WILMINGTON | Highway-rail impact | Limited resources |
| RR-Passenger | 6 | 6 | 2015 | TX / DALLAS / IRVING | Highway-rail impact | Limited resources |
| RR-Passenger | 6 | 7 | 2015 | IL / DOUGLAS / TUSCOLA | Obstruction impact | Limited resources |
| RR-Passenger | 6 | 9 | 2015 | MD / BALTIMORE CITY / BALTI-MORE | Other events | Limited resources |
| RR-Passenger | 6 | 21 | 2015 | CT / NEW LONDON / MYSTIC, GROTON | Other events | Limited resources |
| RR-Passenger | 6 | 27 | 2015 | IL / CHAMPAIGN / RANTOUL | Highway-rail impact | Limited resources |
| RR-Passenger | 7 | 1 | 2015 | PA / DELAWARE / RADNOR | Other events | Limited resources |
| RR-Passenger | 7 | 4 | 2015 | TX / GONZALES / HARWOOD | Highway-rail impact | Limited resources |
| RR-Passenger | 7 | 13 | 2015 | FL / CLAY / ORANGE PARK | Highway-rail impact | Limited resources |
| RR-Passenger | 7 | 16 | 2015 | NJ / HUDSON / WEEHAWKEN | Other events | Limited resources |
| RR-Passenger | 7 | 20 | 2015 | MD / MONTGOMERY / SILVER SPRING | Highway-rail impact | Limited resources |
| RR-Passenger | 7 | 30 | 2015 | NJ / UNION / RAHWAY | Other events | Limited resources |
| RR-Passenger | 8 | 15 | 2015 | PA / BUCKS / BRISTOL | Other events | Limited resources |
| RR-Passenger | 8 | 15 | 2015 | CA / MONTEREY / SOLEDAD | Highway-rail impact | Limited resources |
| RR-Passenger | 8 | 20 | 2015 | CA / CONTRA COSTA / KNIGHTSEN | Highway-rail impact | Limited resources |
| RR-Passenger | 8 | 22 | 2015 | PA / DELAWARE / CHESTER | Other events | Limited resources |
| RR-Passenger | 8 | 31 | 2015 | CA / CONTRA COSTA / PITTSBURG | Obstruction impact | Limited resources |
| RR-Passenger | 9 | 8 | 2015 | NJ / MORRIS / MADISON | Other events | Limited resources |
| RR-Passenger | 9 | 10 | 2015 | VA / GREENSVILLE / EMPORIA | Highway-rail impact | Limited resources |
| RR-Passenger | 9 | 11 | 2015 | PA / PHILADELPHIA / PHILADELPHIA | Other events | Limited resources |
| RR-Passenger | 9 | 13 | 2015 | IL / COOK / BLUE ISLAND | Derailments | Limited resources |
| RR-Passenger | 9 | 21 | 2015 | NY / DUTCHESS / RED HOOK | Obstruction impact | Limited resources |
| RR-Passenger | 10 | 8 | 2015 | FL / ORANGE / WINTER PARK | Raking collision | Limited resources |
| RR-Passenger | 10 | 9 | 2015 | NY / QUEENS / LONG ISLAND CITY | Other events | Limited resources |
| RR-Passenger | 10 | 10 | 2015 | MS / LEFLORE / MINTER CITY | Highway-rail impact | Limited resources |
| RR-Passenger | 10 | 13 | 2015 | IL / DE KALB / SOMONAUK | Highway-rail impact | Limited resources |
| RR-Passenger | 10 | 13 | 2015 | IN / LA PORTE / MICHIGAN CITY | Highway-rail impact | Limited resources |
| RR-Passenger | 10 | 16 | 2015 | PA / PHILADELPHIA / PHILADELPHIA | Other events | Limited resources |
| RR-Passenger | 10 | 23 | 2015 | CA / SUTTER / PLEASANT GROVE | Highway-rail impact | Limited resources |
| RR-Passenger | 10 | 24 | 2015 | MI / OAKLAND / PONTIAC | Derailments | Limited resources |
| RR-Passenger | 10 | 30 | 2015 | PA / BUCKS / MORRISVILLE | Derailments | Limited resources |
| RR-Passenger | 11 | 13 | 2015 | IL / COOK / CHICAGO | Derailments | Limited resources |
| RR-Passenger | 11 | 16 | 2015 | IN / PORTER / PORTAGE | Highway-rail impact | Limited resources |
| RR-Passenger | 11 | 17 | 2015 | MD / CECIL / PERRYVILLE | Other events | Limited resources |

APPENDIX C: ACCIDENTS REQUIRED TO BE INVESTIGATED UNDER SECTION 1131 BUT NOT INVESTIGATED

| Mode | Date | | | Accident Location | Accident Circumstances | Reason Not Investigated |
|---------------------------------------|------|----|------|-------------------------|---|-------------------------|
| RR-Passenger | 11 | 17 | 2015 | WA / PIERCE / TACOMA | Obstruction impact | Limited resources |
| RR-Passenger | 11 | 18 | 2015 | NE / DOUGLAS / OMAHA | Obstruction impact | Limited resources |
| RR-Passenger | 12 | 3 | 2015 | NC / MOORE / PINEBLUFF | Highway-rail impact | Limited resources |
| RR-Passenger | 12 | 14 | 2015 | MA / NORFOLK / WEYMOUTH | Fire/violent rupture | Limited resources |
| RR-Passenger | 12 | 17 | 2015 | MO / MONITEAU / TIPTON | Highway-rail impact | Limited resources |
| Railroad Trespasser Fatalities | | | | | | |
| RR-Trespasser | 1 | 1 | 2015 | TX / SMITH | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 1 | 1 | 2015 | NJ / MONMOUTH | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 1 | 2 | 2015 | CA / MADERA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 1 | 2 | 2015 | MD / MONTGOMERY | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 1 | 2 | 2015 | WI / RACINE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 1 | 2 | 2015 | TN / BRADLEY | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 1 | 3 | 2015 | MD / ALLEGANY | Slipped, fell, stumbled, etc. due to climatic condition | Limited resources |
| RR-Trespasser | 1 | 5 | 2015 | GA / FULTON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 1 | 5 | 2015 | VA / EMPORIA | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 1 | 6 | 2015 | NJ / ESSEX | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 1 | 6 | 2015 | CA / ORANGE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 1 | 9 | 2015 | SC / ORANGEBURG | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 1 | 9 | 2015 | MS / HARRISON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 1 | 9 | 2015 | CA / ORANGE | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 1 | 10 | 2015 | CA / SAN MATEO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 1 | 10 | 2015 | FL / BREVARD | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 1 | 11 | 2015 | CA / SACRAMENTO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 1 | 14 | 2015 | OH / HENRY | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 1 | 16 | 2015 | NJ / BURLINGTON | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 1 | 16 | 2015 | PA / LEHIGH | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 1 | 16 | 2015 | CA / STANISLAUS | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 1 | 16 | 2015 | CA / VENTURA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 1 | 16 | 2015 | GA / STEPHENS | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 1 | 17 | 2015 | MD / WASHINGTON | Other (describe in narrative) | Limited resources |
| RR-Trespasser | 1 | 17 | 2015 | CA / LOS ANGELES | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 1 | 19 | 2015 | KY / CHRISTIAN | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 1 | 20 | 2015 | NY / SUFFOLK | Assaulted by other | Limited resources |
| RR-Trespasser | 1 | 21 | 2015 | TX / TARRANT | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 1 | 22 | 2015 | VA / FAUQUIER | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 1 | 22 | 2015 | NC / JOHNSTON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 1 | 23 | 2015 | CA / LOS ANGELES | Struck by object | Limited resources |
| RR-Trespasser | 1 | 24 | 2015 | AL / JEFFERSON | Caught Between Equipment | Limited resources |
| RR-Trespasser | 1 | 24 | 2015 | CA / MERCED | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 1 | 24 | 2015 | FL / ESCAMBIA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 1 | 26 | 2015 | VA / CULPEPER | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 1 | 26 | 2015 | IL / KANE | Slipped, fell, stumbled, other | Limited resources |
| RR-Trespasser | 1 | 26 | 2015 | NJ / CAMDEN | Other impacts - on track equipment | Limited resources |

APPENDIX C: ACCIDENTS REQUIRED TO BE INVESTIGATED UNDER SECTION 1131 BUT NOT INVESTIGATED

| Mode | Date | | | Accident Location | Accident Circumstances | Reason Not Investigated |
|---------------|------|----|------|--------------------|--|-------------------------|
| RR-Trespasser | 1 | 27 | 2015 | NC / ALAMANCE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 1 | 27 | 2015 | CA / SACRAMENTO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 1 | 30 | 2015 | AL / MONTGOMERY | Burned | Limited resources |
| RR-Trespasser | 1 | 30 | 2015 | IL / COOK | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 1 | 31 | 2015 | NY / DUTCHESS | Electrical shock, other (explain in narrative) | Limited resources |
| RR-Trespasser | 2 | 1 | 2015 | CA / TULARE | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 2 | 3 | 2015 | FL / PALM BEACH | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 2 | 4 | 2015 | LA / ORLEANS | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 2 | 5 | 2015 | GA / FULTON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 2 | 5 | 2015 | TN / HAMILTON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 2 | 5 | 2015 | OH / LORAIN | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 2 | 5 | 2015 | WI / PEPIN | Climatic condition, exposure to environmental cold | Limited resources |
| RR-Trespasser | 2 | 6 | 2015 | IL / CHAMPAIGN | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 2 | 7 | 2015 | IL / WILL | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 2 | 9 | 2015 | CO / LARIMER | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 2 | 10 | 2015 | NC / ROWAN | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 2 | 11 | 2015 | NC / MECKLENBURG | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 2 | 11 | 2015 | NY / QUEENS | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 2 | 11 | 2015 | NJ / BERGEN | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 2 | 12 | 2015 | CA / SANTA CLARA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 2 | 14 | 2015 | CA / SANTA BARBARA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 2 | 14 | 2015 | AZ / PIMA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 2 | 14 | 2015 | TX / BEXAR | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 2 | 15 | 2015 | CA / LOS ANGELES | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 2 | 16 | 2015 | WI / WAUKESHA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 2 | 16 | 2015 | KS / GRAY | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 2 | 20 | 2015 | CA / ALAMEDA | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 2 | 21 | 2015 | IL / KNOX | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 2 | 21 | 2015 | WA / COWLITZ | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 2 | 22 | 2015 | FL / ORANGE | Other (describe in narrative) | Limited resources |
| RR-Trespasser | 2 | 22 | 2015 | NY / SUFFOLK | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 2 | 23 | 2015 | NM / BERNALILLO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 2 | 23 | 2015 | CA / SAN FRANCISCO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 2 | 25 | 2015 | IL / MCHENRY | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 2 | 25 | 2015 | TX / HARRIS | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 2 | 26 | 2015 | TN / HUMPHREYS | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 2 | 26 | 2015 | KY / KENTON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 2 | 27 | 2015 | CA / FRESNO | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 2 | 27 | 2015 | OH / FULTON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 2 | 28 | 2015 | IL / DU PAGE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 3 | 2 | 2015 | IL / COOK | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 3 | 2 | 2015 | CA / CONTRA COSTA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 3 | 2 | 2015 | FL / DUVAL | Struck by on-track equipment | Limited resources |

