

MBTA Safety Division Monthly Board Report

September 29, 2025

This Report captures performance that has been reported against safety performance targets for Heavy Rail, Light Rail, and Bus services for August 2025. Progress for each mode is briefly summarized below, and then further defined through data and performance summary graphs and discussion points.

This briefing format will be progressively refined and updated to clarify and expand upon topics of particular relevance to the MBTA and the Board of Directors.

Summary

Heavy Rail

Targets across Heavy Rail were largely met (five out of the seven). The Orange and Red Lines had strong months and met all targets except for Assaults on Transit Workers. However, the Blue Line did not perform as well against targets and only met two of the performance targets.

Light Rail

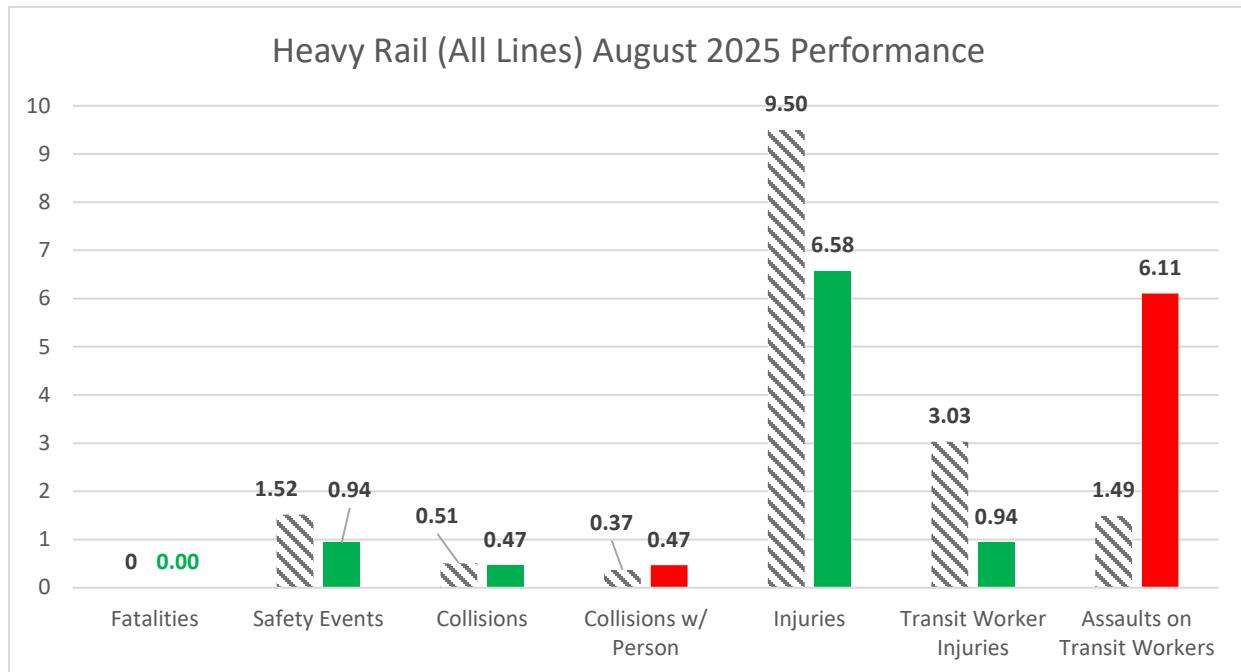
Light Rail also performed well and met five out of seven targets.

Bus

Bus did not perform well against safety targets and met three of the performance targets. Bus also reported a high number of Assaults on Transit Workers, which is consistent with the year-to-date average.

