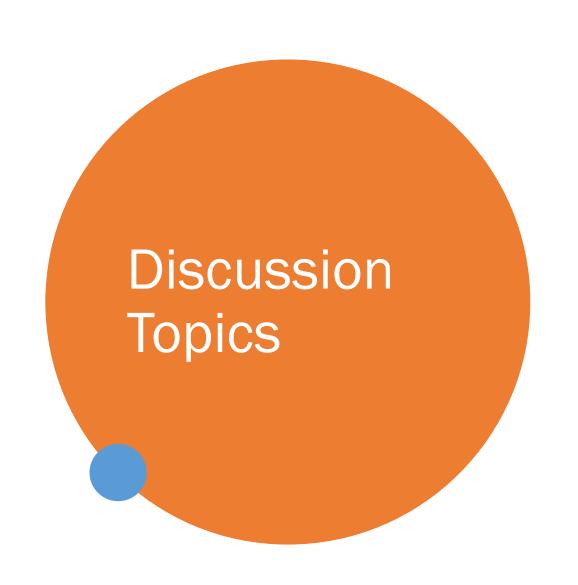


Safety Updates

Timothy Lesniak
MBTA Chief Safety Officer
MBTA Board of Directors Meeting
May 23, 2024



- Recent Incidents and Corrective Actions
- Safety Performance Indicators and Trend Analysis

Recent Incidents and Corrective Actions

Safety Performance Indicators and Trend Analysis Highlights March 2024

Bus

- A slight increase was reported for Bus NTD Reportable Safety Events and Bus NTD Reportable Injuries when compared to previously identified performance targets.
- Target for MBTA Bus NTD Safety Events has not been met for several months.
- There was a decline in the performance target for Bus Mean Miles Between Mechanical Failures.

Heavy and Light Rail

- MBTA fell slightly short of meeting the performance target for *Heavy Rail NTD Reportable Safety Events*.
- Continued success reported in system reliability for *Heavy Rail Mean Miles* Between *Mechanical Failures* performance.
- Significant progress was made toward performance target for *NTD Reportable Injuries*.
- Customer Injury rate (customer injuries per one million passenger trips) exceeded the monthly performance target on Blue Line and Orange Lines.
 - The rate fell within the monthly performance target on Red Line.

Questions?

Appendix

Safety Performance Indicators and Trend Analysis - *Bus*

- There were 8 Bus NTD Reportable Safety Events in March, exceeding the monthly performance target of 7.33.
- There were 24 Bus NTD Reportable Injuries (this includes both customer and employee transported injuries,) exceeding the monthly target of 21.
- In March, there was a decline in *Bus Mean Miles Between Mechanical Failures*, performance was 22,826 compared to the target of 28,500.





Safety Performance Indicators and Trend Analysis – *Heavy Rail*

- There were 3 Heavy Rail NTD Reportable Safety Events in March, falling short of our target (1.92) and outside MBTA's trend.
- There were only 16 NTD Reportable Injuries on Heavy Rail, showing significant progress towards the performance target of 14 compared to 20 in February.
- There was 1 Non-revenue derailment on heavy rail in March on the Red Line.
- The Blue Line had a Customer Injury rate of 2.38 customer injuries per one million passenger trips, which exceeded the monthly performance target of 1.02.
- The Orange Line had a Customer Injury rate of 2.72 customer injuries per one million passenger trips, exceeding the monthly performance target of 2.12.
- The Red Line had a Customer Injury rate of 1.63 customer injuries
 per one million passenger trips, falling within the monthly
 performance target of 2.45.
- Continued success in system reliability for Heavy Rail. Heavy Rail
 Mean Miles Between Mechanical Failures performance in March
 was 58,117 compared to the target of 49,000.



Safety Performance Indicators and Trend Analysis – *Light Rail*

- There were 3 Light Rail NTD Reportable Safety Events in March, exceeding the monthly performance target of 2.25 events or fewer.
- There were 3 Light Rail NTD Reportable Injuries, continuing a notable trend improvement in 2024 meeting the monthly performance target of 6.58 8 of the past 13 months.
- There was 1 revenue derailment on light rail.
- There was a drop in system reliability for Light Rail. Light Rail Mean Miles Between Mechanical Failures performance in March was 6,827 compared to the target of 7,900.
- Improvement in Reportable Smoke/Fire Incidents on the Light Rail, with only 2 reportable fire/smoke incidents in March compared to 5 in February.



Safety Performance Indicators and Trend Analysis Commuter Rail and Ferry

- Commuter Rail's March accident frequency ratio stands at 0.4, indicating better performance compared to the year-to-date ratio of 3.4.
- The Commuter Rail reported 1 Reportable and 2 Non-Reportable employee injuries, with 0 passenger injuries recorded.
- There were 0 Commuter Rail derailments reported in March.
- There was 1 reportable rule violation on the Commuter Rail in March 2024.
- Ferry had O Reportable and O Non-Reportable employee injuries, with 2 passenger injuries reported.