APPENDIX C: ACCIDENTS REQUIRED TO BE INVESTIGATED UNDER SECTION 1131 BUT NOT INVESTIGATED

| Mode | Date | | | Accident Location | Accident Circumstances | Reason Not Investigated |
|---------------|------|----|------|-------------------|--------------------------------|-------------------------|
| RR-Trespasser | 3 | 5 | 2015 | IL / LAKE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 3 | 7 | 2015 | GA / DE KALB | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 3 | 8 | 2015 | OH / FRANKLIN | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 3 | 9 | 2015 | TX / MARTIN | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 3 | 10 | 2015 | NJ / OCEAN | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 3 | 11 | 2015 | NC / CATAWBA | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 3 | 11 | 2015 | NJ / MORRIS | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 3 | 11 | 2015 | IN / ALLEN | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 3 | 11 | 2015 | IL / DU PAGE | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 3 | 12 | 2015 | IL / LEE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 3 | 12 | 2015 | AR / JOHNSON | Slipped, fell, stumbled, other | Limited resources |
| RR-Trespasser | 3 | 13 | 2015 | CA / ALAMEDA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 3 | 13 | 2015 | PA / LEBANON | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 3 | 14 | 2015 | FL / POLK | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 3 | 14 | 2015 | MI / JACKSON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 3 | 14 | 2015 | MD / BALTIMORE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 3 | 14 | 2015 | KY / HOPKINS | Other (describe in narrative) | Limited resources |
| RR-Trespasser | 3 | 15 | 2015 | IL / MADISON | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 3 | 15 | 2015 | IL / FAYETTE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 3 | 17 | 2015 | IL / VERMILION | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 3 | 17 | 2015 | GA / DE KALB | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 3 | 17 | 2015 | IN / LAKE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 3 | 19 | 2015 | TX / CHEROKEE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 3 | 19 | 2015 | CA / SANTA CLARA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 3 | 20 | 2015 | WA / KING | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 3 | 21 | 2015 | GA / FULTON | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 3 | 22 | 2015 | TN / HAMILTON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 3 | 22 | 2015 | VA / CHESTERFIELD | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 3 | 24 | 2015 | OR / CLACKAMAS | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 3 | 25 | 2015 | NY / SARATOGA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 3 | 26 | 2015 | OK / OTTAWA | Slipped, fell, stumbled, other | Limited resources |
| RR-Trespasser | 3 | 26 | 2015 | FL / ESCAMBIA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 3 | 26 | 2015 | CA / MERCED | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 3 | 26 | 2015 | CA / RIVERSIDE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 3 | 26 | 2015 | IL / MADISON | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 3 | 27 | 2015 | OH / CUYAHOGA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 3 | 27 | 2015 | NY / MONROE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 3 | 28 | 2015 | TX / DALLAS | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 3 | 28 | 2015 | MS / HINDS | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 3 | 29 | 2015 | NJ / MERCER | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 3 | 29 | 2015 | CT / FAIRFIELD | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 3 | 29 | 2015 | PA / CLINTON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 3 | 29 | 2015 | KS / BUTLER | Highway-rail collision/impact | Limited resources |

APPENDIX C: ACCIDENTS REQUIRED TO BE INVESTIGATED UNDER SECTION 1131 BUT NOT INVESTIGATED

| Mode | Date | | | Accident Location | Accident Circumstances | Reason Not Investigated |
|---------------|------|----|------|---------------------|-------------------------------|-------------------------|
| RR-Trespasser | 3 | 30 | 2015 | FL / POLK | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 3 | 31 | 2015 | NM / MCKINLEY | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 3 | 31 | 2015 | AR / PULASKI | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 4 | 2 | 2015 | FL / BROWARD | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 4 | 2 | 2015 | WA / LEWIS | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 4 | 2 | 2015 | SC / CHESTER | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 4 | 4 | 2015 | OH / COLUMBIANA | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 4 | 5 | 2015 | FL / BROWARD | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 4 | 5 | 2015 | NC / DURHAM | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 4 | 5 | 2015 | PA / ALLEGHENY | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 4 | 7 | 2015 | NE / CHEYENNE | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 4 | 8 | 2015 | TX / BEXAR | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 4 | 9 | 2015 | WV / CABELL | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 4 | 10 | 2015 | CA / KERN | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 4 | 11 | 2015 | CA / RIVERSIDE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 4 | 11 | 2015 | CA / ALAMEDA | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 4 | 12 | 2015 | WA / PIERCE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 4 | 12 | 2015 | NY / NASSAU | Other (describe in narrative) | Limited resources |
| RR-Trespasser | 4 | 13 | 2015 | CA / FRESNO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 4 | 14 | 2015 | WY / CAMPBELL | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 4 | 15 | 2015 | GA / CHATHAM | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 4 | 15 | 2015 | NY / CHEMUNG | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 4 | 15 | 2015 | TN / CARTER | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 4 | 15 | 2015 | MS / LAUDERDALE | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 4 | 16 | 2015 | CA / MADERA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 4 | 17 | 2015 | AR / LONOKE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 4 | 17 | 2015 | IN / MARION | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 4 | 17 | 2015 | TX / HAYS | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 4 | 17 | 2015 | OK / CLEVELAND | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 4 | 18 | 2015 | CA / LOS ANGELES | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 4 | 18 | 2015 | FL / PALM BEACH | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 4 | 18 | 2015 | MA / WORCESTER | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 4 | 18 | 2015 | KY / LAUREL | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 4 | 19 | 2015 | CA / NEVADA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 4 | 19 | 2015 | GA / CLARKE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 4 | 19 | 2015 | FL / BROWARD | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 4 | 19 | 2015 | VA / PRINCE WILLIAM | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 4 | 20 | 2015 | VA / NEWPORT NEWS | Struck by object | Limited resources |
| RR-Trespasser | 4 | 20 | 2015 | FL / POLK | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 4 | 22 | 2015 | AL / JEFFERSON | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 4 | 22 | 2015 | MO / LAWRENCE | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 4 | 22 | 2015 | NY / MONROE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 4 | 23 | 2015 | CA / VENTURA | Highway-rail collision/impact | Limited resources |

APPENDIX C: ACCIDENTS REQUIRED TO BE INVESTIGATED UNDER SECTION 1131 BUT NOT INVESTIGATED

| Mode | Date | | | Accident Location | Accident Circumstances | Reason Not Investigated |
|---------------|------|----|------|----------------------|--|-------------------------|
| RR-Trespasser | 4 | 23 | 2015 | CO / LARIMER | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 4 | 23 | 2015 | GA / JACKSON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 4 | 25 | 2015 | OH / CUYAHOGA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 4 | 25 | 2015 | CO / ARAPAHOE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 4 | 25 | 2015 | VA / NORFOLK | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 4 | 26 | 2015 | CA / SAN FRANCISCO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 4 | 26 | 2015 | IN / GIBSON | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 4 | 27 | 2015 | CA / SOLANO | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 4 | 30 | 2015 | TX / BEXAR | Assaulted by other | Limited resources |
| RR-Trespasser | 5 | 1 | 2015 | CA / ALAMEDA | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 5 | 1 | 2015 | MO / JACKSON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 2 | 2015 | LA / ST LANDRY | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 6 | 2015 | KY / JEFFERSON | Thrill seeking | Limited resources |
| RR-Trespasser | 5 | 6 | 2015 | CA / LOS ANGELES | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 6 | 2015 | CA / SAN DIEGO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 6 | 2015 | NC / ALAMANCE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 6 | 2015 | MO / WARREN | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 7 | 2015 | LA / OUACHITA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 7 | 2015 | CA / SACRAMENTO | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 5 | 8 | 2015 | NJ / MORRIS | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 9 | 2015 | VT / ORANGE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 9 | 2015 | WA / SNOHOMISH | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 9 | 2015 | CA / MERCED | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 10 | 2015 | TX / GALVESTON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 10 | 2015 | IL / MORGAN | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 10 | 2015 | OH / MAHONING | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 10 | 2015 | CA / ALAMEDA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 11 | 2015 | CA / SAN JOAQUIN | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 11 | 2015 | CA / SAN LUIS OBISPO | Collision/impact - auto, truck, bus, van, etc. | Limited resources |
| RR-Trespasser | 5 | 11 | 2015 | MI / WASHTENAW | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 5 | 12 | 2015 | AL / DALLAS | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 12 | 2015 | KS / JOHNSON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 13 | 2015 | OK / OKLAHOMA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 13 | 2015 | WA / WHATCOM | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 14 | 2015 | CA / LOS ANGELES | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 15 | 2015 | DC / WASHINGTON, DC | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 15 | 2015 | CA / MERCED | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 16 | 2015 | CA / VENTURA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 16 | 2015 | GA / FULTON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 17 | 2015 | CA / SAN MATEO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 17 | 2015 | CA / BUTTE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 17 | 2015 | WA / SKAMANIA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 18 | 2015 | IL / COOK | Highway-rail collision/impact | Limited resources |

