

Construction | System | Workforce



# 2025 Annual Safety Report



Date of publication: June 2026



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# 2025 Safety performance overview

The 2025 Annual Safety Report offers a comprehensive overview of system-wide safety performance, observed patterns, and insights. This report includes the most common safety events, where they occur, and key mitigation efforts by each service mode.

Some metrics, like collisions and assaults, are evaluated over multi-year periods to provide more stable and meaningful trends. This measure is done to account for the low number of safety events.

In 2025, safety performance targets were met or exceeded, except for injury rates on ST Express and T Line. Sounder reported one fatality and one collision, while most other measures improved year-over-year. While Sounder is not required to set formal targets, 2026 efforts will focus on formalizing and aligning internal Sounder performance measures.

## Key accomplishments in 2025 include:

- Completed safety certification for the Federal Way and Downtown Redmond Link extensions.
- Developed the Roadway Worker Protection Manual.
- Established a more structured approach to near-miss reporting and follow-up.
- Launched a Risk-Based Inspections Program with the State Safety Oversight Office.
- Made de-escalation training a standard requirement for Fare Ambassadors.
- Improved post-incident follow-up for assaults by including Security staff support.
- Established a written Ladder Safety Program.
- Improved injury data tracking to support better analysis and decision-making.
- Delivered 26 light rail lift training courses for first responders.
- Delivered 58 in-person safety training sessions to employees, supporting workplace safety and compliance.



# 111

ST Safety  
Investigations  
completed



Completed Safety Certification  
for Downtown Redmond and  
Federal Way Link Extensions



Reduction in  
serious  
incident rate

# 31%



Railway Worker  
Protection Manual  
developed



# AT A GLANCE



11 Risk-based inspections completed



13 Corrective actions closed in 2025.



17 Emergency preparedness drills and exercises conducted



Employee Facility Inspections

20

# SAFETY MANAGEMENT SYSTEM



Sound Transit's Safety Management System (SMS) is the agency-wide framework used to manage safety risk and continuously improve safety performance. The four components below work together to support a proactive safety culture.

## Safety Assurance

Measure, Monitor, and Evaluate

Oversight to verify proactive actions are being taken and working as intended.

Safety Performance  
Monitoring and  
Measurement

Management of Change

Continuous  
Improvement

3

## Safety Promotion

Communication and Training

Shape the culture required to sustain  
long-term effectiveness.

Safety Communication

Competencies and  
Training

4



# Overall safety events and trends



## What we're seeing:

- Collisions declined, driven by a 38% reduction in the Rainier Valley at-grade corridor (from 16 to 10), an area that has historically accounted for a higher concentration of events.
- Slips and falls were the leading cause of injuries on Link in 2025 (63%), most occurring on escalators (31%), followed by platforms (25%), in Link light rail vehicles (14%), and on stairways (13%).
- Injuries requiring medical transport in 2025 remained relatively unchanged compared to 2024, despite a 25% increase in ridership and 31% increase in vehicle revenue miles (VRM).
- Assault is the most common cause for transit worker injuries in 2025, accounting for 8 of the 11 transit worker injuries in 2025 (73%). This included six security officers, one ST Police deputy, and one contractor.
- The 13% increase in injury rate in 2025 is primarily driven by slips and falls and pedestrian/passenger assaults. See pages 11 and 14 for detailed analysis and mitigation strategies for slips-and-falls and assaults, respectively.

## Safety events summary

Change from prior year	2025 Most common safety events
↓ -21%	<ul style="list-style-type: none"> <li>■ Physical assaults on transit workers (26%)</li> <li>■ Non-physical assaults on transit workers (23%)</li> <li>■ Slips and falls (17%)</li> </ul>

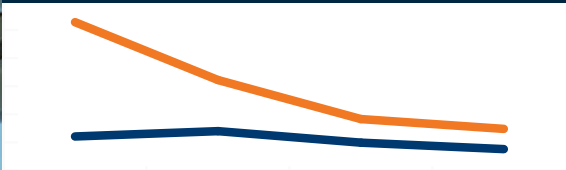
3-Year average (%) change	2025 Top locations:
↓ -10%	<ul style="list-style-type: none"> <li>■ Lynnwood City Center Station (16%)</li> <li>■ International District Station (10%)</li> <li>■ Westlake Station (9%)</li> </ul>

