



**Massachusetts Bay
Transportation Authority**

GM & COO Remarks

12/12/2016



MBTA Equity Policy Meeting – December 14th, 6:30PM at Mattapan Public Library

How does the MBTA prevent unintentional discrimination in fare and service changes?

Come hear about our proposed policies for fairness and better service and let us know how we can improve them.

Welcoming remarks by the MBTA Acting General Manager Brian Shortsleeve

We want to hear from you!
Wednesday, December 14th
6:30 - 8:30 pm

Community Meeting Room, Mattapan Public Library
1350 Blue Hill Ave, Mattapan

The meeting is accessible to people with disabilities and those with limited English proficiency. Accessibility accommodations and language services will be provided free of charge, upon request, as available. Such services include documents in alternate formats, translated documents, assistive listening devices, and interpreters (including American Sign Language). For more information or to request a reasonable accommodation and/or language services please contact mwalters@mbta.com or 857-368-8745.



Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, MassDOT Secretary & CEO
Brian Shortsleeve, Chief Administrator and Acting General Manager



CIVIL RIGHTS AT THE MBTA: Are Changes to the T Fair?

Fair Service, Fair Fares

The MBTA serves diverse riders and communities, and we must do so equitably. When the MBTA proposes changes to services or fares, we understand that these changes may impact different riders in different ways. To make sure we treat all riders fairly when thinking about changes to service or fares, we are required by federal requirements to study the risk of an adverse impact that our riders might experience from the change, which is called a service and/or fare equity analysis. The steps that help the MBTA determine if an equity analysis is required are detailed in the MBTA’s Disparate Impact/Disproportionate Burden (DI/DB) Policy, which we must revise with public input, for approval by the MBTA Board.

The Elements of the Disparate Impact/Disproportionate Burden Policy

The DI/DB Policy has three key concepts that must be approved:

- **Adverse Effects**—the negative result caused by service changes that we evaluate using the DI/DB threshold
- **Major Service Change**— a service change that will have a significant impact to our diverse customer base
- **DI/DB Thresholds**—the degree of difference in impacts between minority and non-minority or low-income and non-low-income customers, which is used to identify the risk of bias

Invitation to Comment

The MBTA seeks your support to establish our revised equity analysis policy. Community members can comment on the MBTA’s proposal by providing your input and suggestions to the draft policy, which is on the MBTA website. Your comments will be considered and shared with our Board to help them make a decision on approving or modifying our proposal.

For more information on this work or to provide your feedback, you can reach MBTA’s Title VI Unit through any of the following:

DI/DB Policy Webpage and Comment Form: www.mbta.com/fairness

Email: MassDOT.CivilRights@dot.state.ma.us;

Phone: (857) 368-8580

Mail: Office of Diversity and Civil Rights, 10 Park Plaza, Boston, MA 02128



Positive Train Control – Program Mgmt Steering Committee Meeting Monthly

Ansaldo STS A Hitachi Group Company

1. Progress Review: November Achievements

	Description	Forecast /Actual	Status	Comment
1	Finalize Program Baseline	11/21		Conditional approval received.
2	Closeout Segment PDRs	12/23		Resolution of outstanding technical issues
3	Hold System PDR	11/15 (A)		Completed Nov 14-15 per plan
4	Start Vehicle PTC Radio Test	11/17 (A)		Stage 1 completed per plan
5	Submit first Section 106 clearances	11/11 (A)		Clearances prepared per plan. See attached Clearance status
6	Start Fiber procurement	12/2 (A)		Material change from 24 to 48 strand fiber processed. Fiber order placed.
7	Evaluate acceleration change order	12/16		Ongoing

3



Positive Train Control – First Radio Test Successfully Completed

- **Test Purpose:**
 - Demonstrate end to end function of 220 MHz radio interoperability with Amtrak.
 - Required prior to first vehicle upgrades.
- **Challenges:**
 - Mobilization to new facility.
 - Integration of Wabtec, Siemens, Stico and ASTS for first prototype install.
 - Coordination with MBTA, Keolis, Amtrak, Seaview