APPENDIX C: ACCIDENTS REQUIRED TO BE INVESTIGATED UNDER SECTION 1131 BUT NOT INVESTIGATED

| Mode | Date | | | Accident Location | Accident Circumstances | Reason Not Investigated |
|---------------|------|----|------|--------------------|--|-------------------------|
| RR-Trespasser | 5 | 19 | 2015 | FL / PALM BEACH | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 5 | 19 | 2015 | TX / TRAVIS | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 5 | 19 | 2015 | PA / NORTHAMPTON | Slipped, fell, stumbled, other | Limited resources |
| RR-Trespasser | 5 | 20 | 2015 | CA / SANTA BARBARA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 21 | 2015 | KY / JEFFERSON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 21 | 2015 | CA / RIVERSIDE | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 5 | 22 | 2015 | AL / JACKSON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 22 | 2015 | AL / JEFFERSON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 22 | 2015 | PA / ALLEGHENY | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 5 | 23 | 2015 | IL / LA SALLE | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 5 | 23 | 2015 | IN / MARION | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 23 | 2015 | TX / MONTGOMERY | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 24 | 2015 | IL / DE KALB | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 25 | 2015 | AL / MADISON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 26 | 2015 | TX / TARRANT | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 27 | 2015 | TN / HAMILTON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 27 | 2015 | PA / CHESTER | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 28 | 2015 | PA / ALLEGHENY | Slipped, fell, stumbled, other | Limited resources |
| RR-Trespasser | 5 | 28 | 2015 | TN / WILLIAMSON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 28 | 2015 | AL / DALE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 28 | 2015 | IN / ST JOSEPH | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 5 | 29 | 2015 | SC / GREENVILLE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 30 | 2015 | MN / CLAY | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 5 | 30 | 2015 | CA / STANISLAUS | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 5 | 31 | 2015 | NC / ROWAN | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 6 | 1 | 2015 | MI / VAN BUREN | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 6 | 1 | 2015 | NY / MONROE | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 6 | 1 | 2015 | NJ / BERGEN | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 6 | 2 | 2015 | IL / LAKE | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 6 | 4 | 2015 | PA / BERKS | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 6 | 4 | 2015 | LA / VERNON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 6 | 5 | 2015 | NJ / MIDDLESEX | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 6 | 5 | 2015 | CA / SAN MATEO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 6 | 5 | 2015 | NC / MECKLENBURG | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 6 | 6 | 2015 | AZ / MOHAVE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 6 | 9 | 2015 | TX / BEXAR | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 6 | 10 | 2015 | NV / HUMBOLDT | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 6 | 10 | 2015 | IL / TAZEWELL | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 6 | 10 | 2015 | CA / FRESNO | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 6 | 10 | 2015 | CA / FRESNO | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 6 | 11 | 2015 | CA / SAN DIEGO | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 6 | 12 | 2015 | MA / NORFOLK | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 6 | 12 | 2015 | KY / FLOYD | Collision/impact - auto, truck, bus, van, etc. | Limited resources |

APPENDIX C: ACCIDENTS REQUIRED TO BE INVESTIGATED UNDER SECTION 1131 BUT NOT INVESTIGATED

| Mode | Date | | | Accident Location | Accident Circumstances | Reason Not Investigated |
|---------------|------|----|------|--------------------|-------------------------------------|-------------------------|
| RR-Trespasser | 6 | 12 | 2015 | KS / SEDGWICK | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 6 | 14 | 2015 | MD / CECIL | Thrill seeking | Limited resources |
| RR-Trespasser | 6 | 14 | 2015 | FL / POLK | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 6 | 14 | 2015 | CA / SAN DIEGO | Other (describe in narrative) | Limited resources |
| RR-Trespasser | 6 | 16 | 2015 | CA / ORANGE | Slipped, fell, stumbled, other | Limited resources |
| RR-Trespasser | 6 | 16 | 2015 | SC / GREENVILLE | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 6 | 18 | 2015 | WV / KANAWHA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 6 | 18 | 2015 | CA / YOLO | Assaulted by other | Limited resources |
| RR-Trespasser | 6 | 18 | 2015 | MI / KALAMAZOO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 6 | 19 | 2015 | CA / YUBA | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 6 | 22 | 2015 | NJ / BURLINGTON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 6 | 22 | 2015 | IN / ST JOSEPH | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 6 | 22 | 2015 | TX / TARRANT | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 6 | 25 | 2015 | IN / VIGO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 6 | 27 | 2015 | IN / ST JOSEPH | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 6 | 27 | 2015 | TX / EL PASO | Slipped, fell, stumbled, other | Limited resources |
| RR-Trespasser | 6 | 27 | 2015 | FL / DUVAL | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 6 | 27 | 2015 | NV / HUMBOLDT | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 6 | 27 | 2015 | OH / GREENE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 6 | 28 | 2015 | PA / MONTGOMERY | Caught Between Material | Limited resources |
| RR-Trespasser | 6 | 29 | 2015 | WI / JUNEAU | Slipped, fell, stumbled, other | Limited resources |
| RR-Trespasser | 7 | 1 | 2015 | NJ / ESSEX | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 1 | 2015 | CA / SAN MATEO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 2 | 2015 | CA / FRESNO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 4 | 2015 | TX / GONZALES | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 7 | 5 | 2015 | NC / ROWAN | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 5 | 2015 | GA / WARE | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 7 | 6 | 2015 | TN / DAVIDSON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 7 | 2015 | WI / BUFFALO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 8 | 2015 | OR / LINN | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 8 | 2015 | MIN / PINE | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 7 | 9 | 2015 | CA / LOS ANGELES | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 9 | 2015 | KY / BOONE | On track equipment, other incidents | Limited resources |
| RR-Trespasser | 7 | 9 | 2015 | NY / QUEENS | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 9 | 2015 | OH / PREBLE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 10 | 2015 | OH / LUCAS | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 10 | 2015 | FL / PALM BEACH | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 7 | 10 | 2015 | WA / KING | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 10 | 2015 | VA / RICHMOND CITY | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 7 | 11 | 2015 | FL / PALM BEACH | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 11 | 2015 | MO / HOWELL | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 7 | 12 | 2015 | NJ / ATLANTIC | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 13 | 2015 | NE / HALL | Highway-rail collision/impact | Limited resources |

APPENDIX C: ACCIDENTS REQUIRED TO BE INVESTIGATED UNDER SECTION 1131 BUT NOT INVESTIGATED

| Mode | Date | | | Accident Location | Accident Circumstances | Reason Not Investigated |
|---------------|------|----|------|--------------------|--------------------------------|-------------------------|
| RR-Trespasser | 7 | 13 | 2015 | FL / CLAY | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 7 | 13 | 2015 | GA / TIFT | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 13 | 2015 | IA / OSCEOLA | Slipped, fell, stumbled, other | Limited resources |
| RR-Trespasser | 7 | 14 | 2015 | IL / COOK | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 7 | 14 | 2015 | KS / LYON | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 7 | 14 | 2015 | CA / SANTA BARBARA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 14 | 2015 | WA / KING | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 15 | 2015 | IL / GRUNDY | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 7 | 15 | 2015 | ID / POWER | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 16 | 2015 | OH / FRANKLIN | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 16 | 2015 | SC / CHEROKEE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 17 | 2015 | PA / MONTGOMERY | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 17 | 2015 | PA / PHILADELPHIA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 18 | 2015 | OK / OKLAHOMA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 18 | 2015 | TX / MIDLAND | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 7 | 18 | 2015 | CA / ORANGE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 19 | 2015 | SC / SPARTANBURG | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 19 | 2015 | PA / ALLEGHENY | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 20 | 2015 | TN / DAVIDSON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 22 | 2015 | IN / DUBOIS | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 7 | 22 | 2015 | OK / OKLAHOMA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 22 | 2015 | FL / PALM BEACH | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 23 | 2015 | IL / COOK | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 23 | 2015 | CA / FRESNO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 23 | 2015 | SC / OCONEE | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 7 | 24 | 2015 | NC / ROWAN | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 7 | 24 | 2015 | MO / JASPER | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 25 | 2015 | IL / COOK | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 25 | 2015 | MA / PLYMOUTH | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 7 | 26 | 2015 | MO / WARREN | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 27 | 2015 | FL / BROWARD | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 28 | 2015 | TX / POLK | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 28 | 2015 | CA / SAN MATEO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 28 | 2015 | NY / QUEENS | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 29 | 2015 | MS / HARRISON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 29 | 2015 | CA / MONTEREY | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 31 | 2015 | CA / SAN FRANCISCO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 31 | 2015 | OH / ERIE | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 7 | 31 | 2015 | KS / SEDGWICK | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 7 | 31 | 2015 | VA / FAUQUIER | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 8 | 1 | 2015 | CA / ALAMEDA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 8 | 1 | 2015 | CA / STANISLAUS | Lost balance | Limited resources |
| RR-Trespasser | 8 | 1 | 2015 | MA / SUFFOLK | Struck by on-track equipment | Limited resources |