# Highlights:

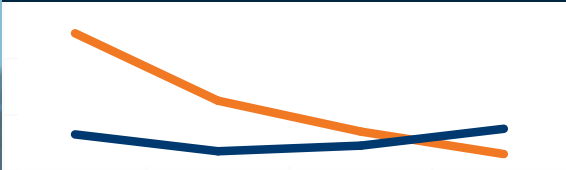
2 year trend: ■ 2024 ■ 2025

Per 100K VRMS Change From Prior Year

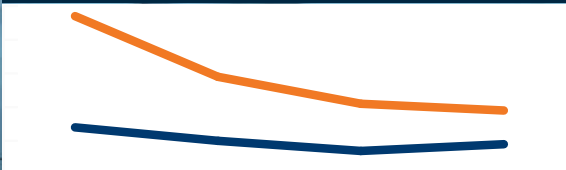
**Safety events** ↓ -21%



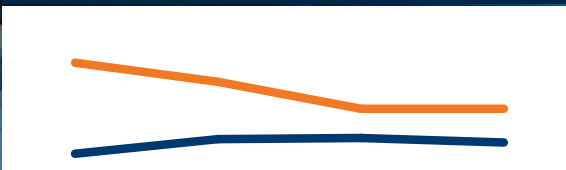
**Injuries** ↑ 13%



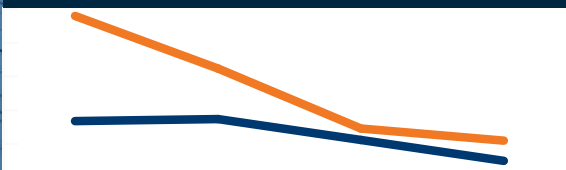
**Collisions** ↓ -56%



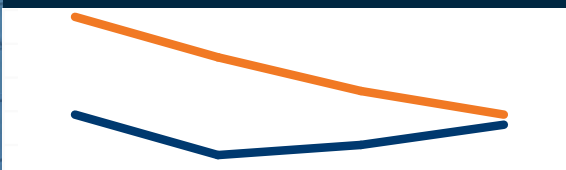
**Near misses** -27%



**Assaults** ↓ -15%



**Slips and falls** ↓ -6%



Source of data: Sound Transit Safety QuickBase

These graphs provide overall directional trends. Pages 8, 10 and 11 include deeper analysis.

Lynnwood City Center 40



## Key insights: Collision

Change from prior year	3-Year average (%) change	2025 Most common locations
↓ -56%	↓ -63%	<ul style="list-style-type: none"> <li>■ S. Kenyon Street (8)</li> <li>■ Graham Street (6)</li> <li>■ Central Link OMF (5)</li> </ul>

## What we learned

- Consistent with prior years, 90% of Link collisions in 2025 occurred along the Rainier Valley at-grade corridor; S. Kenyon Street had the highest count (4), while collisions at S. Graham Street, S. Norfolk Street, and S. Orcas Street decreased.
- Most near misses involved train vs. pedestrian (54%) or train vs. vehicle (25%), with the highest volumes at S. Othello Street, S. Myrtle Street, and S. Webster Street.
- The ratio of Link near misses to collisions in 2025 was roughly 10:1, compared to roughly 5:1 in 2024.
- Since the 2 Line opened in April 2024, there have been zero train vs. vehicle or train vs. pedestrian collisions reported.

## System-wide view

Change from prior year	3-Year average (%) change	Link share	Trends
↑ 26%	↓ -23%	28%	<ul style="list-style-type: none"> <li>■ Collision volume increased for T Line but declined for Link, ST Express, and Sounder.</li> </ul>

## Mitigations

- Developed and implemented an At-grade Crossing (AGX) Program Communications and Engagement 3-Year Plan (Nov 2024).
- Enhanced systemwide audible warning bells on Link light rail (Dec 2024).
- Installed dynamic Envelope Pavement Markings at designated at-grade crossings along MLK Jr. Way S. (July 2025).
- Enhanced internal processes for near miss analysis and cross-functional review (July 2025).
- For more information on current At-Grade Crossing projects and projects prior to Nov 2024 please refer to Tables 2-1 and 6-2 respectively in the AGX System-wide Master Plan.



## Key insights: Slips-and-falls

Change from prior year	3-Year average (%) change	2025 Most common locations
↓ 6%	↓ -7%	<ul style="list-style-type: none"> <li>■ Lynnwood City Center Station (9)</li> <li>■ International District Station (7)</li> <li>■ Federal Way Downtown Station (5)</li> </ul>

### What we learned

- Although the amount of slip and fall has increased in recent years, ridership has also increased significantly since 2022 due to system expansions, resulting in a lower overall rate of events per 100K passengers. The rate of slips-and-falls has been steadily declining since 2023 (-13% year-over-year on average).
- Most slips and falls on the Link system do not result in a transportable injury, with only 15.4% resulting in an injury requiring medical transport. The percentage of slip and fall resulting in an injury requiring medical transport has steadily declined, falling by 25.7% on average year-over-year since 2022.