Data and Performance Summary – Heavy Rail

All Lines



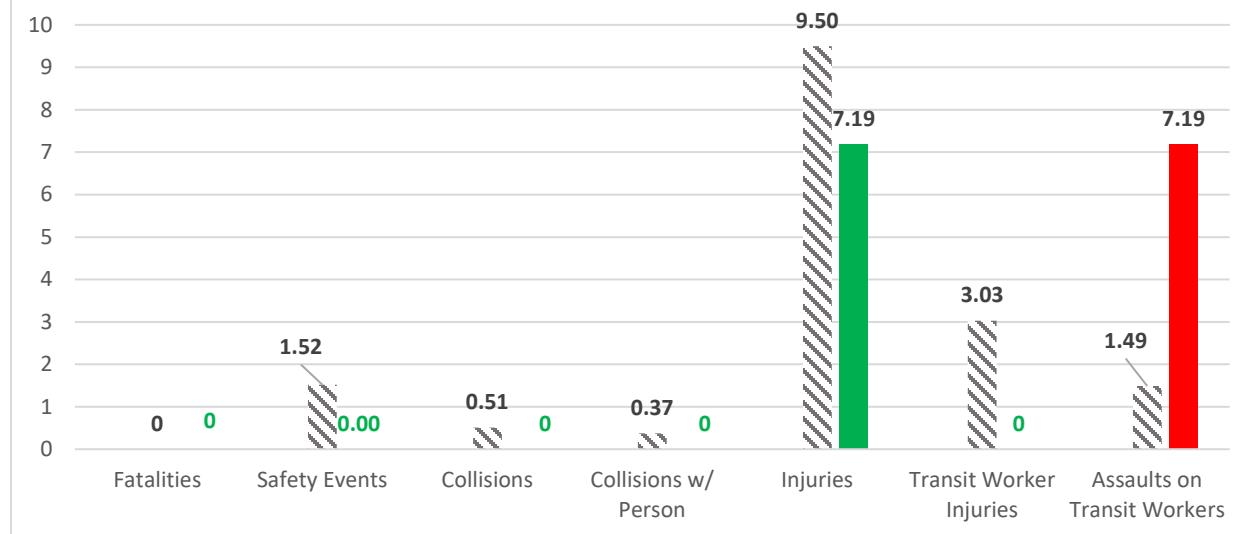
Target Performance (per Million Revenue Miles)

Target Rate	Gray Hatched Bar
Actual Performance (per Million Revenue Miles)	Solid Bar
Met Target	Green Bar
Did Not Meet Target	Red Bar

	FATALITIES	SAFETY EVENTS	INJURIES
TARGET COUNT (IF APPLICABLE)	0	2.33	15
ACTUAL COUNT	0	2	14
TARGET RATE	0	1.52	9.50
ACTUAL RATE	0.00	0.94	6.58

Orange Line Performance Relative to Heavy Rail Targets

Orange Line August 2025 Performance



Target Performance (per Million Revenue Miles)



Target Rate

Actual Performance (per Million Revenue Miles)