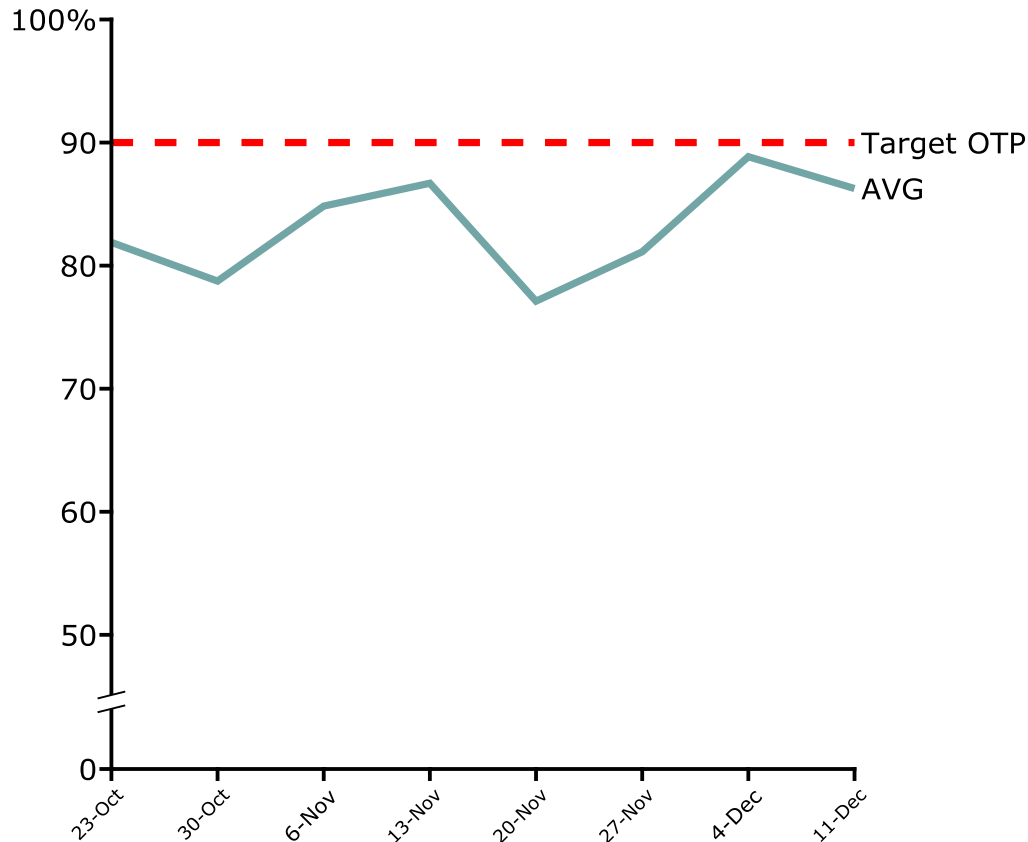


Draft for Discussion & Policy Purposes Only



Commuter Rail Peak On-time Performance Last 30 days

Avg. Weekly Peak OTP Commuter Performance



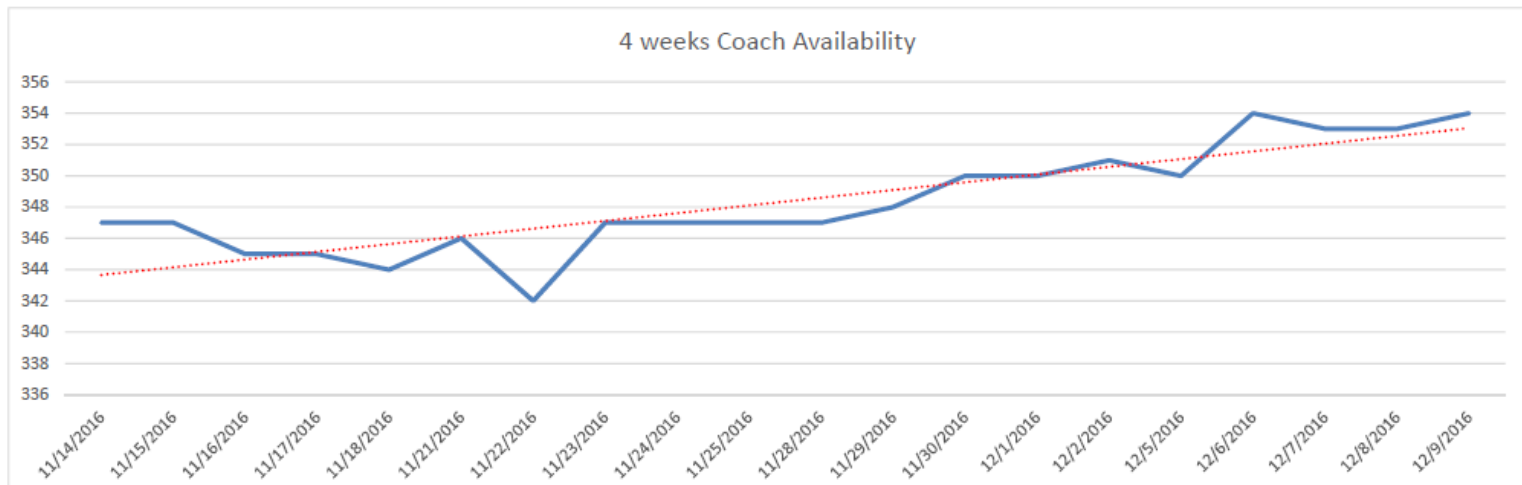
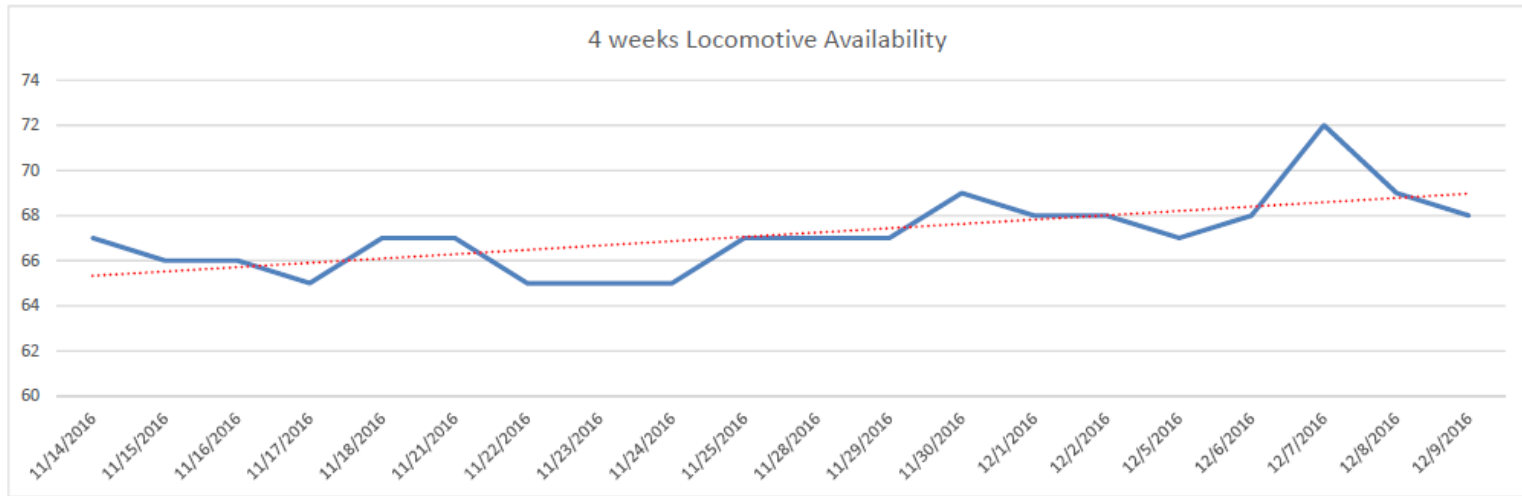
Avg. Daily CR OTP: Last 30 Days

	CR LINE	AVG	# Days Below Target
1	FAIRMOUNT LINE	97%	5
2	GREENBUSH LINE	97%	2
3	MIDDLEBORO LINE	94%	3
4	KINGSTON/PLYMOUTH LINE	88%	9
5	PROVIDENCE LINE	87%	10
6	LOWELL LINE	87%	9
7	HAVERHILL LINE	83%	15
8	FRANKLIN LINE	81%	14
9	STOUGHTON LINE	80%	13
10	ROCKPORT LINE	79%	11
11	NEWBURYPORT LINE	79%	14
12	NEEDHAM LINE	77%	14
13	WORCESTER LINE	69%	17
14	FITCHBURG LINE	68%	17

Note: Peaks are from 6:30-9:30 AM and 3:30-6:30 PM on weekdays. Only peak direction trains are included for Commuter Rail.