### System-wide view

Change from prior year	3-Year average (%) change	Link share	Trends
↓ -14%	↓ -8%	<b>83%</b>	<ul style="list-style-type: none"> <li>■ Except for Sounder, the rate of slip and fall has fallen year-over-year since 2023. The 14% drop between 2024 and 2025 is largely due to increased mileage on the Link system. T Line has seen minor drops, and ST Express has consistently reported .11 slip and falls per 100k VRM since 2023.</li> <li>■ In 2025, Link accounted for 83% of all slip and fall systemwide.</li> <li>■ Slip and fall are one of the most frequent types of safety for Link and ST Express. In 2025, slip and fall accounted for 17% of all Link safety events, and 11% of all ST Express safety events.</li> </ul>

### Mitigations

- A mitigation project is underway to standardize escalator signage across the system to provide more consistent messaging and visual cues, and to pilot additional selected mitigation treatments at high-occurrence Link stations.
- A study evaluating floor slip resistance (coefficient of friction) has been underway since July 2025, focusing on high pedestrian traffic areas to evaluate new non-slip products at selected locations across the system.



## What we're seeing:

- Collision rate increased 396% year-over-year, rising from one incident in 2024 to five in 2025. However, the rate remains 35% below the 3-year average. One 2025 collision resulted in medical transport.
- T Line injuries increased 50% year-over-year in both volume and rate, rising from two to three total events. These included one collision-related injury, one transit worker assault, and one slip and fall.
- Slip and fall incidents remained consistent with 2024 levels, with most occurring on station platforms (42%) and none resulting in medical transport.
- Transit worker assaults increased 38% compared to 2024 and were more dispersed in 2025 with “were more geographically dispersed across the system in 2025 rather than concentrated at terminus stations.. See page 14 for additional assault trend analysis and mitigation strategies.

*Note: T Line experiences relatively few incidents each year, so percentage changes and rates can shift noticeably with just one additional event. As a result, year over year changes may appear large even when the overall*

## Safety events summary

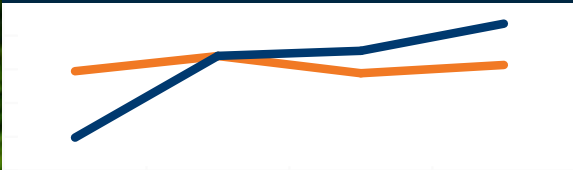
Change from prior year	2025 Most common safety events	3-Year average (%) change	2025 Top locations:
<p>↑ <b>29%</b></p>	<ul style="list-style-type: none"> <li>■ Physical assaults ( 57%)</li> <li>■ Collisions (19%)</li> <li>■ Non-physical assaults (14%)</li> </ul>	<p>↑ <b>21%</b></p>	<ul style="list-style-type: none"> <li>■ 25th Street Station (3)</li> <li>■ Intersection of MLK Way and Earnest S Brazill St (2), Old City Hall (2), St. Joseph Station (2), Tacoma Dome (2), Tacoma General (2), Theatre District (2)</li> </ul>

# Highlights:

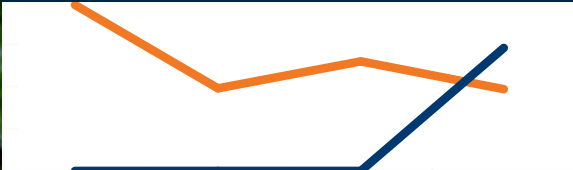
2 year trend: ■ 2024 ■ 2025

Per 100K VRMS Change from prior year

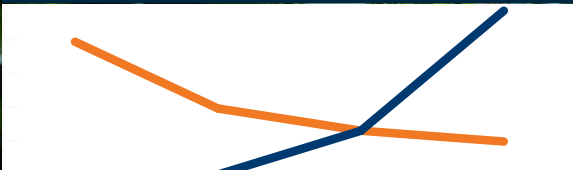
**Safety events** ↑ 29%



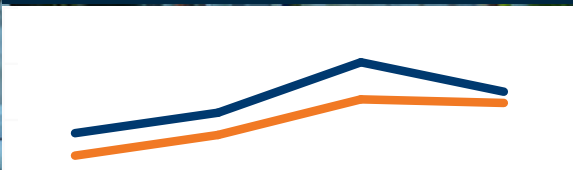
**Injuries** ↑ 50%



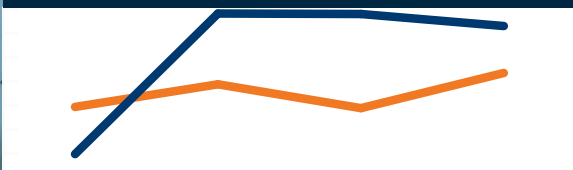
**Collisions** ↑ 396%



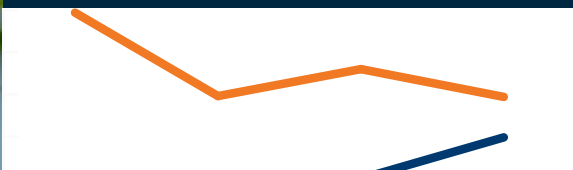
**Near misses** 6%



**Assaults** ↑ 37%



**Slips and falls** ↓ -50%



Source of data: Sound Transit Safety QuickBase  
 These graphs provide overall directional trends.  
 Pages 12 and 14 include deeper analysis.