APPENDIX C: ACCIDENTS REQUIRED TO BE INVESTIGATED UNDER SECTION 1131 BUT NOT INVESTIGATED

| Mode | Date | | | Accident Location | Accident Circumstances | Reason Not Investigated |
|---------------|------|----|------|---------------------|-------------------------------|-------------------------|
| RR-Trespasser | 8 | 4 | 2015 | CA / RIVERSIDE | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 8 | 5 | 2015 | FL / JACKSON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 8 | 6 | 2015 | OR / MARION | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 8 | 6 | 2015 | IN / KOSCIUSKO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 8 | 7 | 2015 | NJ / ESSEX | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 8 | 7 | 2015 | AZ / NAVAJO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 8 | 7 | 2015 | GA / FLOYD | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 8 | 8 | 2015 | GA / GLYNN | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 8 | 8 | 2015 | PA / CHESTER | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 8 | 8 | 2015 | MO / ST LOUIS | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 8 | 9 | 2015 | CA / SANTA CLARA | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 8 | 9 | 2015 | TN / DAVIDSON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 8 | 9 | 2015 | FL / MIAMI-DADE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 8 | 10 | 2015 | CA / BUTTE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 8 | 11 | 2015 | CA / ALAMEDA | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 8 | 11 | 2015 | CA / RIVERSIDE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 8 | 11 | 2015 | NY / WESTCHESTER | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 8 | 11 | 2015 | OK / NOWATA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 8 | 12 | 2015 | MD / BALTIMORE CITY | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 8 | 12 | 2015 | IN / VANDERBURGH | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 8 | 13 | 2015 | MA / BRISTOL | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 8 | 13 | 2015 | WA / LEWIS | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 8 | 14 | 2015 | CA / ALAMEDA | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 8 | 14 | 2015 | OR / WASHINGTON | Struck against object | Limited resources |
| RR-Trespasser | 8 | 15 | 2015 | MO / JOHNSON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 8 | 15 | 2015 | TX / DALLAS | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 8 | 16 | 2015 | NC / JOHNSTON | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 8 | 17 | 2015 | AL / MADISON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 8 | 17 | 2015 | FL / POLK | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 8 | 17 | 2015 | TN / RHEA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 8 | 17 | 2015 | NJ / MERCER | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 8 | 18 | 2015 | PA / CHESTER | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 8 | 19 | 2015 | IN / MARION | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 8 | 20 | 2015 | NJ / BERGEN | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 8 | 22 | 2015 | AZ / COCONINO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 8 | 23 | 2015 | AZ / MARICOPA | Assaulted by other | Limited resources |
| RR-Trespasser | 8 | 25 | 2015 | IL / COOK | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 8 | 25 | 2015 | CA / SANTA CLARA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 8 | 26 | 2015 | PA / DELAWARE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 8 | 26 | 2015 | FL / MARTIN | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 8 | 27 | 2015 | OH / LAWRENCE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 8 | 27 | 2015 | DE / NEW CASTLE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 8 | 28 | 2015 | AZ / PINAL | Struck by on-track equipment | Limited resources |

APPENDIX C: ACCIDENTS REQUIRED TO BE INVESTIGATED UNDER SECTION 1131 BUT NOT INVESTIGATED

| Mode | Date | | | Accident Location | Accident Circumstances | Reason Not Investigated |
|---------------|------|----|------|-------------------|-------------------------------|-------------------------|
| RR-Trespasser | 8 | 29 | 2015 | IA / DUBUQUE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 8 | 30 | 2015 | IA / HENRY | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 8 | 30 | 2015 | NY / NASSAU | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 8 | 30 | 2015 | IN / LAKE | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 8 | 31 | 2015 | WA / PIERCE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 8 | 31 | 2015 | CA / CONTRA COSTA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 9 | 2 | 2015 | LA / LAFAYETTE | Caught Between Equipment | Limited resources |
| RR-Trespasser | 9 | 2 | 2015 | IL / COOK | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 9 | 2 | 2015 | SC / CALHOUN | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 9 | 2 | 2015 | VA / ALBEMARLE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 9 | 3 | 2015 | MO / FRANKLIN | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 9 | 4 | 2015 | VA / LYNCHBURG | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 9 | 4 | 2015 | CA / SAN JOAQUIN | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 9 | 4 | 2015 | CA / ALAMEDA | Thrill seeking | Limited resources |
| RR-Trespasser | 9 | 4 | 2015 | CA / FRESNO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 9 | 4 | 2015 | NJ / BERGEN | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 9 | 5 | 2015 | CA / SOLANO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 9 | 5 | 2015 | MO / PIKE | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 9 | 6 | 2015 | NM / LUNA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 9 | 6 | 2015 | SC / YORK | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 9 | 8 | 2015 | OH / CUYAHOGA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 9 | 9 | 2015 | AZ / NAVAJO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 9 | 10 | 2015 | PA / BUCKS | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 9 | 10 | 2015 | NJ / SOMERSET | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 9 | 11 | 2015 | CA / LOS ANGELES | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 9 | 11 | 2015 | MD / BALTIMORE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 9 | 12 | 2015 | MIN / WINONA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 9 | 12 | 2015 | NJ / BERGEN | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 9 | 13 | 2015 | AL / MONTGOMERY | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 9 | 14 | 2015 | MD / MONTGOMERY | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 9 | 14 | 2015 | CA / ORANGE | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 9 | 14 | 2015 | PA / DELAWARE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 9 | 15 | 2015 | TX / MCLENNAN | Assaulted by other | Limited resources |
| RR-Trespasser | 9 | 16 | 2015 | MO / FRANKLIN | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 9 | 17 | 2015 | NJ / MONMOUTH | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 9 | 18 | 2015 | CA / CONTRA COSTA | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 9 | 18 | 2015 | CA / MERCED | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 9 | 19 | 2015 | AL / DE KALB | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 9 | 20 | 2015 | GA / FULTON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 9 | 20 | 2015 | DE / NEW CASTLE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 9 | 20 | 2015 | IN / MARSHALL | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 9 | 20 | 2015 | IL / COOK | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 9 | 21 | 2015 | CA / VENTURA | Struck by on-track equipment | Limited resources |

APPENDIX C: ACCIDENTS REQUIRED TO BE INVESTIGATED UNDER SECTION 1131 BUT NOT INVESTIGATED

| Mode | Date | | | Accident Location | Accident Circumstances | Reason Not Investigated |
|---------------|------|----|------|---------------------|--------------------------------|-------------------------|
| RR-Trespasser | 9 | 21 | 2015 | NJ / MONMOUTH | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 9 | 24 | 2015 | VT / CHITTENDEN | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 9 | 25 | 2015 | PA / DELAWARE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 9 | 25 | 2015 | CA / RIVERSIDE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 9 | 25 | 2015 | WA / SKAMANIA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 9 | 25 | 2015 | FL / MIAMI-DADE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 9 | 28 | 2015 | CA / FRESNO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 9 | 29 | 2015 | FL / BROWARD | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 9 | 29 | 2015 | OH / PREBLE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 1 | 2015 | KY / BOYD | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 2 | 2015 | OR / CLACKAMAS | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 2 | 2015 | TX / MONTGOMERY | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 2 | 2015 | AZ / MARICOPA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 2 | 2015 | CA / LOS ANGELES | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 3 | 2015 | CA / RIVERSIDE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 3 | 2015 | IN / ST JOSEPH | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 10 | 3 | 2015 | MO / JACKSON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 4 | 2015 | OH / CUYAHOGA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 5 | 2015 | KY / OLDHAM | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 6 | 2015 | NC / WAKE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 6 | 2015 | GA / HARALSON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 6 | 2015 | CA / SAN MATEO | Other (describe in narrative) | Limited resources |
| RR-Trespasser | 10 | 7 | 2015 | AL / ST CLAIR | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 10 | 7 | 2015 | WI / KENOSHA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 8 | 2015 | LA / CADDO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 8 | 2015 | TN / HAMILTON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 9 | 2015 | IL / DU PAGE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 9 | 2015 | FL / BROWARD | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 9 | 2015 | CA / LOS ANGELES | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 10 | 9 | 2015 | CA / SAN BERNARDINO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 10 | 2015 | CA / SANTA CLARA | Other (describe in narrative) | Limited resources |
| RR-Trespasser | 10 | 10 | 2015 | CA / CONTRA COSTA | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 10 | 10 | 2015 | LA / LAFAYETTE | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 10 | 10 | 2015 | IL / DU PAGE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 11 | 2015 | KS / LINN | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 11 | 2015 | KS / JOHNSON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 11 | 2015 | TX / ECTOR | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 12 | 2015 | IN / ELKHART | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 12 | 2015 | WI / MARATHON | Slipped, fell, stumbled, other | Limited resources |
| RR-Trespasser | 10 | 12 | 2015 | NM / DONA ANA | Slipped, fell, stumbled, other | Limited resources |
| RR-Trespasser | 10 | 13 | 2015 | VA / PITTSYLVANIA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 13 | 2015 | TN / DAVIDSON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 13 | 2015 | PA / ALLEGHENY | Struck by on-track equipment | Limited resources |

APPENDIX C: ACCIDENTS REQUIRED TO BE INVESTIGATED UNDER SECTION 1131 BUT NOT INVESTIGATED

| Mode | Date | | | Accident Location | Accident Circumstances | Reason Not Investigated |
|---------------|------|----|------|---------------------|---------------------------------------|-------------------------|
| RR-Trespasser | 10 | 13 | 2015 | IN / LA PORTE | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 10 | 13 | 2015 | NY / WESTCHESTER | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 13 | 2015 | CA / SAN MATEO | Other (describe in narrative) | Limited resources |
| RR-Trespasser | 10 | 13 | 2015 | CA / SACRAMENTO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 13 | 2015 | AZ / PIMA | Slipped, fell, stumbled, other | Limited resources |
| RR-Trespasser | 10 | 14 | 2015 | TX / GALVESTON | Struck against object | Limited resources |
| RR-Trespasser | 10 | 14 | 2015 | TX / HARRIS | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 14 | 2015 | TX / TRINITY | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 14 | 2015 | TX / FORT BEND | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 10 | 14 | 2015 | CA / MONTEREY | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 14 | 2015 | CT / NEW HAVEN | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 15 | 2015 | NC / GUILFORD | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 10 | 15 | 2015 | GA / LOWNDES | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 16 | 2015 | WA / KING | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 16 | 2015 | NJ / PASSAIC | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 17 | 2015 | OH / ALLEN | Other (describe in narrative) | Limited resources |
| RR-Trespasser | 10 | 18 | 2015 | NY / NASSAU | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 18 | 2015 | CA / FRESNO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 18 | 2015 | TN / RUTHERFORD | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 19 | 2015 | PA / DELAWARE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 19 | 2015 | FL / MIAMI-DADE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 19 | 2015 | WA / KING | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 10 | 20 | 2015 | WA / LEWIS | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 22 | 2015 | WA / KING | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 22 | 2015 | WA / PIERCE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 22 | 2015 | PA / MONTGOMERY | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 22 | 2015 | FL / PALM BEACH | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 10 | 22 | 2015 | FL / BREVARD | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 23 | 2015 | FL / PALM BEACH | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 24 | 2015 | FL / BROWARD | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 24 | 2015 | NC / CUMBERLAND | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 24 | 2015 | CA / YOLO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 25 | 2015 | CA / PLACER | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 25 | 2015 | FL / HILLSBOROUGH | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 25 | 2015 | PA / ERIE | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 10 | 26 | 2015 | OH / SCIOTO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 26 | 2015 | TX / HARRIS | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 27 | 2015 | CA / SAN BERNARDINO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 27 | 2015 | FL / BREVARD | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 28 | 2015 | CA / CONTRA COSTA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 29 | 2015 | MO / PETTIS | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 10 | 30 | 2015 | WV / MARION | Sudden/unexpected movement of vehicle | Limited resources |
| RR-Trespasser | 10 | 30 | 2015 | VA / RICHMOND CITY | Other (describe in narrative) | Limited resources |

