



# Massachusetts Bay Transportation Authority

## Three-Year Safety Improvement Plan Overview

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\*<https://malegislature.gov/Laws/SessionLaws/Acts/2022/Chapter176>



# Overview Chapter 176 Section 62 Acts of 2022

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- Develop a 3-year safety plan submitted to the legislature by March 1.
- The plan needs to include the following:
  - *(i) identify measurable safety objectives for each of the next 3 calendar years and an update on the progress for the prior calendar year when applicable; (ii) include an analysis of all modes of transit operated or overseen by the authority, including, but not limited to, light, heavy and regional rail, bus, paratransit and ferry; (iii) Provide communications if with oversight bodies.*
  - *Independent yearly audit authorized by the board.*
  - *Chief Safety Officer submits a letter on the strengths and weaknesses of the plan by March 1 along with the Chief Financial Officer on how funds requested by CSO are being appropriated in the Capital and Operating Budgets.*



# Executive Summary

## Mission

- Serve the public by providing safe, reliable, and accessible transportation services

## Safety

- Embedded in our mission to protect our workers, riding public, and surrounding communities

## MBTA Board of Directors and General Manager

- Support the mission

## 3-Year Safety Improvement Plan

- Addresses the requirements in the Commonwealth of Massachusetts, Chapter 176 of the Acts of 2022, Section 62
- Based on our existing safety plans and our SMS process
- Embraces the organizational changes required to implement these plans and process
- Drive continuous improvement










**This 3-Year Safety Improvement Plan defines the safety objectives and targets that will support the organization's transformation into a safe and reliable transit agency over the next three years**

# 3-Year Safety Improvement Plan

Modes	Objectives	Targets	Reporting Requirements
<ul style="list-style-type: none"><li>• Subway (heavy and light rail)</li><li>• Bus</li><li>• Paratransit – “The RIDE”</li><li>• Commuter Rail</li><li>• Ferry</li></ul>	<ul style="list-style-type: none"><li>• SMI Special Directive CAPs</li><li>• Transit – TSP revision</li><li>• Commuter Rail – SSP Plan implementation</li><li>• CR Safety &amp; Resiliency Program</li><li>• Green Line TPS</li><li>• Station accessibility improvements</li><li>• Rail yard modernizations</li></ul>	<ul style="list-style-type: none"><li>• SMI Special Directives CAPs completion rate</li><li>• Transit – TSP targets (heavy/light rail, bus, The RIDE)</li><li>• Commuter Rail – SSP Plan goals</li><li>• Ferry – NTD reporting</li></ul>	<ul style="list-style-type: none"><li>• CSO letter and report</li><li>• CFO letter</li><li>• 3 calendar years</li></ul>



# MBTA Multi Modes by the Numbers

RED LINE		<b>218</b> Vehicles, <b>22</b> Stations/Stops	BUS		<b>1055</b> Vehicles, <b>7690</b> Bus Stops <b>8</b> Garages*, <b>175</b> Bus Routes <b>3244</b> Bus Route Miles
GREEN LINE		<b>206</b> Vehicles, <b>66</b> Stations/Stops	COMMUTER RAIL		<b>90</b> Locomotives, <b>420</b> Coaches <b>137</b> Stations, <b>394</b> Track Miles <b>4</b> North Side Lines, <b>8</b> South Side Lines <i>Operated by Keolis.</i>
ORANGE LINE		<b>120</b> Vehicles, <b>20</b> Stations/Stops	FERRY		<b>12</b> Boats (3 are MBTA-owned) <b>7</b> Terminals, <b>4</b> Routes** <i>Operated by Boston Harbor Cruises.</i>
BLUE LINE		<b>112</b> Vehicles, <b>12</b> Stations/Stops			
MATTAPAN LINE		<b>10</b> Vehicles, <b>8</b> Stations/Stops			
The RIDE		<b>373</b> Sedans, <b>457</b> Lift-equipped Vans			

\*North Cambridge closed for future renovations  
\*\* Recently added route from East Boston to Long Wharf



# Objectives

- Leading indicators used to influence future outcomes
- Based on FTA's SMI results, Capital Transformation Program safety-related projects, other capital improvement projects and regulatory requirements
- Developed to improve safety culture and safety performance
- Expected outcomes include, but limited to:
  - Safety and workplace culture improvements leading to improved operational outcomes
  - Decrease in incidents of unintentional train movements and disabled trains in revenue service
  - Full implementation SMS and use of safety data analysis for safety risk decision making at all levels
  - Implementation of field-based hardware and software systems for collision prevention and speed control

## Objectives

- SMI Special Directive CAPs
- Transit – TSP revision
- Commuter Rail – SSP Plan implementation
- CR Safety & Resiliency Program
- Green Line TPS
- Station accessibility improvements
- Rail yard modernizations



# Targets

- Targets provide an indication of the effectiveness of our objectives
- The SIP targets are based on SMI CAPs completion rate, TSP targets, SSP Plan goals, and NTD reporting
- New performance targets for transit and ferry are established each year using the three-year rolling average of data submitted to the National Transit Database for:
  - Fatalities
  - Safety Events
  - Injuries
  - System Reliability

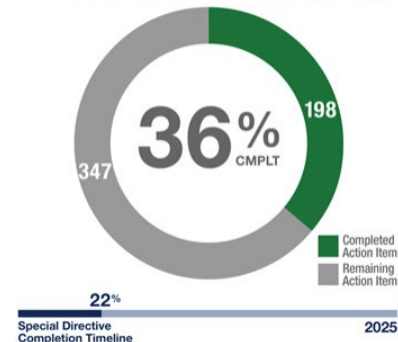
Targets

- SMI Special Directives CAPs completion rate
- Transit – TSP targets (heavy/light rail, bus, The RIDE)
- Commuter Rail – SSP Plan goals
- Ferry – NTD reporting

Table 6-3. Safety Events Performance Targets

Mode	3-Year Average Total Number of Safety Events <sup>3</sup>	Performance Target Count for CY2023	3-Year Average Rate per 1 Million Vehicle Revenue Miles	Performance Target Rate for CY2023
Heavy Rail	25	24	1.09	1.07
Light Rail	28	27	5.04	4.94
Bus	100	98	4.29	4.21
The RIDE	21	20	1.77	1.74

Overall Progress Corrective Action Plan (CAP)





# Questions