## Key insights: Assaults

Change from prior year	2-Year average (%) change	2025 Most common locations
↑ <b>37%</b>	↑ <b>76%</b>	<ul style="list-style-type: none"> <li>■ 25th Street (3)</li> <li>■ Old City Hall (2), St. Joseph (2), Tacoma Dome (2), Tacoma General (2)</li> </ul>

### What we learned

- Transit worker assaults increased in 2025 and were more concentrated among security officers, rising from 64% of incidents in 2024 (7 of 11) to 85% in 2025 (12 of 14). The share involving operational staff declined.
- Assault locations shifted and became more dispersed in 2025. In 2024, incidents were concentrated at Tacoma Dome (36%), with South 25th Street at 11%; in 2025, South 25th Street led (17%), with Tacoma Dome, St. Joseph, Old City Hall, and Tacoma General each accounting for 11%.
- Over the past two years, 1 out of 28 physical assaults resulted in a transit worker injury requiring medical transport.
- Most assault events occurred between 6 a.m. and noon.

### System-wide view

Change from prior year	3-Year average (%) change	T Line share	Trends
↓ <b>-12%</b>	↓ <b>-14%</b>	<b>5%</b>	<ul style="list-style-type: none"> <li>■ Assault rates declined for T Line and ST Express, driving an overall system decrease; T Line and Sounder were exceptions. The decline on T Line is largely attributable to increased revenue miles in 2025.</li> <li>■ T Line saw an increase in physical assaults with no change to non-physical assaults, while all other modes experienced increases in non-physical assaults and decreases in physical assaults.</li> <li>■ Preliminary analysis shows higher assault concentrations at terminus stations across the Link system (1 Line, 2 Line and T Line), though the rate declined year over year (Link: 30% to 20%; T Line: 45% to 17%).</li> </ul>

### Mitigations

- An emphasis on de-escalation training for Fare Ambassadors, Operations, and Security staff began in early 2025.
- Data has led to an increase in security and law enforcement presence at identified locations along with an emphasis on educating the public on how to report incidents.





### Preparedness and learning

3

Preparedness drills and exercises completed

### What we're seeing:

- Reportable events for Sounder declined in 2025 compared to the prior year, primarily due to a decrease in assaults on passengers and workers (-78%) and a decline in collisions, which dropped by an average of 37% over the past two years.
- Incidents resulting in medical transport reduced by 48% compared to 2024, primarily driven by the decline in assaults (-80%).

