Safety Moving Forward

MBTA Safety Organizational Relationships

MBTA CEO and General Manager – Phil Eng

MBTA Senior Advisor for Capital, Operations and Safety – Rod Brooks

MassDOT Chief Safety Officer – Pat Lavin

MBTA Chief of Quality, Compliance & Oversight – Meredith Sandberg

MBTA Chief Safety Officer – Tim Lesniak

Legend: MassDOT Employee | MBTA Employee | MBTA Contractor

Pat Lavin - Role of the MassDOT Chief Safety Officer

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

Background

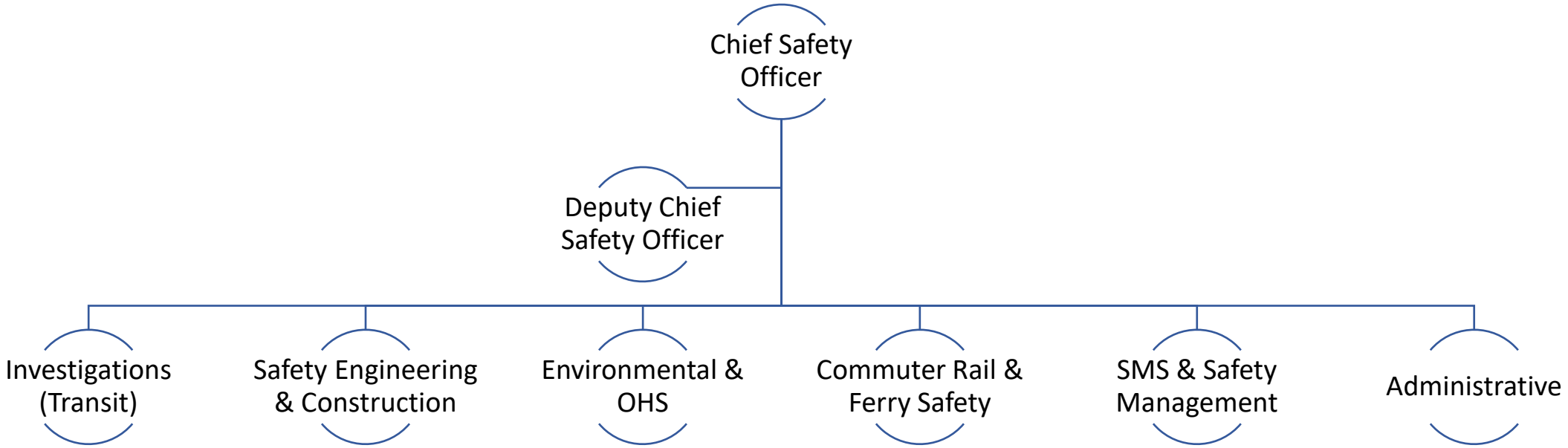
- 32-year Railroad Veteran
- Represented roles:
  - Signals
  - Locomotive Engineer
- Management
  - Trainer,
  - Superintendent,
  - Chief Transportation Officer,
  - Executive Director ESA,
  - Senior VP-Operations
- Safety programs
  - Management Intervention Program
  - Risk Mitigation and Elimination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

Tim Lesniak – Role of MBTA Chief Safety Officer

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 Department Structure Overview



MBTA Standpipe Systems Progress

- There are 168 standpipe systems throughout the MBTA.
- Annual visual inspections were implemented by Engineering and Maintenance (E&M) in late August to comply with National Fire Protection Association requirements.
    - 72 standpipe systems have been visually inspected and documented as of September 20, 2023. The remaining visual inspections are anticipated to be completed by the end of November 2023.
- Code Red Fire Life Safety has been hired to review all Fire Life Safety service contracts and recommend any adjustments to those contracts to ensure compliance and comprehensive maintenance standards.
- Hydrostatic testing of 19 standpipe systems has been completed. Further systems will be hydrostatically tested as weather permits.
- An MBTA safety engineer has been assigned to monitor hydrostatic/flow testing of standpipe systems. The engineer is a retired fire fighter who is well versed in fire code.