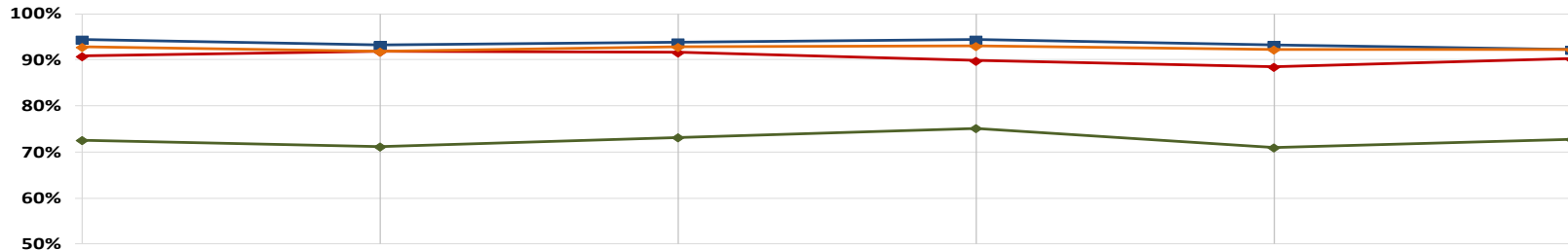
Commuter Rail Locomotive and Coach Availability



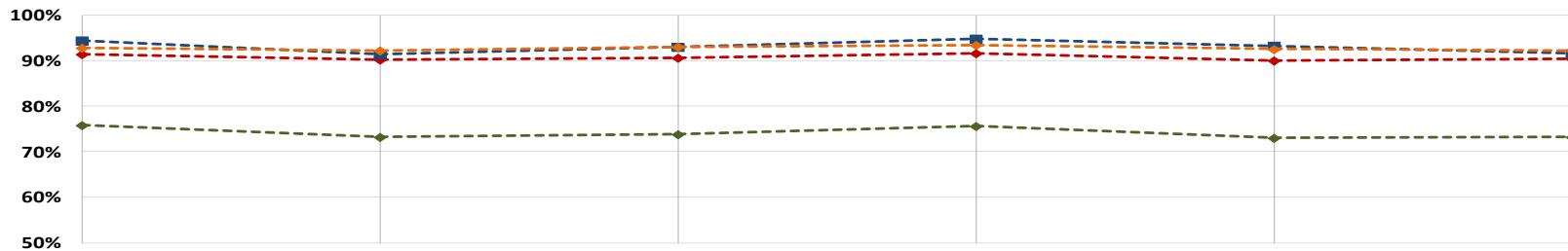


Weekly Reliability

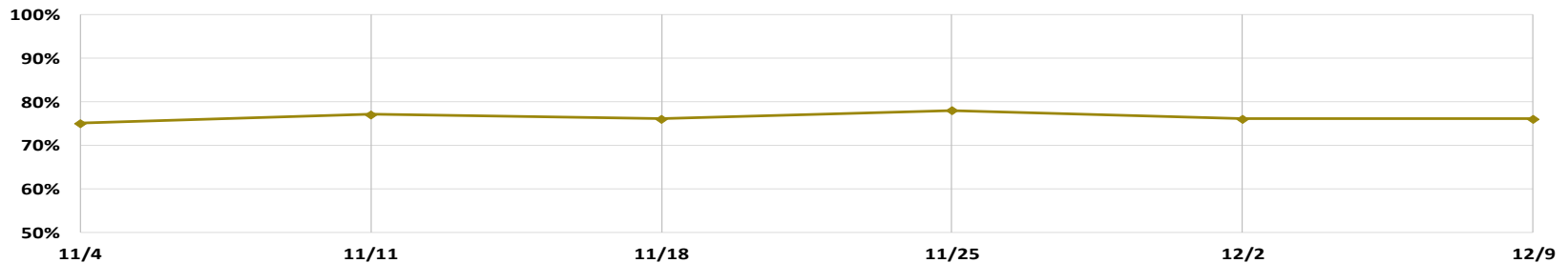
Rail Reliability: Peak



Rail Reliability: Offpeak



Bus Headway Adherence





Storm Preparations

MBTA SITUATIONAL AWARENESS

T Report # 4 | Level 2 Storm Event | As of 8:00 AM on 12 December, 2016
 Issued by the MBTA Storm Desk (617-222-6250 or stormdesk@mbta.com)