APPENDIX C: ACCIDENTS REQUIRED TO BE INVESTIGATED UNDER SECTION 1131 BUT NOT INVESTIGATED

| Mode | Date | | | Accident Location | Accident Circumstances | Reason Not Investigated |
|---------------|------|----|------|--------------------|--------------------------------|-------------------------|
| RR-Trespasser | 11 | 1 | 2015 | VT / WINDHAM | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 1 | 2015 | TX / COLORADO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 1 | 2015 | PA / DELAWARE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 1 | 2015 | OH / SUMMIT | Other (describe in narrative) | Limited resources |
| RR-Trespasser | 11 | 1 | 2015 | NY / MONROE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 2 | 2015 | NJ / PASSAIC | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 3 | 2015 | WA / KING | Slipped, fell, stumbled, other | Limited resources |
| RR-Trespasser | 11 | 4 | 2015 | NJ / MORRIS | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 5 | 2015 | IL / COOK | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 6 | 2015 | TX / HARRIS | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 6 | 2015 | AL / JEFFERSON | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 11 | 6 | 2015 | RI / KENT | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 6 | 2015 | FL / ORANGE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 6 | 2015 | CA / STANISLAUS | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 6 | 2015 | CA / SANTA BARBARA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 7 | 2015 | FL / MIAMI-DADE | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 11 | 7 | 2015 | SC / CHESTER | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 8 | 2015 | WY / HOT SPRINGS | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 8 | 2015 | MO / JEFFERSON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 8 | 2015 | NC / JOHNSTON | Struck against object | Limited resources |
| RR-Trespasser | 11 | 8 | 2015 | FL / PASCO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 8 | 2015 | CA / ALAMEDA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 9 | 2015 | IA / STORY | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 9 | 2015 | CA / SOLANO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 10 | 2015 | IL / LAKE | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 11 | 11 | 2015 | FL / SEMINOLE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 11 | 2015 | CT / FAIRFIELD | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 12 | 2015 | CA / SAN DIEGO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 12 | 2015 | CA / ALAMEDA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 13 | 2015 | NY / ULSTER | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 13 | 2015 | OH / BUTLER | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 15 | 2015 | CA / SACRAMENTO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 15 | 2015 | MS / HINDS | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 16 | 2015 | SC / ORANGEBURG | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 16 | 2015 | TX / DALLAS | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 16 | 2015 | WV / BERKELEY | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 16 | 2015 | CA / SANTA CLARA | Other (describe in narrative) | Limited resources |
| RR-Trespasser | 11 | 16 | 2015 | CA / KINGS | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 17 | 2015 | IN / VANDERBURGH | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 18 | 2015 | PA / ALLEGHENY | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 18 | 2015 | MO / GREENE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 19 | 2015 | WA / PIERCE | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 11 | 20 | 2015 | WI / MILWAUKEE | Struck by on-track equipment | Limited resources |

APPENDIX C: ACCIDENTS REQUIRED TO BE INVESTIGATED UNDER SECTION 1131 BUT NOT INVESTIGATED

| Mode | Date | | | Accident Location | Accident Circumstances | Reason Not Investigated |
|---------------|------|----|------|-------------------|-------------------------------|-------------------------|
| RR-Trespasser | 11 | 20 | 2015 | NC / JOHNSTON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 20 | 2015 | IL / OGLE | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 11 | 21 | 2015 | MT / BIG HORN | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 21 | 2015 | CA / ORANGE | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 11 | 23 | 2015 | OH / ERIE | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 11 | 23 | 2015 | NC / MECKLENBURG | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 24 | 2015 | NJ / PASSAIC | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 24 | 2015 | CA / MERCED | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 11 | 25 | 2015 | IA / JEFFERSON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 25 | 2015 | IA / JEFFERSON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 27 | 2015 | NJ / UNION | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 27 | 2015 | VT / WINDSOR | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 27 | 2015 | CA / SAN JOAQUIN | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 29 | 2015 | GA / HENRY | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 11 | 30 | 2015 | KS / BUTLER | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 11 | 30 | 2015 | CA / LOS ANGELES | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 11 | 30 | 2015 | CA / SAN JOAQUIN | Struck against object | Limited resources |
| RR-Trespasser | 11 | 30 | 2015 | OH / MAHONING | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 12 | 1 | 2015 | FL / PALM BEACH | Other (describe in narrative) | Limited resources |
| RR-Trespasser | 12 | 1 | 2015 | FL / MIAMI-DADE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 12 | 1 | 2015 | VA / PETERSBURG | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 12 | 2 | 2015 | GA / BURKE | Struck by object | Limited resources |
| RR-Trespasser | 12 | 3 | 2015 | NJ / MIDDLESEX | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 12 | 3 | 2015 | NC / MOORE | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 12 | 3 | 2015 | CA / MERCED | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 12 | 3 | 2015 | AL / MADISON | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 12 | 4 | 2015 | CA / FRESNO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 12 | 5 | 2015 | MI / INGHAM | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 12 | 5 | 2015 | IL / DE KALB | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 12 | 5 | 2015 | WI / WAUKESHA | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 12 | 6 | 2015 | NY / MONROE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 12 | 6 | 2015 | MN / DAKOTA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 12 | 7 | 2015 | IL / COOK | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 12 | 7 | 2015 | AZ / PIMA | Assaulted by other | Limited resources |
| RR-Trespasser | 12 | 7 | 2015 | OR / LINN | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 12 | 7 | 2015 | OH / ERIE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 12 | 8 | 2015 | WA / KING | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 12 | 8 | 2015 | FL / PALM BEACH | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 12 | 8 | 2015 | CT / NEW HAVEN | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 12 | 10 | 2015 | PA / ALLEGHENY | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 12 | 10 | 2015 | KS / WYANDOTTE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 12 | 11 | 2015 | CA / RIVERSIDE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 12 | 11 | 2015 | WA / KING | Struck by on-track equipment | Limited resources |

APPENDIX C: ACCIDENTS REQUIRED TO BE INVESTIGATED UNDER SECTION 1131 BUT NOT INVESTIGATED

| Mode | Date | | | Accident Location | Accident Circumstances | Reason Not Investigated |
|---------------|------|----|------|-------------------|--|-------------------------|
| RR-Trespasser | 12 | 11 | 2015 | IL / LOGAN | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 12 | 12 | 2015 | IL / MONTGOMERY | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 12 | 12 | 2015 | SC / GREENVILLE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 12 | 12 | 2015 | NY / NASSAU | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 12 | 12 | 2015 | CA / TULARE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 12 | 13 | 2015 | MO / WARREN | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 12 | 13 | 2015 | MI / OAKLAND | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 12 | 14 | 2015 | IL / COOK | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 12 | 14 | 2015 | MA / MIDDLESEX | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 12 | 16 | 2015 | KS / JOHNSON | Collision/impact - auto, truck, bus, van, etc. | Limited resources |
| RR-Trespasser | 12 | 16 | 2015 | OR / WASCO | Slipped, fell, stumbled, other | Limited resources |
| RR-Trespasser | 12 | 18 | 2015 | IL / CLINTON | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 12 | 18 | 2015 | VA / ROANOKE CITY | Slipped, fell, stumbled, other | Limited resources |
| RR-Trespasser | 12 | 19 | 2015 | IL / DU PAGE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 12 | 20 | 2015 | MN / ANOKA | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 12 | 21 | 2015 | NY / COLUMBIA | Other (describe in narrative) | Limited resources |
| RR-Trespasser | 12 | 22 | 2015 | NJ / ATLANTIC | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 12 | 22 | 2015 | LA / IBERIA | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 12 | 23 | 2015 | NJ / MERCER | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 12 | 23 | 2015 | CA / ALAMEDA | Assaulted by other | Limited resources |
| RR-Trespasser | 12 | 23 | 2015 | AK / ANCHORAGE | Other (describe in narrative) | Limited resources |
| RR-Trespasser | 12 | 24 | 2015 | TX / TARRANT | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 12 | 25 | 2015 | NY / ERIE | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 12 | 27 | 2015 | OK / MUSKOGEE | Collision/impact - auto, truck, bus, van, etc. | Limited resources |
| RR-Trespasser | 12 | 28 | 2015 | IL / COOK | Highway-rail collision/impact | Limited resources |
| RR-Trespasser | 12 | 29 | 2015 | VA / LYNCHBURG | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 12 | 29 | 2015 | CA / SACRAMENTO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 12 | 30 | 2015 | CO / EL PASO | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 12 | 30 | 2015 | SC / RICHLAND | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 12 | 30 | 2015 | CA / LOS ANGELES | Struck by on-track equipment | Limited resources |
| RR-Trespasser | 12 | 31 | 2015 | CA / LOS ANGELES | Slipped, fell, stumbled, other | Limited resources |
| RR-Trespasser | 12 | 31 | 2015 | NY / SUFFOLK | Other (describe in narrative) | Limited resources |
| RR-Trespasser | 12 | 31 | 2015 | IL / WILL | Highway-rail collision/impact | Limited resources |

