



**Massachusetts Bay
Transportation Authority**

Safety Updates

Timothy Lesniak

MBTA Chief Safety Officer

Safety, Health and Environment Subcommittee

July 11, 2024



Discussion Topics

- Recent Incidents and Corrective Actions
- DPU Risk-Based Inspection Report: Green Line Pedestrian Crossings
- State Auditor Block by Block Report
- Advanced Mobile Flagger Update

Recent Incidents and Corrective Actions




DPU Risk-Based Inspection Report: Green Line Pedestrian Crossings July 5, 2024

DPU-RBI-24-001 – Green Line Pedestrian Crossings Pilot Final Report

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understand and investigate streetcar motorperson compliance with MBTA rules at those locations. The RBI Team identified that a heightened safety hazard exists at Green Line



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DEPARTMENT OF PUBLIC UTILITIES

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July 5, 2024

VIA ELECTRONIC MAIL

Timothy Lesniak
Chief Safety Officer
MBTA Safety Department
185 Kneeland Street
Boston, MA 02111

RE: DPU-RBI-24-001, Green Line Pedestrian Crossings RBI Pilot, Final Report

Dear Mr. Lesniak:

As you are aware, the Department of Public Utilities (“DPU”) is required to develop and implement a risk-based inspection (“RBI”) program in accordance with 49 U.S.C. § 5329(k) and Special Directive 22-34 issued by the Federal Transit Administration (“FTA”) to the DPU on October 21, 2022.¹ As part of its RBI program development process, the DPU’s RBI Team within the Rail Transit Safety Division (“Division”) conducted a second pilot RBI inspection² of an area of the Massachusetts Bay Transportation Authority (“MBTA”) subway system³. This letter serves as the Final Report to the MBTA on this second RBI pilot.

Executive Summary

The RBI Team’s analysis of safety incident data identified instances of streetcars colliding with people on the MBTA’s Green Line during 2023. The RBI Team researched and completed site visits to a selection of Green Line pedestrian crossings in early 2024 to better

¹ Special Directive No. 22-34 Notice No. 1, available at <https://www.transit.dot.gov/sites/fta.dot.gov/files/2022-10/FTA-Special-Directive-22-34.pdf>.

² The Division conducted the first pilot RBI inspection of the MBTA subway system in late 2023 and sent MBTA the results on December 13, 2023.

³ The MBTA subway system consists of the Green, Red (including Mattapan Trolley), Orange and Blue lines.

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State Auditor Report Block by Block Contract July 7, 2024

OFFICE OF THE STATE AUDITOR
DIANA DIZOGLIO

Official Audit Report – Issued July 7, 2024

**Massachusetts Bay Transportation Authority—
Block by Block Contract**
For the period January 1, 2021 through December 31, 2022



State House Room 230 ■ Boston, MA 02133 ■ auditor@massauditor.gov ■ www.mass.gov/auditor

Advanced Mobile Flagger Update

- MBTA restarted the Advanced Mobile Flagging (AMF) program on the Orange and Green Lines on Monday, July 8.
- Program was implemented to improve safety for on-track personnel performing maintenance and inspections.
- AMF, over the last few months, has evolved to remove ambiguity, formalize communication protocols, and increase accountability for everyone on and off the track.
- In addition to the existing mandatory work crew PPE, train headlights, and radio communication requirements, MBTA formalized protocols to protect on track personnel:
 - Require the vehicle to come to a complete stop and await a signal to proceed past the on-track personnel.
 - Temporary reduced vehicle speed to 10mph through areas.
 - Increased use of the horn to alert on-track workers of oncoming car movement.

Questions?

Appendix – AMF November 16, 2023

New Advanced Mobile Flagger (AMF) Program

- MBTA is implementing a new AMF Program.
- Specifically addresses Level 4 protection - commonly used for routine maintenance and mobile inspections.
- MBTA has finalized AMF procedures and training materials and is in the process of implementation.
- A pilot program will launch on Heavy Rail first followed by Light Rail.
- Program will serve as a bridge until implementation of a safety technology solution.



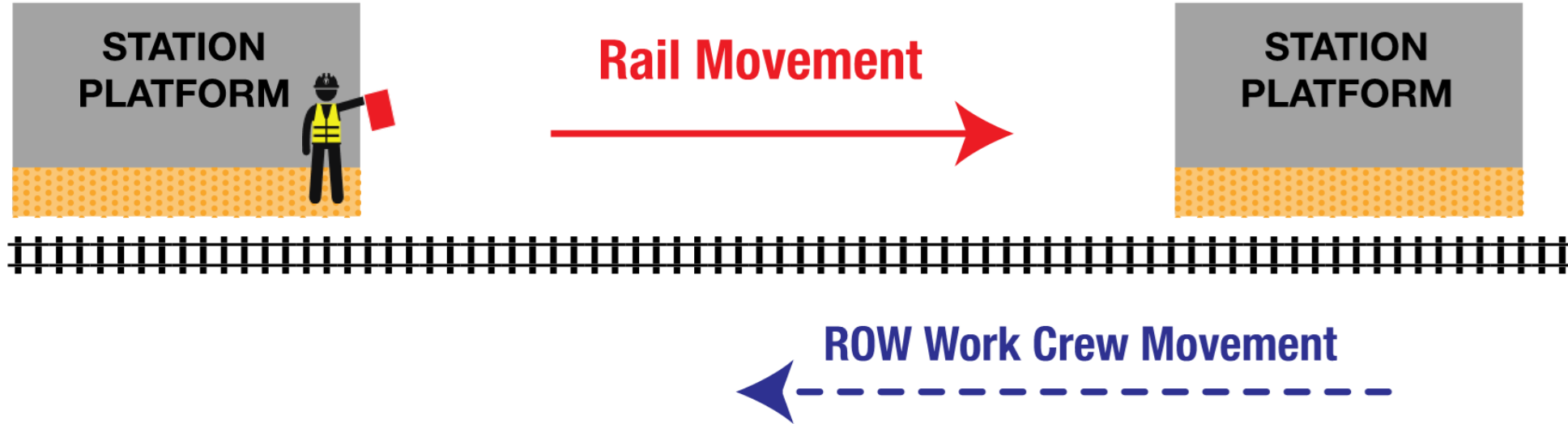


Advanced Mobile Flagger Location and Responsibilities

- AMF is positioned at the proper berthing location in advance of the Mobile Work Crew and in the direction of normal travel for a Rail Vehicle.
- Works with the ROW Flagger who is part of the crew.
- Informs the Motorperson of work crew personnel ahead.
- Performs radio checks with OCC and commences cautioning Motorpersons.
- Obtains Motorperson's acknowledgement of work crew ahead.
- Warns crew if any train fails to stop.

Advanced Mobile Flagging- AMF

AMF Station to Station movement



- Mobile Work Crews will walk in the opposite direction of normal traffic flow under the protection of the AMF.