SITUATION

- Revenue service is resuming with minimal impacts due to the storm
- Snow is turning to rain in the Boston area.
- Commuter Rail reports a motor vehicle stuck on the tracks in Lincoln on the Fitchburg Line, resulting in a 60 minute delay to train 400. 94.74% OTP

WEATHER	AIR TEMP	PRECIPITATION	ACCUMULATION	WIND SPEED	RAIL CONDITION
Currently	38°	Light Rain	<1"	10 MPH (SW)	Wet
24 Hour Forecast	40	AM Rain	<1"	17 MPH (SW)	Wet
Comments	Rain expected to continue until afternoon.				

SERVICE IMPACT SUMMARY NORMAL MODERATE SEVERE

LINE	SERVICE	STATIONS	MAINT FACILITIES	ROW INFRASTRUCTURE	REV VEHICLES
RED	No weather related service issues	Facilities reports no issues	No issues reported	De-icing train remains in operations	AM car count 168/166 (+2)
ORANGE	No weather related service issues	Facilities reports no issues	No issues reported	De-icing train remains in operations	AM car count 96/96 (E)
BLUE	No weather related service issues	Facilities reports no issues	No issues reported	De-icing train remains in operations	AM car count 72/50 (+22)
GREEN	No weather related service issues	Some slick surface stations conditions reported	No issues reported	L1 Green Riverside switch heaters cleaned out and on	AM car count 146/146 (E) Matt: 5/5 (E)
SILVER	No weather related service issues	Facilities reports no issues	No issues reported	De-icing train remains in operations	
BUS	No weather related service issues	Bus stop clearing is underway	No issues reported		AM car count 790/805(+15)
RAIL	NORTH	No weather related service issues	No issues reported	De-icing train remains in operations	131/133 (-2)z
	SOUTH	No weather related service issues	No issues reported	De-icing train remains in operations	228/230 (-2)
C FERRY	No weather related service issues				
RIDE	No weather related service issues	No issues.			No service issues reported

PARKING	100% NORMAL	0% PARTIAL	0% CLOSED	No significant parking impacts reported.
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LOOK AHEAD

- Rain expected to continue into the afternoon.

CONTACT THE MBTA STORM DESK: PHONE 617-222-6250 EMAIL STORMDESK@MBTA.COM



Janitors Closet Inspections

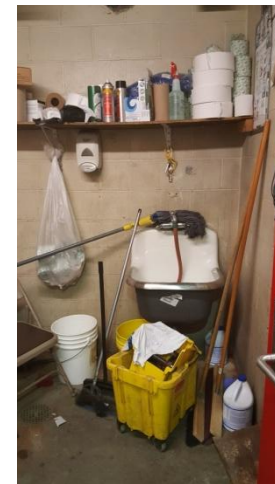
- Two inspections were performed by MBTA Station Coordinators
 - During weeks of 11/14 – 11/18 and 12/6 – 12/9:
 - Over 170 janitor closets were inspected during those weeks
 - 6 closets had inadequate supplies during 11/14 inspection and contractor was instructed to stock adequately.
 - 7 closets had inadequate supplies during 12/6 inspection
 - Quality Improvement Plan Requested on 12/6/16, addressing several deficiencies including supply stock.



Suffolk Downs



Andrew



Quincy Adams



Forest Hills



Worker Safety Concerns

- MBTA Right of Way Safety Policy requires flagging protection for all workers working within 10' of the track centerline
 - Cleaning contractors utilize flagging protection for rail pit cleaning and station light bulb replacement
 - No flagging protection has been provided for after service platform tact-tile edge cleaning

- Immediate Steps Taken by MBTA Management
 - All platform cleaning occurring 3' from the edge of the platform will require flagging protection
 - Immediate notice that flagging protection is required was given to management of SJ Services and ABM
 - All contractors, managers and forepersons assigned are being required to attend a ROW recertification class regardless of their ROW license status