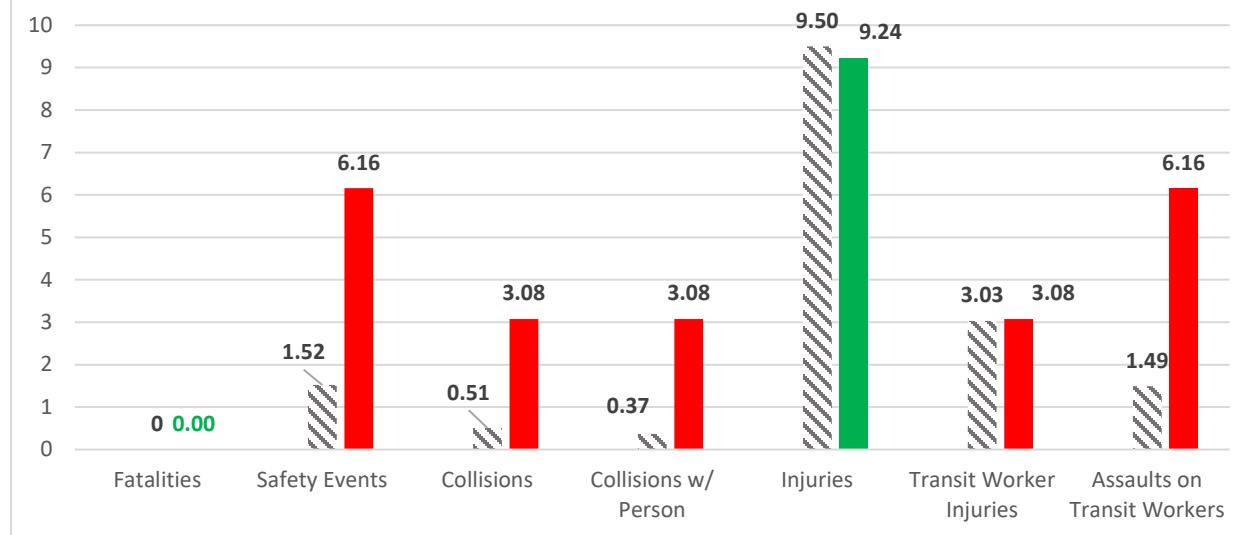
Met Target



Did Not Meet Target

Blue Line Performance Relative to Heavy Rail Targets

Blue Line August 2025 Performance



Target Performance (per Million Revenue Miles)



Target Rate

Actual Performance (per Million Revenue Miles)