Near Misses and Rule Violation

Date	Location	Line	Near Miss or Rules Violation
8/10	NB Red Line N of N. Quincy	Red	Near miss
8/28	Riverside Station	Green	Rule Violation
8/28	Brookline Hills to Brookline Village	Green	Near miss
9/6	Longfellow Bridge	Red	Near miss
9/11	Harvard to Porter NB	Red	Near Miss
9/18	Harvard to Porter NB	Red	Near Miss

MBTA Immediate Actions Taken

- The Safety Department:
  - Issued Safety Flashes covering the issues observed by the FTA
  - Temporarily embedded Safety Personnel in OCC 24/7 to conduct observations and assist OCC Staff with interpretation of new Special Orders.
- Executive Leadership conducted an employee engagement meeting with all track inspection personnel to obtain feedback.
- The Operations Control Center:
  - Created Access/Egress Checklists for the Right of Way
  - Additional Management and Instructor Oversight added to the OCC

MBTA received an Immediate Action Letter from the FTA on September 14, 2023

Required Actions from the FTA	Status
Reporting of near misses: Report all near misses to FTA within two hours of incident's occurrence. Send preliminary and final investigation reports to FTA within 30 days.	Implemented – Final investigation for 8/28 incident due today (9/28)
Explanation of reporting delays: Submit written explanation of the delays in reporting near misses that have occurred since August 1, 2023. Letter to include an outline of actions taken to prevent future delays.	Submitted on time
Analysis of near misses and actions taken: Conduct comprehensive analysis of each near miss since August 1, 2023. Analysis to include an itemized list of actions taken or planned to prevent future incidents.	Submitted on time
Dispatcher training and audits: Provide immediate training to all Operations Control Center (OCC) dispatchers and supervisors on process for entering ROW crew positions into IRIS system and for ensuring locations are updated throughout ROW crew shifts. Daily audits to be conducted to ensure compliance.	Submitted on time
Verify communication with field personnel: Develop verification plan to ensure accuracy of bi-directional communication between workers on the ROW and the OCC.	In progress – Due today (9/28)
Worker location briefings: Develop plan to ensure motorpersons and Engineering and Maintenance supervisors, are briefed on locations of all workers prior to shift commencement.	In progress – Due today (9/28)
Increase flag sites for Level 4 protection: Restrict use of Level 4 protection until MBTA ensures additional flag sites are in place in areas of limited visibility, curves and areas with restricted sight distance.	Use of Level 4 currently suspended
Additional requirements to Level 1 protection: Restrict use of Level 1 protection until MBTA establishes additional protections for this access	In progress
Prohibition of the use of Level 5 protection (lone workers): Prohibit use of Level 5 protection (lone workers) until demonstration that sufficient protection procedures have been put in place.	Use of Level 5 prohibited with FTA approved exceptions

Further Planned Actions to improve ROW Safety

In addition to immediate actions, the MBTA is:

- **Developing Advanced Mobile Flagger (AMF) procedure:** working to develop procedures, training materials, safety rules compliance program (SRCP), and identify staffing resources to implement AMF at the MBTA
- **Developing inventory of areas with limited visibility/safety hazards:** Curves, Level 1 Areas, Grades greater than 3%
- **Issued RFP for a technological bidirectional solution to detect/warn of workers on ROW**
- **Progressing OCC expansion:** to include evaluation of the OCC display board and software/technology solutions to show workers on the ROW
- **A line-by-line assessment** of the characteristics of the rail vehicles/signal system will be conducted to determine if immediate enhancements such as shunts/portable trips should be utilized.
- **Revisions to the SRCPs** for the call on/call off procedure to include the IRIS logging system and the newly implemented Level 1 and Vehicle Access Checklists
- Continue monitoring for compliance of KPIS for SRCP audits
- **Revision** of ROW procedures is being conducted.

Questions