APPENDIX C: ACCIDENTS REQUIRED TO BE INVESTIGATED UNDER SECTION 1131 BUT NOT INVESTIGATED

| Mode | Date | Transit Agency | Accident Circumstances | | Reason Not Investigated |
|---|-----------|---|------------------------|---------------|-------------------------|
| Accidents involving Transit Trains | | | | | |
| RR-Transit | 1/1/2015 | Metro Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 1/1/2015 | Utah Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 1/2/2015 | Dallas Area Rapid Transit | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 1/2/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 1/3/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 1/3/2015 | Massachusetts Bay Transportation Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 1/4/2015 | Chicago Transit Authority | Rail Collision | Person | Limited resources |
| RR-Transit | 1/4/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 1/5/2015 | Metro Transit | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 1/6/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 1/6/2015 | Metro Transit | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 1/6/2015 | Southeastern Pennsylvania Transportation Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 1/6/2015 | San Francisco Municipal Railway | Rail Collision | Person | Limited resources |
| RR-Transit | 1/6/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 1/7/2015 | Massachusetts Bay Transportation Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 1/9/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 1/9/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 1/9/2015 | Tri-County Metropolitan Transportation District of Oregon | Rail Collision | Person | Limited resources |
| RR-Transit | 1/9/2015 | McKinney Avenue Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 1/9/2015 | Southeastern Pennsylvania Transportation Authority | Rail Collision | Person | Limited resources |
| RR-Transit | 1/10/2015 | Massachusetts Bay Transportation Authority | Rail Collision | Person | Limited resources |
| RR-Transit | 1/10/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 1/11/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 1/12/2015 | Southeastern Pennsylvania Transportation Authority | Rail Collision | Person | Limited resources |
| RR-Transit | 1/12/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 1/12/2015 | San Francisco Municipal Railway | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 1/13/2015 | Los Angeles County Metropolitan Transportation Authority dba: Metro | Rail Collision | Person | Limited resources |
| RR-Transit | 1/14/2015 | San Francisco Municipal Railway | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 1/14/2015 | Metro Transit | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 1/15/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 1/15/2015 | Southeastern Pennsylvania Transportation Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 1/15/2015 | Utah Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 1/16/2015 | New Jersey Transit Corporation | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 1/17/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 1/17/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 1/17/2015 | Southeastern Pennsylvania Transportation Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 1/19/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 1/20/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |

APPENDIX C: ACCIDENTS REQUIRED TO BE INVESTIGATED UNDER SECTION 1131 BUT NOT INVESTIGATED

| Mode | Date | Transit Agency | Accident Circumstances | | Reason Not Investigated |
|------------|-----------|---|------------------------|---------------|-------------------------|
| | | | | | |
| RR-Transit | 1/20/2015 | Southeastern Pennsylvania Transportation Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 1/20/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 1/21/2015 | Denver Regional Transportation District | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 1/21/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 1/23/2015 | San Francisco Municipal Railway | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 1/24/2015 | Metro Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 1/24/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 1/24/2015 | Charlotte Area Transit System | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 1/26/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 1/28/2015 | Southeastern Pennsylvania Transportation Authority | Rail Collision | Person | Limited resources |
| RR-Transit | 1/28/2015 | Tri-County Metropolitan Transportation District of Oregon | Rail Collision | Person | Limited resources |
| RR-Transit | 1/28/2015 | Denver Regional Transportation District | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 1/28/2015 | Southeastern Pennsylvania Transportation Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 1/28/2015 | Denver Regional Transportation District | Rail Collision | Person | Limited resources |
| RR-Transit | 1/29/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 1/29/2015 | Denver Regional Transportation District | Rail Collision | Person | Limited resources |
| RR-Transit | 1/29/2015 | San Francisco Municipal Railway | Rail Collision | Person | Limited resources |
| RR-Transit | 1/30/2015 | Los Angeles County Metropolitan Transportation Authority dba: Metro | Rail Collision | Person | Limited resources |
| RR-Transit | 1/30/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 1/30/2015 | San Francisco Municipal Railway | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 1/31/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 1/31/2015 | Southeastern Pennsylvania Transportation Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 1/31/2015 | Hillsborough Area Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 2/1/2015 | San Diego Metropolitan Transit System | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 2/2/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 2/2/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 2/3/2015 | Tri-County Metropolitan Transportation District of Oregon | Rail Collision | Person | Limited resources |
| RR-Transit | 2/3/2015 | Metro Transit | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 2/4/2015 | North County Transit District | Rail Collision | Person | Limited resources |
| RR-Transit | 2/5/2015 | The Greater Cleveland Regional Transit Authority | Rail Collision | Rail Vehicle | Limited resources |
| RR-Transit | 2/5/2015 | San Francisco Municipal Railway | Rail Collision | Person | Limited resources |
| RR-Transit | 2/5/2015 | Utah Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 2/5/2015 | The Greater Cleveland Regional Transit Authority | Rail Collision | Rail Vehicle | Limited resources |
| RR-Transit | 2/5/2015 | Utah Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 2/5/2015 | San Francisco Municipal Railway | Rail Collision | Rail Vehicle | Limited resources |
| RR-Transit | 2/6/2015 | New Jersey Transit Corporation | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 2/6/2015 | Metro Transit | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 2/6/2015 | Los Angeles County Metropolitan Transportation Authority dba: Metro | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 2/8/2015 | Metro Transit | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 2/10/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |

APPENDIX C: ACCIDENTS REQUIRED TO BE INVESTIGATED UNDER SECTION 1131 BUT NOT INVESTIGATED

| Mode | Date | Transit Agency | Accident Circumstances | | Reason Not Investigated |
|------------|-----------|---|------------------------|--------------------------|-------------------------|
| RR-Transit | 2/10/2015 | Southeastern Pennsylvania Transportation Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 2/10/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 2/10/2015 | New Orleans Regional Transit Authority | Rail Collision | Person | Limited resources |
| RR-Transit | 2/11/2015 | New Orleans Regional Transit Authority | Rail Collision | Rail Vehicle | Limited resources |
| RR-Transit | 2/11/2015 | Tri-County Metropolitan Transportation District of Oregon | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 2/11/2015 | Dallas Area Rapid Transit | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 2/11/2015 | Massachusetts Bay Transportation Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 2/11/2015 | Massachusetts Bay Transportation Authority | Rail Collision | Non-rail transit vehicle | Limited resources |
| RR-Transit | 2/12/2015 | Southeastern Pennsylvania Transportation Authority | Rail Collision | Person | Limited resources |
| RR-Transit | 2/12/2015 | Denver Regional Transportation District | Rail Collision | Person | Limited resources |
| RR-Transit | 2/13/2015 | Central Puget Sound Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 2/13/2015 | San Francisco Municipal Railway | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 2/14/2015 | Southeastern Pennsylvania Transportation Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 2/14/2015 | Southeastern Pennsylvania Transportation Authority | Rail Collision | Person | Limited resources |
| RR-Transit | 2/17/2015 | San Francisco Municipal Railway | Rail Collision | Non-rail transit vehicle | Limited resources |
| RR-Transit | 2/17/2015 | Denver Regional Transportation District | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 2/18/2015 | Massachusetts Bay Transportation Authority | Rail Collision | Other | Limited resources |
| RR-Transit | 2/18/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 2/18/2015 | Southeastern Pennsylvania Transportation Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 2/18/2015 | Metro Transit | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 2/19/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 2/19/2015 | San Diego Metropolitan Transit System | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 2/19/2015 | Valley Metro Rail, Inc. | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 2/19/2015 | New Jersey Transit Corporation | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 2/21/2015 | Denver Regional Transportation District | Rail Collision | Person | Limited resources |
| RR-Transit | 2/21/2015 | Southeastern Pennsylvania Transportation Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 2/21/2015 | Denver Regional Transportation District | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 2/22/2015 | Dallas Area Rapid Transit | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 2/23/2015 | Denver Regional Transportation District | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 2/23/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 2/23/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 2/24/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 2/24/2015 | Metro Transit | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 2/24/2015 | Utah Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 2/24/2015 | Denver Regional Transportation District | Rail Collision | Person | Limited resources |
| RR-Transit | 2/26/2015 | Tri-County Metropolitan Transportation District of Oregon | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 2/26/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 2/26/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 2/26/2015 | Washington Metropolitan Area Transit Authority | Rail Collision | Person | Limited resources |
| RR-Transit | 2/27/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |

APPENDIX C: ACCIDENTS REQUIRED TO BE INVESTIGATED UNDER SECTION 1131 BUT NOT INVESTIGATED

| Mode | Date | Transit Agency | Accident Circumstances | | Reason Not Investigated |
|------------|-----------|--|------------------------|---------------|-------------------------|
| RR-Transit | 2/27/2015 | McKinney Avenue Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 2/27/2015 | San Francisco Municipal Railway | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 2/27/2015 | Santa Clara Valley Transportation Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 2/28/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 2/28/2015 | Chicago Transit Authority | Rail Collision | Person | Limited resources |
| RR-Transit | 3/1/2015 | Washington Metropolitan Area Transit Authority | Rail Collision | Person | Limited resources |
| RR-Transit | 3/1/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/1/2015 | Denver Regional Transportation District | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/1/2015 | San Francisco Municipal Railway | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/2/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 3/2/2015 | Metropolitan Transit Authority of Harris County, Texas | Rail Collision | Person | Limited resources |
| RR-Transit | 3/3/2015 | Utah Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/3/2015 | San Diego Metropolitan Transit System | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/3/2015 | Utah Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/3/2015 | Utah Transit Authority | Rail Collision | Rail Vehicle | Limited resources |
| RR-Transit | 3/4/2015 | New Orleans Regional Transit Authority | Rail Collision | Rail Vehicle | Limited resources |
| RR-Transit | 3/4/2015 | Denver Regional Transportation District | Rail Collision | Person | Limited resources |
| RR-Transit | 3/5/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 3/6/2015 | San Francisco Municipal Railway | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/6/2015 | New Jersey Transit Corporation | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/6/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 3/6/2015 | Dallas Area Rapid Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 3/7/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/8/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 3/8/2015 | Metropolitan Transit Authority of Harris County, Texas | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/8/2015 | Niagara Frontier Transportation Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/8/2015 | San Francisco Municipal Railway | Rail Collision | Person | Limited resources |
| RR-Transit | 3/8/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/9/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/10/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 3/10/2015 | Denver Regional Transportation District | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/10/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 3/10/2015 | Southeastern Pennsylvania Transportation Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/10/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/10/2015 | Southeastern Pennsylvania Transportation Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/13/2015 | San Francisco Municipal Railway | Rail Collision | Person | Limited resources |
| RR-Transit | 3/13/2015 | Sacramento Regional Transit District | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/13/2015 | Dallas Area Rapid Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 3/14/2015 | New Jersey Transit Corporation | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/15/2015 | Santa Clara Valley Transportation Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/16/2015 | Utah Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/17/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |