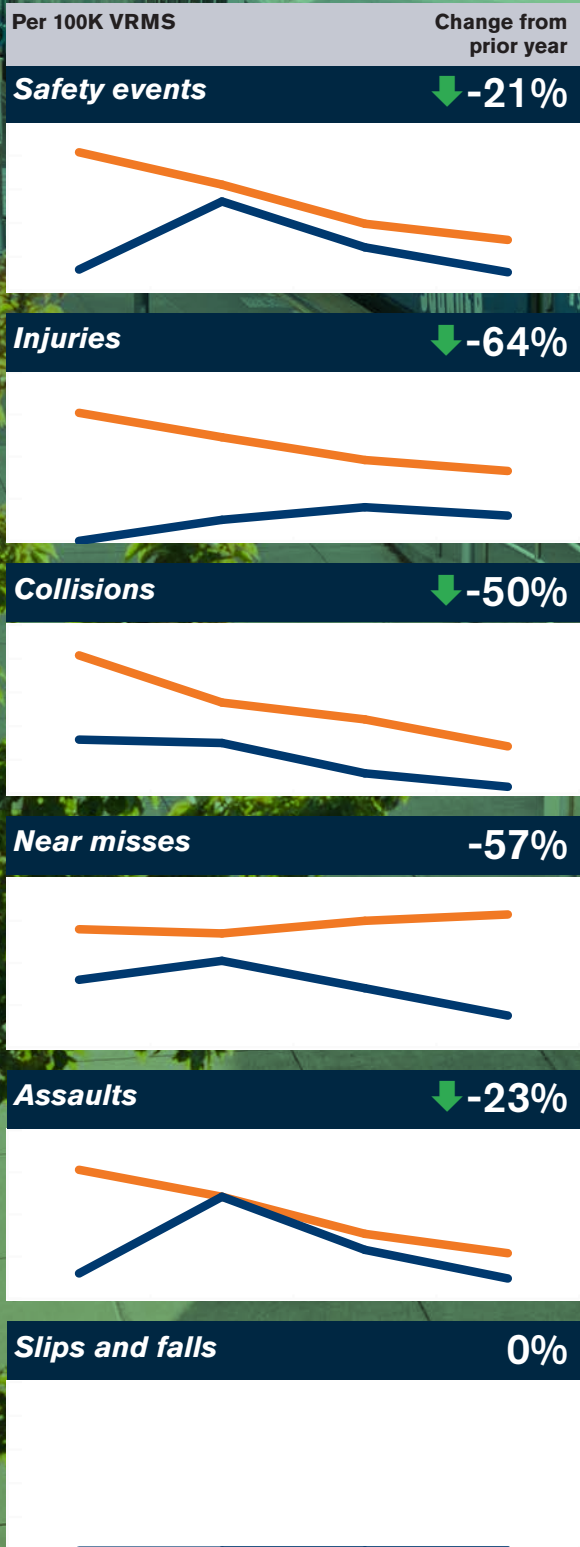
### Safety events summary

Change from prior year	2025 Most common safety events
<p>↓ -21%</p>	<ul style="list-style-type: none"> <li>■ Non-physical transit worker assaults (50%)</li> <li>■ Physical transit worker assaults (17%)</li> <li>■ Weapons (13%)</li> </ul>

3-Year average (%) change	2025 Top locations:
<p>↑ 16%</p>	<ul style="list-style-type: none"> <li>■ Kent Station (30)</li> <li>■ Everett Station (11)</li> <li>■ Auburn Station (10)</li> </ul>

# Highlights:

2 year trend: ■ 2024 ■ 2025



Source of data: Sound Transit Safety QuickBase  
These graphs provide overall directional trends.  
Pages 16 and 18 include deeper analysis.



## Key insights: Assaults

### What we learned

- Kent Station reported the highest number of assaults in 2024 and 2025. However, assaults at Kent Station declined in 2025 compared to 2024 (51 in 2024 vs. 13 in 2025). Other top locations in 2025 are Auburn (6), Everett (4), and King Street (3) Stations.
- Sounder assaults resulting in medical transport declined by 78%, compared to 2024 (2 reportable injuries in 2025 vs 9 in 2024).
- Most assaults (45%) in the Sounder system occur in the afternoon/early evening (1-7 p.m.).

Change from prior year	2-Year average (%) change	2025 Most common locations
↓ -23%	↓ -19%	<ul style="list-style-type: none"> <li>■ Kent Station (29)</li> <li>■ Everett Station (11)</li> <li>■ Auburn Station (10)</li> </ul>

### System-wide view

Change from prior year	2-Year average (%) change	Sounder share	Trends
↓ -12%	↓ -14%	7%	<ul style="list-style-type: none"> <li>■ Similar to Sounder, ST Express and Link experienced a decline in physical assaults in 2025 and an increase in non-physical assaults. T Line experienced the opposite – an increase in physical assaults and no change to non-physical assaults year-over-year.</li> <li>■ Apart from T Line, the number of assaults resulting in medical transport declined for all modes between 2024 and 2025. In 2025, 11% of all assaults resulted in medical transport.</li> </ul>

### Mitigations

- An emphasis on de-escalation training for Fare Ambassadors, Operations, and Security staff began in early 2025.
- Increased security and law enforcement presence at identified locations based on data trends, including enhanced security presence at Kent Station in partnership with local entities, along with expanded public education on how to report incidents.
- A landscaping project was completed at Kent Station in June 2025 to promote natural surveillance and unobstructed sight lines.





# Overall safety events and trends

## What we're seeing:

- Collisions remain the most frequent event type and the leading cause of injuries requiring medical transport, with 24 of 362 collisions (7%) resulting in medical transport.
- ST Express near misses declined by 87% compared to 2024. This is the lowest level in three years.
- Passenger slip and fall in 2025 were consistent with 2024; none have required medical transport since 2022, with 11 of 120 (9%) resulting in minor injuries in 2025.
- Transit worker and passenger assaults declined by 50% compared to the prior year.