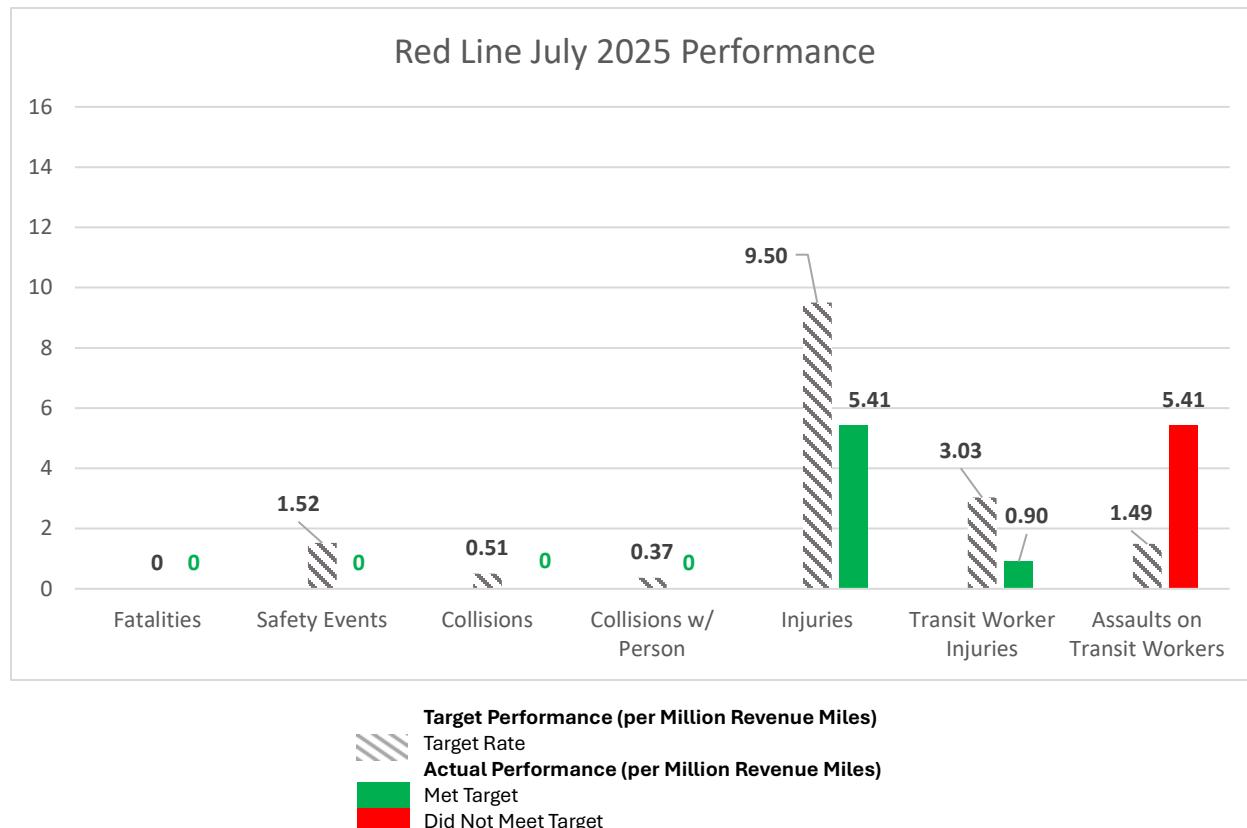


Met Target



Did Not Meet Target

Red Line Performance Relative to Heavy Rail Targets

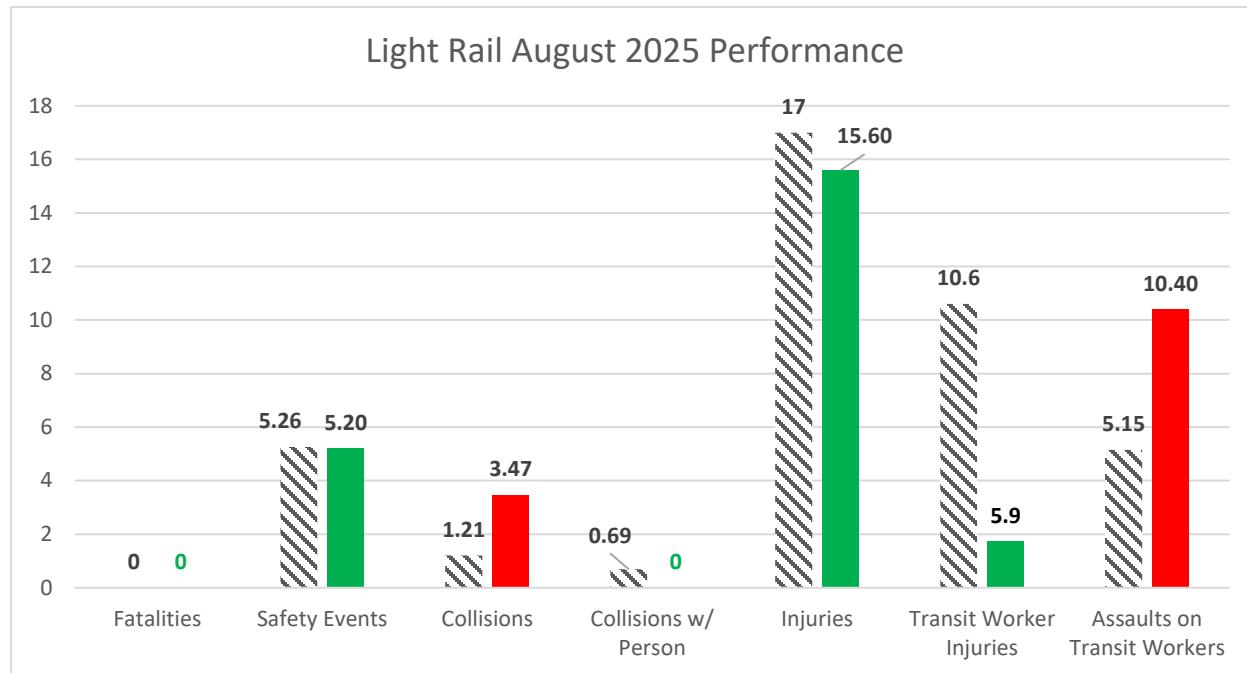


Discussion – Heavy Rail

- Actual rates for Fatalities, Safety Events, Collisions, Injuries, and Transit Worker Injuries fell below the target level for Heavy Rail in the month of August. Collisions with a Person and Assaults on Transit Workers exceeded the target level for Heavy Rail in August.
- Collisions
 - Collisions were below the target rate for August.
 - There was one (1) Collision across all of Heavy Rail
 - The one (1) Collision occurred on the Blue Line, which was a Train v Person incident on August 15.
- Collisions with Persons
 - Collisions with a Person exceeded the target rate in August.
 - The one (1) Collision with a Person was the same Blue Line incident noted above.
- Injuries
 - Transit Worker Injuries were below the target rate in August. They included two (2) employee injuries.
 - Transit Worker Injuries were also below the target in April, May, June, and July of this year.
 - Total Injuries were also below the target rate in August.

- Customer injuries included four (4) escalator injuries, two (2) pit injuries, two (2) station injuries, one (1) on-board injury, one (1) stair injury, one (1) personal security event, and one (1) from the Blue Line collision with a person.
 - Customer injuries were also below the target rate in July.
- Assaults on Transit Workers
 - Assaults on Transit Workers exceeded the target rate in August. Of the thirteen (13) incidents, seven (7) involved physical contact (or attempted physical contact) from a passenger, and six (6) were verbal assaults.