APPENDIX C: ACCIDENTS REQUIRED TO BE INVESTIGATED UNDER SECTION 1131 BUT NOT INVESTIGATED

| Mode | Date | Transit Agency | Accident Circumstances | | Reason Not Investigated |
|------------|-----------|---|------------------------|--------------------------|-------------------------|
| RR-Transit | 3/17/2015 | Santa Clara Valley Transportation Authority | Rail Collision | Person | Limited resources |
| RR-Transit | 3/18/2015 | Denver Regional Transportation District | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/18/2015 | Southeastern Pennsylvania Transportation Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/20/2015 | San Francisco Municipal Railway | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/20/2015 | Tri-County Metropolitan Transportation District of Oregon | Rail Collision | Person | Limited resources |
| RR-Transit | 3/21/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 3/21/2015 | Metro Transit | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/21/2015 | Massachusetts Bay Transportation Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/22/2015 | San Diego Metropolitan Transit System | Rail Collision | Person | Limited resources |
| RR-Transit | 3/22/2015 | San Francisco Municipal Railway | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/22/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 3/23/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 3/23/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/24/2015 | Valley Metro Rail, Inc. | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/24/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/25/2015 | New Orleans Regional Transit Authority | Rail Collision | Person | Limited resources |
| RR-Transit | 3/25/2015 | Metro Transit | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/26/2015 | Dallas Area Rapid Transit | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/26/2015 | San Diego Metropolitan Transit System | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/26/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/26/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 3/27/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 3/27/2015 | Utah Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/27/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 3/28/2015 | Chicago Transit Authority | Rail Collision | Person | Limited resources |
| RR-Transit | 3/28/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/29/2015 | Valley Metro Rail, Inc. | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/30/2015 | Massachusetts Bay Transportation Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/30/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/30/2015 | Southeastern Pennsylvania Transportation Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 3/31/2015 | Central Puget Sound Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 4/1/2015 | Sacramento Regional Transit District | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 4/2/2015 | Denver Regional Transportation District | Rail Collision | Person | Limited resources |
| RR-Transit | 4/2/2015 | Southeastern Pennsylvania Transportation Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 4/2/2015 | San Diego Metropolitan Transit System | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 4/2/2015 | Dallas Area Rapid Transit | Rail Collision | Non-rail transit vehicle | Limited resources |
| RR-Transit | 4/2/2015 | Metro Transit | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 4/3/2015 | Denver Regional Transportation District | Rail Collision | Person | Limited resources |
| RR-Transit | 4/4/2015 | Denver Regional Transportation District | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 4/5/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 4/9/2015 | Los Angeles County Metropolitan Transportation Authority dba: Metro | Rail Collision | Person | Limited resources |

APPENDIX C: ACCIDENTS REQUIRED TO BE INVESTIGATED UNDER SECTION 1131 BUT NOT INVESTIGATED

| Mode | Date | Transit Agency | Accident Circumstances | | Reason Not Investigated |
|------------|-----------|---|------------------------|---------------|-------------------------|
| | | | | | |
| RR-Transit | 4/9/2015 | Metropolitan Transit Authority of Harris County, Texas | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 4/10/2015 | Utah Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 4/10/2015 | Dallas Area Rapid Transit | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 4/11/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 4/12/2015 | Metro Transit | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 4/12/2015 | Massachusetts Bay Transportation Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 4/12/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 4/13/2015 | City of Atlanta - Department of Public Works - Transit Division | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 4/14/2015 | Valley Metro Rail, Inc. | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 4/14/2015 | Metropolitan Transit Authority of Harris County, Texas | Rail Collision | Person | Limited resources |
| RR-Transit | 4/16/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 4/17/2015 | City of Atlanta - Department of Public Works - Transit Division | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 4/17/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 4/17/2015 | Chicago Transit Authority | Rail Collision | Person | Limited resources |
| RR-Transit | 4/17/2015 | City of Atlanta - Department of Public Works - Transit Division | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 4/18/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 4/19/2015 | San Francisco Municipal Railway | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 4/20/2015 | Central Puget Sound Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 4/21/2015 | Los Angeles County Metropolitan Transportation Authority dba: Metro | Rail Collision | Person | Limited resources |
| RR-Transit | 4/21/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 4/22/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 4/23/2015 | Metro Transit | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 4/23/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 4/24/2015 | Bi-State Development Agency of the Missouri-Illinois Metropolitan District, d.b.a.(St. Louis) Metro | Rail Collision | Person | Limited resources |
| RR-Transit | 4/25/2015 | San Francisco Municipal Railway | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 4/25/2015 | Massachusetts Bay Transportation Authority | Rail Collision | Person | Limited resources |
| RR-Transit | 4/25/2015 | Southeastern Pennsylvania Transportation Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 4/25/2015 | San Francisco Municipal Railway | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 4/25/2015 | City of Atlanta - Department of Public Works - Transit Division | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 4/26/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 4/28/2015 | Denver Regional Transportation District | Rail Collision | Person | Limited resources |
| RR-Transit | 4/29/2015 | Denver Regional Transportation District | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 4/29/2015 | Dallas Area Rapid Transit | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 4/29/2015 | Metro Transit | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 4/29/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 5/1/2015 | San Francisco Municipal Railway | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 5/3/2015 | Massachusetts Bay Transportation Authority | Rail Collision | Rail Vehicle | Limited resources |
| RR-Transit | 5/3/2015 | Los Angeles County Metropolitan Transportation Authority dba: Metro | Rail Collision | Motor Vehicle | Limited resources |

APPENDIX C: ACCIDENTS REQUIRED TO BE INVESTIGATED UNDER SECTION 1131 BUT NOT INVESTIGATED

| Mode | Date | Transit Agency | Accident Circumstances | | Reason Not Investigated |
|------------|-----------|---|------------------------|---------------|-------------------------|
| RR-Transit | 5/5/2015 | Metro Transit | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 5/5/2015 | Southeastern Pennsylvania Transportation Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 5/6/2015 | Southeastern Pennsylvania Transportation Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 5/7/2015 | Denver Regional Transportation District | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 5/8/2015 | Los Angeles County Metropolitan Transportation Authority dba: Metro | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 5/9/2015 | Valley Metro Rail, Inc. | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 5/9/2015 | Denver Regional Transportation District | Rail Collision | Person | Limited resources |
| RR-Transit | 5/10/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 5/10/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 5/12/2015 | San Francisco Municipal Railway | Rail Collision | Person | Limited resources |
| RR-Transit | 5/13/2015 | Dallas Area Rapid Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 5/13/2015 | The Greater Cleveland Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 5/14/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 5/14/2015 | New Orleans Regional Transit Authority | Rail Collision | Fixed Object | Limited resources |
| RR-Transit | 5/15/2015 | Southeastern Pennsylvania Transportation Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 5/15/2015 | Chicago Transit Authority | Rail Collision | Rail Vehicle | Limited resources |
| RR-Transit | 5/15/2015 | Southeastern Pennsylvania Transportation Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 5/15/2015 | Denver Regional Transportation District | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 5/16/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 5/16/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 5/17/2015 | Los Angeles County Metropolitan Transportation Authority dba: Metro | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 5/17/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 5/17/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 5/18/2015 | San Francisco Municipal Railway | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 5/19/2015 | New Jersey Transit Corporation | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 5/20/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 5/20/2015 | Chicago Transit Authority | Rail Collision | Person | Limited resources |
| RR-Transit | 5/20/2015 | City of Atlanta - Department of Public Works - Transit Division | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 5/20/2015 | Massachusetts Bay Transportation Authority | Rail Collision | Person | Limited resources |
| RR-Transit | 5/22/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 5/23/2015 | San Francisco Municipal Railway | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 5/23/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 5/24/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 5/27/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 5/27/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 5/27/2015 | Valley Metro Rail, Inc. | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 5/28/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 5/29/2015 | Metropolitan Transit Authority of Harris County, Texas | Rail Collision | Person | Limited resources |
| RR-Transit | 5/29/2015 | Massachusetts Bay Transportation Authority | Rail Collision | Person | Limited resources |
| RR-Transit | 5/29/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |

APPENDIX C: ACCIDENTS REQUIRED TO BE INVESTIGATED UNDER SECTION 1131 BUT NOT INVESTIGATED

| Mode | Date | Transit Agency | Accident Circumstances | | Reason Not Investigated |
|------------|-----------|---|------------------------|---------------|-------------------------|
| RR-Transit | 5/30/2015 | Utah Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 6/1/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 6/2/2015 | Metropolitan Transit Authority of Harris County, Texas | Rail Collision | Person | Limited resources |
| RR-Transit | 6/2/2015 | San Francisco Municipal Railway | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 6/2/2015 | Utah Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 6/2/2015 | Southeastern Pennsylvania Transportation Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 6/2/2015 | Valley Metro Rail, Inc. | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 6/2/2015 | Southeastern Pennsylvania Transportation Authority | Rail Collision | Rail Vehicle | Limited resources |
| RR-Transit | 6/3/2015 | Tri-County Metropolitan Transportation District of Oregon | Rail Collision | Person | Limited resources |
| RR-Transit | 6/3/2015 | Charlotte Area Transit System | Rail Collision | Other | Limited resources |
| RR-Transit | 6/3/2015 | San Francisco Municipal Railway | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 6/3/2015 | San Francisco Municipal Railway | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 6/6/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 6/7/2015 | Metropolitan Transit Authority of Harris County, Texas | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 6/7/2015 | San Francisco Municipal Railway | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 6/8/2015 | Metropolitan Transit Authority of Harris County, Texas | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 6/9/2015 | Transportation District Commission of Hampton Roads, dba: Hampton Roads Transit | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 6/10/2015 | Metropolitan Transit Authority of Harris County, Texas | Rail Collision | Person | Limited resources |
| RR-Transit | 6/10/2015 | Los Angeles County Metropolitan Transportation Authority dba: Metro | Rail Collision | Person | Limited resources |
| RR-Transit | 6/11/2015 | Dallas Area Rapid Transit | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 6/11/2015 | Denver Regional Transportation District | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 6/12/2015 | Sacramento Regional Transit District | Rail Collision | Person | Limited resources |
| RR-Transit | 6/12/2015 | New Orleans Regional Transit Authority | Rail Collision | Person | Limited resources |
| RR-Transit | 6/12/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 6/12/2015 | Chicago Transit Authority | Rail Collision | Person | Limited resources |
| RR-Transit | 6/14/2015 | San Diego Metropolitan Transit System | Rail Collision | Person | Limited resources |
| RR-Transit | 6/14/2015 | City of Portland | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 6/14/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 6/15/2015 | Utah Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 6/15/2015 | Massachusetts Bay Transportation Authority | Rail Collision | Person | Limited resources |
| RR-Transit | 6/15/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 6/15/2015 | Central Puget Sound Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 6/16/2015 | Southeastern Pennsylvania Transportation Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 6/17/2015 | San Francisco Municipal Railway | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 6/17/2015 | Southeastern Pennsylvania Transportation Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 6/18/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 6/18/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 6/20/2015 | Santa Clara Valley Transportation Authority | Rail Collision | Motor Vehicle | Limited resources |