## Safety events summary

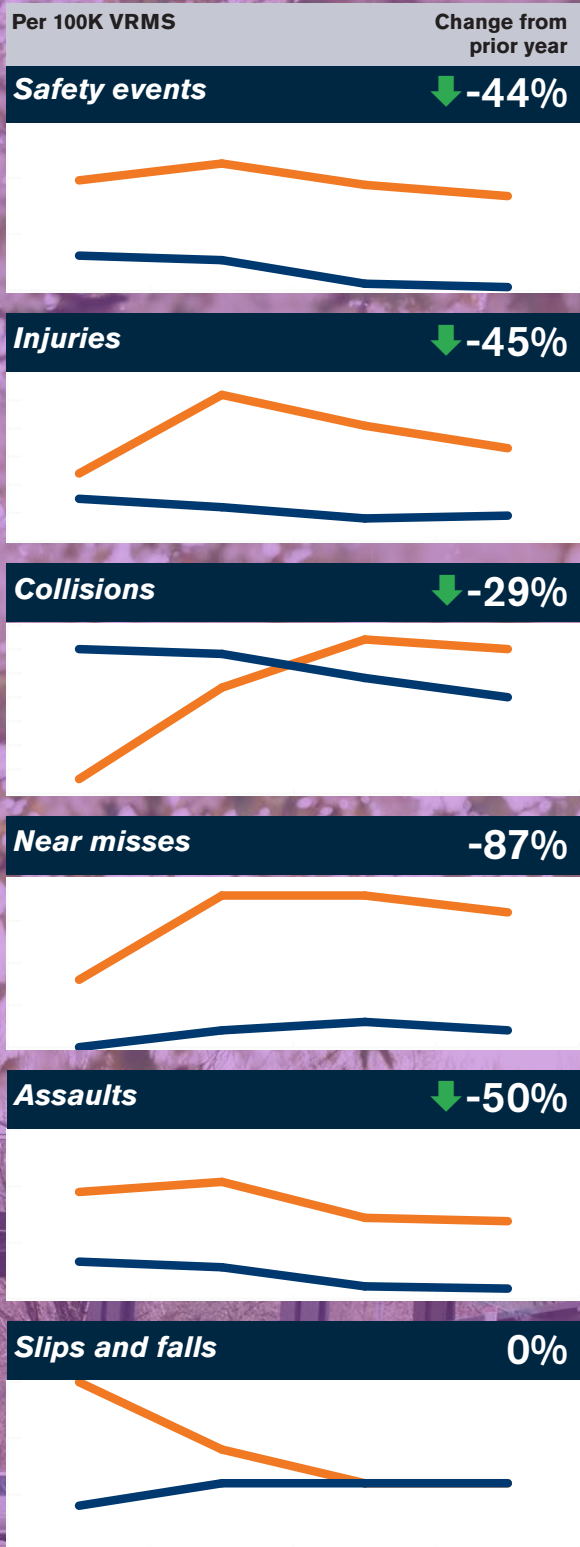
Change from prior year	2025 Most common safety events
↓ -44%	<ul style="list-style-type: none"> <li>■ Non-physical assault-worker (42%)</li> <li>■ Collisions (24%)</li> <li>■ Physical assault-worker (11%)</li> <li>■ Slip and fall (11%)</li> </ul>

3-Year average (%) change	2025 Top locations:
↓ -17%	<ul style="list-style-type: none"> <li>■ Downtown Seattle (17)</li> <li>■ Downtown Bellevue/P&amp;R (7)</li> <li>■ Downtown Redmond (8)</li> </ul>



# Highlights:

2 year trend: ■ 2024 ■ 2025



Source of data: Sound Transit Safety QuickBase  
 These graphs provide overall directional trends.  
 Pages 20 and 22 include deeper analysis.





## Key insights: Collisions

### What we learned

- ST Express collisions decreased in 2025, compared to 2024 and the 3-year average, despite operating a similar service amount compared to prior years and slight ridership gains (6% increase YoY).
- In 2025, collisions resulting in medical transport declined compared to 2024, returning to levels similar to 2023.
- In 2024 and 2025 the majority of collisions were sideswipes.

Change from prior year	3-Year average (%) change	2025 Most common locations
↓ -29%	↓ -4%	<ul style="list-style-type: none"> <li>■ Downtown Seattle (7)</li> <li>■ Federal Way (3)</li> </ul>

### System-wide view

Change from prior year	2-Year average (%) change	ST Express Share	Trends
↓ -26%	↓ -23%	60%	<ul style="list-style-type: none"> <li>■ Collision volume and rate declined on all modes except T Line in 2025.</li> </ul>

### Mitigations

- As part of the agency's Risk Reduction Program, the agency is pursuing a collision avoidance pilot project for ST Express. The pilot project is considering blind spot monitoring, 360-degree cameras, and sensors as possible technologies to support the pilot project. Project planning is expected to wrap up by the end of Q4 2026 with the design phase beginning in 2027.
- ST is also considering other mitigation measures, like refreshing pavement markings and standardizing signage in bus loops, to improve consistency, visibility and awareness in bus loop environments.