Data and Performance Summary – Light Rail



Target Performance (per Million Revenue Miles)
 Hatched bar = Target Rate
Actual Performance (per Million Revenue Miles)
 Green bar = Met Target
 Red bar = Did Not Meet Target

	FATALITIES	SAFETY EVENTS	COLLISIONS	COLLISIONS W/ PERSON	INJURIES
TARGET COUNT (IF APPLICABLE)	0	2.33	0.58	0.33	8
ACTUAL COUNT	0	3	2	0	9
TARGET RATE	0	5.26	1.21	0.69	17
ACTUAL RATE	0	5.20	3.47	0	15.60

Discussion – Light Rail

- All the actual rates for Fatalities, Safety Events, Collisions with a Person, Injuries, and Transit Worker Injuries fell below the target level for Light Rail in the month of August. Only Collisions and Assaults on Transit Workers exceeded the target level for Light Rail in the month of August.
- Safety Events
 - Safety Events fell below the target rate in August with a total of three (3) Safety Events.
 - They included two (2) Collisions with a vehicle and one (1) Wire/OCS event.
- Collisions
 - Collisions exceeded the target rate in August with two (2) total Collisions, which were both collisions with a vehicle.
- Injuries
 - There were nine (9) total Injuries on Light Rail in August.
 - Transit Worker Injuries fell below the target rate in August, with one (1) employee injury on Light Rail. Transit worker injuries also fell below the target rate in July.
 - Customer Injuries included two (2) Alighting injuries, one (1) On Board injury, one (1) Pit injury, one (1) Platform injury, one (1) Stair injury, one (1) Station (Other) injury, and one (1) Elevator injury.
- Assaults on Transit Workers
 - Assaults on Transit Workers exceeded the target rate in August, with a total of six (6) assaults. Four (4) were verbal, and two (2) were physical assaults.

Data and Performance Summary – Bus

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Target Performance (per Million Revenue Miles)

Target Rate

Actual Performance (per Million Revenue Miles)

Met Target

Did Not Meet Target

	FATALITIES	SAFETY EVENTS	COLLISIONS	COLLISIONS W/ PERSON	INJURIES
TARGET COUNT (IF APPLICABLE)	0	8.58	7.82	1.17	25.25
ACTUAL COUNT	0	13	8	0	62
TARGET RATE	0	4.85	4.36	0.62	14.3
ACTUAL RATE	0.55	7.18	4.42	0.00	34.25

Discussion – Bus

- Actual rates for Fatalities, Collisions with Person and Transit Worker Injuries fell below the target level for Bus in the month of August. Safety Events, Collisions, Injuries, and Assaults on Transit Workers exceeded the target level for Bus in the month of August.
- Safety Events
 - Safety Events exceeded the target rate in August.
 - August Safety Events included seven (7) collisions between buses and vehicles, one (1) collision with an object, two (2) fire/smoke events, one (1) station (other) event, and one (1) on-board event.
- Collisions
 - Bus Collisions exceeded the target rate in August.
 - Seven (7) of the August Collisions were between buses and vehicles. One (1) of the August Collisions was between a bus and an object.
 - Transit Worker Injuries fell below the target rate in August, continuing the trend from April, May, June, and July. They included thirteen (13) employee injuries.
 - Total Injuries exceeded the target rate in August.
 - Customer Injuries included seven (7) injuries resulting from Collision with Vehicles, four (4) On Board injuries, three (3) Boarding injuries, two (2) Door injuries, two (2) Station (Other) injuries, one (1) Escalator injury, and one (1) Alighting injury.
- Assaults on Transit Workers
 - Assaults on Transit Workers exceeded the target rate in August. They included sixty-two (62) incidents: forty-nine (49) verbal assaults, eight (8) physical (or attempted physical) assaults, and five (5) other types of assaults.

Appendix

Scope

This briefing uses Calendar Year 2025 Safety Performance Targets from the 2024 Transit Safety Plan.

