



**Massachusetts Bay
Transportation Authority**

Safety Updates

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MBTA Board of Directors Meeting

April 25, 2024




Discussion Topics

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- 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
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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 **0** derailments and reportable Major Rules Violations on Commuter Rail.
- Ferry had **0** Reportable and **0** Non-Reportable employee injuries, and **1** passenger injury reported.



Questions?