## Observed patterns and insights

- Fewer severe and minor injuries were reported in 2025 while near-miss reporting increased compared to 2024. This indicates a stronger culture of ST employee injury reporting.
- Increase in ergonomic demand throughout the agency, likely due to return to office policy and workspace relocations.
- The most severe employee injuries are related to transportation incidents, such as non-revenue vehicle collisions and light rail vehicle movements or collisions.
- Passenger Experience reported the highest number of injuries, while Service Operations recorded the most days away, indicating more severe injuries.



## Targeted initiatives or focus areas:

- Promoting injury reporting: Hosted agency-wide lunch and learn, alongside regularly attended monthly meetings for high hazard groups to educate about injury reporting.
- Agency-wide job hazard analysis development (Fare Ambassadors, Transit Systems completed in 2025).
- Employee Accident/Incident Program Language overhaul: Increase clarity about what should be reported to Employee Health and Safety (EHS).
- 156 occupational health and safety findings closed in 2025.



## What's next

- Continue job hazard analysis development and updates across the agency.
- Integrate new agency injury follow-up best practices.
- Conduct a quantitative risk assessment using job hazard analyses and Injury records.

# Highlights:

2 year trend: ■ 2024 ■ 2025



Source of data: Sound Transit Safety QuickBase  
 These graphs provide overall directional trends.  
 The following pages include deeper analysis.





## Observed patterns and insights

- Experiencing OSHA-recordable level injuries on Sounder and BRT start-up projects with low labor hours (S300035, BT001).
- Notable increase in hand injuries due to poor hand placement (lack of proper pre-task planning).
- Enhancing oversight of pre-task planning and hazard assessment.



## Targeted initiatives or focus areas:

- **Pre-Task Safety Planning (PTSP):** Construction Safety (CS) team participates in crew-led daily PTSP and conduct random field checks to ensure crews are completing required PTSP.
- **Field supervision safety engagement:** CS shall ensure field supervision meets the minimum contract-required safety training and participate in PTSP, safety surveillances, and incident investigation, as applicable.



## What's next

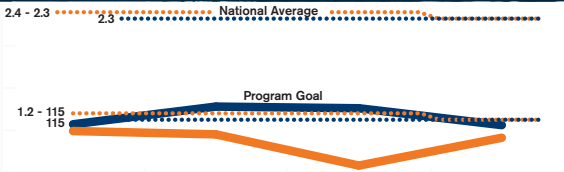
- Continue, at minimum, weekly safety surveillances on active capital projects.
- Focused safety audits on high-risk activities and trending hazards.

# Highlights:

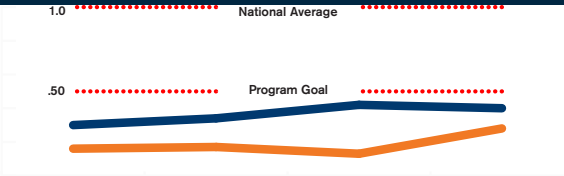
2 year trend: □ 2024 ■ 2025

Per 100 full-time workers Change from prior year

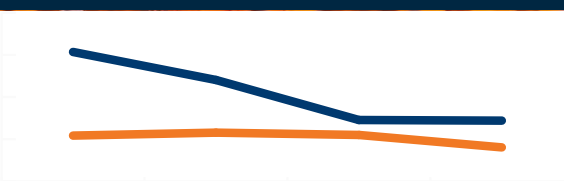
**Reportable injuries** ↑ 43%



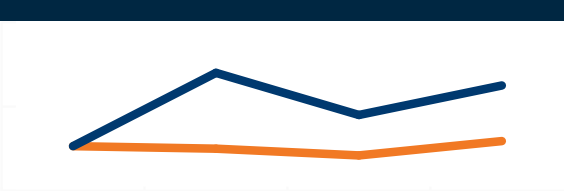
**Lost time** ↑ 50%



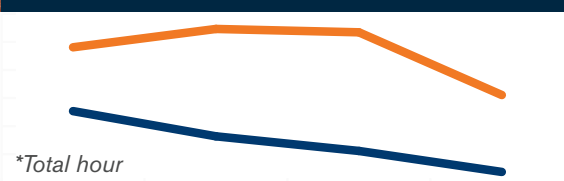
**First-aid cases** ↑ 23%



**Reported near-miss** 18%



**Reported labor hours\*** -49%



\*Total hour

Source of data: Sound Transit Construction Safety SharePoint

These graphs provide overall directional trends. The following pages include deeper analysis.

# 2026 focus areas

The agency continues to advance our Safety Management System (SMS) performance through systemwide application of effective mitigations and safety insights. In 2026, the agency will continue focusing on further reducing risk, enhancing data and reporting, advancing safety systems, and improving safety outcomes across the system.