Safety event data includes National Transit Database (NTD)-defined safety events from 8/1/25 to 8/31/25.

Event data is sourced from MBTA's Safety Database, generated utilizing Operations Control Center incident logs. Events in this report include only those which are relevant to the reporting of measures as defined in the TSP.

MBTA has established new performance targets in Calendar Year 2025 for areas including Transit Worker Injuries and Transit Worker Assaults, in response to updates to the National Public Transportation Safety Plan. This report contains information on these new measures, targets, and related performance.

Hazard mitigations and corrective actions are often implemented in response to patterns and trends of consecutive poor performance in one or more safety measures. Implementation of these actions may take place over months or years.

NTD Major Events (Rail)

S&S-40 Major Event Report	
MAJOR THRESHOLDS	
An event meeting the reportable event definition AND meeting <u>one or more</u> of the following reporting thresholds:	
<ul style="list-style-type: none">• A fatality confirmed within 30 days (including suicide)• An injury requiring transport away from the scene for medical attention for one or more persons (partial exception in the case of Other Safety Events)• Serious injury (may not involve transport from the scene)• Substantial property damage (including towing any vehicle for disabling damage)• An evacuation for life safety or to the rail right-of-way• Runaway train• Rail transit vehicle collision occurring at a grade crossing or intersection• Rail transit vehicle collision with an individual• Collision with another rail vehicle (revenue or non-revenue)• A mainline or yard derailment of revenue or non-revenue vehicle	
<i>Reports are due within 30 days of the date of the event.</i>	
Event Types	
Safety Events	
<ul style="list-style-type: none">• Collision (incl. suicide/attempted suicide/assault involving transit vehicle contact)• Derailment (mainline or yard)• Fire• Hazardous material spill (requires <i>specialized</i> clean-up)• Acts of God (nature)• Other Safety Events (two injuries and/or another threshold)	
System Security Events	
<ul style="list-style-type: none">• Arson• Bomb threat/bombing• Burglary / vandalism• Chemical/biological/radiological/nuclear release• Cyber security event• Hijacking• Sabotage• Suspicious package• Other security event (shots fired, projectiles, etc.)	
Personal Security Events	
<ul style="list-style-type: none">• Assault (no transit vehicle contact)• Homicide (no transit vehicle contact)• Suicide or attempted suicide (no transit vehicle contact)• Robbery• Larceny/theft• Motor vehicle theft• Rape• Other personal security events (e.g., perpetrator tased)	

NTD Major Events (Non-Rail)

S&S-40 Major Event Report	
MAJOR THRESHOLDS	
<p>An event meeting the reportable event definition AND meeting <u>one or more</u> of the following reporting thresholds:</p> <ul style="list-style-type: none">• A fatality confirmed within 30 days (including suicide)• An injury requiring transport away from the scene for medical attention for one or more persons (partial exception in the case of Other Safety Events)• Estimated property damage equal to or exceeding \$25,000• An evacuation for life safety reasons• Collisions involving transit roadway revenue vehicles that require towing away of a transit roadway vehicle or other non-transit roadway vehicle due to disabling damage.	
<p><i>Reports are due within 30 days of the date of the event.</i></p>	
Event Types	
<p>Safety Events</p> <ul style="list-style-type: none">• Collision (including suicide/attempted suicide/assault involving transit vehicle contact)• Fire• Hazardous material spill (requires <i>specialized</i> clean-up)• Acts of God (nature)• Other Safety Occurrences Not Otherwise Classified (two injuries and/or another threshold)<ul style="list-style-type: none">◦ Miscellaneous events that meet a threshold	
<p>System Security Events</p> <ul style="list-style-type: none">• Arson• Bomb threat/bombing• Burglary / Vandalism• Chemical/biological/radiological/nuclear release• Cyber security event• Hijacking• Sabotage• Suspicious package• Other security event (shots fired, projectiles, etc.)	
<p>Personal Security Events</p> <ul style="list-style-type: none">• Assault (no transit vehicle contact)• Homicide (no transit vehicle contact)• Suicide or Attempted Suicide (no transit vehicle contact)• Robbery• Larceny/theft• Motor vehicle theft• Rape• Other personal security events (e.g., perpetrator tased)	