



Massachusetts Bay Transportation Authority

FTA Safety Management Inspection Update

July 19, 2022



FTA Special Directives Overview

- June 14, 2022, The FTA issued five (5) special directives: four (4) are for the MBTA.
- MBTA Special Directives:
 - #22-4: Delayed Critical Maintenance - Submitted July 15, 2022
 - #22-5: Operating Procedure Related to Train Movements - Submitted June 30, 2022
 - #22-6: OCC Staffing and Number of Hours People are Working - Submitted July 5, 2022
 - #22-7: Safety Recertification Process for Employees - July 20, 2022
- Each directive has its own timeline to submit a Corrective Action Plan (CAP).
- Under the authority given to the FTA by federal law, they may withhold up to 25 percent of financial assistance if these directives are not acted upon.



No.22-4: Delayed Critical Maintenance

The MBTA must address 9 actions in 3 areas related to maintenance of way (MOW). These required actions are to address deficiencies in personal protective equipment (PPE) and right of way (ROW) safety; to correct defective track conditions; and to address management practices that negatively impact track repair. *CAP = 30 Days.*

Plans Underway:

- Prioritizing work to address track conditions that have been managed to a safe operating condition with speed restrictions and are being coordinated with current construction activities and pre-existing service diversions, especially along the Orange Line and in the cited track location between Back Bay and Tufts New England Medical.
- Investigating ways to accelerate maintenance of existing rail-born infrastructure work equipment, as well as opportunities to rent/lease. Re-evaluating facility to store, maintain, & protect rail-borne infrastructure equip.
- Evaluating access procedures to develop a method for safely increasing on-track time during non-revenue hours.



No. 22-5: Operating Procedures Related to Train Movements

The MBTA must address 3 findings related to operating procedures for disabled trains and yard moves and unintended and uncontrolled train movements by disabled trains in maintenance facilities and rail yards. *CAP = 15 Days.*

Plans Underway:

- Initial series of Special Orders, Memos, and Directives on yard moves
- Initial pilot on Blue Flag procedures at Cabot RTL



No. 22-6: OCC Staffing & # of Hours People are Working

The MBTA must address 7 actions with its system [such as giving staff enough opportunity to recover between shifts at the Operations Control Center (OCC)] and daily reporting of planned and actual shift assignments for all OCC staff (reporting required for 6 weeks). *CAP = 20 Days.*

Plans Underway:

- Rule change to maximum work hours allowed for dispatchers.
- Updating Bus, Heavy Rail, Light Rail schedules.
- Immediate hiring blitz to improve hiring pipeline:
 - \$10K signing bonus (*union negotiation*), marketing campaign.
- Pursuing additional actions



No.22-7: Safety Recertification Process for Employees

The MBTA must address 3 required actions relevant to the pattern of safety incidents and interim safety findings about **lapsed safety training certifications of safety-sensitive rail personnel**. *CAP = 35 Days*.

As of June 20, all staff that needed recertifying have been recertified and are at less-than one year.

Plans Underway:

- Developing weekly certifications reporting for FTA & DPU (**Finding 1**)
- Moving recertifications tracker onto SharePoint so all depts can view (complete by Friday June 17)
- Creating special order to define and clarify recertification expectations for all relevant employees, and consequences if recertifications are not completed.

Next:

- Develop processes to verify personnel are certified prior to performing safety sensitive work (**Finding 2**)
- Developing plans for creating, reviewing, and updating training materials (**Finding 3**)
- Hire additional instructors to support recertification classes