## Strengthening performance measurement and reporting clarity

- Refine performance target development.
- Introduce rolling averages to improve trend clarity and reduce variability in reporting.
- Continue implementation of a new hazard management tool to enhance risk tracking and documentation.
- Improve ST Board and external reporting.
- Develop team-specific KPI dashboards.

## Advancing safety systems and continuous improvement

- Develop the Safety Assurance Program Plan.
- Continue evaluation of mitigation effectiveness, particularly where datasets are small.
- Advance risk reduction strategies across modes.
- Enhance internal performance targets specific to Sounder operations.
- Review and refine risk methodology (risk matrix).
- Enhance Safety Division processes to review and approve mitigation projects to reduce overall project delivery timeline.
- Strengthen the safety committee framework improving processes, structure and tools to drive risk reduction and performance monitoring.

## Maintaining alignment and readiness

- Strengthen review and analysis of safety performance and risk trends.
- Ensure continued alignment with industry best practices and regulatory requirements.
- Expand accessibility of de-escalation training to all agency staff and add to ST Ambassador training curriculum in advance of the Crosslake Connection extension opening.
- Advance approval of the Agency Continuity Plan and develop division-level annexes to support implementation.
- Continue building out emergency operations center capabilities to support system growth, service extensions, and continuity event coordination.
- Support and conduct exercises to prepare for the 2026 World Cup and other major events that may affect service.



# Glossary terms

**Assault:** An intentional act of harm or threat toward another person. Assault on a transit worker means, as defined under 49 U.S.C. 5302, a circumstance in which an individual knowingly, without lawful authority or permission, and with intent to endanger the safety of any individual, or with a reckless disregard for the safety of human life, interferes with, disables, or incapacitates a transit worker while the transit worker is performing the duties of the transit worker.

**Physical Assault:** Involves physical contact (hitting, pushing, spitting, etc.).

**Non-Physical Assault:** Threats, intimidation, harassment, or verbal abuse without physical contact.

**Collision:** When an agency transit vehicle makes contact with another vehicle, person, or object.

**De-escalation:** Techniques used to reduce tension and prevent escalation into violence.

**Incursion:** When an unauthorized person, vehicle, or object enters a rail track area or restricted transit zone where they should not be.

**Injury Resulting in Medical Transport:** A transit-related injury that requires the individual to be transported from the scene for medical treatment.

**Lost Time Rate (often referred to as Lost Time Injury Rate [LTIR]):** The rate of injuries that cause employees to miss at least one full workday.

**National Transit Database (NTD) reportable events:** A safety or security event that meets NTD reporting thresholds and occurs on transit right-of-way or infrastructure; at a transit revenue facility; at a maintenance facility or rail yard; during a transit-related maintenance activity; or involves a transit revenue vehicle.

**Near Miss:** An unplanned event that did not result in injury, illness, or damage – but had the potential to do so (also referred to as a “close call”). FTA defines a “Near-miss” as a narrowly avoided safety event. Near miss reporting trends may reflect changes in operating conditions, reporting practices or employee reporting culture and should not be interpreted independently as positive or negative safety performance.

**OSHA-Recordable Injuries:** A workplace injury that requires medical treatment beyond first aid, restricted duty, lost time, or loss of consciousness.

**OSHA Reportable Injuries:** A workplace injury that requires medical transport from the scene.

**Rate:** The number of events normalized by service output. Rate allows fair comparison across years, even when service or ridership levels change.

**Recordable Injuries Rate (often referred to as the Total Recordable Incident Rate or Recordable Incident Rate—TRIR or RIR):** The number of OSHA-recordable workplace injuries and illnesses per 100 full-time workers. TRIR measures overall workplace injury frequency.

**Restricted/Lost Time Rate (often referred to as Days Away, Restricted, or Transferred [DART] Rate):** OSHA recordable workplace injury or illness that results in time away from work, work light duty, or transfer jobs per 100 full-time workers. DART rate shows the severity of workplace injuries.

**Safety event:** An unexpected outcome resulting in injury or death; damage to or loss of the facilities; equipment, rolling, or infrastructure of a public transportation system or damage to the environment. Per the Federal Transit Administration (FTA) Final rule, Safety Event will replace the terms accident, incident, occurrence, and serious injury.

**Serious incident rate (or Major Safety Event Rate):** The number of serious safety events divided by how much service we operate. It helps show how often serious events happen relative to exposure (usually per 100K Vehicle Revenue Miles.)

**Slip and Fall (NTD Reportable Event):** When a person slips or trips and falls on transit property and results in serious injury that required medical transport.

**Transit worker:** any employee, contractor, or volunteer working on behalf of the transit agency.

**Vehicle Revenue Mileage (VRM):** Miles traveled by a transit vehicle while in revenue service and available to carry passengers.

**Volume:** The total number of safety events.

