



**Massachusetts Bay
Transportation Authority**

Safety Panel Report Update

*Ronald Ester
Chief Safety Officer*

Overview

- Classification Scheme
- Tracking and Scheduling
- Implementation Status



Classification Scheme

- **Green** – Completed & Monitoring
 - All fully-verified one-time recommendations or recommendations permanently integrated into SMS processes
- **Yellow** – In Progress
 - Implementation in process; awaiting status update from business unit, escalation to next-tier safety committee for further action, or review and verification of closure submittal
- **Red** – On Hold
 - Implementation paused due to external factors



Tracking and Scheduling

- Tracking

- Safety staff maintain and archive tracking tools, meeting presentation materials, and verification documentation
- Safety maintains responsibility for completing and verifying status changes (e.g., **In Progress** > **Complete**)

- Timing and Scheduling

- Data Analysis Groups (DAGs), Safety Management Working Groups (SMWGs), and Safety Management Review Committee (SMRC) meet monthly; Executive Safety Council (ESC) convenes on a quarterly basis
- Each committee reviews all assigned recommendations each meeting
- Deadlines associated with recommendation tasks and subtasks are reviewed and updated monthly



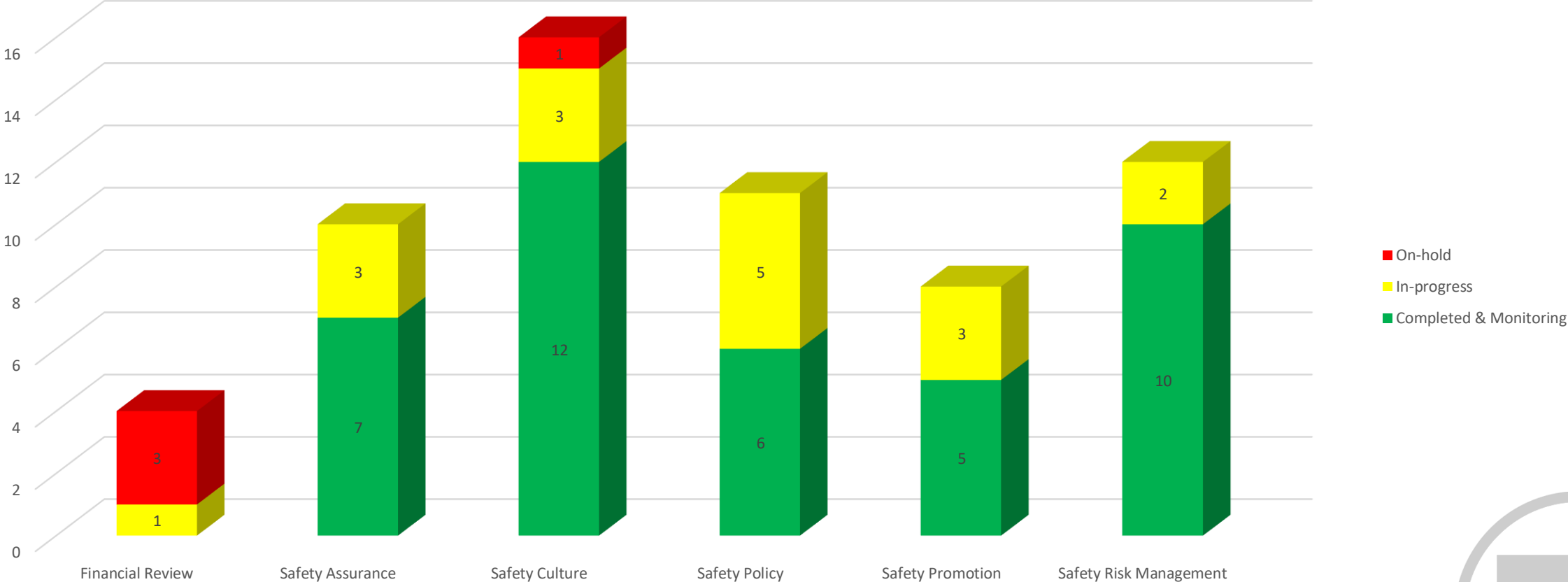
Recommendation Implementation Status

SRP Recommendations Implementation Status



Implementation Status by Category

SRP Implementation Status by Recommendation Category



Implementation On Hold

Recommendation Category	Finding Number	SRP Finding	Recommendation Number	SRP Recommendation	Status
Financial Review	2	Deep budget reductions have resulted in the lack of resources in critical areas, which may be affecting the safe delivery of services. The reductions appear to have occurred as a totally top down approach without a critical or clear assessment of functions or needs.	2a	MBTA must perform a ZBB analysis of each department to identify the appropriate level of resources needed to ensure the safe delivery of service and support core business functions.	On-hold
Financial Review	2	Deep budget reductions have resulted in the lack of resources in critical areas, which may be affecting the safe delivery of services. The reductions appear to have occurred as a totally top down approach without a critical or clear assessment of functions or needs.	2b	MBTA must avoid a top down approach to conducting the ZBB and have an inclusive dialogue with those directly impacted by these decisions.	On-hold
Financial Review	3	A key priority of the FMCB has been acceleration of capital delivery. This is a major initiative that has a significant impact upon the operating budget. There is widespread concern about the resource focus on capital delivery is occurring at the expense of the operating needs.	3	MBTA must re-examine the financial process to provide efficiencies and flexibility to address the needs of daily operations and the capital spending.	On-hold
Safety Culture	4	There is not an adequate onboarding process from both the organizational and departmental level.	4c	Organize and encourage site visits in the first 100 days to help new hires gain a better understanding of how the T works together to achieve its mission.	On-hold

