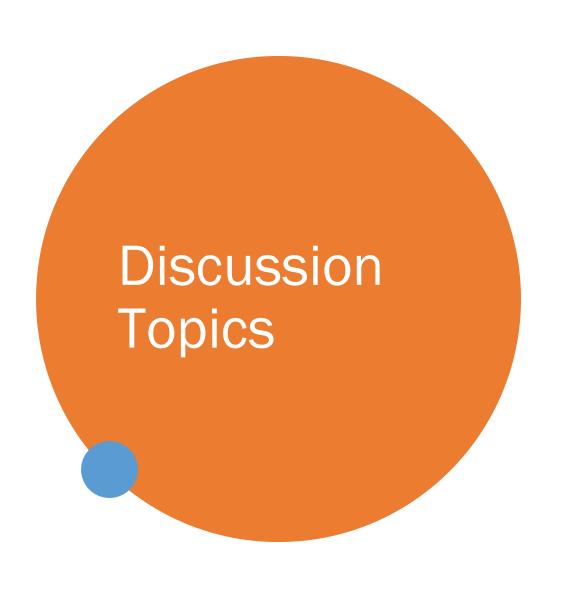


### Safety Updates

Timothy Lesniak
MBTA Chief Safety Officer
MBTA Board of Directors Meeting
April 25, 2024



- DPU Triennial Audit
- Recent Incidents and Corrective Actions
- Safety Performance Indicators and Trend Analysis

#### DPU Triennial Audit of MBTA Transit Safety Plan

- MBTA received Department of Public Utilities (DPU) Triennial Audit of the MBTA's compliance with the Transit Safety Plan
- The audit is required by the DPU by state and federal regulations
- MBTA has 60 days to respond to findings with Corrective Action Plans (CAPs)
- There has been continuous dialogue between DPU and MBTA on the audit findings
- MBTA Safety has begun the process to build out necessary CAPs

#### DPU Incident Report Closure Update

- On October 1, 2023, MBTA reported a backlog of approximately 37 open incidents that required incident reports submitted to the DPU
- MBTA Safety Division staff thoroughly reviewed and researched each open incident and submitted required reports to the DPU
- As of April 11, 2024, all 37 open incident reports have been completed and filed with the DPU.
- Now, incident reports are often being submitted ahead of the allotted sixty-day time period
- The elimination of the report backlog has allowed the MBTA Safety Division to comply with and complete FTA SD 23-10 CAP 4 item 8 ahead of the schedule

## Recent Incidents and Corrective Actions

# Safety Performance Indicators Trend Analysis Bus

- There were 13 Bus NTD Reportable Safety Events in February, exceeding the monthly performance target of 7.33.
- There were 32 Bus NTD Reportable Injuries in February, exceeding the monthly performance target of 21.
- Improved performance in system reliability for Bus. Bus Mean Miles Between Mechanical Failures performance in February was 30,409 compared to the target of 28,500.





### Safety Performance Indicators Trend Analysis Heavy Rail

- There was 1 NTD Reportable Safety Event on Heavy Rail in February, falling below the monthly performance target of 1.92.
- There were 20 NTD Reportable Injuries on Heavy Rail, exceeding the monthly performance target of 14.17.
- There were 0 Derailments on Heavy Rail.
- The Blue Line had a Customer Injury rate of .89 customer injuries per one million passenger trips, which is below the monthly performance target of 1.02.
- The Orange Line had a Customer Injury rate of 3.60 customer injuries per one million passenger trips, exceeding the monthly performance target of 2.12.
- The Red Line had a Customer Injury rate of 3.07 customer injuries per one million passenger trips, exceeding the monthly performance target of 2.45.
- Continued success in system reliability for Heavy Rail. Heavy Rail Mean Miles Between Mechanical Failures performance in February was 74,784 compared to the target of 49,000.



## Safety Performance Indicators Trend Analysis Light Rail

- There were 5 Light Rail NTD Reportable Safety Events in February, exceeding the monthly performance target of 2.25.
- There were 3 Light Rail NTD Reportable Injuries, falling below the monthly performance target of 6.58.
- Continued success in system reliability for Light Rail. Light Rail Mean Miles Between Mechanical Failures performance was 8,258 compared to the target of 7,900.
- Improvement in Reportable Smoke/Fire Incidents on the Light Rail, with only 5 reportable fire/smoke incidents compared to 10 in January.



#### Safety Performance Indicators and Trend Analysis Commuter Rail and Ferry

- The accident frequency ratio for the Commuter Rail in February was 4.7. which was an improvement compared to the year-to-date ratio of 5.0.
- Commuter Rail had 10 Reportable and 1 Non-Reportable employee injuries, with 0 passenger injuries reported.
- There were *O* derailments and reportable Major Rules Violations on Commuter Rail.
- Ferry had *O* Reportable and *O* Non-Reportable employee injuries, and *1* passenger injury reported.



### Questions?