APPENDIX C: ACCIDENTS REQUIRED TO BE INVESTIGATED UNDER SECTION 1131 BUT NOT INVESTIGATED

| Mode | Date | Transit Agency | Accident Circumstances | | Reason Not Investigated |
|------------|-----------|---|------------------------|--------------------------|-------------------------|
| RR-Transit | 6/20/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 6/20/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 6/20/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 6/20/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 6/21/2015 | Charlotte Area Transit System | Rail Collision | Person | Limited resources |
| RR-Transit | 6/24/2015 | Central Puget Sound Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 6/30/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 7/2/2015 | Utah Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 7/2/2015 | The Greater Cleveland Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 7/2/2015 | City of Atlanta - Department of Public Works - Transit Division | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 7/2/2015 | Sacramento Regional Transit District | Rail Collision | Person | Limited resources |
| RR-Transit | 7/2/2015 | Washington Metropolitan Area Transit Authority | Rail Collision | Person | Limited resources |
| RR-Transit | 7/3/2015 | Utah Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 7/3/2015 | Central Puget Sound Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 7/3/2015 | The Greater Cleveland Regional Transit Authority | Rail Collision | Rail Vehicle | Limited resources |
| RR-Transit | 7/3/2015 | Los Angeles County Metropolitan Transportation Authority dba: Metro | Rail Collision | Person | Limited resources |
| RR-Transit | 7/4/2015 | City of Atlanta - Department of Public Works - Transit Division | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 7/4/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 7/5/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 7/5/2015 | Metro Transit | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 7/5/2015 | Denver Regional Transportation District | Rail Collision | Person | Limited resources |
| RR-Transit | 7/6/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 7/8/2015 | Santa Clara Valley Transportation Authority | Rail Collision | Person | Limited resources |
| RR-Transit | 7/9/2015 | Los Angeles County Metropolitan Transportation Authority dba: Metro | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 7/9/2015 | New Orleans Regional Transit Authority | Rail Collision | Person | Limited resources |
| RR-Transit | 7/12/2015 | Santa Clara Valley Transportation Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 7/13/2015 | Metropolitan Transit Authority of Harris County, Texas | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 7/13/2015 | Sacramento Regional Transit District | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 7/13/2015 | City of Atlanta - Department of Public Works - Transit Division | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 7/13/2015 | Metropolitan Transit Authority of Harris County, Texas | Rail Collision | Person | Limited resources |
| RR-Transit | 7/14/2015 | Denver Regional Transportation District | Rail Collision | Person | Limited resources |
| RR-Transit | 7/14/2015 | San Francisco Municipal Railway | Rail Collision | Person | Limited resources |
| RR-Transit | 7/14/2015 | San Diego Metropolitan Transit System | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 7/14/2015 | San Diego Metropolitan Transit System | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 7/15/2015 | Charlotte Area Transit System | Rail Collision | Non-rail transit vehicle | Limited resources |
| RR-Transit | 7/15/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 7/15/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 7/16/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 7/17/2015 | San Francisco Municipal Railway | Rail Collision | Motor Vehicle | Limited resources |

APPENDIX C: ACCIDENTS REQUIRED TO BE INVESTIGATED UNDER SECTION 1131 BUT NOT INVESTIGATED

| Mode | Date | Transit Agency | Accident Circumstances | | Reason Not Investigated |
|------------|-----------|---|------------------------|---------------|-------------------------|
| RR-Transit | 7/18/2015 | Bi-State Development Agency of the Missouri-Illinois Metropolitan District, d.b.a.(St. Louis) Metro | Rail Collision | Person | Limited resources |
| RR-Transit | 7/18/2015 | Metro Transit | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 7/18/2015 | City of Atlanta - Department of Public Works - Transit Division | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 7/18/2015 | Charlotte Area Transit System | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 7/19/2015 | New Jersey Transit Corporation | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 7/19/2015 | Los Angeles County Metropolitan Transportation Authority dba: Metro | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 7/20/2015 | Utah Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 7/20/2015 | Denver Regional Transportation District | Rail Collision | Person | Limited resources |
| RR-Transit | 7/21/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 7/22/2015 | Metro Transit | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 7/23/2015 | Valley Metro Rail, Inc. | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 7/23/2015 | San Francisco Municipal Railway | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 7/23/2015 | San Francisco Municipal Railway | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 7/27/2015 | Denver Regional Transportation District | Rail Collision | Person | Limited resources |
| RR-Transit | 7/28/2015 | Denver Regional Transportation District | Rail Collision | Person | Limited resources |
| RR-Transit | 7/29/2015 | Sacramento Regional Transit District | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 7/29/2015 | Massachusetts Bay Transportation Authority | Rail Collision | Rail Vehicle | Limited resources |
| RR-Transit | 7/30/2015 | San Francisco Municipal Railway | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 7/31/2015 | San Francisco Municipal Railway | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 7/31/2015 | Metropolitan Transit Authority of Harris County, Texas | Rail Collision | Person | Limited resources |
| RR-Transit | 8/1/2015 | Dallas Area Rapid Transit | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 8/1/2015 | Los Angeles County Metropolitan Transportation Authority dba: Metro | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 8/1/2015 | Denver Regional Transportation District | Rail Collision | Person | Limited resources |
| RR-Transit | 8/4/2015 | Tri-County Metropolitan Transportation District of Oregon | Rail Collision | Person | Limited resources |
| RR-Transit | 8/5/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 8/5/2015 | Utah Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 8/5/2015 | Sacramento Regional Transit District | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 8/6/2015 | Southeastern Pennsylvania Transportation Authority | Rail Collision | Person | Limited resources |
| RR-Transit | 8/6/2015 | Utah Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 8/7/2015 | Utah Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 8/7/2015 | Metropolitan Transit Authority of Harris County, Texas | Rail Collision | Person | Limited resources |
| RR-Transit | 8/7/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 8/8/2015 | Valley Metro Rail, Inc. | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 8/8/2015 | Santa Clara Valley Transportation Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 8/9/2015 | Santa Clara Valley Transportation Authority | Rail Collision | Person | Limited resources |
| RR-Transit | 8/10/2015 | Los Angeles County Metropolitan Transportation Authority dba: Metro | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 8/11/2015 | Valley Metro Rail, Inc. | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 8/12/2015 | San Francisco Municipal Railway | Rail Collision | Motor Vehicle | Limited resources |

APPENDIX C: ACCIDENTS REQUIRED TO BE INVESTIGATED UNDER SECTION 1131 BUT NOT INVESTIGATED

| Mode | Date | Transit Agency | Accident Circumstances | | Reason Not Investigated |
|------------|-----------|--|------------------------|---------------|-------------------------|
| RR-Transit | 8/12/2015 | Valley Metro Rail, Inc. | Rail Collision | Person | Limited resources |
| RR-Transit | 8/12/2015 | Washington Metropolitan Area Transit Authority | Rail Collision | Person | Limited resources |
| RR-Transit | 8/13/2015 | Metro Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 8/13/2015 | Chicago Transit Authority | Rail Collision | Person | Limited resources |
| RR-Transit | 8/13/2015 | Utah Transit Authority | Rail Collision | Person | Limited resources |
| RR-Transit | 8/13/2015 | Southeastern Pennsylvania Transportation Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 8/13/2015 | Sacramento Regional Transit District | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 8/14/2015 | Utah Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 8/14/2015 | San Francisco Municipal Railway | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 8/14/2015 | San Diego Metropolitan Transit System | Rail Collision | Person | Limited resources |
| RR-Transit | 8/14/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 8/17/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 8/17/2015 | San Francisco Municipal Railway | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 8/17/2015 | Valley Metro Rail, Inc. | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 8/18/2015 | Metropolitan Transit Authority of Harris County, Texas | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 8/18/2015 | Massachusetts Bay Transportation Authority | Rail Collision | Person | Limited resources |
| RR-Transit | 8/19/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 8/19/2015 | Chicago Transit Authority | Rail Collision | Other | Limited resources |
| RR-Transit | 8/19/2015 | MTA New York City Transit | Rail Collision | Person | Limited resources |
| RR-Transit | 8/20/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 8/20/2015 | Dallas Area Rapid Transit | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 8/20/2015 | Metro Transit | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 8/20/2015 | Dallas Area Rapid Transit | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 8/21/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 8/21/2015 | New Jersey Transit Corporation | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 8/21/2015 | Maryland Transit Administration | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 8/23/2015 | Dallas Area Rapid Transit | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 8/23/2015 | The Greater Cleveland Regional Transit Authority | Rail Collision | Rail Vehicle | Limited resources |
| RR-Transit | 8/23/2015 | Santa Clara Valley Transportation Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 8/25/2015 | Utah Transit Authority | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 8/26/2015 | San Francisco Municipal Railway | Rail Collision | Person | Limited resources |
| RR-Transit | 8/26/2015 | San Francisco Municipal Railway | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 8/27/2015 | Metro Transit | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 8/27/2015 | San Francisco Municipal Railway | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 8/27/2015 | San Francisco Municipal Railway | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 8/28/2015 | Denver Regional Transportation District | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 8/28/2015 | San Diego Metropolitan Transit System | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 8/28/2015 | San Francisco Municipal Railway | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 8/29/2015 | Valley Metro Rail, Inc. | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 8/30/2015 | Metro Transit | Rail Collision | Motor Vehicle | Limited resources |
| RR-Transit | 8/31/2015 | New Orleans Regional Transit Authority | Rail Collision | Motor Vehicle | Limited resources |