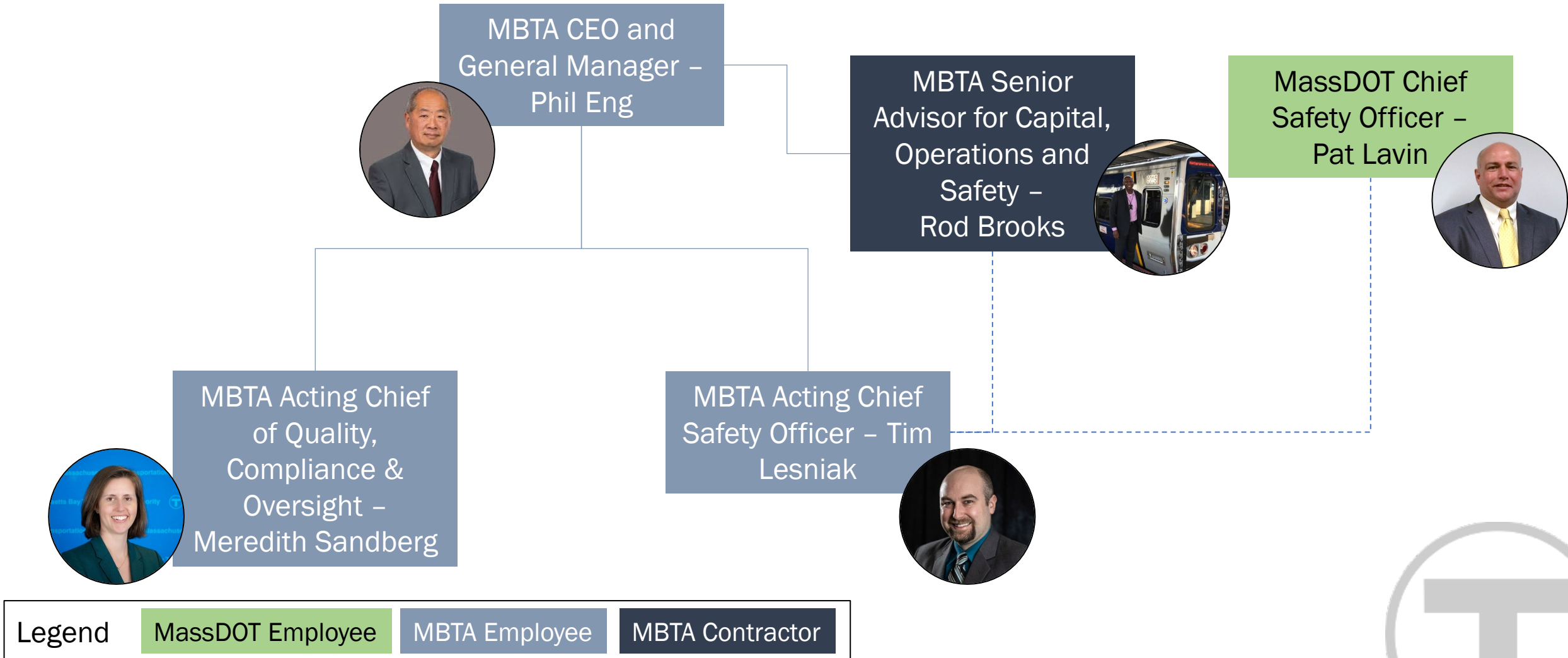


# Safety Moving Forward



# MBTA Safety Organizational Relationships



# Pat Lavin - Role of the MassDOT Chief Safety Officer<sub>3</sub>

## Background

- Provide Executive Level safety oversight
- Interfaces with:
  - MassDOT Agencies & MBTA
  - State and Federal oversight bodies (DPU, FRA, FTA, NTSB, etc.)
- 40+ Years transit industry experience
  - Operations experience in Signals - APTA Signals & Communications Working Group member
  - NYC Transit – agency lead accident investigator
  - WMATA - Chief Safety Officer
  - Senior Safety Consultant – Technical writer and SME for the MBTA Safety Review Panel report in 2019
- Masters Degree in Transportation & Management



# Rod Brooks – Role of Senior Advisor for Capital, Operations and Safety

4

## Background

- 32-year Railroad Veteran
- Represented roles:
  - Signals
  - Locomotive Engineer
- Management
  - Trainer,
  - Superintendent,
  - Chief Transportation Officer,
  - Executive Director ESA,
  - Senior VP-Operations
- Safety programs
  - Management Intervention Program
  - Risk Mitigation and Elimination Program
  - Trends Development and Implementation
  - APTA Award Winner
- Masters Degree in Organizational Management



# Tim Lesniak – Role of MBTA Acting Chief Safety Officer

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## Background

- 12 years railroad experience
- Experience in
  - Operations,
  - Track,
  - Signals,
  - Mechanical,
  - Training,
  - Safety
- Management Experience in Engineering and Safety
- 3 years overseeing Commuter Rail Safety at MBTA
- Masters Degree in Transportation Management







# MBTA Safety - Interface with external partners

Overseen by FTA at federal level &  
DPU at the state level



Overseen by FRA



Overseen by US  
Coast Guard



The National Transportation Safety Board (NTSB) responds to major accidents



# Commuter Rail – FRA System Safety Approach

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- The Commuter Rail System utilizes a System Safety approach as required by the FRA regulations
- The FRA defines System Safety as: *“The application of management and engineering principles, and techniques to optimize all aspects of safety, within the constraints of operational effectiveness, time, and cost, throughout all phases of a system life cycle.”*





# MBTA Commuter Rail – Under FRA jurisdiction

- 49 CFR 270 is the Federal Railroad Administration (FRA)'s System Safety Program regulation requiring the development and implementation of a system safety program
- MBTA/Keolis 270 Plan is broken down into 19 elements, the 20<sup>th</sup> element is the internal assessment (ISSPA) as required by regulation
- Three-year implementation period by regulation, currently in the second year
- Was developed in close coordination with Keolis Commuter Services Safety as a joint plan per FRA
- Now includes a Fatigue Risk Management Plan (FRMP) per 49 CFR 270 Subpart E





# MBTA Light & Heavy Rail Lines and Bus operations – DPU/FTA jurisdiction

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- 49CFR, Part 674 – Public Transit Agency Safety Plan (PTASP) - FTA utilizes a Safety Management System (SMS) approach to safety.
- SMS is defined as *“the formal, top-down, organization-wide, data driven approach to managing safety risk and assuring the effectiveness of safety mitigations.”*
- It includes systemic policies, procedures and practices for the management of safety risk.



# MBTA Light & Heavy Rail Lines and Bus operations - SMS

## SMS principles:

- Safety Policy: to align the entire MBTA under a Safety Management System for the purpose of prioritizing safety in management decision making.
- Safety Risk Management: to implement processes that will identify, evaluate, and resolve risks; and track risk mitigations.
- Safety Assurance: to oversee that all the objectives are met through effective data collection and assessment.
- Safety Promotion: to encourage workplace and public confidence in, knowledge of, and engagement with MBTA's commitment to ensuring safety.



# MBTA Safety – interface with QCOO

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- Quality Compliance & Oversight Department
  - Assists with managing the FTA Safety Management Inspections correspondence.
  - Works together with the Safety Department to track the implementation of the required Corrective Action Plans (CAPs) as part of the FTA oversight

